City of Blaine
City Council Workshop

April 13, 2026 | 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. 2026-79 Utility Franchise Fee Implementation Timeline (30 Minutes)
Sponsors: Jason Zimmerman, Finance Director

3.2. 2026-80 SBM Fire Department - Quarterly Update (30 Minutes)
Sponsors: Daniel Retka, Fire Chief

3.3. 2026-81 Petition to Modify Flowerfield Road (30 Minutes)
Sponsors: Daniel Schluender, Director of Engineering

3.4. 2026-82 Sidewalk and Trail Plowing Requirements (40 Minutes)
Sponsors: Erik Thorvig, City Manager

3.5. 2026-83 2027 Budget - Review of Small Group Meetings; Outcomes and Council Direction (30 Minutes)
Sponsors: Jason Zimmerman, Finance Director

3.6. 2026-84 Council Requested Items for Discussion (20 Minutes)
Sponsors: Erik Thorvig, City Manager

4. Other Business

5. Adjournment

City of Blaine
Staff Report

File Number: 2026-79

Agenda Date	Status
April 13, 2026	
In Control	**File Type**
City Council	Workshop Item

New Business - Jason Zimmerman, Finance Director

Agenda Item # 3.1

Utility Franchise Fee Implementation Timeline (30 Minutes)

Background

In conjunction with workshops held on January 13, 2025, September 8, 2025, November 17, 2025, and January 23, 2026, City staff conducted meetings with all local gas and electric providers, including CenterPoint Energy, Xcel Energy, Connexus, and Centennial Utilities. These meetings occurred alongside the ongoing workshop series to inform providers of the City's intent to establish franchise fees, discuss the formal process for renegotiating expired agreements, and collect the necessary data for fiscal modeling. Under Minnesota Statute 216B.36, the City maintains broad authority to negotiate these franchise ordinances for the use of public rights-of-way. While certain natural gas agreements remain in effect, others with Xcel Energy and Connexus have expired and must be updated to ensure uniform provisions across all providers before a fee can be officially implemented.

Staff explored a flat-fee model based on the City of Lakeville's structure, which is estimated to generate approximately $5.9 million in annual revenue. This benchmark was selected because it reflects current market conditions in a comparable community and aligns closely with the debt and levy portions of Blaine's 2026-2030 Capital Improvement Plan. Unlike property taxes, which rely on fluctuating valuations, a flat-rate franchise fee provides a stable, predictable revenue stream that includes contributions from tax-exempt properties such as educational institutions and public property. Financial modeling indicates that this approach is equitable for most residents and businesses; for example, the median residential property would see a net benefit of approximately $17.61 annually when comparing the franchise fee to the property tax increase that would otherwise be required to fund these capital needs.

While implementing franchise fees requires significant administrative coordination and active negotiation with utilities, the long-term fiscal benefits include immediate revenue from new construction and a diversified funding base that reduces the overall debt burden. If the City Council proceeds with implementation in 2026, the first significant impact on the annual debt levy would likely occur by 2029. This would allow for a full year of revenue collection to validate budget projections and

ensure a prudent transition toward cash-funding essential infrastructure.

Franchise Fee Implementation Process and Proposed Timeline
Jacob Saufley, Attorney with Eckberg Lammers, will be present to review the procedural framework and necessary timelines for establishing new franchise and fee ordinances.

If the Council reaches a consensus to move forward with the process as drafted, a mandatory 60-day notice period for utilities could begin on April 15, 2026. This would lead into a staggered legislative path where the Franchise Ordinances**,** the legal agreements themselves, would tentatively be slated for a first reading on May 17 and adoption on June 1. Following this, the Fee Ordinances, which define the specific rates and classes, would move toward a public hearing and first reading on June 14, with a targeted adoption date of July 6.

Because this is a preliminary planning document, the dates are meant to illustrate the significant lead times required by statutory and contractual obligations. For example, once an ordinance is adopted, a 90-day notification and publication period must occur before any fees become active. Under this current conceptual model, the effective date would be October 5, 2026. However, the core objective of this workshop discussion is to ensure the Council is comfortable with the proposed pace and the legal requirements of the transition before any formal notices or publications are initiated.

Staff Recommendation

Questions for Council

Does Council desire to move forward with the implementation of gas and electric franchise fees as outlined in the attached timeline?

Attachment List

1. Draft Franchise Fee Impelementation Timeline - Eckberg Lammers
2. Xcel Franchise Rider - Electric
3. Connexus Rider - Electric
4. Centerpoint Rider - Gas
5. Xcel Franchise Rider - Gas
6. Lakeville Ord. 1094 Franchise Fees Xcel Energy
7. Lakeville Ord. 1096 Franchise Fees Centerpoint Energy
8. Gas & Electric Franchise Fees Presentation (From November 17, 2025)

Franchise Ordinance and Fee Ordinance Timelines			
Action Item	**Plan Start**	**Days until Next Step**	**Deliverables**
Planning and Prep	2026		
Project Team Meeting Kick-Off	3/20/2026	1	
Council Work Session	4/13/2026	24	(1) Present Franchise Fee Project -Discuss Franchises Generally -Discuss Fee Concepts -Discuss Classes and Rates -Present draft ordinances -Staff ready with financial impact info as needed -Identify Policy Goals Achieved by Fees (2) Answer Questions (3) Seek direction (a) revisions at future work session or (b) proceed to public hearing and 1st Reading
Additional Planning and Prep (As Needed)	4/14/2026	?	TBD - If none, then proceed to notice utilities with proposed ordinances **This timeline presumes the Franchise Ordinances will go forward immediately and the Fee ordinances will follow a few weeks behind.** ***Adjust dates for all subsequent actions if additional planning time/work sessions are needed***
Notice of *Fee Ordinances* to Utility - 60 days Before Adoption ***Inform Utilities of Franchise Ordinances	4/15/2026	60	Once fee ordinances are substantially ready for Council, provide Utilities with certified mail notice of proposed ordinance
Send 1st & 2nd Notice to Paper (Franchise Ordinances)	4/14/2026	3	*Send by 10AM Tuesday for publication 4 Fridays before meeting date.*
Published Notice Date (First - Franchise *Ordinances*)	4/17/2026	7	First notice to be published in time to allow the 2nd notice to be published at least 20 days in advance of public hearing
Published Notice Date (Second - *Franchise Ordinances*)	4/24/2026	20	Must be published at least 20 days before the public hearing
Council Meeting (*Franchise Ordinances - 1st Reading and PUBLIC HEARING) (5/18)*	5/14/2026	14	1st reading / PUBLIC HEARING / discussion of Franchise Ordinances
Council Meeting (*Franchise Ordinances - 2nd Reading*)	6/1/2026	1	2nd reading / discussion of Franchise Ordinances
Adoption By Council (Franchise Agreements)	6/1/2026	1	
Notice and Publication of Franchise Ordinances	6/2/2026	90	
Effective Date of Franchise Ordinances			*To be determined based upon approval, acceptance, and publication timing.*
Send 1st & 2nd Notice to Paper (Fee Ordinances)	5/12/2026	3	***This date is TBD.*** *Send by 10AM Tuesday for publication 4 Fridays before meeting date.*
Published Notice Date (First - *Fee Ordinances*)	5/15/2026	7	First notice to be published in time to allow the 2nd notice to be published at least 20 days in advance of public hearing
Published Notice Date (Second - *Fee Ordinances*)	5/22/2026	20	Must be published at least 20 days before the public hearing
Council Meeting - (*Fee Ordinance - 1st Reading and PUBLIC HEARING*)	6/15/2026	21	1st reading / PUBLIC HEARING / discussion of Franchise Fee Ordinances **NOTE: proposed ordinance needs to have been provided to utility 60 days prior to adoption
Council Meeting (*Fee Ordinance - 2nd Reading*)	7/6/2026	1	Not a Public Hearing at 2nd Reading; longer gap due to no 3rd June meeting
Adoption By Council (Fee Agreements)	7/6/2026	1	**NOTE: **This is approximately the earliest possible date for adoption of Fee Ordinances and assumes utility was provided notice of proposed fee ordinance on or before May 7**
(1) Notice to Utility of Adoption (2) Publication of Ordinances	7/7/2026	90	*After* adoption, provide Utility with certified mail notice of adopted ordinance; 60 is minimum, but an existing franchise requries 90 days for fee ordinance
Effective Fee Ordinances (90 Days after Notice)	10/5/2026		

FRANCHISE AND OTHER CITY FEES

Section No. 5
38th Revised Sheet No. 93.1

Franchise and other city fees, as designated below will be included in the customers' monthly bills computed under the indicated rate classes and effective in the following Minnesota communities:

The Company remits 100% of these fees collected from ratepayers to the local government unit.
— Indicates fee is not applied

Franchise Fees									
City	Residential	Small C&I Non-demand	Small C&I Demand	Large C&I	Public Street Lighting	Municipal Pumping Non-demand	Municipal Pumping Demand	Effective Date	Expiration Date
Afton	$3.00	$7.50	$7.50	$7.50	$1.00	$1.00	$1.00	10/2024	06/17/2044
Albertville	$2.50	$5.00	$10.00	$50.00	$2.00	—	—	03/2011	09/07/2029
Arden Hills	$3.00	$4.00	$22.00	$329.00	—	—	—	02/2025	10/27/2044
Bayport	$1.50	$3.00	$25.00	$50.00	$3.00	$3.00	$25.00	01/2014	05/04/2028
Big Lake	$4.00	$8.00	$8.00	$8.00	—	—	—	10/2014	07/04/2034
Bloomington	$5.95	$11.90	$63.00	$182.00	—	—	—	01/2024	12/20/2035
Brooklyn Center	$1.65	$4.25	$22.75	$103.00	$13.50	$13.50	$13.50	12/2023	10/08/2043
Brooklyn Park	$7.00	$7.50	$45.00	$160.00	—	—	—	03/2016	12/31/2028
Burnsville	$8.00	$28.80	$80.00	$468.00	—	—	—	07/2025	02/15/2036
Centerville	$4.00	$8.00	$8.00	$8.00	—	—	—	05/2016	01/26/2036
Champlin	$3.62	$9.80	$41.21	$144.24	$17.51	$17.51	$17.51	01/2020	11/23/2028
Chanhassen	$5.00	$14.00	$40.00	$290.00	—	—	—	02/2020	10/27/2039
Chaska	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	10/2025	06/15/2045
Chisago City	$1.30	$5.00	$15.00	$55.00	$5.00	$5.00	$15.00	06/2009	02/28/2029
Circle Pines	$2.75	$3.00	$35.00	—	$3.00	—	—	10/2009	08/24/2029
Clara City	$2.00	$2.00	$15.00	$68.00	$2.00	$2.00	$15.00	01/2014	10/07/2033
Clements	$5.00	$7.00	$7.00	$10.00	—	—	—	06/2024	03/10/2044
Columbia Heights	$4.00	$6.00	$28.00	$112.00	—	—	—	02/2026	01/27/2028 N
Coon Rapids[1]	4.0%	4.0%	4.0%	4.0%	—	—	—	04/2018	01/13/2032

[1] Coon Rapids: The franchise fee excludes rate schedules for highway lighting, municipal street lighting, municipal water pumping, municipal fire sirens, and municipal sewage disposal service. For all consumers, the four percent franchise fee is applicable to the first $950,000 of calendar year gross operating revenues. The franchise fee is reduced to one half percent (0.5%) for the remaining amount of annual gross operating revenues exceeding $950,000. L | L

(Continued on Sheet No. 5-93.1a)

FRANCHISE AND OTHER CITY FEES

Section No. 5
20th Revised Sheet No. 93.1a

Franchise and other city fees, as designated below will be included in the customers' monthly bills computed under the indicated rate classes and effective in the following Minnesota communities:

The Company remits 100% of these fees collected from ratepayers to the local government unit.
— Indicates fee is not applied

Franchise Fees									
City	Residential	Small C&I Non-demand	Small C&I Demand	Large C&I	Public Street Lighting	Municipal Pumping Non-demand	Municipal Pumping Demand	Effective Date	Expiration Date
Cottage Grove[1]	3.75%	3.75%	3.75%	3.75%	---	---	---	11/2023	10/31/2043
Dayton	$4.00	$12.00	$45.00	$200.00	$16.00	$16.00	$16.00	01/2020	09/09/2039
Deephaven	$5.00	$5.00	$5.00	$5.00	—	—	—	01/2024	11/02/2030
Dilworth	$2.60	$6.00	$21.00	$136.50	—	$6.00	$21.00	05/2018	02/25/2038
Dundas	$2.25	$3.25	$25.00	$740.00	—	—	—	01/2024	08/25/2033
Eagan	$1.85	$10.00	$10.00	$20.00	—	—	—	06/2023	11/16/2042
Eagle Lake	$0.50	$0.50	$0.50	$0.50	—	—	—	10/2012	05/06/2032
Eden Prairie	$6.50	$8.50	$20.50	$89.50	—	—	—	05/2023	06/18/2032
Edina[2]	4.0%	4.0%	4.0%	4.0%	—	—	—	01/2026	11/03/2035
Excelsior	$2.50	$2.50	$2.50	$2.50	$2.50	$2.50	$2.50	11/2012	08/02/2032
Falcon Heights	$2.25	$3.50	$22.00	$200.00	$2.00	—	—	10/2018	06/12/2038
Faribault	$6.63	$21.94	$58.72	$438.80	—	—	—	11/2025	09/22/2045
Foley	$3.00	$4.00	$20.00	$100.00	—	—	—	01/2025	08/05/2044
Forest Lake	$5.50	$3.50	$25.75	$104.25	—	—	—	03/2026	01/27/2033
Glyndon	$1.25	$1.00	$8.00	$35.00	$5.00	$0.50	$1.75	05/2020	01/21/2040
Golden Valley	$6.00	$6.00	$30.00	$258.00	—	—	—	04/2018	12/17/2027

RC

[1] Cottage Grove: The franchise fee excludes rate schedules for highway lighting, municipal street lighting, municipal water pumping, municipal fire sirens, municipal traffic signals, and municipal sewage disposal service. For all consumers, the 3.75% franchise fee is applicable to the first $950,000 of calendar year gross operating revenues. The franchise fee is reduced to one half percent (0.5%) for the remaining amount of annual gross operating revenues exceeding $950,000.

[2] Edina: For Large C&I customers, the four percent (4.0%) franchise fee is applicable to the first $200,000 of calendar year gross operating revenues. The franchise fee is reduced to three tenths of one percent (.3%) for the remaining amount of annual gross operating revenues exceeding $200,000.

(Continued on Sheet No. 5-93.2)

FRANCHISE AND OTHER CITY FEES (Continued)

Section No. 5
33rd Revised Sheet No. 93.2

Franchise and other city fees, as designated below will be included in the customers' monthly bills computed under the indicated rate classes and effective in the following Minnesota communities:

The Company remits 100% of these fees collected from ratepayers to the local government unit.
— Indicates fee is not applied

Franchise Fees									
City	Residential	Small C&I Non-demand	Small C&I Demand	Large C&I	Public Street Lighting	Municipal Pumping Non-demand	Municipal Pumping Demand	Effective Date	Expiration Date
Goodview	$2.75	$3.00	$25.00	$110.00	$25.00	$2.50	$10.00	07/2006	04/30/2026
Grant	$2.35	$2.00	$14.00	$75.00	$2.00	$2.00	$2.00	01/2024	09/04/2043
Hayfield	$2.00	$2.00	$2.00	$2.00	$2.00	$2.00	$2.00	01/2015	04/17/2031
Henderson	$3.00	$3.00	$3.00	$3.00	—	—	—	04/2012	08/16/2031
Hopkins	5.00%	4.25%	4.25%	4.25%	—	—	—	01/2024	12/31/2026
Inver Grove Heights	$2.75	$3.00	$25.00	$95.00	—	—	—	01/2018	06/30/2029
Lake Elmo	$3.75	$2.50	$23.00	$175.00	—	—	—	06/2025	03/03/2045 N
Lakeville	$6.00	$16.00	$35.00	$120.00	—	—	—	04/2025	12/06/2035
Landfall Village	$2.25	$4.75	$14.00	$65.00	$15.50	—	—	04/2014	12/10/2033
Lexington	$4.00	$6.50	$40.00	$170.00	—	—	—	03/2017	10/05/2031
Lindstrom	$2.50	$5.00	$24.00	$70.00	$7.00	$7.00	$7.00	04/2016	12/17/2028
Little Canada	$3.75	$6.75	$40.00	$525.00	$3.75	$3.75	$3.75	04/2024	11/28/2043
Long Lake	$4.00	$6.00	$40.00	$160.00	$4.00	$4.00	$4.00	01/2021	07/01/2038
Madison Lake	$1.00	$1.00	$1.00	$1.00	$1.00	$1.00	$1.00	05/2013	02/03/2033
Mahtomedi	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	05/2025	02/03/2045
Mankato	$1.00	$1.55	$16.50	$223.00	$1.00	$0.25	$1.00	02/2015	09/21/2034
Mantorville	$2.00	$2.00	$2.00	$2.00	$2.00	$2.00	$2.00	11/2012	08/12/2032
Maplewood	$4.25	$5.50	$30.00	$180.00	$9.75	$8.25	$10.75	10/2024	05/27/2044
Mendota Heights	$2.00	$20.00	$20.00	$50.00	$15.00	$2.00	$2.00	04/2024	11/17/2034

(Continued on Sheet No. 5-93.3)

FRANCHISE AND OTHER CITY FEES (Continued)

Section No. 5
34th Revised Sheet No. 93.3

Franchise and other city fees, as designated below will be included in the customers' monthly bills computed under the indicated rate classes and effective in the following Minnesota communities:

The Company remits 100% of these fees collected from ratepayers to the local government unit.
— Indicates fee is not applied

Franchise Fees										
City	Residential	Small C&I Non-demand	Small C&I Demand	Large C&I	Public Street Lighting	Municipal Pumping Non-demand	Municipal Pumping Demand	Effective Date	Expiration Date	
Minneapolis	5.50%	7.25%	7.26%	7.75%[1] 7.76%[2]	6.75%	6.75%	6.75%	04/2026	12/31/2034	RC
Minnetonka	$4.50	$4.50	$13.50	$45.00	—	$4.50	$4.50	01/2019	05/14/2038	
Monticello	$1.95	$5.50	$31.00	$190.00	$12.00	$12.00	$31.00	06/2007	05/31/2027	
Montrose	$4.00	$8.00	$8.00	$8.00	—	—	—	01/2020	09/09/2032	
Mound	$4.00	$12.00	$30.00	$145.00	$4.00	$4.00	$4.00	12/2025	12/31/2045	
Mounds View	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	01/2022	12/31/2026	
New Brighton	$3.00	$4.50	$28.00	$185.00	—	—	—	01/2024	08/21/2043	
New Hope	$4.00	$7.00	$31.00	$135.00	—	—	—	03/2023	06/26/2031	
New Richland	$1.00	$1.00	$1.00	$1.00	—	—	—	07/2024	03/24/2044	
Newport	$1.00	$1.50	$14.00	$70.00	$5.00	$1.00	$10.00	01/2011	10/18/2026	
North Branch	$5.25	$7.00	$17.50	$35.00	—	—	—	03/2026	04/09/2038	

[1] Minneapolis: For customers in the Large C&I class served at primary or higher voltages, the franchise fee is 7.75% of the Company's gross revenues from its operations within the City.
[2] Minneapolis: For customers in the Large C&I class served at secondary voltage, the franchise fee is 7.76% of the Company's gross revenues from its operations within the City.

(Continued on Sheet No. 5-93.4)

FRANCHISE AND OTHER CITY FEES (Continued)

Section No. 5
43rd Revised Sheet No. 93.4

Franchise and other city fees, as designated below will be included in the customers' monthly bills computed under the indicated rate classes and effective in the following Minnesota communities:

The Company remits 100% of these fees collected from ratepayers to the local government unit.
— Indicates fee is not applied

Franchise Fees										
City	Residential	Small C&I Non-demand	Small C&I Demand	Large C&I	Public Street Lighting	Municipal Pumping Non-demand	Municipal Pumping Demand	Effective Date	Expiration Date	
North Mankato	$1.00	$1.55	$16.50	$223.00	$17.62	$1.46	$12.30	04/2015	10/05/2034	
Northfield	$4.75	$6.00	$45.00	$1,390.00	—	—	—	01/2026	12/03/2032	
Oakdale	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	04/2024	12/11/2043	
Osseo	$1.28	$2.07	$17.57	$102.65	$6.20	$0.45	$2.55	10/2023	08/27/2043	
Otsego	$4.00	$5.00	$40.00	$95.00	—	—	—	10/2022	10/24/2041	
Owatonna	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	05/2023	01/16/2043	
Plymouth	$3.53	$5.31	$17.71	$70.85	—	—	—	04/2024	07/09/2027	
Prior Lake	$5.60	$16.75	$33.50	$168.00	—	—	—	01/2025	03/19/2027	C
Richmond	$1.00	$1.00	$1.00	$1.00	—	—	—	05/2013	05/03/2031	
Richfield	$5.10	$17.00	$41.25	$263.00	—	—	—	01/2024	03/12/2027	
Robbinsdale	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	07/2023	04/02/2027	
Rogers	$5.00	$7.00	$45.00	$210.00	$17.00	$12.00	$65.00	02/2025	11/25/2044	
Roseville	$3.00	$13.00	$25.00	$329.00	—	—	—	03/2026	11/23/2045	
Sartell	$4.00	$6.75	$15.00	$109.00	—	—	—	01/2017	09/11/2036	
Sauk Rapids[2]	4.5% Customers who purchase $75,000 or less in calendar year 1.5% That part which exceeds $75,000 in calendar year							01/2024	09/24/2043	
Shakopee[1]	3.0%	3.0%	3.0%	3.0%	—	—	—	01/2022	08/03/2041	
Shoreview	$3.75	$5.00	$36.00	$340.00	—	—	—	01/2021	07/17/2031	

[1] Shakopee: The fee collected shall total three percent (3%) of the Company's gross revenues from its operations within the City collected from each customer of each class. For customers in the Large C&I class, the three percent franchise fee is applicable to the first $950,000 of calendar year gross revenues. The franchise fee is reduced to one-half percent (0.5%) for the remaining amount of annual gross revenues exceeding $950,000.
[2] Sauk Rapids: Franchise Fee does not apply to Public Street Lighting

(Continued on Sheet No. 5-93.5)

FRANCHISE AND OTHER CITY FEES (Continued)

Franchise and other city fees, as designated below will be included in the customers' monthly bills computed under the indicated rate classes and effective in the following Minnesota communities:

The Company remits 100% of these fees collected from ratepayers to the local government unit.
— Indicates fee is not applied

Franchise Fees									
City	Residential	Small C&I Non-demand	Small C&I Demand	Large C&I	Public Street Lighting	Municipal Pumping Non-demand	Municipal Pumping Demand	Effective Date	Expiration Date
Shorewood	$4.00	$8.00	$10.00	$25.00	—	—	—	10/2018	06/24/2038
South St. Paul[1]	5.0%	5.0%	5.0%	5.0%	—	—	—	04/2018	04/05/2030
Spicer	$1.00	$1.00	$8.00	$8.00	—	—	—	02/2013	10/01/2032
Spring Lake Park	$0.80	$1.20	$8.50	$50.00	—	—	—	04/2015	01/04/2035
St. Cloud[2]	4.0%	4.0%	4.0%	4.0%	—	—	—	12/2017	07/29/2027
St. Joseph	$2.00	$6.75	$20.00	$109.00	—	—	—	02/2024	10/01/2043
St. Louis Park	$6.75	$12.00	$48.50	$148.50	—	$12.00	$48.50	06/2021	09/18/2036
St. Michael	$3.50	$2.50	$2.50	$10.00	$10.00	$2.50	$10.00	04/2021	10/08/2040
St. Paul[3]	See fee schedule in the Notes section on the following sheets.							11/2006	08/31/2026
St. Paul Park	$3.25	$2.75	$28.00	$533.00	—	—	—	11/2025	07/20/2045
Stillwater	$2.00	$2.50	$18.00	$125.00	$4.00	$2.00	$18.00	06/2015	02/16/2035

RC

[1] South St. Paul: The franchise fee excludes rate schedules for highway lighting, municipal street lighting, municipal water pumping, municipal traffic signals, municipal fire sirens, and municipal sewage disposal service.

[2] St. Cloud: The franchise fee for residential heating customers will be 1.5% during the months of November – April.

[3] St. Paul: The monthly franchise fee will be as stated on the following sheets. The residential service franchise fee will be as stated except during the months of November - April when there will be no fee. The fee shall not exceed $620,000 during any calendar year from any large commercial and industrial customer qualifying for service on the Competitive Market Rider. The schedule on the following sheets show the meter, energy, and demand factor for each year of the St. Paul franchise and for each of the customer classifications.

(Continued on Sheet No. 5-93.6)

FRANCHISE AND OTHER CITY FEES (Continued)

Notes:
[3] St. Paul (continued)

Customer Class	Meter Factor - Monthly Charge per Account				
Start Date	1-Nov-2006	1-Nov-2008	1-Nov-2010	1-Nov-2012	1-Nov-2014
End Date	31-Oct-2008	31-Oct-2010	31-Oct-2012	31-Oct-2014	31-Oct-2016
Residential (May - October)	$2.63	$2.70	$2.77	$2.84	$2.91
Small Commercial & Industrial					
Non-Demand	$2.96	$3.09	$3.22	$3.35	$3.48
Firm Secondary	$2.96	$3.09	$3.22	$3.35	$3.48
Firm Primary	$2.96	$3.09	$3.22	$3.35	$3.48
Interruptible Secondary	$2.96	$3.09	$3.22	$3.35	$3.48
Interruptible Primary	$2.96	$3.09	$3.22	$3.35	$3.48
Large Commercial & Industrial					
Special	$5.04	$5.11	$5.18	$5.25	$5.32
Firm Secondary	$5.04	$5.11	$5.18	$5.25	$5.32
Firm Primary	$5.04	$5.11	$5.18	$5.25	$5.32
Firm Trans. Transf.	$5.04	$5.11	$5.18	$5.25	$5.32
Interruptible Secondary	$5.04	$5.11	$5.18	$5.25	$5.32
Interruptible Primary	$5.04	$5.11	$5.18	$5.25	$5.32
Interruptible TT	$5.04	$5.11	$5.18	$5.25	$5.32
Standby Service	None	None	None	None	None
Public Street & Highway Lighting	$6.74	$6.81	$6.88	$6.95	$7.02
Small Municipal Pumping					
Non-Demand	$2.96	$3.09	$3.22	$3.35	$3.48
Demand Secondary	$2.96	$3.09	$3.22	$3.35	$3.48
Demand Primary	$2.96	$3.09	$3.22	$3.35	$3.48
Large Municipal Pumping					
Demand Primary (Sec cust)	$2.96	$3.09	$3.22	$3.35	$3.48
Fire and Civil Defense Siren Service	$2.96	$3.09	$3.22	$3.35	$3.48

(Continued on Sheet No. 5-93.7)

FRANCHISE AND OTHER CITY FEES (Continued)

Notes:
[3] St. Paul (continued)

Customer Class	Meter Factor - Monthly Charge per Account					
Start Date	1-Nov-2016	1-Nov-2018	1-Nov-2020	1-Nov-2022	1-Nov-2024	
End Date	31-Oct-2018	31-Oct-2020	31-Oct-2022	31-Oct-2024	31-Aug-2026	
Residential (May - October)	$3.03	$3.15	$3.27	$3.40		C
Residential (April - October)					$3.54	C
Small Commercial & Industrial						
Non-Demand	$3.62	$3.76	$3.91	$4.07	$4.23	
Firm Secondary	$3.62	$3.76	$3.91	$4.07	$4.23	
Firm Primary	$3.62	$3.76	$3.91	$4.07	$4.23	
Interruptible Secondary	$3.62	$3.76	$3.91	$4.07	$4.23	
Interruptible Primary	$3.62	$3.76	$3.91	$4.07	$4.23	
Large Commercial & Industrial						
Special	$5.53	$5.75	$5.98	$6.22	$6.47	
Firm Secondary	$5.53	$5.75	$5.98	$6.22	$6.47	
Firm Primary	$5.53	$5.75	$5.98	$6.22	$6.47	
Firm Trans. Transf.	$5.53	$5.75	$5.98	$6.22	$6.47	
Interruptible Secondary	$5.53	$5.75	$5.98	$6.22	$6.47	
Interruptible Primary	$5.53	$5.75	$5.98	$6.22	$6.47	
Interruptible TT	$5.53	$5.75	$5.98	$6.22	$6.47	
Standby Service	None	None	None	None	None	
Public Street & Highway Lighting	$7.30	$7.59	$7.90	$8.21	$8.54	
Small Municipal Pumping						
Non-Demand	$3.62	$3.76	$3.91	$4.07	$4.23	
Demand Secondary	$3.62	$3.76	$3.91	$4.07	$4.23	
Demand Primary	$3.62	$3.76	$3.91	$4.07	$4.23	
Large Municipal Pumping						
Demand Primary (Sec cust)	$3.62	$3.76	$3.91	$4.07	$4.23	
Fire and Civil Defense Siren Service	$3.62	$3.76	$3.91	$4.07	$4.23	

(Continued on Sheet No. 5-93.8)

FRANCHISE AND OTHER CITY FEES (Continued)

Section No. 5
4th Revised Sheet No. 93.8

Notes:
[3] St. Paul (continued)

Customer Class	Energy Factor - Monthly Charge per kWh				
Start Date	1-Nov-2006	1-Nov-2008	1-Nov-2010	1-Nov-2012	1-Nov-2014
End Date	31-Oct-2008	31-Oct-2010	31-Oct-2012	31-Oct-2014	31-Oct-2016
Residential (May - October)	$0.0094	$0.0095	$0.0096	$0.0097	$0.0098
Small Commercial & Industrial					
Non-Demand	$0.0040	$0.0040	$0.0040	$0.0040	$0.0040
Firm Secondary	$0.0018	$0.0018	$0.0018	$0.0018	$0.0018
Firm Primary	$0.0018	$0.0018	$0.0018	$0.0018	$0.0018
Interruptible Secondary	$0.0018	$0.0018	$0.0018	$0.0018	$0.0018
Interruptible Primary	$0.0018	$0.0018	$0.0018	$0.0018	$0.0018
Large Commercial & Industrial					
Special	$0.0028	$0.0028	$0.0028	$0.0028	$0.0028
Firm Secondary	$0.0013	$0.0013	$0.0013	$0.0013	$0.0013
Firm Primary	$0.0013	$0.0013	$0.0013	$0.0013	$0.0013
Firm Trans. Transf.	$0.0013	$0.0013	$0.0013	$0.0013	$0.0013
Interruptible Secondary	$0.0013	$0.0013	$0.0013	$0.0013	$0.0013
Interruptible Primary	$0.0013	$0.0013	$0.0013	$0.0013	$0.0013
Interruptible TT	$0.0013	$0.0013	$0.0013	$0.0013	$0.0013
Standby Service	None	None	None	None	None
Public Street & Highway Lighting	$0.0040	$0.0040	$0.0040	$0.0040	$0.0040
Small Municipal Pumping					
Non-Demand	$0.0040	$0.0040	$0.0040	$0.0040	$0.0040
Demand Secondary	$0.0018	$0.0018	$0.0018	$0.0018	$0.0018
Demand Primary	$0.0018	$0.0018	$0.0018	$0.0018	$0.0018
Large Municipal Pumping					
Demand Primary (Sec cust)	$0.0018	$0.0018	$0.0018	$0.0018	$0.0018
Fire and Civil Defense Siren Service	$0.0018	$0.0018	$0.0018	$0.0018	$0.0018

(Continued on Sheet No. 5-93.9)

FRANCHISE AND OTHER CITY FEES (Continued)

Section No. 5
5th Revised Sheet No. 93.9

Notes:
[3] St. Paul (continued)

Customer Class	Energy Factor - Monthly Charge per kWh					
Start Date	1-Nov-2016	1-Nov-2018	1-Nov-2020	1-Nov-2022	1-Nov-2024	
End Date	31-Oct-2018	31-Oct-2020	31-Oct-2022	31-Oct-2024	31-Aug-2026	
Residential (May - October)	$0.0102	$0.0106	$0.0110	$0.0115		C
Residential (April - October)					$0.0119	C
Small Commercial & Industrial						
Non-Demand	$0.0042	$0.0043	$0.0045	$0.0047	$0.0049	
Firm Secondary	$0.0019	$0.0019	$0.0020	$0.0021	$0.0022	
Firm Primary	$0.0019	$0.0019	$0.0020	$0.0021	$0.0022	
Interruptible Secondary	$0.0019	$0.0019	$0.0020	$0.0021	$0.0022	
Interruptible Primary	$0.0019	$0.0019	$0.0020	$0.0021	$0.0022	
Large Commercial & Industrial						
Special	$0.0029	$0.0030	$0.0031	$0.0033	$0.0034	
Firm Secondary	$0.0014	$0.0014	$0.0015	$0.0015	$0.0016	
Firm Primary	$0.0014	$0.0014	$0.0015	$0.0015	$0.0016	
Firm Trans. Transf.	$0.0014	$0.0014	$0.0015	$0.0015	$0.0016	
Interruptible Secondary	$0.0014	$0.0014	$0.0015	$0.0015	$0.0016	
Interruptible Primary	$0.0014	$0.0014	$0.0015	$0.0015	$0.0016	
Interruptible TT	$0.0014	$0.0014	$0.0015	$0.0015	$0.0016	
Standby Service	None	None	None	None	None	
Public Street & Highway Lighting	$0.0042	$0.0043	$0.0045	$0.0047	$0.0049	
Small Municipal Pumping						
Non-Demand	$0.0042	$0.0043	$0.0045	$0.0047	$0.0049	
Demand Secondary	$0.0019	$0.0019	$0.0020	$0.0021	$0.0022	
Demand Primary	$0.0019	$0.0019	$0.0020	$0.0021	$0.0022	
Large Municipal Pumping						
Demand Primary (Sec cust)	$0.0019	$0.0019	$0.0020	$0.0021	$0.0022	
Fire and Civil Defense Siren Service	$0.0019	$0.0019	$0.0020	$0.0021	$0.0022	

(Continued on Sheet No. 5-93.10)

FRANCHISE AND OTHER CITY FEES (Continued)

Section No. 5
4th Revised Sheet No. 93.10

Notes:
[3] St. Paul (continued)

Customer Class	Demand Factor - Monthly Charge per kW				
Start Date	1-Nov-2006	1-Nov-2008	1-Nov-2010	1-Nov-2012	1-Nov-2014
End Date	31-Oct-2008	31-Oct-2010	31-Oct-2012	31-Oct-2014	31-Oct-2016
Residential (May - October)	None	None	None	None	None
Small Commercial & Industrial					
Non-Demand	None	None	None	None	None
Firm Secondary	$1.10	$1.10	$1.10	$1.10	$1.10
Firm Primary	$1.06	$1.06	$1.06	$1.06	$1.06
Interruptible Secondary	$1.10	$1.10	$1.10	$1.10	$1.10
Interruptible Primary	$1.06	$1.06	$1.06	$1.06	$1.06
Large Commercial & Industrial					
Special	None	None	None	None	None
Firm Secondary	$1.10	$1.10	$1.10	$1.10	$1.10
Firm Primary	$1.06	$1.06	$1.06	$1.06	$1.06
Firm Trans. Transf.	$1.06	$1.06	$1.06	$1.06	$1.06
Interruptible Secondary	$0.81	$0.81	$0.81	$0.81	$0.81
Interruptible Primary	$0.71	$0.71	$0.71	$0.71	$0.71
Interruptible TT	$0.51	$0.54	$0.57	$0.60	$0.63
Standby Service	$0.30	$0.33	$0.36	$0.39	$0.42
Public Street & Highway Lighting	None	None	None	None	None
Small Municipal Pumping					
Non-Demand	None	None	None	None	None
Demand Secondary	$1.10	$1.10	$1.10	$1.10	$1.10
Demand Primary	$1.06	$1.06	$1.06	$1.06	$1.06
Large Municipal Pumping					
Demand Primary (Sec cust)	$1.06	$1.06	$1.06	$1.06	$1.06
Fire and Civil Defense Siren Service	$1.06	$1.06	$1.06	$1.06	$1.06

(Continued on Sheet No. 5-93.11)

FRANCHISE AND OTHER CITY FEES (Continued)

Notes:
[3] St. Paul (continued)

Customer Class	Demand Factor - Monthly Charge per kW					
Start Date	1-Nov-2016	1-Nov-2018	1-Nov-2020	1-Nov-2022	1-Nov-2024	
End Date	31-Oct-2018	31-Oct-2020	31-Oct-2022	31-Oct-2024	31-Aug-2026	
Residential (May - October)	None	None	None	None		C
Residential (April - October)					None	C
Small Commercial & Industrial						
Non-Demand	None	None	None	None	None	
Firm Secondary	$1.14	$1.19	$1.24	$1.29	$1.34	
Firm Primary	$1.10	$1.15	$1.19	$1.24	$1.29	
Interruptible Secondary	$1.14	$1.19	$1.24	$1.29	$1.34	
Interruptible Primary	$1.10	$1.15	$1.19	$1.24	$1.29	
Large Commercial & Industrial						
Special	None	None	None	None	None	
Firm Secondary	$1.14	$1.19	$1.24	$1.29	$1.34	
Firm Primary	$1.10	$1.15	$1.19	$1.24	$1.29	
Firm Trans. Transf.	$1.10	$1.15	$1.19	$1.24	$1.29	
Interruptible Secondary	$0.84	$0.88	$0.91	$0.95	$0.99	
Interruptible Primary	$0.74	$0.77	$0.80	$0.83	$0.86	
Interruptible TT	$0.66	$0.68	$0.71	$0.74	$0.77	
Standby Service	$0.44	$0.45	$0.47	$0.49	$0.51	
Public Street & Highway Lighting	None	None	None	None	None	
Small Municipal Pumping						
Non-Demand	None	None	None	None	None	
Demand Secondary	$1.14	$1.19	$1.24	$1.29	$1.34	
Demand Primary	$1.10	$1.15	$1.19	$1.24	$1.29	
Large Municipal Pumping						
Demand Primary (Sec cust)	$1.10	$1.15	$1.19	$1.24	$1.29	
Fire and Civil Defense Siren Service	$1.10	$1.15	$1.19	$1.24	$1.29	

(Continued on Sheet No. 5-93.12)

FRANCHISE AND OTHER CITY FEES (Continued)

Franchise and other city fees, as designated below will be included in the customers' monthly bills computed under the indicated rate classes and effective in the following Minnesota communities:

The Company remits 100% of these fees collected from ratepayers to the local governmental unit.
— Indicates fee is not applied

Franchise Fees									
City	Residential	Small C&I Non-demand	Small C&I Demand	Large C&I	Public Street Lighting	Municipal Pumping Non-demand	Municipal Pumping Demand	Effective Date	Expiration Date
Tracy	$2.64	$2.64	$5.28	$5.28	—	—	—	01/2023	09/25/2042
Vadnais Heights	$4.75	$6.00	$50.00	$300.00	—	—	—	02/2025	01/01/2038
Victoria	$3.00	$10.00	$10.00	$10.00	—	—	—	02/2017	10/09/2036
Wabasha	$2.65	$5.25	$12.25	$15.00	—	—	—	02/2026	01/03/2042
Waite Park	$4.00	$6.75	$15.00	$109.00	—	—	—	01/2019	06/10/2032
Watertown	$3.00	$4.50	$16.00	$51.00	—	$13.50	$21.00	04/2010	04/10/2027
Wayzata	$2.06	$4.64	$4.64	$15.45	$1.03	$1.03	$1.03	03/2011	11/30/2026
White Bear Lake	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	05/2018	01/08/2038
Winona	4.0% 1.5%	Customers who purchase $100,000 or less in calendar year That part which exceeds $100,000 in calendar year						07/2023	04/02/2043
Winsted	$2.00	$2.00	$2.00	$2.00	—	—	—	05/2012	12/19/2031
Woodbury	$3.25	$3.50	$23.00	$90.00	$0.00	$0.00	$0.00	01/2022	08/10/2041
Wyoming	$3.75	$3.75	$25.00	$150.00	—	—	—	05/2022	02/01/2042

RC

(Continued on Sheet No. 5-93.13)

FRANCHISE AND OTHER CITY FEES

Section No. 5
6th Revised Sheet No. 93.13

Franchise and other city fees, as designated below will be included in the customers' monthly bills computed under the indicated rate classes and effective in the following Minnesota communities:

The Company remits 100% of these fees collected from ratepayers to the local government unit.*
(U) Indicates unincorporated community

Other City Fees				
City	Description	Effective Date	Expiration Date	
West St. Paul	Pursuant to city code, the Company collects a 6.0% gross revenue tax derived from the sale of electricity within the City of West St. Paul. The amount collected is remitted to the City of West St. Paul.	08/2024	05/12/2044	C
FEES NOT REMITTED DIRECTLY TO CITY				
Baker (U)	The Company collects a fee of $3.25 per residential and small commercial and industrial customer in the community of Baker for energy usage and maintenance on community street lighting. The amount collected is applied to Baker's street lighting bill.	03/1994	--	

*Except Baker. See above.

COMMUNITY SURCHARGE RIDER

In certain communities, bills are subject to a monthly surcharge. The surcharge is imposed upon the Company by a community and applied to the electric bill before any other taxes or surcharges

The Company remits 100% of the surcharge collected from the members to the local unit of government.

Communities and their respective surcharges are:

City	Residential	Small C&I Non-Demand	Small C&I Demand	Large C&I	Public Street Lighting	Municipal Pumping Non-Demand	Municipal Pumping Demand
Anoka	.004/kwh	.004/kwh	.004/kwh	.004/kwh	.004/kwh	.004/kwh	.004/kwh
Big Lake	$4.00	$8.00	$8.00	$8.00	-	-	-
Centerville	$4.00	$8.00	$8.00	$8.00	-	-	-
Champlin	$3.98	$10.78	$45.33	$158.66	$19.26	$19.26	$19.26
Circle Pines	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
Coon Rapids	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
Dayton	$4.00	$12.00	$45.00	$200.00	$16.00	$16.00	$16.00
Elk River	$5.00	$25.00	$70.00	$100.00	-	-	-
Forest Lake	$4.00	$2.50	$2.50	$75.00	$7.50	$2.50	$2.50
Isanti	$5.00	$5.00	$5.00	$5.00	$5.00	$5.00	$5.00
Lexington	$4.00	$6.50	$40.00	-	-	-	-
Princeton	$1.50	$2.50	$2.50	$55.00	-	-	-
Spring Lake Park	$0.80	$1.20	$8.50	$50.00	-	-	-
St. Cloud	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
Vadnais Heights	$4.75	$6.00	$50.00	$300.00	-	-	-
Wyoming	$3.75	$3.75	$25.00	$150.00	-	-	-

FRANCHISE FEE RIDER

Billing of Franchise, Gross Earnings, Receipts or Revenue Tax, Excise Tax or Other Charges or Taxes:

There shall be added to the customer's bill, an amount equal to any franchise gross earnings, excise or other charges or taxes now or hereafter imposed upon CenterPoint Energy, whether imposed by ordinance, franchise or otherwise applicable to gas service supplied by CenterPoint Energy to its customers.

The Company remits one hundred percent (100%) of these fees collected from ratepayers to the local governmental unit. The Company will notify the Minnesota Public Utilities Commission (PUC) of any new, renewed, expired, or changed Franchise Fee, authorized by Minn. Stat. § 216B.36 to raise revenue, at least 30 days prior to its implementation. If the Company receives less than 30 days' notice of a repealed or reduced fee from a city, the Company will notify the Minnesota Public Utilities Commission within 10 business days of receiving notice. Notification to the Minnesota Public Utilities Commission will include a copy of the relevant franchise ordinance, or other operative document authorizing imposition, or change in the fee.

The Company will include the following language on the first bill of a customer on which a new or modified fee is listed:

The MUNICIPALITY granted CenterPoint Energy a franchise to operate within the city Limits. A Gas franchise fee of x.x% of Gross Revenues/$x.xx per Meter/$x.xx per Therm will be collected from customers effective MM/DD/YYYY. The line item appears on your bill as "City Franchise Fee." CenterPoint Energy remits 100% of this fee to the MUNICIPALITY.

City	Residential	Com-A Less than 1,500 therms /yr	Com/Ind B 1,500 > or < 5,000 therms/yr	Com/Ind C > 5,000 therms/yr	Small Volume Dual Fuel A < 120,000 therms/yr	SVDF B > 120,000 therms/yr	Large Volume Firm & Dual Fuel >1,999 therms Peak Day	Effective Date
Afton	$3.00	$6.00	$6.00	$6.00	$7.50	$7.50	$7.50	01/01/2025
Albertville	5%	5%	5%	5%	5%	5%	5%	11/01/2022
Alexandria	5%	5%	5%	5%	5%	5%	5%	05/10/2014
Anoka	$4.00	$4.00	$11.20	$46.60	$96.30	$357.40	$1,011.50	01/01/2026
Apple Valley	3%	3%	3%	$35.00	$35.00	$35.00	$35.00	10/01/2025
Baxter	$2.00	$7.00	$22.00	$22.00	$65.00	$65.00	$65.00	09/01/2016
Benson	$3.00	$4.00	$5.00	$12.00	$14.00	$24.00	$55.00	03/01/2015
Big Lake	4.00	4.00	8.00	8.00	8.00	8.00	8.00	10/01/2014
Bloomington	$5.95	$11.90	$11.90	$63.00	$63.00	$63.00	$182.00	01/01/2024
Blue Earth	$2.00	$3.00	$3.00	$3.00	$3.00	$3.00	$3.00	12/01/2003
Brooklyn Center	$1.66	$1.74	$5.63	$22.50	$56.23	$107.96	$107.96	01/01/2020
Brooklyn Park	$7.00	$6.50	$20.00	$70.00	$160.00	$160.00	$160.00	03/01/2016
Burnsville	$8.00	$28.80	$80.00	$468.00	$468.00	$468.00	$468.00	07/01/2025
Centerville	$4.00	$8.00	$8.00	$8.00	$8.00	$8.00	$8.00	05/01/2016
Champlin	$3.98	$3.98	$10.78	$45.33	$90.67	$158.66	$158.66	04/01/2021
Chanhassen	$5.00	$5.00	$9.00	$20.00	$90.00	$90.00	$90.00	02/01/2020
Chaska	5%	5%	5%	5%	5%	5%	5%	01/01/2026
Columbia Heights	$4.00	$6.00	$28.00	$112.00	$56.00	$66.50	$95.00	02/01/2026
Coon Rapids	4%	4%	4%	4%	4%	4%	4%	01/01/1992
Cottage Grove	3.75%	3.75%	3.75%	3.75%	3.75%	3.75%	3.75%	10/31/2023
Dayton	$4.00	$7.00	$20.00	$65.00	$152.00	$155.00	$200.00	01/01/2026
Deephaven	$5.00	$5.00	$5.00	$5.00	$5.00	$5.00	$5.00	01/01/2024
Eagan	$1.85	$10.00	$10.00	$10.00	$10.00	$10.00	$20.00	06/01/2023
Eagle Lake	$0.50	$0.50	$0.50	$0.50	$0.50	$0.50	$0.50	10/01/2012
Eden Prairie	$6.50	$8.50	$20.50	$89.50	$89.50	$89.50	$89.50	05/01/2023
Edina	4%	4%	4%	4%	4%	4%	4%	01/01/2026
Elk River	$4.00	$4.00	$16.00	$50.00	$70.00	$70.00	$70.00	07/01/2013
Excelsior	$2.50	$2.50	$2.50	$2.50	$2.50	$2.50	$2.50	07/13/2013

Note: Percents are calculated on percent of revenue

FRANCHISE FEE RIDER (CONTINUED)

City	Residential	Com-A Less than 1,500 therms/yr	Com/Ind B 1,500 > or < 5,000 therms/yr	Com/Ind C > 5,000 therms/yr	Small Volume Dual Fuel A < 120,000 therms/yr	SVDF B > 120,000 therms/yr	Large Volume Firm & Dual Fuel >1,999 therms Peak Day	Effective Date
Golden Valley	$6.00	$7.50	$30.00	$30.00	$258.00	$258.00	$258.00	04/01/2018
Granite Falls	5%/$1,500 maximum	5%/$1,500 maximum	5%/$1,500 maximum	5%/$1,500 maximum	5%/$1,500 maximum	5%/$1,500 maximum	5%/$1,500 maximum	07/21/2025
Hopkins	5%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	03/01/2024
Isanti	$5.00	$5.00	$5.00	$5.00	$5.00	$5.00	$5.00	01/01/2016
Janesville	$2.70	$2.70	$6.75	$17.50	$77.00	$77.00	$77.00	09/01/2025
Lake Crystal	5%	5%	5%	5%	5%	5%	5%	08/01/2003
Lake Elmo	$2.00	$2.00	$18.00	$18.00	$80.00	$175.00	$175.00	06/01/2025
Lakeville	$6.00	$35.00	$120.00	$120.00	$120.00	$120.00	$120.00	04/01/2025
Le Center	$3.00	$6.00	$9.00	$15.00	$15.00	$15.00	$15.00	03/01/2026
Lexington	$4.00	$6.50	$40.00	$170.00	$0	$0	$0	03/01/2017
Little Falls	$1.00	$5.00	$5.00	$5.00	$5.00	$5.00	$5.00	01/01/2004
Long Lake	$4.00	$4.00	$25.00	$60.00	$60.00	$60.00	$60.00	01/01/2021
Long Prairie	$1.00	$1.00	$1.00	$1.00	$1.00	$1.00	$1.00	01/01/2007
Luverne	$3.50	$3.50	$16.00	$35.00	$50.00	$50.00	$50.00	01/01/2019
Madelia	$4.00	$4.00	$10.00	$0.00	$0.00	$0.00	$0.00	04/01/2021
Mankato	$1.00	$2.75	$6.50	$15.00	$20.00	$25.00	$30.00	02/01/2015
Medford	3%	3%	3%	3%	3%	3%	3%	05/01/2020
Melrose	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	01/01/2015
Minneapolis	7%	8.25%	8.25%	8.75%	8.75%	8.75%	9.5%	04/01/2026
Minnetonka	$4.50	$4.50	$13.50	$45.00	$45.00	$45.00	$45.00	01/01/2019
Montgomery	5%	5%	5%	5%	5%	5%	5%	02/01/2026
Monticello	$7.00	$7.00	$24.00	$83.00	$83.00	$175.00	$292.00	02/01/2026
Morris	$2.00	$5.00	$9.00	$27.00	$35.00	$35.00	$750.00	07/01/2004
Mound	$4.00	$12.00	$30.00	$145.00	$4.00	$4.00	$4.00	07/01/2024
Mounds View	4%	4%	4%	4%	4%	4%	4%	01/01/2019
New Hope	$3.00	$4.00	$11.00	$38.00	$74.00	$83.00	$164.00	01/01/2017
North Mankato	$1.00	$5.00	$10.00	$15.00	$20.00	$30.00	$75.00	06/01/2008
Oakdale	3%	3%	3%	3%	3%	3%	3%	02/05/2024
Osseo	2%	2%	2%	2%	2%	2%	2%	03/01/2012
Otsego	$4.00	$5.00	$20.00	$60.00	$80.00	$80.00	$100.00	10/01/2022
Owatonna	1.75%	1.75%	1.75%	1.00%	1.00%	1.00%	1.00%	01/01/2003
Plymouth	$3.53	$5.31	$17.71	$70.85	$70.85	$70.85	$70.85	03/11/2024
Princeton	$1.50	$2.50	$2.50	$55.00	$55.00	$55.00	$55.00	02/15/2019
Prior Lake	$5.60	$5.60	$11.20	$16.75	$33.50	$33.50	$168.00	01/01/2025
Richfield	$5.10	$5.10	$16.50	$41.15	$41.15	$41.15	$259.00	01/01/2024
Richmond	$1.00	$1.00	$1.00	$1.00	$1.00	$1.00	$1.00	05/01/2013
Robbinsdale	5%	5%	5%	5%	5%	5%	5%	06/01/2019
Rogers	$4.00	$7.00	$20.00	$70.00	$148.00	$148.00	$800.00	01/01/2016

Note: Percents are calculated on percent of revenue

FRANCHISE FEE RIDER (CONTINUED)

City	Residential	Com-A Less than 1,500 therms/yr	Com/Ind B 1,500 > or < 5,000 therms/yr	Com/Ind C > 5,000 therms/yr	Small Volume Dual Fuel A < 120,000 therms/yr	SVDF B > 120,000 therms/yr	Large Volume Firm & Dual Fuel >1,999 therms Peak Day	Effective Date
Sauk Centre	3%	3%	3%	3%	3%	3%	3%	07/01/2012
Shakopee	3%	3%	3%	3%	3%	3%	3%	01/01/2017
Shorewood	$4.00	$4.00	$10.00	$25.00	$25.00	$25.00	$25.00	03/01/2018
Sleepy Eye	2%	2%	2%	2%	2%	2%	2%	01/01/1998
Springfield	5.5%	5.5%	5.5%	5.5%	5.5%	5.5%	5.5%	01/01/2025
Spring Lake Park	$0.58	$0.61	$1.66	$8.05	$37.00	$50.00	$50.00	04/01/2015
St. Augusta	$3.00	$5.00	$5.00	$5.00	$3.00	$3.00	$5.00	01/03/2010
St. Joseph	$1.00	$1.75	$10.00	$10.00	$10.00	$10.00	$10.00	06/01/2021
St. Louis Park	$6.75	$6.75	$12.00	$48.50	$48.50	$48.50	$148.50	06/01/2021
Victoria	$3.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	02/01/2017
Waseca	$1.40	$1.80	$5.00	$16.00	$100.00	$150.00	$300.00	09/01/2010
Willmar	$5.00	$10.00	$17.00	$45.00	$50.00	$60.00	$90.00	01/01/2025
Winnebago	$1.50	$1.50	$4.25	$10.50	$11.00	$50.00	$75.00	12/01/2011
Winsted	$2.00	$2.00	$2.00	$2.00	$2.00	$2.00	$2.00	04/01/2012
Woodbury	$1.75	$10.00	$10.00	$100.00	$90.00	$90.00	$55.00	01/01/2022
Zimmerman	$3.00	$5.00	$10.00	$10.00	$10.00	$10.00	$10.00	09/01/2020

Note: Percents are calculated on percent of revenue

FRANCHISE AND OTHER CITY FEES

Section No. 5
33rd Revised Sheet No. 44.1

Franchise and other city fees, as designated below will be included in the customers' monthly bills computed under the indicated rate classes and effective in the following Minnesota communities:

The Company remits 100% of these fees collected from ratepayers to the local government unit.
— Indicates fee is not applied
* May include Negotiated Transportation Service. Any future NTS customer in a franchise city without a specific NTS franchise rate will be billed the Firm Transportation franchise fee.

Franchise Fees									
City	Residential	Commercial Firm – Non-demand	Commercial Firm – Demand	Small Interruptible	Medium & Large Interruptible	Firm Transportation*	Interruptible Transportation	Effective Date	Expiration Date
Afton	$3.00	$6.00	$7.50	$7.50	$7.50	$7.50	$7.50	10/2024	06/17/2044
Barnesville	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	02/2015	10/13/2034
Baxter	$2.00	$7.00	$65.00	$65.00	$65.00	$65.00	$65.00	06/2019	03/18/2039
Bayport	$1.25	$10.00	$25.00	$10.00	$50.00	$10.00	$10.00	01/2014	05/04/2028
Big Lake	$4.00	$8.00	$8.00	$8.00	$8.00	$8.00	$8.00	07/2020	04/07/2040
Centerville	$4.00	$8.00	$8.00	$8.00	$8.00	$8.00	$8.00	05/2016	01/26/2036
Chisago City	$1.00	$3.00	$35.00	$30.00	$30.00	$30.00	$30.00	06/2009	12/31/2029
Cottage Grove	3.75%	3.75%	3.75%	3.75%	3.75%	3.75%	3.75%	11/2023	10/31/2043
Delano	$0.0391 per therm	$0.0391 per therm	$0.0391 per therm	$0.0391 per therm	$0.0391 per therm	$0.0391 per therm	$0.0391 per therm	01/2003	--
Dundas	$3.25	$18.00	—	—	—	—	—	01/2024	08/25/2033
Eagan	$1.85	$10.00	$10.00	$10.00	—	—	—	06/2023	08/03/2037
East Grand Forks	$2.75	$13.00	$200.00	$75.00	—	—	—	12/2025	08/18/2045
Falcon Heights	$1.75	$8.50	$75.00	$50.00	$100.00	$15.00	$15.00	10/2018	06/12/2038
Faribault	$6.96	$24.57	$59.20	$131.08	$426.70	—	—	11/2025	09/22/2045
Foley	$2.00	$13.00	$13.00	$13.00	$13.00	$13.00	$13.00	01/2025	08/05/2044
Forest Lake	$4.00	$10.50	$21.00	$104.25	$21.00	$21.00	$21.00	03/2026	01/27/2033
Grant	$2.00	$4.00	$80.00	$20.00	$50.00	—	—	01/2024	09/04/2043
Goodview	$2.35	$3.50	$55.00	$30.00	—	—	—	07/2006	04/30/2026
Inver Grove Heights	$2.00	$10.50	$50.00	$90.00	$100.00	$15.00	$15.00	01/2018	06/30/2029
Kandiyohi	$1.00	$1.00	$1.00	$1.00	$1.00	$1.00	$1.00	04/2014	12/01/2033
Lake City	$1.25	$3.50	$10.00	$35.00	$43.00	$10.00	$8.00	05/2019	02/10/2039

RC

(Continued on Sheet No. 5-44.2)

FRANCHISE AND OTHER CITY FEES (Continued)

Section No. 5
35th Revised Sheet No. 44.2

Franchise and other city fees, as designated below will be included in the customers' monthly bills computed under the indicated rate classes and effective in the following Minnesota communities:

The Company remits 100% of these fees collected from ratepayers to the local government unit.
— Indicates fee is not applied
* May include Negotiated Transportation Service. Any future NTS customer in a franchise city without a specific NTS franchise rate will be billed the Firm Transportation franchise fee.

Franchise Fees										
City	Residential	Commercial Firm – Non-demand	Commercial Firm – Demand	Small Interruptible	Medium & Large Interruptible	Firm Transportation*	Interruptible Transportation	Effective Date	Expiration Date	
Lake Elmo	$2.00	$8.00	$18.00	$80.00	$175.00	$175.00	$175.00	06/2025	03/03/2045	
Lindstrom	$2.00	$8.00	—	$65.00	—	—	—	04/2016	02/18/2029	
Little Canada	$1.75	$7.00	$11.00	$45.00	—	—	—	04/2024	11/28/2043	
Mahtomedi	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	05/2025	02/03/2045	
Maplewood	$3.00	$12.00	$100.00	$75.00	$110.00	$2.50	$2.50	11/2018	06/07/2035	
Mendota Heights	$2.00	$20.00	$20.00	$20.00	$20.00	—	—	04/2024	11/17/2034	
Montrose	$4.00	$8.00	$8.00	$8.00	$8.00	$8.00	$8.00	01/2020	09/08/2039	
Moorhead	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	06/2015	02/08/2035	
Mounds View	4%	4%	4%	4%	4%	4%	4%	01/2022	12/31/2026	
New Brighton	$2.75	$15.25	$430.00	$125.00	$175.00	–	–	01/2024	08/21/2043	
Newport	$1.00	$5.00	$10.00	$15.00	$15.00	$15.00	$15.00	01/2011	10/18/2026	RC
North Branch	$3.00	$6.00	$6.00	$10.00	$10.00	–	–	03/2026	04/09/2038	
North St. Paul	2.75%	2.75%	$0.005 per therm	$0.005 per therm	$0.005 per therm	$0.005 per therm	$0.005 per therm	03/2019	11/19/2038	
Northfield	$3.30	$ 17.85	$ 685.00	$ 105.00	$ 2,245.00	–	–	01/2026	12/03/2032	
Oakdale	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	04/2024	12/11/2043	
Pequot Lakes	$1.00	$1.00	$1.00	$1.00	$1.00	$1.00	$1.00	02/2021	04/01/2039	N
Roseville	$3.00	$13.00	$13.00	$25.00	$329.00	–	–	03/2026	11/23/2045	
Sauk Rapids	$4.25	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	01/2024	09/24/2043	
Shakopee	3.0%	3.0%	3.0%	3.0%	3.0%	–	–	02/2017	10/31/2036	
Shoreview	$2.25	$13.00	–	$115.00	–	–	–	01/2021	07/17/2031	
South St. Paul	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	04/2018	04/05/2030	

(Continued on Sheet No. 5-44.3)

FRANCHISE AND OTHER CITY FEES (Continued)

Section No. 5
15th Revised Sheet No. 44.3

Franchise and other city fees, as designated below will be included in the customers' monthly bills computed under the indicated rate classes and effective in the following Minnesota communities:

The Company remits 100% of these fees collected from ratepayers to the local government unit.
— Indicates fee is not applied
* May include Negotiated Transportation Service. Any future NTS customer in a franchise city without a specific NTS franchise rate will be billed the Firm Transportation franchise fee.

Franchise Fees									
City	Residential	Commercial Firm – Non-demand	Commercial Firm – Demand	Small Interruptible	Medium & Large Interruptible	Firm Transportation*	Interruptible Transportation	Effective Date	Expiration Date
Spicer	$0.50	$1.50	–	–	–	–	–	02/2013	10/01/2032
St. Augusta	$3.00	$5.00	$5.00	$5.00	$5.00	$5.00	$5.00	06/2010	03/01/2030
St. Cloud[1]	3.0%	3.0%	3.0%	3.0%	—	3.0%	3.0% small	09/2007	07/29/2027
St. Joseph	$2.00	$10.00	$20.00	$109.00	$250.00	$250.00	$250.00	02/2024	10/01/2043
St. Paul[2]	See fee schedule in the Notes section on the following sheets.							11/2007	08/31/2026
St. Paul Park	$2.25	$8.00	$80.00	$50.00	$533.00	$200.00	$200.00	11/2025	07/20/2045
Stillwater	$1.00	$5.00	$5.00	$5.00	$5.00	$5.00	$5.00	06/2015	02/16/2035
Vadnais Heights	$2.50	$7.00	$60.00	—	$120.00	—	—	01/2021	01/01/2038
Wabasha	$1.35	$5.25	$13.25	$13.25	$20.00	—	—	02/2026	01/03/2042
West St. Paul	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	07/2019	04/07/2039
Woodbury	$1.75	$10.00	$100.00	$90.00	$55.00	-	-	01/2022	08/10/2041
Wyoming	$1.50	$7.50	$13.00	$95.00	—	—	—	05/2022	02/01/2042

RC

[1] St. Cloud: The franchise fee for residential heating customers will be 1.5% during the months of November – April.

[2] St. Paul: The monthly franchise fee will be as stated below. The residential service franchise fee will be as stated except during the winter months, November - April when there will be no fee. The fee shall not exceed $50,000 during any calendar year from any negotiated transportation service customer. The schedules below show the meter and demand factor for each year of the St. Paul franchise and for each of the customer classifications.

(Continued on Sheet No. 5-44.4)

FRANCHISE AND OTHER CITY FEES (Continued)

Section No. 5
1st Revised Sheet No. 44.4

Notes:
[2] St. Paul:

Customer Class	Meter Factor - Monthly Charge per Account				
Start Date	1-Nov-2006	1-Nov-2008	1-Nov-2010	1-Nov-2012	1-Nov-2014
End Date	31-Oct-2008	31-Oct-2010	31-Oct-2012	31-Oct-2014	31-Oct-2016
Residential (May - October)	$3.70	$3.70	$3.70	$3.70	$3.70
Small Commercial Firm	$3.72	$3.72	$3.72	$3.72	$3.72
Large Commercial Firm	$3.72	$3.72	$3.72	$3.72	$3.72
Small Commercial Demand Billed	$3.72	$3.72	$3.72	$3.72	$3.72
Large Commercial Demand Billed	$11.17	$11.17	$11.17	$11.17	$11.17
Small Interruptible	$8.17	$8.17	$8.17	$8.17	$8.17
Medium Interruptible	$11.17	$11.17	$11.17	$11.17	$11.17
Large Interruptible	$11.17	$11.17	$11.17	$11.17	$11.17
Large Firm Transportation	$11.17	$11.17	$11.17	$11.17	$11.17
Interruptible Transportation - Small	$8.17	$8.17	$8.17	$8.17	$8.17
Interruptible Transportation - Medium	$11.17	$11.17	$11.17	$11.17	$11.17
Interruptible Transportation - Large	$11.17	$11.17	$11.17	$11.17	$11.17
Negotiated Transportation *	-	-	-	-	-
Start Date	1-Nov-2016	1-Nov-2018	1-Nov-2020	1-Nov-2022	1-Nov-2024
End Date	31-Oct-2018	31-Oct-2020	31-Oct-2022	31-Oct-2024	31-Aug-2026
Residential (May - October)	$3.85	$4.00	$4.16	$4.33	
Residential (April - October)					$4.50
Small Commercial Firm	$3.87	$4.02	$4.18	$4.35	$4.53
Large Commercial Firm	$3.87	$4.02	$4.18	$4.35	$4.53
Small Commercial Demand Billed	$3.87	$4.02	$4.18	$4.35	$4.53
Large Commercial Demand Billed	$11.62	$12.08	$12.56	$13.07	$13.59
Small Interruptible	$8.50	$8.84	$9.19	$9.56	$9.94
Medium Interruptible	$11.62	$12.08	$12.56	$13.07	$13.59
Large Interruptible	$11.62	$12.08	$12.56	$13.07	$13.59
Large Firm Transportation	$11.62	$12.08	$12.56	$13.07	$13.59
Interruptible Transportation - Small	$8.50	$8.84	$9.19	$9.56	$9.94
Interruptible Transportation - Medium	$11.62	$12.08	$12.56	$13.07	$13.59
Interruptible Transportation - Large	$11.62	$12.08	$12.56	$13.07	$13.59
Negotiated Transportation *	-	-	-	-	-

C
C

*Franchise fee is based on customer's prior rate schedule before transferring to this service. If none, the Large Interruptible Transportation Service fee applies.

(Continued on Sheet No. 5-44.5)

FRANCHISE AND OTHER CITY FEES (Continued)

Section No. 5
1st Revised Sheet No. 44.5

Notes:
[2] St. Paul: (continued)

Customer Class	Volume Factor - Monthly Charge per Therm				
Start Date	1-Nov-2006	1-Nov-2008	1-Nov-2010	1-Nov-2012	1-Nov-2014
End Date	31-Oct-2008	31-Oct-2010	31-Oct-2012	31-Oct-2014	31-Oct-2016
Residential (May - October)	$0.0467	$0.0635	$0.0806	$0.0977	$0.1148
Small Commercial Firm	$0.0489	$0.0509	$0.0529	$0.0549	$0.0569
Large Commercial Firm	$0.0489	$0.0509	$0.0529	$0.0549	$0.0569
Small Commercial Demand Billed	$0.0489	$0.0509	$0.0529	$0.0549	$0.0569
Large Commercial Demand Billed	$0.0254	$0.0274	$0.0294	$0.0314	$0.0334
Small Interruptible	$0.0275	$0.0295	$0.0315	$0.0335	$0.0355
Medium Interruptible	$0.0084	$0.0089	$0.0094	$0.0099	$0.0104
Large Interruptible	$0.0084	$0.0089	$0.0094	$0.0099	$0.0104
Large Firm Transportation	$0.0254	$0.0274	$0.0294	$0.0314	$0.0334
Interruptible Transportation - Small	$0.0275	$0.0295	$0.0315	$0.0335	$0.0355
Interruptible Transportation - Medium	$0.0084	$0.0089	$0.0094	$0.0099	$0.0104
Interruptible Transportation - Large	$0.0084	$0.0089	$0.0094	$0.0099	$0.0104
Negotiated Transportation *	-	-	-	-	-
Start Date	1-Nov-2016	1-Nov-2018	1-Nov-2020	1-Nov-2022	1-Nov-2024
End Date	31-Oct-2018	31-Oct-2020	31-Oct-2022	31-Oct-2024	31-Aug-2026
Residential (May - October)	$0.1194	$0.1242	$0.1291	$0.1343		C
Residential (April - October)					$0.1397	C
Small Commercial Firm	$0.0592	$0.0615	$0.0640	$0.0666	$0.0692	
Large Commercial Firm	$0.0592	$0.0615	$0.0640	$0.0666	$0.0692	
Small Commercial Demand Billed	$0.0592	$0.0615	$0.0640	$0.0666	$0.0692	
Large Commercial Demand Billed	$0.0347	$0.0361	$0.0376	$0.0391	$0.0406	
Small Interruptible	$0.0369	$0.0384	$0.0399	$0.0415	$0.0432	
Medium Interruptible	$0.0108	$0.0112	$0.0117	$0.0122	$0.0127	
Large Interruptible	$0.0108	$0.0112	$0.0117	$0.0122	$0.0127	
Large Firm Transportation	$0.0347	$0.0361	$0.0376	$0.0391	$0.0406	
Interruptible Transportation - Small	$0.0369	$0.0384	$0.0399	$0.0415	$0.0432	
Interruptible Transportation - Medium	$0.0108	$0.0112	$0.0117	$0.0122	$0.0127	
Interruptible Transportation - Large	$0.0108	$0.0112	$0.0117	$0.0122	$0.0127	
Negotiated Transportation *	-	-	-	-	-	

*Franchise fee is based on customer's prior rate schedule before transferring to this service. If none, the Large Interruptible Transportation Service fee applies.

FRANCHISE AND OTHER CITY FEES (Continued)

Section No. 5
Original Sheet No. 44.6

N

Franchise and other city fees, as designated below will be included in the customers' monthly bills computed under the indicated rate classes and effective in the following Minnesota communities:

The Company remits 100% of these fees collected from ratepayers to the local government unit.

Other City Fees			
City	Description	Effective Date	Expiration Date
No other city fees are currently in effect.			

N

ORDINANCE NO. 1094

CITY OF LAKEVILLE
COUNTY OF DAKOTA, MINNESOTA

AN ORDINANCE IMPLEMENTING AN ELECTRIC SERVICE FRANCHISE FEE ON NORTHERN STATES POWER COMPANY, D/B/A XCEL ENERGY, A MINNESOTA CORPORATION, ITS SUCCESSORS AND ASSIGNS, FOR PROVIDING ELECTRIC SERVICE WITHIN THE CITY OF LAKEVILLE

THE CITY COUNCIL OF THE CITY OF LAKEVILLE, MINNESOTA, ORDAINS:

Section 1. Purpose. The Lakeville City Council has determined that it is in the best interest of the City to impose a franchise fee on those public utility companies that provide electric services within the City of Lakeville. Pursuant to City Ordinance No. 949, a Franchise Agreement between the City of Lakeville and Northern States Power Company, a Minnesota corporation, its successors and assigns, ("Company") the City has the right to impose a franchise fee on the Company.

Section 2. Terms. A franchise fee is hereby imposed on the Company under its electric franchise in accordance with the amount and fee design set forth in the fee schedule attached as Exhibit A to this Ordinance commencing with the Company's April 2025 billing month.

This fee is an account-based fee on each premise and not a meter-based fee. In the event that an entity covered by this ordinance has more than one meter at a single premise, but only one account, only one fee shall be assessed to that account. If a premise has two or more meters being billed at different rates, the Company may have an account for each rate classification, which will result in more than one franchise fee assessment for electric service to that premise. If the Company combines the rate classifications into a single account, the franchise fee assessed to the account will be the largest franchise fee applicable to a single rate classification for energy delivered to that premise. In the event any entities covered by this ordinance have more than one premise, each premise (address) shall be subject to the appropriate fee. In the event a question arises as to the proper fee amount for any premise, the Company's manner of billing for energy used at all similar premises in the City will control.

Section 3. Payment and Fee Modification. The franchise fee shall be payable quarterly and shall be based on the amount collected by Company during complete billing months during the period for which payment is to be made. The payment shall be due the last business day of the month following the period for which the payment is made. Such fee shall not exceed any amount that the Company may legally charge to its customers prior to payment to the City by imposing a surcharge equivalent to such fee in its rates for electric service. The franchise fee may be increased or decreased by ordinance from time to time, however any such change may not occur more often than annually. No franchise fee shall be payable by Company if Company is unable to first collect an amount equal to the franchise fee from its customers in each applicable class of customers by imposing a surcharge in Company's applicable rates for electric service. Company may pay the City the fee based upon the surcharge billed subject to subsequent reductions to account for uncollectibles, refunds and correction of erroneous billings. Company agrees to make its records available for inspection by the City at

reasonable times provided that the City and its designated representative agree in writing not to disclose any information which would indicate the amount paid by any identifiable customer or customers or any other information regarding identified customers that is non-public by law.

Section 4. Surcharge. The City recognizes that the Minnesota Public Utilities Commission may allow the Company to add a surcharge to customer rates of City residents to reimburse the Company for the cost of the fee. The Company agrees that it is prohibited from adding an administrative fee of any kind on to the franchise fee.

Section 5. Enforcement. Any dispute, including enforcement of a default regarding this ordinance will be resolved in accordance with Section 2.5 of the Franchise Agreement.

Section 6. Effective Date of Franchise Fee. The effective date of fee collection shall be April 1, 2025 or ninety (90) days after the City sends written notice enclosing a copy of this adopted Ordinance to the Company by certified mail, whichever date is later.

Effective Date. This ordinance becomes effective from and after its passage and publication.

ADOPTED by the City Council of the City of Lakeville, Minnesota this 2nd day of December, 2024.

CITY OF LAKEVILLE

BY: _____
Luke Hellier, Mayor

ATTEST:

_____
Ann Orlofsky, City Clerk

231188v3

EXHIBIT A

XCEL ENERGY ELECTRIC FRANCHISE

FEE SCHEDULE

Class	Monthly Fee per Customer*
Residential	$6.00
Sm C & I – Non-Dem	$16.00
Sm C & I – Demand	$35.00
Large C & I	$120.00

Franchise fees are to be collected monthly by the Company in the amounts set forth in the above schedule, and remitted to the city on a quarterly basis as follows:

January – March collections due by April 30.
April – June collections due by July 31.
July – September collections due by October 31.
October – December collections due by January 31.

SUMMARY ORDINANCE NO. 1094

CITY OF LAKEVILLE
COUNTY OF DAKOTA, MINNESOTA

AN ORDINANCE IMPLEMENTING AN ELECTRIC SERVICE FRANCHISE FEE ON NORTHERN STATES POWER COMPANY, D/B/A XCEL ENERGY, A MINNESOTA CORPORATION, ITS SUCCESSORS AND ASSIGNS, FOR PROVIDING ELECTRIC SERVICE WITHIN THE CITY OF LAKEVILLE

NOTICE IS HEREBY GIVEN that on December 2, 2024, Ordinance No. 1094was adopted by the City Council of the City of Lakeville.

NOTICE IS FURTHER GIVEN that, because of the lengthy nature of Ordinance No. 1094, the following summary of the Ordinance has been prepared for publication:

This Ordinance imposes an electric energy franchise fee on Xcel Energy for providing electric service within the City of Lakeville, Minnesota.

The Ordinance provides for the imposition, monthly collection, quarterly payment and periodic auditing of a franchise fee at the following rates:

Class	**Monthly Fee per Customer**
Residential	$6.00
Sm C & I – Non-Dem	$16.00
Sm C & I – Demand	$35.00
Large C & I	$120.00

A printed copy of the entire ordinance is available for inspection by any person during the City Clerk's regular office hours.

Approved for publication by the City Council of the City of Lakeville, Minnesota this 2nd day of December, 2024.

CITY OF LAKEVILLE

BY: _____
Luke M. Hellier, Mayor

ATTEST:

_____
Ann Orlofsky, City Clerk

233777v1

ORDINANCE NO. 1096

CITY OF LAKEVILLE
COUNTY OF DAKOTA, MINNESOTA

AN ORDINANCE IMPLEMENTING A GAS SERVICE FRANCHISE FEE ON CENTERPOINT ENERGY RESOURCES CORP. d/b/a CENTERPOINT ENERGY MINNESOTA GAS, A DELAWARE CORPORATION, ITS SUCCESSORS AND ASSIGNS, FOR PROVIDING GAS SERVICE WITHIN THE CITY OF LAKEVILLE

THE CITY COUNCIL OF THE CITY OF LAKEVILLE, MINNESOTA, ORDAINS:

Section 1. Purpose. The Lakeville City Council has determined that it is in the best interest of the City to impose a franchise fee on those public utility companies that provide gas services within the City of Lakeville. Pursuant to City Ordinance No. 860, a Franchise Agreement between the City of Lakeville and CenterPoint Energy Resources Corp. d/b/a CenterPoint Energy Minnesota Gas, a Delaware corporation, its successors and assigns, ("Company") the City has the right to impose a franchise fee on the Company.

Section 2. Terms. A franchise fee is hereby imposed on the Company under its gas franchise in accordance with the amount and fee design set forth in the fee schedule attached as Exhibit A to this Ordinance commencing with the Company's April 2025 billing month.

This fee is an account-based fee on each premise and not a meter-based fee. In the event that an entity covered by this ordinance has more than one meter at a single premise, but only one account, only one fee shall be assessed to that account. If a premise has two or more meters being billed at different rates, the Company may have an account for each rate classification, which will result in more than one franchise fee assessment for gas service to that premise. If the Company combines the rate classifications into a single account, the franchise fee assessed to the account will be the largest franchise fee applicable to a single rate classification for energy delivered to that premise. In the event any entities covered by this ordinance have more than one premise, each premise (address) shall be subject to the appropriate fee. In the event a question arises as to the proper fee amount for any premise, the Company's manner of billing for energy used at all similar premises in the City will control.

Section 3. Payment and Fee Modification. The franchise fee shall be payable quarterly and shall be based on the amount collected by Company during complete billing months during the period for which payment is to be made. The payment shall be due the last business day of the month following the period for which the payment is made. Such fee shall not exceed any amount that the Company may legally charge to its customers prior to payment to the City by imposing a surcharge equivalent to such fee in its rates for gas service. The franchise fee may be increased or decreased by ordinance from time to time, however any such change may not occur more often than annually. No franchise fee shall be payable by Company if Company is unable to first collect an amount equal to the franchise fee from its customers in each applicable class of customers by imposing a surcharge in Company's applicable rates for gas service. Company may pay the City the fee based upon the surcharge billed subject to subsequent reductions to account for uncollectibles, refunds and correction of erroneous

billings. Company agrees to make its records available for inspection by the City at reasonable times provided that the City and its designated representative agree in writing not to disclose any information which would indicate the amount paid by any identifiable customer or customers or any other information regarding identified customers that is non-public by law.

Section 4. Surcharge. The City recognizes that the Minnesota Public Utilities Commission may allow the Company to add a surcharge to customer rates of City residents to reimburse the Company for the cost of the fee. The Company agrees that it is prohibited from adding an administrative fee of any kind on to the franchise fee.

Section 5. Enforcement. Any dispute, including enforcement of a default regarding this ordinance will be resolved in accordance with Section 2.6 of the Franchise Agreement.

Section 6. Effective Date of Franchise Fee. The effective date of fee collection shall be April 1, 2025 or ninety (90) days after the City sends written notice enclosing a copy of this adopted Ordinance to the Company by certified mail, whichever date is later.

Effective Date. This ordinance becomes effective from and after its passage and publication.

ADOPTED by the City Council of the City of Lakeville, Minnesota this 2nd day of December, 2024.

CITY OF LAKEVILLE

BY: _____
Luke Hellier, Mayor

ATTEST:

_____
Ann Orlofsky, City Clerk

231191v3

EXHIBIT A

CENTERPOINT ENERGY GAS FRANCHISE

FEE SCHEDULE

Class	Monthly Fee per Customer
Residential/Firm A	$6.00
Firm B	$35.00
Firm C	$120.00
Small Volume Dual Fuel A (SVDF A)	$120.00
Small Volume Dual Fuel B (SVDF B)	$120.00
Large Volume Dual Fuel (LVDF)	$120.00
Large Volume Firm (LGS/LVF)	$120.00

Franchise fees are to be collected monthly by the Company in the amounts set forth in the above schedule, and remitted to the city on a quarterly basis as follows:

January – March collections due by April 30.
April – June collections due by July 31.
July – September collections due by October 31.
October – December collections due by January 31.

SUMMARY ORDINANCE NO. 1096

CITY OF LAKEVILLE
COUNTY OF DAKOTA, MINNESOTA

AN ORDINANCE IMPLEMENTING A GAS SERVICE FRANCHISE FEE ON CENTERPOINT ENERGY RESOURCES CORP. d/b/a CENTERPOINT ENERGY MINNESOTA GAS, A DELAWARE CORPORATION, ITS SUCCESSORS AND ASSIGNS, FOR PROVIDING GAS SERVICE WITHIN THE CITY OF LAKEVILLE

NOTICE IS HEREBY GIVEN that on December 2nd, 2024, Ordinance No. 1096 was adopted by the City Council of the City of Lakeville.

NOTICE IS FURTHER GIVEN that, because of the lengthy nature of Ordinance No. 1096, the following summary of the Ordinance has been prepared for publication:

This Ordinance imposes a gas energy franchise fee on Centerpoint Energy Resources Corp. for providing gas energy service within the City of Lakeville, Minnesota. The Ordinance provides for the imposition, monthly collection, quarterly payment and periodic auditing of a franchise fee at the following rates:

Class	**Monthly Fee per Customer**
Residential/Firm A	$6.00
Firm B	$35.00
Firm C	$120.00
Small Volume Dual Fuel A (SVDF A)	$120.00
Small Volume Dual Fuel B (SVDF B)	$120.00
Large Volume Dual Fuel (LVDF)	$120.00
Large Volume Firm (LGS/LVF)	$120.00

A printed copy of the entire ordinance is available for inspection by any person during the City Clerk's regular office hours.

Approved for publication by the City Council of the City of Lakeville, Minnesota this 2nd day of December, 2024.

CITY OF LAKEVILLE

BY: _____
Luke M. Hellier, Mayor

ATTEST:
_____

233776v1

Ann Orlofsky, City Clerk

Gas and Electric Franchise Fees

Council Workshop| Finance

4/13/26

Background

In recent budget cycles, Council has expressed a strong interest in identifying and pursuing new revenue opportunities beyond the property tax levy.

January 13: representatives from Baker Tilly, the city's municipal advisor, provided information on alternative revenue sources.

September 8: staff presented Council with existing franchise agreements and the viability of establishing franchise fees.

Through the summer city staff met with gas and electric utility providers to review existing agreements and gather information regarding customer counts.

Utility Franchise Basics

- Utility providers, like those for gas and electricity, are required by Minnesota law to deliver services that are safe, adequate, and efficient.
  - To do this, they often need to use public areas like roads and sidewalks, which are known as public rights-of-way.
- Because cities are responsible for managing these rights-of-way, they often create franchise agreements with utility companies.
- In Minnesota, cities have broad authority under state law to negotiate these agreements, which are formalized as ordinances.

Utility Franchise Agreements

- A franchise agreement sets expectations between a city and a utility company, including how it constructs, operates, and maintains equipment located in public grounds and rights-of-way.
- Franchise agreements can also address services like tree trimming and roadway restoration when a utility project is complete.
- In addition to the conditions in franchise agreements, cities may require utilities to obtain permits for work within the right-of-way.

Utility Provider Communication

- Staff have met with all providers to review existing franchise agreements in preparation for renegotiating with:
  - CenterPoint Energy – Gas
  - Centennial Utilities - Gas
  - Connexus Energy – Electric
  - Xcel Energy – Electric & Gas

- A city may impose a franchise fee on a gas or electric utility for the use of the public right-of-way by adopting an ordinance that establishes fee terms, including structure, collection, schedule and effective dates.
  - Blaine has not previously imposed its authority to collect related franchise fees.

- To establish a franchise fee, agreements need to be in place with all utility providers.
  - Must be applied uniformly by all providers.

Blaine Franchise Ordinances

- Per Appendix C "Franchises" of Blaine's City Code of Ordinances, five separate franchise agreements are currently in effect for natural gas and electric utility distribution, each with a 20-year term:
  - Article I. - Natural Gas Franchise (Minnegasco Company): Established by Ordinance 21-2478 on August 16, 2021
  - Article II. - Natural Gas Franchise (City of Circle Pines): Established by Ordinance 18-2401 on March 15, 2021
  - Article IV. - Natural Gas Franchise (Northern States Power Company): Established by Ordinance 98-1710 on May 21, 1998 (Expired)
  - Article V. - Electric Distribution System and Transmission Lines (Anoka Electric Cooperative): Established by Ordinance 98-1698 on March 5, 1998 (Expired)
  - Article VI. - Electric Distribution System and Transmission Lines (Northern States Power Company): Established by Ordinance 98-1699 on March 5, 1998 (Expired)

“Pros” of Franchise Fees

- Local control of processes and fee structure.
- Wider customer base than property taxes.
- Inclusion of tax-exempt properties.
- Diversification of the city’s revenue sources.
- Consistent and reliable revenue stream.
- Avoids higher property taxes in the future.
- No administration costs.
- New construction would contribute immediately, which would eliminate the one-to-two-year lag for the city to receive property taxes for property owners receiving municipal services.

“Cons” of Franchise Fees

- Unlike cable franchise fees paid only by subscribers, everyone must pay since gas and electricity are essential services.
- Significant administrative time is required to establish franchise fees and implement them concurrently.
- Potential resistance from utility providers to implement fees proposed by the city.

Exempt Property Types

- Cemeteries
- Public Hospitals
- Educational Institutions
- Religious Institutions
- Public Charities
- Government Property
- Transitional Housing
- Wetland Native Prairies



ANOKA COUNTY-BLAINE AIRPORT

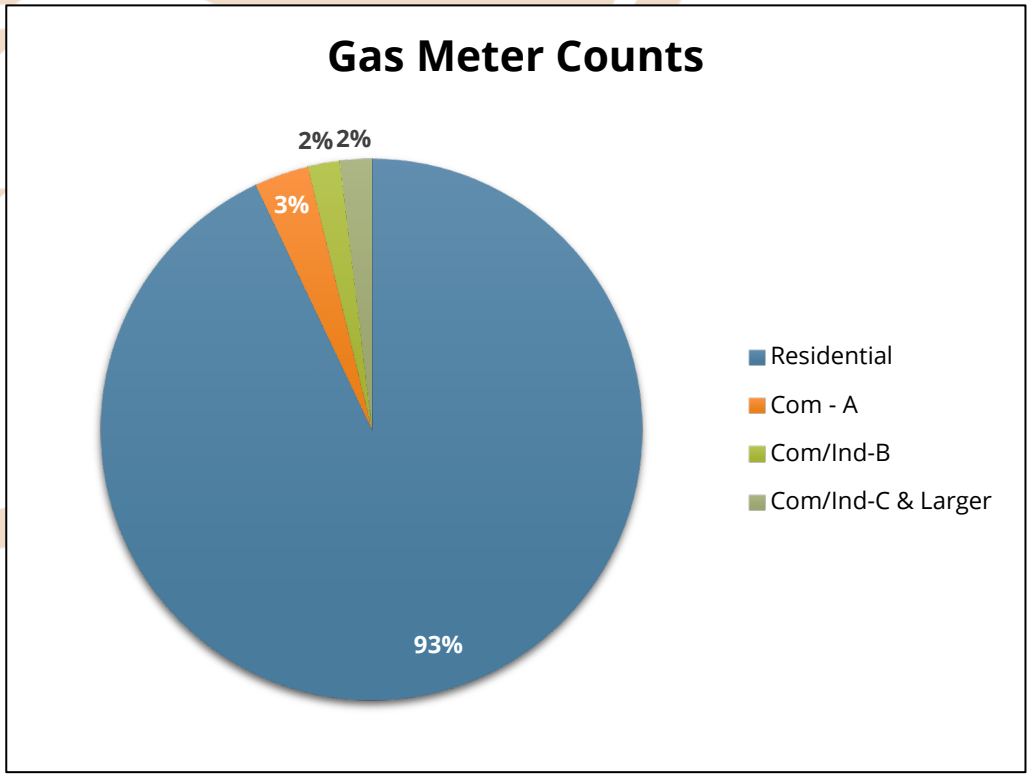
ESTIMATED MARKET VALUE $110 MILLION



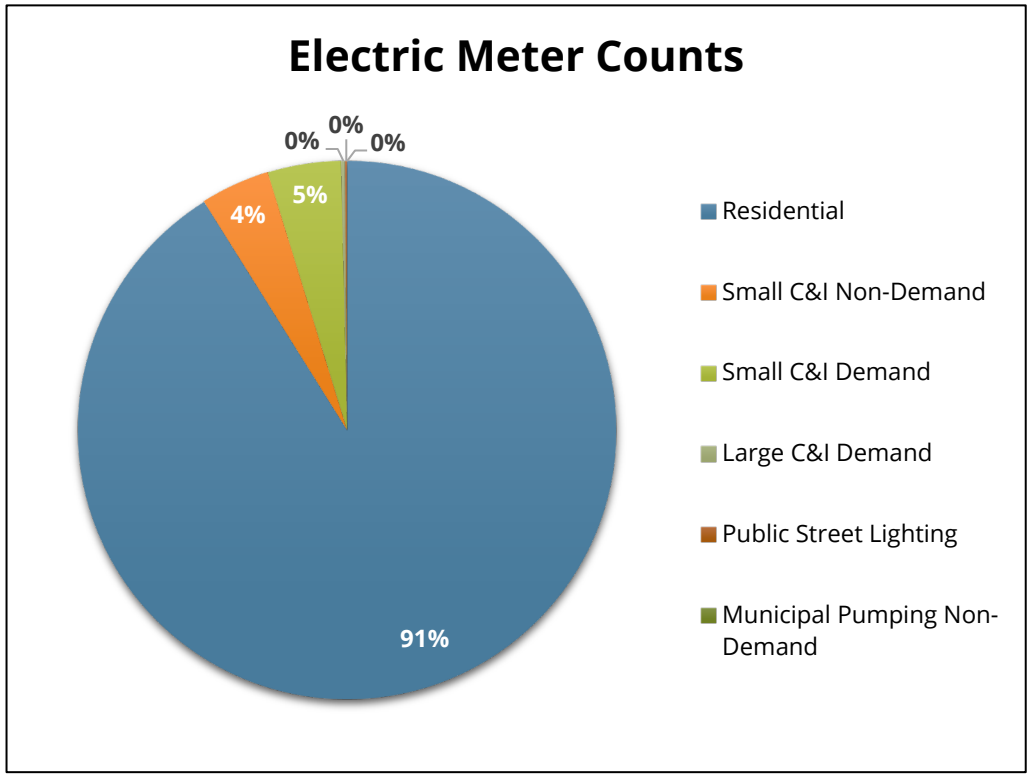
NATIONAL SPORTS CENTER

ESTIMATED MARKET VALUE $69 MILLION

City of Blaine's Meter Counts



Gas	
Meter Type	**Meter Count**
Residential	26,764
Com - A	933
Com/Ind-B	563
Com/Ind-C & Larger	518
Total	28,778



Electric	
Meter Type	**Meter Count**
Residential	28,170
Small C&I Non-Demand	1,295
Small C&I Demand	1,351
Large C&I Demand	77
Public Street Lighting	28
Municipal Pumping Non-Demand	2
Total	30,923

Comparative City Riders - Electric

Franchise Fees - Electric								
City	Residential	Small C&I Non-Demand	Small C&I Demand	Large C&I	Public Street Lighting	Municipal Pumping Non-Demand	Municipal Pumping Demand	Effective Date
Apple Valley*	3.00%	3.00%	3.00%	3.00%	—	—	—	03/2025
Bloomington	$5.95	$11.90	$63.00	$182.00	—	—	—	01/2024
Brooklyn Park	$7.00	$7.50	$45.00	$160.00	—	—	—	03/2016
Burnsville	$8.00	$28.80	$80.00	$468.00	—	—	—	07/2025
Coon Rapids*	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	04/2018
Eagan	$1.85	$10.00	$10.00	$20.00	—	—	—	06/2023
Eden Prairie	$6.50	$8.50	$20.50	$89.50	—	—	—	05/2023
Edina	4.00%	4.00%	4.00%	4.00%	—	—	—	01/2025
Lakeville	$6.00	$16.00	$35.00	$120.00	—	—	—	04/2025
Maple Grove	—	—	—	—	—	—	—	N/A
Minnetonka	$4.50	$4.50	$13.50	$45.00	—	$4.50	$4.50	01/2019
Plymouth	$3.53	$5.31	$17.71	$70.85	—	—	—	04/2024
St. Louis Park	$6.75	$12.00	$48.50	$148.50	—	$12.00	$48.50	06/2021
Woodbury	$3.25	$3.50	$23.00	$90.00	—	—	—	01/2022

*Limits apply

Comparative City Riders - Gas

Franchise Fees - Gas								
City	Residential	Com-A Less than 1,500 therms/ yr	Com/Ind B 1,500 > or < 5,000 therms/yr	Com/Ind C > 5,000 therms/yr	Small Volume Dual Fuel A < 120,000 therms/yr	SVDF B > 120,000 therms/yr	Large Volume Firm & Dual Fuel >1,999 therms Peak Day	Effective Date
Apple Valley	3.00%	3.00%	3.00%	$35.00	$35.00	$35.00	$35.00	03/2025
Bloomington	$5.95	$11.90	$11.90	$63.00	$63.00	$63.00	$182.00	01/2024
Brooklyn Park	$7.00	$6.50	$20.00	$70.00	$160.00	$160.00	$160.00	03/2016
Burnsville	$4.00	$12.00	$40.00	$180.00	$180.00	$180.00	$180.00	09/2020
Coon Rapids	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	01/1992
Eagan	$1.85	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	06/2023
Eden Prairie	$6.50	$8.50	$20.50	$89.50	$89.50	$89.50	$89.50	05/2023
Edina	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	01/2025
Lakeville	$6.00	$16.00	$35.00	$120.00	$120.00	$120.00	$120.00	04/2025
Maple Grove	—	—	—	—	—	—	—	N/A
Minnetonka	$4.50	$4.50	$13.50	$45.00	$45.00	$45.00	$45.00	01/2019
Plymouth	$3.53	$5.31	$17.71	$70.85	$70.85	$70.85	$70.85	03/2024
St. Louis Park	$6.75	$6.75	$12.00	$48.50	$48.50	$48.50	$148.50	06/2021
Woodbury	$1.75	$10.00	$10.00	$100.00	$100.00	$100.00	$55.00	01/2022

Comparative Cities Revenue

City Fee Structure	Revenue - Gas	Revenue - Electric	Blaine's Potential Revenue
Apple Valley	$ 840,000	$ 1,420,000	$ 2,260,000
Bloomington	$ 2,510,000	$ 3,380,000	$ 5,890,000
Brooklyn Park	$ 2,890,000	$ 3,360,000	$ 6,250,000
Burnsville	$ 2,800,000	$ 4,880,000	$ 7,680,000
Coon Rapids/Edina	$ 1,129,655	$ 2,270,000	$ 3,399,655
Eagan	$ 830,000	$ 960,000	$ 1,790,000
Eden Prairie	$ 2,870,000	$ 2,740,000	$ 5,610,000
Lakeville	$ 2,970,000	$ 2,950,000	$ 5,920,000
Minnetonka	$ 1,860,000	$ 1,850,000	$ 3,710,000
Plymouth	$ 1,750,000	$ 1,620,000	$ 3,370,000
St. Louis Park	$ 2,620,000	$ 3,390,000	$ 6,010,000
Woodbury	$ 1,360,000	$ 1,600,000	$ 2,960,000

Revenue data is based on Blaine's meter accounts and data reported by utility companies paired with the fee structure of each comparable city.

Why Lakeville?

- **Recently Adopted Rates:** Lakeville was chosen since its rates were recently adopted and reflect current market conditions.
- **Comparable City:** Similar-sized, comparable community - making it a relevant model for analysis
- **Flat-Rate Fee Model:** The flat-rate fee structure provides a stable and predictable revenue stream to support annual budgeting
- **Capital Project Costs:** On average, the pavement management capital improvement financing gap is approximately $6 million per year, underscoring the need for consistent borrowing.

Proposed Rates vs Levy Comparison

- Based on the analysis, implementing a franchise fee provides broader benefits for both residential and commercial customers.
- Under this approach, both groups experience cost savings compared to generating the same level of revenue through an increase to the levy.
- Proposed rate commitment of at least 5 years.

	Franchise Fees				Levy	
Customer	Monthly Fee - Electric	Monthly Fee - Gas	Monthly Total	Annual Total	Annual Levy Increase	Impact
$339K Residental - Median	$ 6.00	$ 6.00	$ 12.00	$ 144.00	$ 161.61	$ (17.61)
$362K Residental - Average	$ 6.00	$ 6.00	$ 12.00	$ 144.00	$ 177.18	$ (33.18)
Small Commerical - $1 Million	$ 35.00	$ 35.00	$ 70.00	$ 840.00	$ 977.32	$ (137.32)
Large Commerical - $4 Million	$ 120.00	$ 120.00	$ 240.00	$ 2,880.00	$ 4,023.52	$ (1,143.52)

Utilization of Funds

- Common uses (in order of anecdotal observation):
  - **Street and Trail Systems**: Projects including mill & overlays and full street reconstruction. Some cities also use these funds for maintaining and improving trails and sidewalks.
  - Infrastructure Improvements: Public facilities and infrastructure, such as police stations, fire halls, and city hall buildings.
  - Climate and Sustainability Initiatives: Supporting climate action plans and other sustainability efforts.

Fund Summary Comparison

Pavement Management Plan Fund - 503

Without Franchise Fees

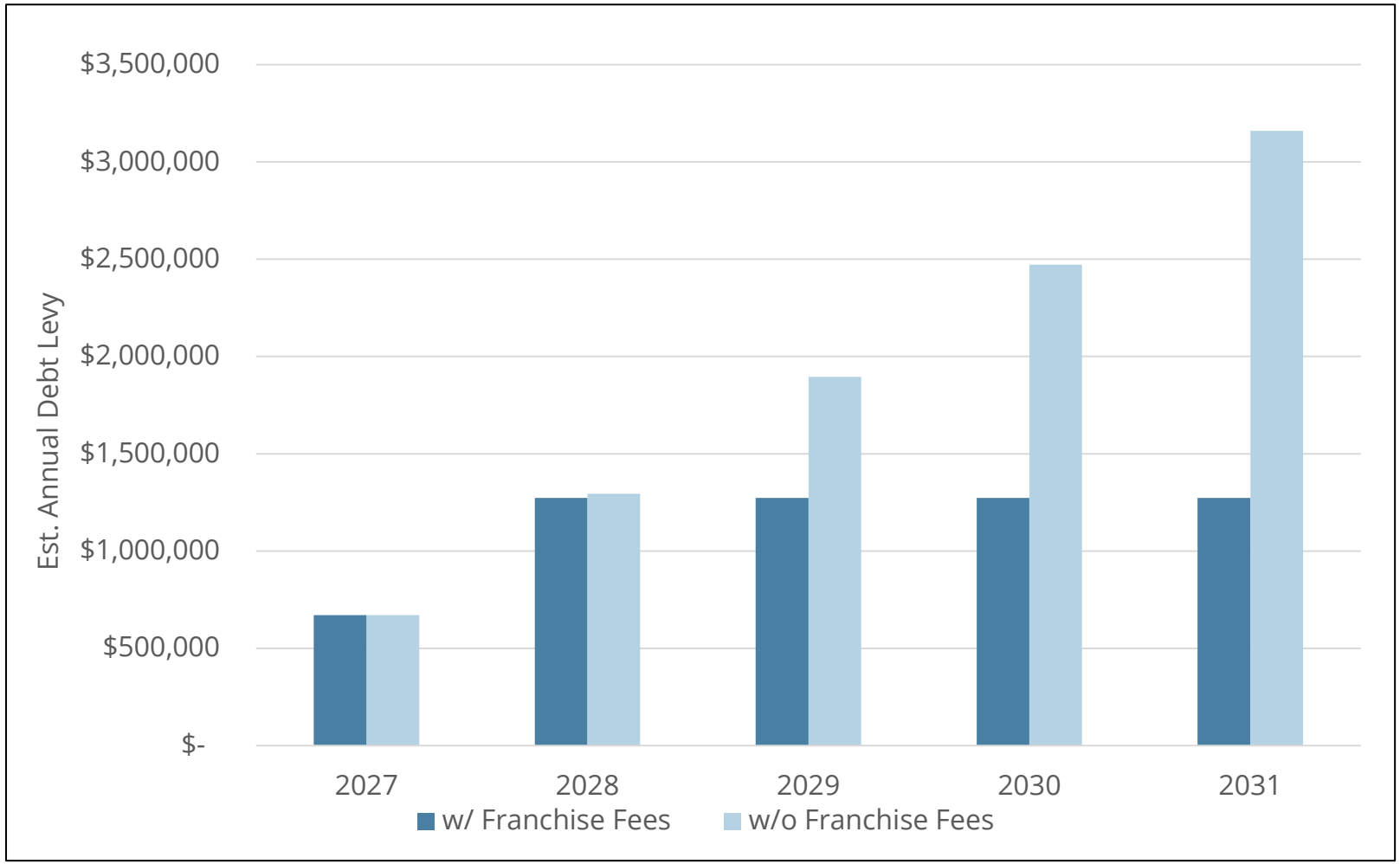
	2024 Budget	2025 Budget	2026 CIP	2027 CIP	2028 CIP	2029 CIP	2030 CIP
Revenues							
Electric Franchsie Fees	-	-	-	-	-	-	-
Gas Franchise Fees	-	-	-	-	-	-	-
Investment Earnings	-						
Total Revenues	-	-	-	-	-	-	-
GO Bond Proceeds	10,147,425	5,156,000	7,635,240	6,241,600	6,094,100	6,130,000	6,341,300

With Franchise Fees

	2024 Budget	2025 Budget	2026 CIP	2027 CIP	2028 CIP	2029 CIP	2030 CIP
Revenues							
Electric Franchsie Fees	-	-	737,500	2,950,000	2,950,000	2,950,000	2,950,000
Gas Franchise Fees	-	-	742,500	2,970,000	2,970,000	2,970,000	2,970,000
Total Revenues	2,475,000	2,200,000	1,880,000	6,820,000	6,320,000	6,320,000	6,820,000
GO Bond Proceeds	10,147,425	5,156,000	7,635,240	4,041,600	-	-	-

Implementation of franchise fees reduces the reliance on bonding over time.

Annual Debt Levy for Pavement Mgmt 2026-2030 CIP (New)



- Model based on first collection in fourth quarter 2026
- Recommend one year of full collection before committing funds for capital activities
- **Anticipates 2028 projects to be primarily funded with franchise fees**

Questions for Council

- Does Council want to continue with the implementation of franchise fees and the proposed fee structure?

City of Blaine
Staff Report

File Number: 2026-80

Agenda Date	Status
April 13, 2026	
In Control	**File Type**
City Council	Workshop Item

New Business - Daniel Retka, Fire Chief

Agenda Item # 3.2

SBM Fire Department - Quarterly Update (30 Minutes)

Background

Chief Retka will provide City Council with a quarterly update.

Staff Recommendation

Questions for Council

Attachment List

None

City of Blaine
Staff Report

File Number: 2026-81

Agenda Date	Status
April 13, 2026	
In Control	**File Type**
City Council	Workshop Item

New Business - Daniel Schluender, Director of Engineering

Agenda Item # 3.3

Petition to Modify Flowerfield Road (30 Minutes)

Background

A petition was received on January 15, 2026, from Weston Woods on Rice Creek Association. The petition asks council to consider a reconfiguration of Flowerfield Road going east of Lexington Avenue to close it to through traffic by any means such that vehicles may not enter or exit at the city border between the City of Blaine and the City of Circle Pines. The council received the petition at their regular scheduled meeting on February 2, 2026, and recommended the item be sent to workshop for discussion.

A brief history outlines that in September 2020, a resident approached the Traffic Commission with concerns about Flowerfield Road (Lexington Avenue to the eastern city limits). Based on the resident's request, the Traffic Commission directed staff to collect traffic data and present the information to the commission and also to invite the entire neighborhood to that meeting. At the May 2021 Traffic Commission meeting, the Traffic Commission was presented the collected data and heard testimony from the neighborhood. The neighborhood concerns about Flowerfield Road included traffic volume, traffic speeds, lack of pedestrian facilities, and the rural nature of the roadway section. Their main concern, however, was the lack of pedestrian sidewalks or trails on Flowerfield Road. The Traffic Commission walked the neighborhood through the process of how to petition the city council for consideration of improvements.

As stated above, a petition has been submitted with a request to alter Flowerfield Road in such a fashion as to not allow vehicles to enter or exit across the Blaine/Circle Pines border.

Staff Recommendation

Staff is not recommending the requested alterations, but to discuss the petition presented and the future of Flowerfield Road.

Questions for Council

Does Council want to modify Flowerfield road by closing it at the Blaine/Circle Pines border per the petition?

Attachment List

1. Request to Reconfigure Flowerfield Road from Weston Woods Rice Creek Association
2. Petition to Modify Flowerfield Road from Area Homeowners
3. Flowerfield Road Traffic and Speed Data
4. May 2021 Traffic Commission Minutes
5. Letter of Opposition - Golden Lakes Elementary
6. Letter of Opposition - SBM Fire Department
7. Letter of Opposition - Centennial Lakes Police Department
8. Letter of Opposition - Circle Pines
9. Letter of Opposition - Blaine Police Department

Weston Woods on Rice Creek

WHERE NATURE ABOUNDS

January 15, 2026

City Council Members
Blaine City Hall
10801 Town Square Drive NE
Blaine, MN 55449

Dear Mayor and Council Members:

Enclosed please find a Petition to Modify Flowerfield Road signed by over 60 percent of the 71 Blaine property owners on, abutting or adjacent to, or on streets intersecting with, that certain portion of Flowerfield Road in the City of Blaine east of Lexington Avenue to the border with the City of Circle Pines.

The Petition asks you to reconfigure Flowerfield Road going east of Lexington so as to close it to through traffic and any means for vehicles to enter or exit at the city border between the City of Blaine and the City of Circle Pines. Certainly, that proposal will be opposed by some, but the hope is that it will be the catalyst for you to really look at addressing the needs of the Blaine Flowerfield Road neighborhood to improve the present situation for current residents and for our expected new neighbors.

Flowerfield Road handles an average daily traffic of 1059 vehicles per day, which accounts for 7413 vehicles per week. The vast majority of the commuters using Flowerfield Road are going to-and-from Circle Pines. It seems entirely possible that between the City of Blaine, the developer of the new homes along Flowerfield Road, the City of Circle Pines and the property owners in the affected neighborhood, something can be done to address the current and expected traffic on Flowerfield Road consistent with the City's Pavement Management Program.

Thank you for your consideration.

Weston Woods on Rice Creek Association
By: Its Board of Directors

ae/brr
Enclosure

City of Blaine's Flowerfield Road Area Homeowners' Petition to Modify Flowerfield Road

We, the undersigned, representing the majority of **Owners** of real property on, abutting or adjacent to, or on streets intersecting with, that certain portion of Flowerfield Road in the City of Blaine east of Lexington Avenue to the border with the City of Circle Pines,

Do hereby Petition the City Council of Blaine, Minnesota, as described herein:

1. As it is currently configured, Flowerfield Road between Lexington and the City's eastern border does not meet the City's commitment pursuant to its Pavement Management Program to maintain its streets "in a condition that provides for functional, safe and efficient travel in a cost-effective manner."
2. That portion of Flowerfield Road is outdated, and not well-suited for either its present or future use and is of concern not only to the owners petitioning herein, but will be of concern to potential residents of a proposed new development on the north side of that portion of Flowerfield.
3. A recent traffic count by the Blaine City Engineering Department measured the traffic on Flowerfield Rd NE and 87th Ave NE near the Circle Pines border east of Ghia St NE for the same period. The traffic count disclosed that Flowerfield Rd NE handled an average daily traffic of 1059 vehicles per day, which accounts for 7413 vehicles per week. On 87th Ave NE for the same period the average daily traffic of 387 vehicles per day, which accounts for 2709 vehicles per week.
4. 87th Ave NE east of Lexington Ave N, located 3 blocks south of Flowerfield Rd NE, is designed for much higher traffic volume and safety with a 44' width, curb and sidewalk versus Flowerfield Rd NE with a 24' width, no curb and no sidewalk. 87th Ave is State Aid Road which aligns with the Circle Pines Canterbury Rd, also a State Aid Road, with a design closely matching 87th Ave NE.
5. Within the City of Blaine, there are 71 homes abutting or adjacent to, or on streets intersecting with, that portion of Flowerfield Road; obviously the daily traffic is overwhelmingly and predominantly to and/or from the City of Circle Pines residents or guests.
6. Sixty-eight (68) of those homes are located within the development known as Weston Woods on Rice Creek; except for Flowerfield Road, the streets within that development (Ghia, Fraizer and 87th Lane) are private streets and are not dedicated to public use; and the substantial volume of traffic on, originating from or heading to

Flowerfield Road adversely affects traffic on those private streets on a frequent and daily basis.

7. The City Engineer outlined a variety of options for upgrade of this portion of Flowerfield Road to meet City standards; however, the assessed cost to the adjoining, adjacent or benefitting properties would be prohibitive to said owners; furthermore, said owners and the City of Blaine should not be expected to incur significant and substantial costs to upgrade Flowerfield which is used predominantly and overwhelmingly by hundreds of residents of Circle Pines, who have other alternatives for access, including 87th Avenue NE and Woodland Road, among others.
8. The sole alternative for the City of Blaine to address the "functional, safe and efficient travel" in a "cost effective manner" is to reconfigure Flowerfield Road east of Lexington so as to close it to through traffic and any means for vehicles to enter or exit at the city border between the City of Blaine and the City of Circle Pines; doing so would address the commitment to existing owners, for expected future Flower Fields development residents and for safety concerns for pedestrians, children, bicyclists and others who are at risk if the existing traffic patterns on Flowerfield are allowed to continue.
9. This alternative would also lessen traffic on intersecting PRIVATE streets which, if not addressed, may require those owners within that area to erect barriers to outside traffic.
10. This alternative is clearly in the best interests of those owners and residents of the City of Blaine who would be affected by this petition should it be accepted and approved as requested.

Now, therefore, the undersigned majority of Owners of real property abutting or adjacent to, or on streets intersecting with, that certain portion of Flowerfield Road in the City of Blaine east of Lexington Avenue to the border with the City of Circle Pines; do hereby **Petition** the City Council of Blaine, Minnesota, as follows:

To undertake to permanently reconfigure and close Flowerfield Rd NE to through traffic and any means for vehicles to enter or exit at the city border between the City of Blaine and the City of Circle Pines and, if necessary, vacate relevant portions of the City's right of way to effectuate said configuration and to take whatever different or further action is necessary to implement this petition request.

In witness hereof, the following undersigned(s) certify that they are **Owners** of real property abutting or adjacent to, or on streets intersecting with, that certain portion of Flowerfield Road in the City of Blaine east of Lexington Avenue to the border with the City of Circle Pines and do hereby approve of said Petition and the requests therein.

David L. Hunt Owner	8781 Ghia St Address	1/8/26 Date
Susan M Podlaloski Owner	8804 Ghia St NE Address	1/08/26 Date
MIKE POLIAK Owner	4360 87TH LN NE Address	1/8/26 Date
Beth Ann Rowe Owner	8816 Ghia St. NE Address	1/8/26 Date
Alison Huang Owner	8857 Frazer ST NE Address	1/8/26 Date
Raymond Koehler Owner	8845 FRAZER Address	1/8/26 Date
Kathleen Benning Owner	8741 Ghia Address	1/8/26 Date
Linda Wagner Owner	4364 Flowerfield Address	1/8/26 Date
Linda Knudtson Owner	8785 Ghia ST. Address	1/8/26 Date

Carlene Carlson Owner	8815 Fraizer St. Address	1/8/26 Date
Margaret A. Swanson Tarp Owner	8885 Fraizer St Address	1/8/26 Date
Thomas J. Lamm Owner	8755 Ohio ST Address	1/8/26 Date
Richard McNamara Owner	8830 Ohio St Address	1/8/26 Date
[signature] Owner	8824 Ohio St Address	1/8/26 Date
[signature] Owner	4393 87th Lane NE Address	1/8/26 Date
David J. Anderson Owner TRUSTEE	8788 Ohio St Address	1/8/26 Date
[signature] Owner	8741 Ohio St Address	1-8-26 Date
Jeri Manos Owner	8724 6th AVE St. Address	1-8-26 Date

Owner	Address	Date
Bob & Jeanne Hudson	8793 Ghia ST NE	1/8/2026
[signature]	8844 GHIA ST. NE	1/8/26
Luanrea R. Bostrom	8838 GHIA St. N.E	1/8/26
Lovelie Daniels	4364 87th LN NE	1/8/26
[signature]	8873 Fraizer St NE	1/8/26

In witness hereof, the following undersigned(s) certify that they are **Owners** of real property abutting or adjacent to, or on streets intersecting with, that certain portion of Flowerfield Road in the City of Blaine east of Lexington Avenue to the border with the City of Circle Pines and do hereby approve of said Petition and the requests therein.

Eileen M. Kord	8746 Gatya St NE, Blaine 55014	January 9, 2026
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date

Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date

In witness hereof, the following undersigned(s) certify that they are **Owners** of real property abutting or adjacent to, or on streets intersecting with, that certain portion of Flowerfield Road in the City of Blaine east of Lexington Avenue to the border with the City of Circle Pines and do hereby approve of said Petition and the requests therein.

Judy Henton Owner	8817 Ghia St NE Address	1/9/2026 Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date

In witness hereof, the following undersigned(s) certify that they are **Owners** of real property abutting or adjacent to, or on streets intersecting with, that certain portion of Flowerfield Road in the City of Blaine east of Lexington Avenue to the border with the City of Circle Pines and do hereby approve of said Petition and the requests therein.

Owner	Address	Date
Linda Lyndquist	8704 (Blaine) Ghia St.	1-9-26
Evelyn Serdy	8780 Ghia St NE Blaine	1-11-26
Josh Gutu	8796 GHIA ST. NE	1-11-26

Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date

In witness hereof, the following undersigned(s) certify that they are **Owners** of real property abutting or adjacent to, or on streets intersecting with, that certain portion of Flowerfield Road in the City of Blaine east of Lexington Avenue to the border with the City of Circle Pines and do hereby approve of said Petition and the requests therein.

Owner	Address	Date
Krystal Lawson	4312 Flowerfield Rd.	1-9-2026
Lynn R. Swanson	8760 Ithica St NE.	1-10-26

Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date

In witness hereof, the following undersigned(s) certify that they are **Owners** of real property abutting or adjacent to, or on streets intersecting with, that certain portion of Flowerfield Road in the City of Blaine east of Lexington Avenue to the border with the City of Circle Pines and do hereby approve of said Petition and the requests therein.

Owner	Address	Date
Catherine A. Satern Catherine A. Satern	8733 Ghia	01/09/2026

In witness hereof, the following undersigned(s) certify that they are **Owners** of real property abutting or adjacent to, or on streets intersecting with, that certain portion of Flowerfield Road in the City of Blaine east of Lexington Avenue to the border with the City of Circle Pines and do hereby approve of said Petition and the requests therein.

Owner	Address	Date
Virginia Beecroft	4348 Flowerfield	1/9/2026

DRAFT

In witness hereof, the following undersigned(s) certify that they are **Owners** of real property abutting or adjacent to, or on streets intersecting with, that certain portion of Flowerfield Road in the City of Blaine east of Lexington Avenue to the border with the City of Circle Pines and do hereby approve of said Petition and the requests therein.

Owner	Address	Date
Mary A. Arsenault	8831 Frazer St NE	01-10-2026

In witness hereof, the following undersigned(s) certify that they are **Owners** of real property abutting or adjacent to, or on streets intersecting with, that certain portion of Flowerfield Road in the City of Blaine east of Lexington Avenue to the border with the City of Circle Pines and do hereby approve of said Petition and the requests therein.

Owner	Address	Date
Sharon M Birnbaum	8767 Fraizer St NE	1-10-2026

In witness hereof, the following undersigned(s) certify that they are **Owners** of real property abutting or adjacent to, or on streets intersecting with, that certain portion of Flowerfield Road in the City of Blaine east of Lexington Avenue to the border with the City of Circle Pines and do hereby approve of said Petition and the requests therein.

Owner	Address	Date
Michael Jerich	8795 Fraizer St. NE Blaine, MN 55014	1-9-2026

In witness hereof, the following undersigned(s) certify that they are **Owners** of real property abutting or adjacent to, or on streets intersecting with, that certain portion of Flowerfield Road in the City of Blaine east of Lexington Avenue to the border with the City of Circle Pines and do hereby approve of said Petition and the requests therein.

Owner	Address	Date
	8869 FRAZER ST BLAINE, MN 55014	09 JAN 2026

In witness hereof, the following undersigned(s) certify that they are **Owners** of real property abutting or adjacent to, or on streets intersecting with, that certain portion of Flowerfield Road in the City of Blaine east of Lexington Avenue to the border with the City of Circle Pines and do hereby approve of said Petition and the requests therein.

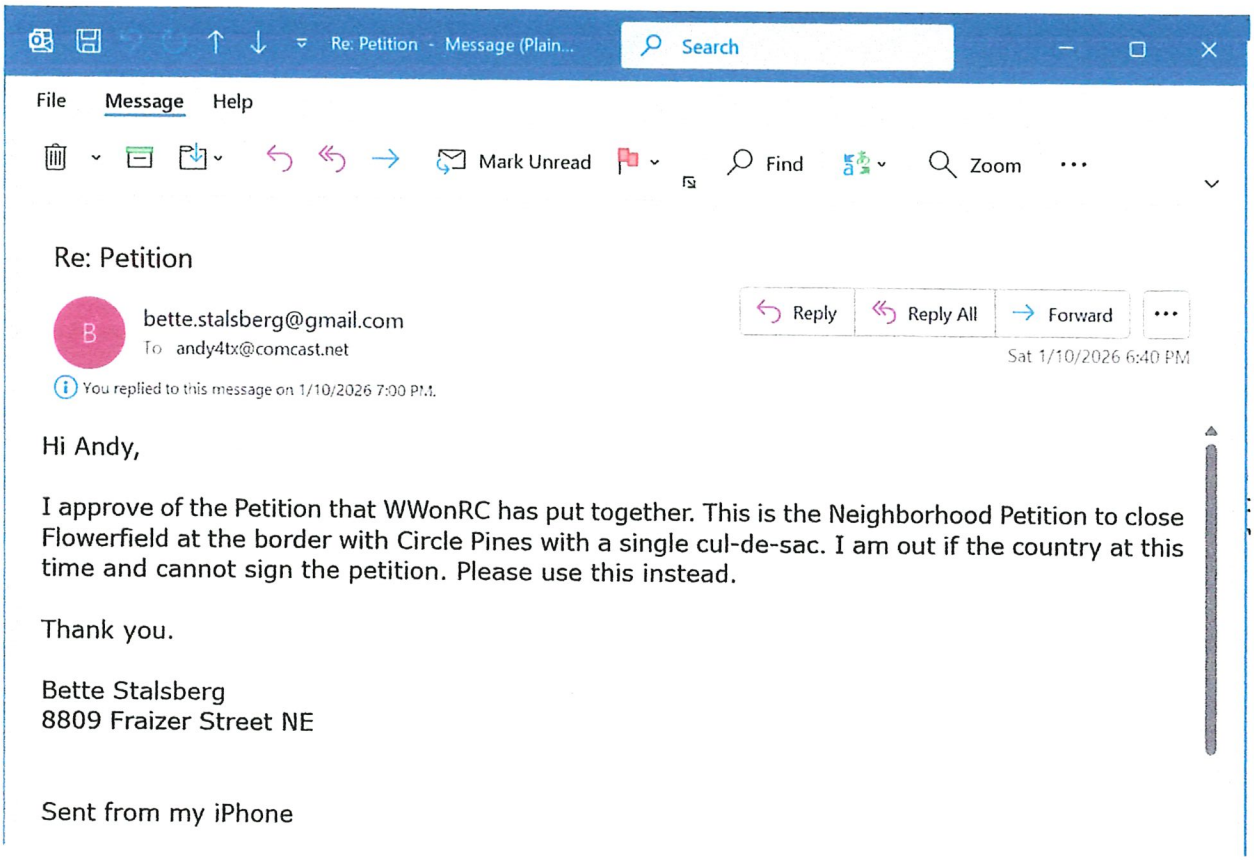
GARY & RENEE BETHKE Owner	8803 FRAZER ST. NE Address	JAN 10, 2026 Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date

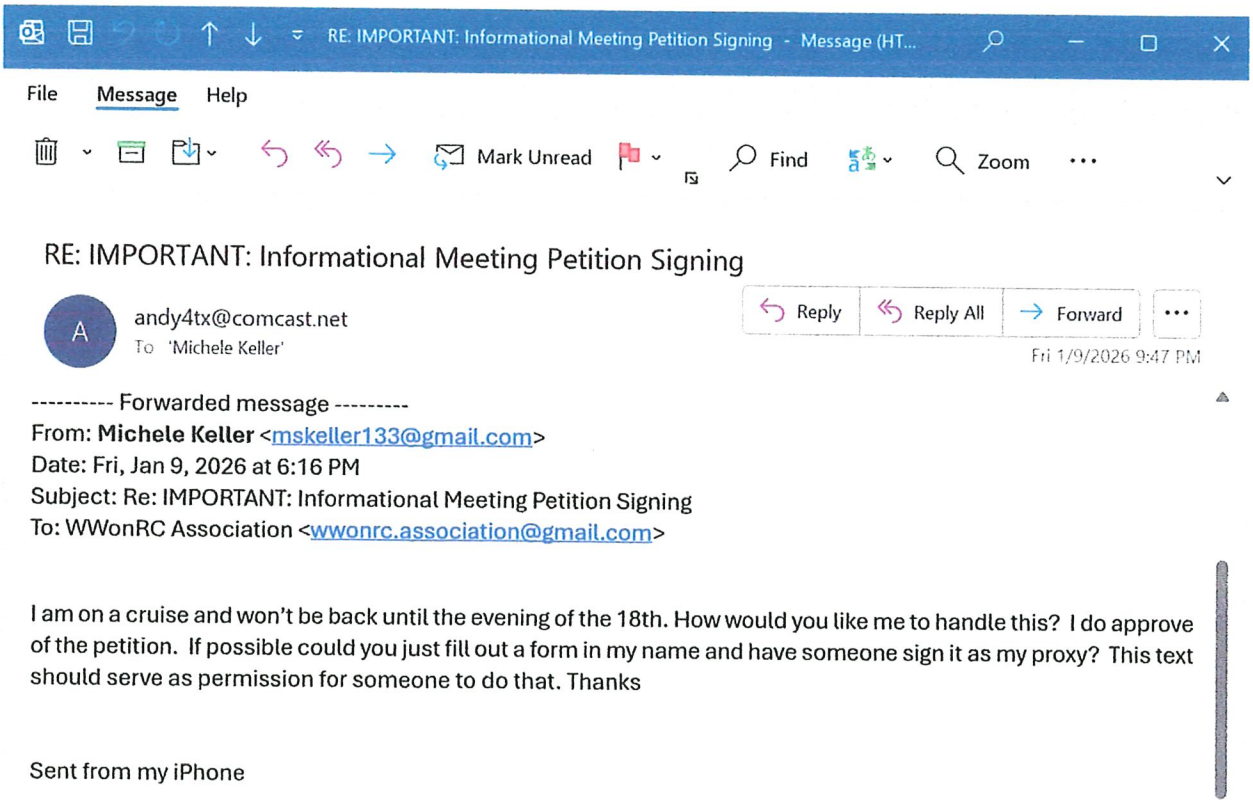
In witness hereof, the following undersigned(s) certify that they are **Owners** of real property abutting or adjacent to, or on streets intersecting with, that certain portion of Flowerfield Road in the City of Blaine east of Lexington Avenue to the border with the City of Circle Pines and do hereby approve of said Petition and the requests therein.

Peter J Petrulo	8731 Frazier S. NE 55014	01.09.26
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date

Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date

Owner	Address	Date
Sara Krisnane	8738 Ithia St N.E.	Jan. 10, 2026


Re: Petition - Message (Plain...
Search
File
Message
Help
Mark Unread
Find
Zoom
Re: Petition
B
bette.stalsberg@gmail.com
To andy4tx@comcast.net
Reply
Reply All
Forward
Sat 1/10/2026 6:40 PM
You replied to this message on 1/10/2026 7:00 PM.
Hi Andy,
I approve of the Petition that WWonRC has put together. This is the Neighborhood Petition to close Flowerfield at the border with Circle Pines with a single cul-de-sac. I am out if the country at this time and cannot sign the petition. Please use this instead.
Thank you.
Bette Stalsberg
8809 Fraizer Street NE
Sent from my iPhone


RE: IMPORTANT: Informational Meeting Petition Signing - Message (HT...
File
Message
Help
Mark Unread
Find
Zoom
RE: IMPORTANT: Informational Meeting Petition Signing
A
andy4tx@comcast.net
To 'Michele Keller'
Reply
Reply All
Forward
Fri 1/9/2026 9:47 PM
---------- Forwarded message ---------
From: Michele Keller <mskeller133@gmail.com>
Date: Fri, Jan 9, 2026 at 6:16 PM
Subject: Re: IMPORTANT: Informational Meeting Petition Signing
To: WWonRC Association <wwonrc.association@gmail.com>
I am on a cruise and won't be back until the evening of the 18th. How would you like me to handle this? I do approve of the petition. If possible could you just fill out a form in my name and have someone sign it as my proxy? This text should serve as permission for someone to do that. Thanks
Sent from my iPhone

In witness hereof, the following undersigned(s) certify that they are **Owners** of real property abutting or adjacent to, or on streets intersecting with, that certain portion of Flowerfield Road in the City of Blaine east of Lexington Avenue to the border with the City of Circle Pines and do hereby approve of said Petition and the requests therein.

Owner	Address	Date
[signature]	8710 Ghia St. NE.	1-10-26

DRAFT

In witness hereof, the following undersigned(s) certify that they are **Owners** of real property abutting or adjacent to, or on streets intersecting with, that certain portion of Flowerfield Road in the City of Blaine east of Lexington Avenue to the border with the City of Circle Pines and do hereby approve of said Petition and the requests therein.

Owner	Address	Date
Jacalyn Klenzing	8273 Fraizer St	1-12-2026

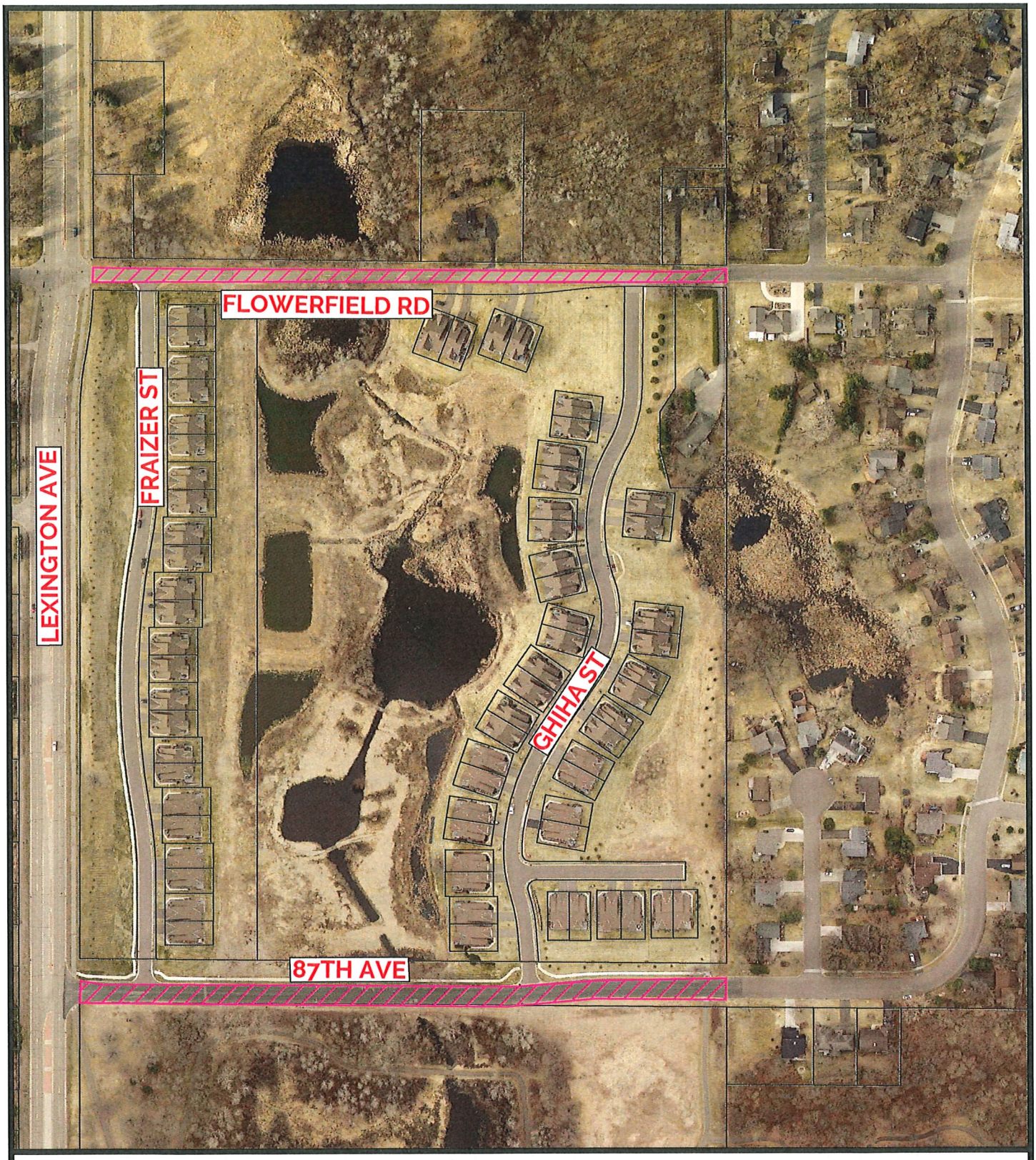
Owner	Address	Date
	8719 Fraizer St	1-12-2026
Robert R. McCook	8719 Fraizer St	1/12/2026
Susan McCook	8719 Fraizer St	1/12/2026

In witness hereof, the following undersigned(s) certify that they are **Owners** of real property abutting or adjacent to, or on streets intersecting with, that certain portion of Flowerfield Road in the City of Blaine east of Lexington Avenue to the border with the City of Circle Pines and do hereby approve of said Petition and the requests therein.

Marjean Reker	4336 Flowerfield	1/9/26
Owner	Address	Date
[signature]	8732 Ghia St	1/10/26
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date
Owner	Address	Date

In witness hereof, the following undersigned(s) certify that they are **Owners** of real property abutting or adjacent to, or on streets intersecting with, that certain portion of Flowerfield Road in the City of Blaine east of Lexington Avenue to the border with the City of Circle Pines and do hereby approve of said Petition and the requests therein.

Owner	Address	Date
Debra LaHagen	8810 Gitia St NE Circle Pines 55014	1-10-2025



FLOWERFIELD ROAD
AND 87TH AVENUE

N

City of Blaine Engineering Department / 10801 Town Square Dr NE/ Blaine, MN 55449/ 763-785-6172

Blaine Police Department

10801 Town Square Drive NE
Blaine, MN 55449-8100
Main 763-785-6168 | **BlaineMN**.*gov*

September 15, 2020

Re: Flowerfield Road Speed Study

The Blaine Police Department was made aware of traffic concerns in the 4300 Block of Flowerfield Road. Specifically, there were concerns that vehicles were exceeding the posted speed limit of 35-mph in that area, creating a danger for pedestrian traffic.

The mission of the Traffic Unit is to effectively address traffic concerns having a negative impact on the quality of life for residents and guests to the City of Blaine. We accomplish this through a combination of traffic surveys, educational campaigns, high visibility traffic enforcement, and partnering with the City Engineering Department to address roadway design.

We also work closely with the Blaine Traffic Commission whose purpose is to review neighborhood traffic concerns on local streets, define issues, review alternatives and costs, hold public hearings, and make recommendations to the City Council.

Between September 7th, 2020 and September 14th, 2020 the Blaine Police Traffic Unit conducted a traffic survey using a covert radar device to gather traffic volume and speed on this section of roadway. Over the course of those 7 days, 2,731 cars were counted for having passed along the road.

The City of Blaine begins to research causes and possible solutions when the 85th percentile of the recorded speeds exceed the posted speed limit in a statistically significant amount. For the 2,731 cars that traveled this stretch of roadway, 85 percent were traveling slower than 37-mph in the 35-mph zone. Statistically speaking we consider this to be within acceptable limits. Of these cars, the majority were traveling between 29-38-mph.

In addition to the above survey, a prior survey was conducted September 26th, 2019 through October 7th, 2019. This survey counted 12,048 cars and showed similar results.

Given the above results, this stretch of roadway is deemed to be within acceptable limits for the speeds being traveled. Many times we find that a roadway design creates a perception of vehicles traveling faster than they actually are. This is frequently a result on roads with a curve or grade to them as a vehicle passing by at an angle will appear to be traveling faster than the same vehicle passing by in a straight line.

Please note, the police department will continue their routine patrol of the corridor by conducting education and enforcement campaigns.

If you have any specific questions concerning traffic on this corridor, please contact the Blaine Police Department Traffic Unit at 763-785-6168. If you have any other traffic concerns you can submit an online traffic complaint through the City of Blaine website at www.blainemn.gov, search for "Traffic Complaints" and follow the instructions to submit an online complaint.

Blaine Police Department

10801 Town Square Drive NE
Blaine, MN 55449-8100
Main 763-785-6168 | **BlaineMN**.*gov*

November 2, 2020

Re: 4400-block 87th Ave NE

The Blaine Police Department was made aware of traffic concerns on 87th Ave East of Lexington Ave. Specifically, there were concerns that vehicles were exceeding the posted speed limit of 30-mph in that area and that there was an increased traffic volume due to the nearby school causing pedestrian safety concerns.

The mission of the Traffic Unit is to effectively address traffic concerns having a negative impact on the quality of life for residents and guests to the City of Blaine. We accomplish this through a combination of traffic surveys, educational campaigns, high visibility traffic enforcement, and partnering with the City Engineering Department to address roadway design.

We also work closely with the Blaine Traffic Commission whose purpose is to review neighborhood traffic concerns on local streets, define issues, review alternatives and costs, hold public hearings, and make recommendations to the City Council.

Between October 26, 2020 and November 2, 2020 the Blaine Police Traffic Unit conducted a traffic survey using a covert radar device to gather traffic volume and speed on this section of roadway. Over the course of those 7 days, 2,110 cars were counted for having passed along the road.

The City of Blaine begins to research causes and possible solutions when the 85th percentile of the recorded speeds exceed the posted speed limit in a statistically significant amount. For the 2,110 cars that traveled this stretch of roadway, 85 percent were traveling slower than 39-mph in the 30-mph zone. Of these cars, the majority were traveling between 29-38-mph.

For comparison, a study was completed in the same block of Flowerfield Road for 7-days between September 7th and 14th, 2020 using the covert radar. In that study 2,731 cars were counted with an 85th percentile speed of 37-mph in the 35-mph zone.

Given the above results, the Traffic Unit will be conducting an education and enforcement campaign on 87th Ave in an attempt to reduce the speeds vehicles are traveling. The Traffic Commission and Engineering department have been provided copies of this data for review.

If you have any specific questions concerning traffic on this corridor, please contact the Blaine Police Department Traffic Unit at 763-785-6168. If you have any other traffic concerns you can submit an online traffic complaint through the City of Blaine website at www.blainemn.gov, search for "Traffic Complaints" and follow the instructions to submit an online complaint.

Minnesota Department of Transportation

Metropolitan District
Waters Edge
1500 West County Road B-2
Roseville, MN 55113-3174

CITY OF BLAINE
JUN 25 2009
ENGINEERING DEPT.

June 16, 2009

Mr. Daniel Schluender, P.E.
City of Blaine
10801 Town Square Drive NE
Blaine, Minnesota 55449-8101

Re: Speed Zoning Flowerfield Road and Ulysses Street, City of Blaine

Dear Mr. Schluender:

We have completed an engineering and traffic investigation to determine a reasonable and safe speed limit for Flowerfield Road and Ulysses Street in the City of Blaine, as requested in Resolution No. 08-99 and your letter dated August 8, 2008. Based on the investigation results and as David Sheen discussed with you, we recommend authorization of the following speed limits:

Flowerfield Road: 35 mph – from the intersection with Lexington Ave to the eastern city limits.

Ulysses Street: 35mph – from Paul Parkway NE to 125th Avenue NE.

Our recommendation is currently being reviewed by Mn/DOT's Office of Traffic, Safety, and Technology, which will make the final speed limit determinations. You will be informed of their decision.

Before posting speed limits authorized as a result of the investigation, we recommend a routine review of Flowerfield Rd. and Ulysses St. to ensure all necessary signing is in place, visible, in good condition, and in conformance with the Minnesota Manual on Uniform Traffic Control Devices. Special attention should be given to warning and advisory speed signing for locations where the authorized speed limits cannot be safely maintained, as well as to other traffic control devices, which could be impacted by a change in the posted speed limit. The review can also identify other measures, such as improving sight distance by trimming or removal of vegetation, which can improve safety.

If you have any questions regarding our recommendation, please contact David Sheen (651-234-7817).

Sincerely,

Lars Impola

Lars Impola, P.E.
District Traffic Engineer – Program Support

An equal opportunity employer

OPEN FORUM FOR CITIZEN INPUT

There were no comments.

ADOPTION OF AGENDA

Motion by Commissioner Skarich to adopt the May 4, 2021, Traffic Commission Meeting Agenda, as presented. Motion seconded by Commissioner Wifler. A roll call vote was taken. The motion passed 7-0.

PUBLIC HEARINGS/COMMENTS

Item 7.1 – Neighborhood Traffic and Pedestrian Concerns:
Flowerfield Road and 87th Avenue at Ghia Street and Fraizer Street Area

City Engineer Schluender stated the city has received several emails and calls concerning the safety of pedestrians and vehicle traffic on Flowerfield Road and 87th Avenue from Lexington Avenue to Ghia Street. Based on these concerns, city staff has collected traffic data to determine if the traffic is behaving in accord with the design of the streets. Summaries of two traffic collection efforts were reviewed in detail with the Commission. Staff reviewed all efforts that have been conducted to date and discussed options for going forward.

Chair Haas stated a speed study was completed on Flowerfield Road in June of 2009 which led to this roadway being posted at 35 miles per hour. He explained if another speed study were completed by MNDOT the risk was that the speed limit could go up.

Motion by Commissioner Hill to open the Public Hearing at 6:45PM. Motion seconded by Commissioner Wold. A roll call vote was taken. The motion passed 7-0.

(1) Mark Reker, 4336 Flowerfield Road, explained he was one of the seven addresses along Flowerfield Road that lives in Blaine. He indicated he was not hear about speed but rather was interested in the data volume. He suggested a study be completed to compare the speed of traffic along 87th Avenue to Flowerfield Road. He commented most of his concern with Flowerfield Road was with the level of human traffic along this road and how close these pedestrians were to speeding

Volume
cars-
peds-

traffic. He stated he wanted his Westin Woods and adjacent neighbors to be safe. He commented on the differences between Flowerfield Road and 87th Avenue noting 87th Avenue has a sidewalk and curves in order to assist in addressing both the speed of traffic and safety of pedestrians. He suggested a portion of Flowerfield Road be given back to the city or that this roadway be made a one-way in order to create enough right of way for a sidewalk.

DAVE - WAY

(2) John Sheedy, 8779 Ghia Street, explained he lived half way between 87th Avenue and Flowerfield Road. He stated he has lived in his home for the past six years. He reported when he first moved to the neighborhood, he used to walk a lot but indicated the safety of Flowerfield Road was a concern to him. He stated the crisis was that the traffic driving towards Lexington from 3:00PM to 5:00PM was looking directly into the sun. He noted those people coming from Lexington Avenue were on a hill with a dip and they may not see the pedestrians on the roadway. He questioned why there were differences between 87th Avenue and Flowerfield Road. He encouraged the city to consider improving the safety along this Flowerfield Road before someone gets hurt.

PED. SAFETY

(3) Alan Riess, 8777 Fraizer Street, indicated he was a board member on the Westin Woods homeowner's association. He reported his neighborhood used to be the Kate Haven Golf Course. He discussed how this area developed but noted the country road has remained in place. He stated his development was now complete, which had 68 units. He noted many of these residents were in his age category of retired individuals that enjoy talking a daily walk. He explained there were walkers on Flowerfield Road on a daily basis and he feared for their safety. He thanked the City for holding this public hearing. He appreciated the opportunity to speak about his concerns.

PED. SAFETY

(4) Tom Lundgren, 4398 Flowerfield Road, explained his wife's family, Harley Flower, originally owned this land. He stated Flowerfield Road was Jacob Flower's driveway. He discussed how the land has changed over time and noted the city should have fixed the road long ago. He indicated he owners most of the land on the north side of the road. He questioned how the concerns of the neighbors can be addressed in order to widen the road and put in a sidewalk. He stated he would be willing to work with the city on this project and could provide land to ensure this was done.

PED SAFETY

(5) Andrew Eisenzimmer, 8873 Fraizer Street, thanked the commission for their time. He reported his house was the second unit from Flowerfield Road. He discussed the

PED SAFETY

number of children in the area and wanted to ensure they were safe. He encouraged the city to work to improve both traffic and pedestrian safety.

(6) Ann Marie Hintz, 8781 Ghia Street, stated her homeowner's association holds committee meetings and works to improve the open space area along the creek. She noted there was not a lot of room to work safely. She indicated most of the people who live in her association have grandchildren that visit and their safety was key. She discussed how traffic patterns had changed over the years and encouraged the city to consider installing a sidewalk or shoulders for safety purposes.

PED SAFETY

(7) Randy Reichert, 8732 Ghia Street, explained his wife avoids Flowerfield Road at all costs. He reported Westin Woods was a melting pot of seniors in the community. He discussed how the seniors were great volunteers in the community and asked that the city step up and address the pedestrian safety concerns along Flowerfield Road.

PED SAFETY

Motion by Commissioner Skarich to close the Public Hearing at 7:14PM. Motion seconded by Commissioner Hill. A roll call vote was taken. The motion passed 7-0.

Chair Haas asked that the commission begin speaking about Flowerfield Road first.

Commissioner Wifler asked if Mr. Lundgren was offering to give the city land in order to widen the roadway. Mr. Lundgren explained he was offering to provide the city with land free of charge.

Chair Haas asked if Flowerfield Road was designated as an MSA street. Mr. Schluender stated this was not the case.

Chair Haas questioned what the life of Flowerfield Road was at this time. Mr. Schluender anticipated the road had a 20 year life expectancy. It was noted the road was completed eight years ago and the city was not planning to reconstruct this roadway anytime soon.

2013/2014

Chair Haas understood that a property owner may be willing to donate land to the city but made the public aware of the fact that an improvement project could be ordered by the city council which would then require the project to be assessed to benefiting property owners.

Commissioner Wifler asked if Flowerfield Road could be made into a one-way street in order to make room for a pedestrian sidewalk.

Chair Haas commented generally this does not occur in suburban areas.

Further discussion ensued regarding the process the neighbors would follow in order to pursue a petition for roadway improvements/sidewalk.

Commissioner Wifler questioned if assessments would only be charged to the properties bordering Flowerfield Road. Mr. Schluender explained the individual lots along Flowerfield Road would be assessed for this project, along with the townhome association.

Commissioner Wold questioned what the timeline for a sidewalk improvement project. Mr. Schluender explained the timeline would be up to the neighborhood. He stated as soon as staff received a petition, staff could begin working towards a cost estimate and schedule for the project.

Chair Haas discussed the county's stance regarding mid-block crossings. He asked that the commission now address any concerns they have with 87th Avenue. It was noted 87th Avenue was not an MSA roadway. Mr. Schluender reported MNDOT would be completing a speed study on this section of roadway.

Commissioner Ford asked if a speed study and a safety study were the same thing. He noted out of the citizens that spoke tonight, there were more concerns voiced with safety than speed.

Chair Haas agreed stating this was why staff discussed the process that needed to be followed to submit a petition to the city for sidewalks.

Chair Haas thanked all of the members from the public that were in attendance and for coming forward and voicing their concerns. He encouraged the public to keep calling the Blaine Police Department with concerns about speeding traffic.

PREVIOUS BUSINESS

1 SCHOOL ROAD
CIRCLE PINES, MN 55014
PH 763.792.5900
FX 763.392.7295
www.isd12.org

GOLDEN LAKE
ELEMENTARY
CENTENNIAL SCHOOL DISTRICT 12

PRINCIPAL *Christopher M. Gerst*

March 27, 2026

Dear Members of the Blaine City Council,

I am writing on behalf of Golden Lake Elementary to express our strong opposition to the proposed closure of Flowerfield Road to vehicle traffic in connection with the development that is built on the former Kate Haven golf course.

Flowerfield Road serves as an important transportation route for our community, including students, families, and staff who rely on safe and efficient access to and from our school. Closing this roadway would create unnecessary disruptions, increase travel times, and potentially compromise safety by redirecting traffic onto already burdened routes.

From a public safety standpoint, maintaining access along Flowerfield Road is critical. Any restriction could hinder emergency response times and limit accessibility for police, fire, and medical services—an outcome that would not be in the best interest of our students or the broader community.

Additionally, the closure would negatively impact daily school operations, including transportation logistics, parent drop-off and pick-up, and staff commutes. These challenges would place an undue burden on families and could create avoidable congestion in surrounding neighborhoods.

We understand that changes are sometime necessary, but such changes must be balanced with the needs and safety of existing community infrastructure. In this case, closing Flowerfield Road does not represent a reasonable or beneficial solution.

For these reasons, we respectfully urge the Blaine City Council to reject the proposal to close Flowerfield Road to vehicle traffic.

Thank you for your consideration and for your continued commitment to the well-being of our community.

Chris Gerst

Chris Gerst

School Principal

Spring Lake Park – Blaine – Mounds View Fire Department

www.SBMFIRE.ORG

Administrative Headquarters
Station One
1710 County Highway 10 NE
Spring Lake Park, MN 55432
763-786-4436 • 763-786-9617 Fax

Training Facility
Station Three
11920 Ulysses Street
Blaine, MN 55434
763-767-4003 • 763-767-4001 Fax

Subject: Fire Department Position – Proposed Cul-de-Sac on East End of Flowerfield

To whom it may concern,

On behalf of the Spring Lake Park–Blaine–Mounds View Fire Department (SBM), I am writing to provide input regarding the proposed cul-de-sac on the east end of Flowerfield.

From an emergency response standpoint, we have significant concerns with this proposal.

Maintaining multiple access points is critical to effective fire and EMS response. Converting this roadway to a cul-de-sac would eliminate through access, reducing route options and increasing response times for the neighborhood. It would also limit flexibility during emergencies and create access challenges for larger apparatuses.

In addition, this change would directly impact the response to Golden Lake Elementary School. Reliable and efficient access to the school is essential, particularly during incidents involving children, staff, or large gatherings. Any restriction that limits response routes introduces unnecessary risk.

Modern fire service operations depend on redundant access, efficient travel paths, and the ability to scale response quickly. This proposal runs counter to those principles and reduces the overall effectiveness of the system.

Based on these factors, SBM does not support installing a cul-de-sac at this location as **currently** proposed. We strongly encourage consideration of alternatives that preserve through access or provide equivalent secondary access.

We appreciate the opportunity to provide input and are available to assist in evaluating options that maintain both community design goals and emergency response capabilities.

Respectfully,

Daniel Retka
Fire Chief
SBM Fire Department

Chief James Mork
Centennial Lakes Police Department
54 North Road | Circle Pines MN 55014
Ph: 763-784-2501 | Fax: 763-784-0082
jmork@clpdmn.com

March 27th, 2026

Mayor Tim Sanders,

It has come to my attention that there is a movement from a homeowner's association encompassing homes in the 8700-8800 blocks of Fraizer St. and Ghia St. to close off Flowerfield Rd. to vehicular traffic. I further understand that this same homeowner's association was initially interested in having a sidewalk installed along that same stretch of road, but due to the potential cost being passed on to their association, they want to avoid that expense and would rather close off the entire road.

You may be wondering, why would a police chief of a neighboring city have any concern about a street located in the city of Blaine, and that's a valid question. Flowerfield Rd. runs east and west between Lexington Ave. and the Blaine/Circle Pines city border to the east. It is a street utilized by residents in the townhomes in Blaine along with residents in the southwest portion of Circle Pines. Most importantly, my concern is that of public safety, and the need to have quick and direct access to Golden Lake Elementary School, which is just a block or two east of where this proposed closure is being discussed. When it comes to public safety, seconds count. Whether it is a police officer, fire rescue, or EMS response to the school or that neighborhood, Flowerfield Rd. is a critical roadway for a quick and efficient response. While I understand the desire for residents of the townhomes to have a space to walk along Flowerfield Rd that is a safe distance from traffic, I believe shutting down an entire roadway to accomplish that desire is short-sighted and will significantly hinder emergency response to the area.

With the Rice Creek North Regional Trail Corridor, Golden Lake Park, and numerous existing sidewalks and trails in the area, there is no need to close off Flowerfield Rd.

Please feel free to contact me with any questions or concerns. I'd be more than happy to discuss this important issue in detail if that would be helpful.

Sincerely,

Chief James Mork

City of
CIRCLE PINES

200 Civic Heights Circle
Circle Pines, MN 55014
(763) 784-5898

www.ci.circle-pines.mn.us

April 2, 2026

Blaine City Council
10801 Town Square Dr. NE
Blaine, MN 55449

RE: Flowerfield Road

The City of Circle Pines respectfully submits this letter to express strong opposition to the proposed closure of Flowerfield Road to vehicular traffic in connection with Weston Woods development. Flowerfield Road serves as a vital transportation corridor for the surrounding community, including students, families, and school staff who depend on safe and efficient access to Golden Lake Elementary and nearby neighborhoods. Closing this roadway would create significant disruptions, increase travel times, and shift traffic onto already congested routes, negatively impacting overall traffic flow and safety.

From a public safety perspective, maintaining full access to Flowerfield Road is essential. Any restriction could delay emergency response times and limit accessibility for police, fire, and emergency medical services. Ensuring reliable and direct routes for emergency responders is critical to protecting residents, particularly school-aged children and their families.

The proposed closure would also have broader impacts on daily transportation patterns, affecting commuting routes, local traffic circulation, and overall accessibility for residents. These changes would place additional burdens on families and community members while contributing to increased congestion on surrounding residential streets, potentially reducing neighborhood safety and quality of life.

While the City of Circle Pines recognizes that development often requires thoughtful infrastructure changes, such decisions must be balanced with the safety, functionality, and needs of existing community assets. In this case, the closure of Flowerfield Road does not represent a reasonable or beneficial solution for the community.

For these reasons, the City of Circle Pines respectfully urges the Blaine City Council to reject the proposal to close Flowerfield Road to vehicular traffic. Thank you for your consideration and for your continued commitment to the safety and well-being of our shared community.

Regards,

Patrick Antonen
City Administrator
City of Circle Pines

Printed on Recycled Paper

Blaine Police Department

10801 Town Square Drive NE
Blaine, MN 55449-8100
Main 763-785-6168 | BlaineMN.gov

April 7, 2026

Re: Flowerfield Road

Dear Mayor Tim Sanders and Members of the Blaine City Council,

On behalf of the Blaine Police Department, I am contacting you to express my concern with the potential closure of Flowerfield Road, East of Lexington in the City of Blaine.

The area in question is noteworthy, in particular due to the population density, but additionally the Elementary School, Golden Lake Elementary, and the multitude of parks in the area. The change in Flowerfield road in this area would inevitably be detrimental to emergency response in the area. Although there are other roadways that could be utilized to gain access to the aforementioned areas, this would result in increased response times for emergency vehicles, not to mention the resultant challenges for other residents and transportation providers, including school buses.

Of additional note is the particularity of the municipal boundaries in this area. Although Flowerfield Road is in Blaine, it is a primary conduit to a good portion of Circle Pines. Also, it is in close proximity to Ramsey County and its emergency services. This not only increases the likelihood of multiagency responses to the area but also is important to facilitate ease of transportation in the event of an emergency.

I certainly empathize with the residents requesting the change and also recognize that cul-de-sacs or roads with decreased traffic may be safer for traffic and residents in the immediate vicinity. However, I feel that the adverse impact of this potential change would outweigh these merits. Accordingly, I encourage you to reject this proposal.

Thank you for your consideration and dedication to our Blaine community.

In service,

Brian Podany
Chief of Police/Safety Services Director

City of Blaine
Staff Report

File Number: 2026-82

Agenda Date	Status
April 13, 2026	
In Control	**File Type**
City Council	Workshop Item

New Business - Erik Thorvig, City Manager

Agenda Item # 3.4

Sidewalk and Trail Plowing Requirements (40 Minutes)

Background

The topic of sidewalk plowing has been discussed by the city council several times over the past year. The current city ordinance states that "no owner or occupant of any property, in front of which or adjacent to which, a sidewalk has been constructed for use of the public, shall allow snow to remain upon the sidewalk longer than 48 hours after the snow has ceases to fall thereon." In other words, sidewalk plowing is the responsibility of the resident. However, the current practice/policy is that the city plows all sidewalks within the city which conflicts with the ordinance. Research indicates the city has plowed sidewalks dating back to the 1980s. The city has a Snow and Ice Removal policy that was adopted in 2002 and amended in 2009, 2017 and 2020 through action of the city council. The city council has had discussions regarding the conflict in the ordinance and policy dating back to 2000. However, no action has ever been taken to resolve the issue.

Information was presented at the January 2026 retreat regarding the financial impact on the city of plowing sidewalks. The city expended annually, on average, $18,856 in overtime costs over the last four years to plow sidewalks. Yearly expenses vary depending on the amount of snow received. If the city were to not plow sidewalks, there would be savings in overtime expenses and also result in a reduction in the sidewalk plowing fleet over time. The city council requested additional information at the January retreat regarding enforcement if the residents were required to plow sidewalks.

Staff was able to obtain a survey completed by the City of Bloomington, who surveyed 14 cities on their policies for sidewalk plowing. There is a mix of policies which will be touched on later in this report. Additionally, Blaine staff surveyed eight comparable Minnesota cities that require property owners to clear sidewalks adjacent to their properties. The purpose was to document current practices regarding deadlines, enforcement approaches, notice procedures, clearance methods, penalties, and real-world outcomes.

For cities that require residents to plow sidewalks, enforcement is complaint-driven in every case (no

city uses proactive city-initiated inspections). Data was compiled from city responses in early 2026 and includes both quantitative details and qualitative comments provided by each city.

Based on the Bloomington survey and data compiled by Blaine, there are several options that Blaine could consider based on the practices of other cities.

Option 1: Maintain current operations as-is. This would require a change to the current ordinance to be consistent with the practice.

Option 2: The City would maintain sidewalks adjacent to city property and trails (City and County); Residents/businesses responsible for sidewalks adjacent to their property.

Option 3: The City would maintain sidewalks adjacent to city property and trails (City and County); the City would maintain school zones and other primary routes; Residents/businesses responsible for sidewalks adjacent to their property. This option would require identifying school zone and primary routes.

Options 2 and 3 require enforcement by the city for residents and businesses who do not plow sidewalks. Based on the survey of other cities, staff would propose the following enforcement structure. An ordinance would need to be adopted identifying the requirements and enforcement.

1.) Enforcement would be complaint-based. The city would not actively drive around to identify violations.
2.) After a complaint is received, code enforcement staff would inspect the property and determine if a violation exists. In lieu of sending an enforcement letter in the mail, the violation would be hand-delivered.
3.) Through ordinance, the city would need to determine how much time the resident has to remove the snow after completion of the snow event before a violation exists.
- 12 hours (2 cities in the survey)
- 24 hours (2 cities)
- 48 hours (4 cities)

4.) Through ordinance, the city would need to determine how much time the resident has to remove snow after notice is given.
- 24 hours (3 cites in the survey)
- 48 hours (2 cities)
- 7 days (2 cities)

5.) If a complaint is received and compliance isn't achieved, the city would remove snow from the sidewalk and fine the resident. The fine amount would also need to be identified by the city.

Potential Enforcement/Operational Challenges

1. Depending on the length of time allowed before a violation exists and to remove snow after a violation is provided, snow may not be removed from the sidewalk for a period of 12–96+ hours.
2. Non-compliance will be higher during the first several years of the policy change as residents/businesses learn of the new requirement.
3. Depending on when snow falls, residents may be out-of-town during a weekend snow event and may not be able to remove snow for 48 hours.

4. Based on comments from other cities, rental properties are a bigger challenge for compliance and result in repeat offenders.
5. If blowing and drifting occur, contractors hired by HOAs typically don't come back out to clear after an initial removal. Additionally, contractors may not come out if the snow amount outlined in their contract isn't triggered.
6. During large snow events, the city sometimes makes several trips throughout the city to clear blowing/drifting snow and snow pushed by City/County plows at intersections used by pedestrians to improve safety. This level of service may decline if it's the responsibility of the property owner.
7. Based on comments from other cities, the quality of snow removal varies if there is ice/rain. With that said, the city has the same issue currently.

There was a brief discussion at the January retreat regarding equity of the cost when the city plows sidewalks, since some residents don't have sidewalks yet pay for this service via property taxes. Burnsville funds sidewalk snow removal through a dedicated monthly sidewalk snow plowing fee added to residents' utility bills. This fee is charged only for properties with adjacent sidewalks.

SIDEWALK SNOWPLOWING	
Charged only to benefiting properties	
Residential (R1 and R2 Zoning) Monthly Charge (per unit)	$2.05
All Other Zoning Districts - Monthly Charge (per foot)	$0.03
Public Property Sidewalks and Trails (Charged to all utility accounts within City)	
Residential - Monthly Charge	$0.23
High Density - Monthly Charge per Unit (60% of Residential Rate)	$0.14
Commercial/Industrial - Monthly Charge	$2.05

In Blaine, there are approximately 3,650 residential properties that abut sidewalks. If Blaine chose to use the Burnsville model and charge benefiting properties, this would generate approximately $89,790 from residential properties. Staff isn't able to calculate the cost to commercial businesses. Staff isn't proposing this option, however it's worth noting.

Lastly, staff doesn't have a position on any of the options outlined above as this is a policy decision. Staff will note that the current policy provides the most consistent service to residents/businesses throughout the city. If the policy is changed, there will be challenges for the city, residents and businesses for the first several years as the new process is learned. However, it should resolve itself as time passes.

Staff Recommendation

Discuss the issue and provide direction.

Questions for Council

Which of the three options outlined in the staff report would Council like to proceed with?

Attachment List

1. Blaine Survey
2. Bloomington Survey
3. Snow and Ice Control Policy
4. Sidewalk/Trail Plow Responsibility Map

Sidewalk Plowing Survey ***Cities that require property owners to clear sidewalks***

City Surveyed	Population	Miles of Sidewalks	Dept. Responsible for Enforcement	Deadline for residents to clear	Pro-Active Enforcement or Complaint Driven?	Notices	Deadline to Clear After Notice	City or Contractor	Fine Issued	Unpaid Assessed	Link to Code	Comments
Brooklyn Park	82,893	75	Environmental Health	48 Hours	Complaint	Carbon copy left at the property	48 Hours	Contractor	Expense of contractor	Yes	Code	Comments
Duluth	86,697	400	Fire Dept. - Life Safety	24 Hours	Complaint	Mailed	24 Hours	Neither	$250 for private businesses only, residents not fined	n/a	Code	Comments
Eden Prairie	64,198	98	Public Works	24 Hours	Complaint	Mailed	24 Hours	Both	Yes	Yes	Code	
Edina	53,564	72	Public Works	48 Hours	Complaint	Mailed	7 days	Contractor	Expense of contractor	Yes	Code	
Lakeville	77,971	22	Code Enforcement	48	Complaint	Mailed	48 Hours	Contractor	Expense of contractor	Yes	Code	Comments Note: only 1 notice sent. Any violations after that are cited $100
Maple Grove	72,739	150	Zoning Enforcement	12 Hours	Complaint	Mailed	Case by case basis	Neither (may use contractor in the future)	Admin citation	n/a	Code	Comments Note: an admin citation is issued every 10 days of non-compliance
Plymouth	78,551	15 sidewalks/ 112 trails	Code Enforcement	48 Hours	Complaint	On-site notice	7 days	City	No	n/a	Code	Receive few complaints, less than 20 per season and most of those comply after notice. City clears non-compliant ones without charge.
Woodbury	80,596	151	Code Enforcement	12 Hours	Complaint	Mailed and on-site	24 Hours	Contractor	Expense of contractor	Yes	Code	Comments

Burnsville clear sidewalk - charges to utility bill

SIDEWALK SNOWPLOWING	
Charged only to benefiting properties	
Residential (R1 and R2 Zoning) Monthly Charge (per unit)	$2.05
All Other Zoning Districts - Monthly Charge (per foot)	$0.03
Public Property Sidewalks and Trails (Charged to all utility accounts within City)	
Residential - Monthly Charge	$0.23
High Density - Monthly Charge per Unit (60% of Residential Rate)	$0.14
Commercial/Industrial - Monthly Charge	$2.05

Please know that this process is not perfect in that it may vary due to a number of reasons.
One example would be us finding the sidewalks in the process of being cleared upon our reinspection.
We would likely allow them to complete rather than hire a vendor to finish.
Another example would be when it has snowed between when a notice was sent and posted
and when we were scheduled to re-inspect. We would likely re-inspect no sooner than 12
hours after the most recent snowfall.

The city hasn’t done a city initiated forced sidewalk clean-up but, it could be an option if deemed necessary. The city would likely hire a contractor and expenses would be billed/assessed to the property owner. The city would likely issue a bill of service to the property owner. Failure to pay would result in the bill being added to the property taxes.

Rentals are a big problem with repeat offenders, since
tenants change, so we encourage owners to include snow clearing in their leases and then they can pass the fees through to tenants. Developments with HOAs can be problematic since the 'trigger' for clearing is 1.5 or two inches (in snow removal contracts) whereas the City requires clearing such that "sidewalks are safe and passable"…we do not specify a snow depth. I find that HOA contracts do not always address the extra trips out for blowing/drifting, multiple events (which may total more than the trigger) or ice which may need salt or sand to allow safe passage. The City clears all the trails and main sidewalks on collector or arterial streets (if not done by the state or county). We have a map and priority levels so residents know the process. Efforts are shared by Streets Dept and Parks Dept.

Sidewalk snow removal is the responsibility of the abutting property owner under city ordinance. The city parks and properties maintenance staff remove snow from City of Duluth property/ responsibility. Enforcement is assigned to the Life Safety Division of the Fire Department. This division is responsible for licensing, inspection, and enforcement of housing code, building code, and fire code. It is entirely complaint based through our resident problem reporter. It is not proactive. Residents have 24 hours after the snow has ended to remove snow. If we receive a complaint, we create a case in our system to track as data and send a reminder/ warning letter. At that time, we have been directed by administration, to close the case if it is a residential property. We only enforce on private commercial businesses.

We are in discussions with public works and parks/ properties to overhaul our system and to provide better service in the coming years.

The majority of folks that receive a letter comply with the ordinance. Many others in Duluth do not. However, we do not receive complaints on most people in Duluth. We have over 400 miles of sidewalks in the city. This year we have had just over 70 complaints. All businesses that have been reported have complied. Most residents that have been reported have complied with the exception of about 12.

The reason we have been directed to not enforce is that our current administrative citation starts at $250. This is a financial burden on residents before even having to remove the snow. Contractors were charging several hundred dollars on top of that for removal with some bills exceeding $1,000.

Enforcement of sidewalk snow removal was transferred to Life Safety from Public Works in 2020 with no funding for staff or direction on how to get the snow cleared. We have been looking at creating small two person teams tasked with clearing sidewalks in priority areas such as school zones and transportation corridors. We hope to pilot this approach this summer in response to illegal dumping, abandoned waste, and graffiti removal.

I'd be happy to answer any additional questions you have or schedule a call to chat. You can email or call the number below.

Common Challenges

With the rain this year, if a homeowner did not clear the sidewalk of snow before the rain, they had difficulty bringing the property into compliance and the contractor was not able to clear much more than the homeowner.

It can also sometimes be a challenge finding a volunteer group or neighbor to help occupants with illnesses or disabilities that have no one else to shovel because of the frequency of shoveling that may be required. We can waive the admin fee if they agree to the abatement charged by the contractor.

A unique challenge this year - some residents were not shoveling due to fear of being picked up or interacting with ICE. One of our EH staff volunteered to shovel these sidewalks when residents shared that this was the reason for non-compliance.

Perception/expectation from complainants that a sidewalk is still a violation if it is not completely dry pavement after a snow.

Next fall we plan to send a friendly reminder letter/postcard that keeping the sidewalks clear of snow and ice are required and encourage neighbors to help neighbors in the areas where we received the most complaints this winter to see if will reduce the overall number of complaints that come in during and shortly after a snowfall.

City	What is plowed	How many miles	How many machines?	How many routes	Who all helps?	How long does it take?	Properly equipped?	Start Time	Enforcement	ADA	Miles per Sidewalk Route
Bloomington	Everything	260	10 sidewalk, 1 larger sidewalk, 2 trucks, 2 tractors, 1 single axle	14 including trails	Parks, Utilities allows operators to volunteer	1-3 days or more	no	2 hours after streets	Technically Environmental Health, no actual enforcement of ordinance	ADA cleared first, then school zones. Recleared the next day due to plows refilling curb cuts or sidewalks	25
Woodbury	Everything* (mainly trails)	151	6 pickup trucks and 2 narrow machines	6 Trail routes and 2 Narrow routes	Parks	Try for 1 day, sometimes takes 2	Yes	3am next day	Code Enforcement, Planning sometimes sends reminders to HOA's or Developers	time is taken to rescraped ramps if plowed over by street plows etc	18.875
Shoreview	non private sidewalks and trails	16.5 sidewalks 40 trails	2 for sidewalks 2 tractors/skid steers for trails	2	Streets	4 hours plowing 10-12 for blowing	yes-city policy/no-public expectation	High Importance areas immedietaly after snow stops (community center) main operation starts after streets are done.	No Resident owned sidewalks. Everything is either cleared by the city or private business	only school zones during the week, no priorty on weekends	8.25
Le Sueur	8' trails and larger along with sidewalks adjacent to the trails and in or adjacent to public property	5	1 to 2	1	Streets/Parks are combined	3-4 hours	Yes	after snow stops or 5am. Depending on snow timing	24 hours to remove, Police give notice, a private contractor removes if not dealt with. City charges the owner	City buildings first, then school zones, then branch out.	5
Plymouth	City owned sidewalks and trails	127 total 15 sidewalks 112 trails	3 sidewalk machines, 4 tractors, 2 toolcats, 1 front end loader with plow and wing, 5 pickups	15	Parks and Forestry	2" snowfall takes roughly 6 hours for 1 pass, 15 parking lots to clear before they start on trails	No	In during storm keeping parking lots open, start trails after lots are cleared once snow stops	Code enforcement will give notice to noncompliant residents	ADA areas are cleared the first time through then cleaned up the next day	5
Lakeville	Parks does majority of trails in city, Streets does 22 miles of sidewalks near schools or businesses for accessibility	118-trails 22-sidewalks	14 for trails - 3 for sidewalks	6 for trails - 3 for sidewalks	Parks on trails - Streets on sidewalks - Utilities assists as needed citywide	Park routes take an average of 10 hours to complete 1 time	Yes, but looking to improve through equipment selection	After snow stops, may clear some school zones or active sites during event if needed.	Code Enforcement staff member, they don't actively search out for infractions, take complaints then investigate (from their understanding, different department)	No ADA, but school zones along trails are priority etc. go back second day and make sure push buttons are easy to access	7.333333333
Richfield	all sidewalks in ROW parallel to streets except sidewalks that end in a dead end and some bike trails	approximately 13 miles per route	3 sidewalk machines, 2 toolcats, 2 skid steers, 2 pickups	7	Parks and Utilities	1 day, maybe 2 on heavier snowfalls		Couple hours after streets	no resident maintained sidewalks	school zones	13
Burnsville	everything city owned and along county roads, Parks does trails within parks	135 miles of sidewalks and trails	3 sidewalk machines and 1 trail truck for an average event. 4 sidewalk machines, 3+ pickups, 1 tractor with V plow and blower, and 1 skid steer with blower attachment	3 full time sidewalks, 1 full time trails	Public Works Trainees (entry level position in Streets)	1 day, 1 1/2 days for heavier snowfalls	yes, but won't turn down extra equipment or personnel	Hour or two after Street Plows (ongoing struggle to avoid getting sidewalks buried after they have been cleared)	Took on all sidewalks as long as not on private property. Private property adjacent sidewalks are charged for their sidewalks, public adjacent is taxed to all properties	No "ADA Areas" just ped ramps cleared by sidewalk machines	15
Eden Prarie	Most ROW and ROW adjacent property	36 Miles of sidewalk 150 miles of trails	2 sidewalk machines 5 trucks	2 sidewalk 5 trails	Parks	6-7 hours	Would like a 3rd sidewalk machine	3am or 4am	24 hour window to remove, 24 hour notice after that, then bill the owner, either private contractor or city crew clear it. If bill is not paid within 30 days, a special assessment can be invoked by	Schools first, then regular routes. Try to get all the way to push buttons to help with ADA, utilize ICWC to shovel to buttons	18
Rosemount	Priority Areas	37	Trucks and Sidewalk machines	3 priority areas for trails and 3 for sidewalks	Public Works	Prio 1 right away, lower prio next working day		After all other snow operations are done	If adjacent properties aren't cleared after 48 hours and notice, city clears it and charges a fee through any means needed		12.33333333
Edina	County, Municipal State aid, Safe Routes to Schools, council directed	72 for public works, 12 for parks, 25 private	5 trackless for public works, parks has own equipment	5 for public works	Streets, Utilities	up to 2 days	weakest part of operation from service level perspective	concurrent with street operation	Notice given 48 hours after snow stops, PW sends letter	No ADA areas identified in their plan	14.4
Brooklyn Park	some residentials, high volume high traffic, school routes	75 miles	5 trackless MTs with a spare. Each has vplows and snoquip blowers	5	1 street, 3 park, 1 utility	4 hours vplows, 6+ blowers. Re-plow and cleanup after streets are done	yes, machines are great and durable	2 or 4 am with streets. Day 2 cleanup all day	Environmental health/code enforcement	all ADA areas plowed with sidewalks	15
Roseville	Residential, High Volume traffic, park pathways	70 miles	3 sidewalk machines 4 trucks	3 sidewalk and 4 truck trail routes	Parks	typically 7 hours on sidewalks and 4 hours on trails. Can take 2 days with blowers instead of v plows	could use another sidewalk machine and a body with it	like to start 2 hours after streets and county	reported to Code Enforcement	School routes are priorities	10

City	What is plowed	How many miles	How many machines?	How many routes	Who all helps?	How long does it take?	Properly equipped?	Start Time	Enforcement	ADA	Miles per Sidewalk Route
Apple Valley Parks	City sidewalks adjacent to parks and 8' asphalt trails adjacent to roadways and through various parks depending on topography and winter accesibility	roughly 82 miles. 22 miles of sidewalks and 60 of trails	3 sidewalks and 4 trails	3 sidewalk and 4 truck trail routes	Parks	Typically 8 hours depending on snow amount and the winter	When fully staffed yes, 9 of 15 fulltime staff plows with Street Department routinely. Feel understaffed on full plows since Streets takes equipment they need	After its done snowing/next day. Depends on how short staffed they are.	City Code Enforcement is responsible	Follow up the day after to clear ADA ped crosswalks and buttons. Shared responsibility with Street Dept.	7.333333333

CITY OF BLAINE No. 3.06

ADMINISTRATIVE POLICY Date 01/01/2009

SNOW AND ICE CONTROL POLICY

1.0 PURPOSE: Appropriate snow and ice control is necessary for emergency services as well as routine travel. Providing this service in a cost-effective manner is a discretionary decision of the City Council. This policy is needed to provide direction for these operations and guidelines for employees and residents based on available resources. The purpose of this policy is to establish goals for the City of Blaine regarding snow and ice control. It's not to be construed to create any duty to any individual, person or entity. This policy does not provide any special protection or service to any particular individual or group of individuals. No additional rights shall be granted any individual or entity simply by adoption and enforcement of this policy. This policy may be affected in total or in part, as a result of acts of God, strikes, equipment breakdown, weather conditions, inadequacy of equipment, state or federal regulations, shortage of personnel, and any other unforeseen, uncontrolled or unanticipated acts.

2.0 POLICY:

2.1 The City of Blaine has approximately 230 miles of streets, 354 Cul-de-Sacs, 76 miles of sidewalks and 57 miles of trails under its jurisdiction. In addition, Anoka County has jurisdiction over several miles of collector and arterial roads within the City. The Minnesota Department of Transportation (MnDOT) also has jurisdiction over several miles of highway within the City boundaries. This policy is intended to provide guidelines for snow and ice control operations for streets under the City's jurisdiction only. At this time, the City of Blaine does not have any contracts for service with either Anoka County or MnDOT, although the City will assist these agencies in emergency conditions, if requested. The City of Blaine also maintains 18 ice rinks located throughout the City.

3.0 PROCEDURE:

COMMENCEMENT OF OPERATIONS

3.1 Snow and/or ice control operations shall commence under the direction of the Public Works Streets Supervisor. In his absence, the Public Works Parks Supervisor will determine when and what operations to begin.

3.2 The basis of dispatch calling the standby person to start operations shall be as follows. Snow accumulation of 2" with continuing snowfall warrants commencement of plowing operations. Drifting of snow may warrant commencement of partial or full operations dependent on conditions. Icing of pavements may warrant partial or full operations dependent on extent and conditions. The Supervisor shall determine the time to start operations and the extent of operations.

3.3 The Supervisor shall prepare crew assignments and shift assignments for all personnel involved in Snow and Ice control including streets, parks and utility personnel. Due to the fact that all available personnel are required for full operations, a storm forecast for late afternoon or evening hours might be the basis for the Supervisor splitting a shift and

sending crew(s) home for call out later in the evening. Morning storms likewise may be the basis for requesting crew(s) to report at later or earlier than normal hours.

3.4 Emergency Snow and Ice Conditions can change and occur after normal working hours. Coordination of these calls and conditions will be the responsibility of the Public Works Supervisor and the Police Department Duty Supervisor.

SUSPENSION OF OPERATIONS

3.5 Operations shall continue until all roads are passable. Widening and clean up operations may continue immediately or the following working day, dependent on conditions. Operations may also be suspended during periods of limited or zero visibility. Any decision to suspend operations shall be made by the Supervisor on duty and shall be based on conditions of the storm.

PLOW ROUTES AND SEQUENCING

3.6 There are City streets, public sidewalks, public trails, public parking lots, and ice rinks under the City's jurisdiction, which are affected by this policy. All City streets will be assigned to a route. City parking lots and Fire Stations will be cleared in advance of opening hours. Ice rinks shall also be cleared after street routes have been completed and in most cases after the snowfall has ended. In cases of severe storms, ice rinks may not be cleared until the next morning following the end of the storm.

3.7 The Public Works Supervisor has the responsibility of determining plow routes and sequencing of operations. The Supervisor shall retain latitude to adjust sequencing or route assignments based on storm conditions, equipment and personnel availability and/or other conditions warranting changes.

3.8 Priority locations include, but are not limited to, City Hall complex, Senior Center, Fire Stations and the Public Works Facility.

SIDEWALKS AND TRAILS

3.9 As stated earlier in this policy, the City of Blaine has 76 miles of sidewalks and 57 miles of trails under its jurisdiction. These sidewalks and trails connect the pedestrian and bicycle users throughout the community. Trails are identified on the City Park and Recreation trail map and are also included on the Anoka County Regional Trail system. These bituminous trails transverse through neighborhood parks and are adjacent to many City and County collector streets. The neighborhood trails provide a means for residents and school children to walk to school in areas that do not have sidewalks. These trails and the sidewalks that are traveled regularly by school children will receive a higher level of service than outlying trails that receive lesser or recreational use by the public. Sidewalks along the collector streets and sidewalks, serving public facilities, and shall be cleared by City forces in conjunction with normal operations with consideration of personnel available, starting time of operations and duration of the storm. There may be times during the winter when some lower priority trails will remain snow and ice covered. During the winter, periods of freeze / thaw and winter rain events, trails and sidewalks may become ice coated. Thawing snow and rain will sheet drain across the surface and will freeze since it cannot drain through the snow banks on both sides. The City does not

apply deicers or abrasives on the trails and sidewalks, as it is cost prohibitive and would cause damage to the landscapes. Pedestrians should use caution when walking on trails and sidewalks under these conditions. If the duration of a storm or several consecutive storms prevents completion of snow removal operations of all infrastructures, highest priority trails and sidewalks will receive service prior to the lower priority ones which may be in lower populated areas.

LEVEL OF SERVICE

3.10 The intention of this policy is to provide safe winter driving conditions appropriate for the type of travel necessary on the City's streets. The level of service described herein shall be considered a guideline with the understanding that during and immediately after a storm, the level of service provided may be less than described herein and may vary across the City dependent on storm conditions. Streets shall be plowed and/or salted or sanded to provide intermittent bare pavement on streets sections, bare pavement intersection approaches and curves. Cul-de-sacs and dead end streets may have few, if any, bare pavement spots. Gravel and dirt road surfaces shall be plowed to provide a hard pack surface with sand and/or abrasive spread as necessary for traction.

3.11 During light to normal snowfalls, streets will be plowed full width on the initial pass. During heavier snowfalls, streets shall be plowed as wide as possible initially and widened as the storm intensity lessens. The Public Works Supervisor shall determine if this practice is warranted. After the storm passes, clean up operations shall begin to clear intersections and snow storage areas along corners and boulevards. It is the City's intent to complete initial plowing and widening operations within 12 hours of the cessation of the storm. Clean up operations should be complete within 24 hours for light snowfalls, and within 48 hours for heavy snowfalls. Major blizzards may require additional time.

3.12 All or portions of the following streets are priorities which can permit residents access to higher serviced roadway throughout the City:

- 87th Lane
- 89th Avenue
- 91st Avenue
- 93rd Avenue
- 93rd Lane, Airport Rd.
- 95th Avenue
- 97th Avenue
- 99th Avenue
- 101st Avenue
- 103rd Lane
- 105th Avenue
- 107th Avenue
- 111th Avenue
- 113th Avenue
- 117th Avenue
- 118th Avenue
- 119th Avenue
- 121st Avenue
- 129th Avenue
- 130th Lane
- 131st Avenue
- 132nd Lane
- 35W Service Drive
- Aberdeen Street
- Able Street
- Ball Road
- Baltimore Street
- Cloverleaf Parkway
- Club West Parkway
- Davenport Street
- Edgewood Road
- Flanders Street
- Flowerfield Road
- Hamline Avenue
- Jefferson Street
- Lever Street
- Marmon Street
- Naples Street
- Oak Park Boulevard
- Paul Parkway
- Polk Street
- Quail Creek Drive
- Quail Creek Parkway
- Rice Creek Parkway
- Taylor Street
- Territorial Road
- Tournament Players Parkway
- Xylite Street

RIGHT-OF-WAY IMPROVEMENTS

3.13 Even in the best conditions and despite the best efforts of the operator, snow plowing and ice control operations can cause property damage. The major types of damage are to improvements in the Right-of-Way and landscape damage. It is appropriate to specify when this damage shall be the responsibility of the City and when it shall be the responsibility of the resident.

3.14 Improvements in the Right-of-Way may include mailboxes, planter boxes, lighting fixtures, and irrigation systems. These items have been placed in the City's property, in most instances, without notification or permission of the city. Mailboxes and similar objects are quite often obvious and easy to avoid. Low structures and irrigation systems are impossible to identify after a storm. The staking of these obstructions and fixtures is indeed helpful, although the City cannot accept responsibility for any damage.

3.15 Mailboxes, lights, etc. should be constructed sturdy enough to withstand snow rolling off a plow or wing. Damage resulting from snow is the responsibility of the resident. The City will accept responsibility for damage if a mailbox is physically struck by a plow and if the mailbox post is considered to be of proper construction in accordance with US Postal guidelines.

3.16 The City will repair, replace or reimburse the resident up to $50.00, in those instances where the City has caused physical damage as a result of direct contact with the mailbox. Installation of a new mailbox and / or post is not included in this policy and will not be performed without authorization from the Public Works Director or his designee. The City will have the choice of whether to repair or replace or reimburse; and will only reimburse the cost of materials. The City will only replace or reimburse the cost of a standard designed mailbox and post. Decorative boxes and posts are the responsibility of the property owner.

RESPONSIBLITIES OF RESIDENTS

3.17 Snow storms create numerous problems and inconveniences. This policy has identified streets, sidewalks, parking lots and ice rinks that the City will clear. The residents also have certain responsibilities. These include clearing their own driveways and private sidewalks, clearing areas for trash cans, clearing areas around mailboxes and/or newspaper delivery tubes, and clearing around fire hydrants adjacent to their property. These areas should be cleared without depositing any snow onto the streets. Plowing, blowing or shoveling snow back onto the street or sidewalk can create a hazardous condition for other users and is illegal. Minnesota Statue 169.42, prohibits depositing, placing or dumping upon any street or highway or upon any public or privately owned land adjacent thereto without the owners consent any snow or ice, etc. There must also be no large piles, which obstruct vision of driveways or walks. Trash cans must not be placed

on the street surfaces. In the case of clearing fire hydrants, the City will consider clearing these for residents not physically able to do so.

3.18 The snowplow operators make every effort to remove snow as close to the curb line as practical and to provide access to mailboxes for the Postal Department. However, it is not possible to provide perfect conditions and minimize damage to mailboxes with the size and type of equipment the City operates. Therefore, the final clearing adjacent to mailboxes is the responsibility of each resident.

3.19 Should the City need to clear away tall piles of snow for safe sight distance at driveways or walks, the resident responsible may be billed at overtime rates for this work.

3.20 The City will not clear private drives except in emergency situations as determined by the Public Works Director or his designee. Request for service on private roads or driveways will be accommodated in the event of a public safety issue or an emergency condition exists.

3.21 Snow plowing operations can cause additional snow to be deposited in driveway approaches and around roadside obstacles. Operators are instructed to attempt to minimize these incidents, but it is not practical to eliminate this situation. Residents should be aware that they might have to clear their driveways a second time after their street has been plowed.

PARKING RESTRICTIONS

3.22 Parking restrictions in the City of Blaine are identified by Ordinance; Chapter 19 entitled Traffic and Vehicles, Sec. 19-30 and Sec. 19-31.

Sec. 19-30 states, No owner of any vehicle or person in charge of any vehicle shall park or permit such vehicle to stand upon any highway, street, or alley in the city for more than forty-eight (48) consecutive hours ay any time. From November 1st to April 1st, no person shall park or permit to park any vehicle on any highway, street, or alley between the hours of 2:00 a.m. and 7:00 a.m. without an emergency-parking permit issued by the Blaine Police Department. Any vehicle parked in violation of this section may be removed as provided by Section 19-35. The words “highway, street, or alley” shall be construed to mean the entire width of the right-of-way.

Sec. 19-31 states, No person in charge of any vehicle shall park or permit such vehicle to stand upon any highway, street or alley in the city for more than twelve (12) hours after snow begins to fall.

COMPLAINT PROCEDURE

3.23 Complaints regarding snow and ice control or damage shall be taken during normal working hours and handled in accordance with the City's normal complaint procedure. High priority complaints (those involving access to property or problems requiring immediate attention) shall be handled on a priority basis. Response time should not exceed 24 hours for any complaint. It should be understood that complaint responses are to insure that the provisions of this policy have been fulfilled and that all residents of the City have been treated uniformly. Complaints regarding the provisions of this policy may not be satisfied with the initial response. It is the City's intention to log all complaints and upgrade this policy as necessary and in consideration of the constraints of our resources.

Sod Damage

3.24 Sod damage in the right-of-way during snow removal will be the responsibility of the City, however, the City will not replace the damaged area with sod. Instead the City will pay the property owner based on a square foot basis. The property owner will be reimbursed at a rate of $.30 per square foot of the damaged area within the right-of-way. This must be verified by the Public Works Department after receiving notification from the property owner, prior to April 15th. In addition to square footage reimbursement, an additional administrative / replacement fee of $5.00 will be allocated to the property owners incurring 50 square feet of damage or less, and a fee of $10.00 will be allocated to those property owners incurring in excess of 50 square feet of damage. This administrative fee is designed to cover expenses involved in obtaining necessary materials to repair the damage. If sod damage is verified after notification from a resident is received, a claim for reimbursement will be submitted to the City Finance Department and the check forwarded to the resident by the Public Works Department. The property owner will have an option for either sod damage reimbursement or repair performed by the Public Works Department with black dirt and seed. The City of Blaine will not be responsible for watering of the sod or the black dirt and seed. For more information or to report damage, please contact the Public Works Department at 763-785-6165.

IMPROVEMENTS TO SERVICES LEVELS

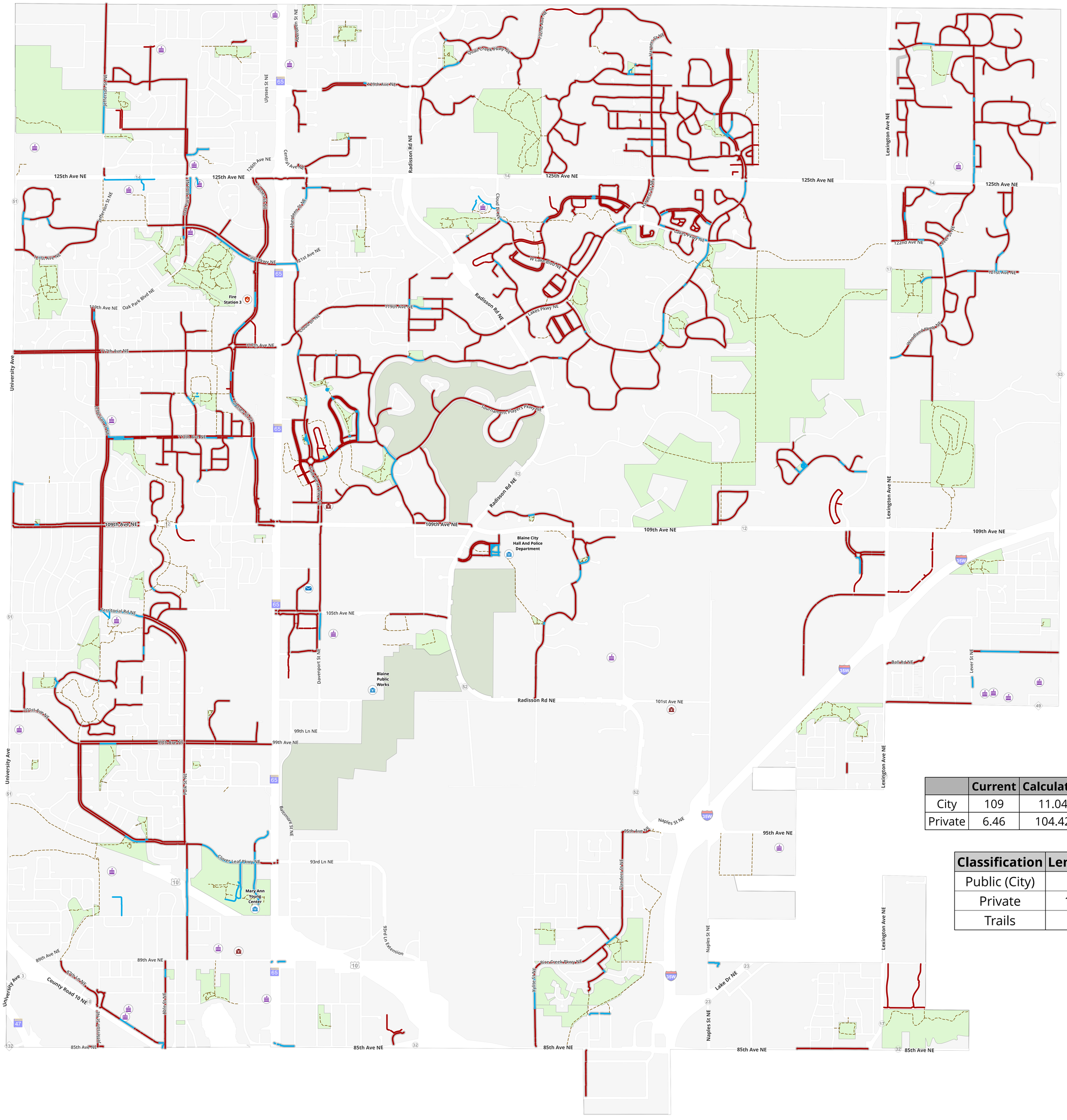
3.25 Improvements in technology, materials and methods may from time to time, lead the City to change or alter its methods of snow and ice control. Any foreseeable changes in operations will not be in conflict with the intent of this policy. These changes may be segregated in areas of the City for evaluation purposes or occur Citywide. It is the City's intent to provide the highest level of service through the personnel, equipment, methods and budget as is possible.

NO DUTY OR RIGHT CREATED

4.0 ADMINISTRATIVE RESPONSIBILITY: It is the responsibility of the Public Services Manager to enforce this policy and review it as needed.

_____

Clark Arneson
City Manager



	Current	Calculated	Difference
City	109	11.04	+/- 97.96
Private	6.46	104.42	

Classification	Length (mi)
Public (City)	11.04
Private	104.42
Trails	46.04

City of Blaine
GIS and Data Services

Sidewalk Plow Responsibility

City Facility
Fire Station
County Building
Post Office
School/Library
City/County Parks
Golf Course
Trail
City of Blaine Responsibility
Private Responsibility
Currently Plow

Date: August 27, 2025
Author: GIS & Data Services
Map Credits: Park and Recreation Department
Engineering
Public Works, Anoka County GIS, City of Blaine GIS, City of Blaine, Anoka County GIS and City of Blaine GIS, City of Blaine GIS
Usage Limitations: This map has been compiled using information gathered from various governmental offices and other sources and is to be used for reference purposes only. It is neither a legally recorded map nor a survey and is not intended for use as one. The Geographic Information System (GIS) Data used to develop this map is not warranted by the City as being error free. The City does not represent that the GIS 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) 717-2639. The City of Blaine disclaims any responsibility for or liability for the accuracy of the information at any point of initial contact with a GIS to which the public has general access. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.03, Subd. 21 (2000), and the user of this map acknowledges that the City of Blaine is immune from any and all claims brought by User, its employees or agents, or third parties which arise out of the user's access or use of data provided.

City of Blaine
Staff Report

File Number: 2026-83

Agenda Date	Status
April 13, 2026	
In Control	**File Type**
City Council	Workshop Item

New Business - Jason Zimmerman, Finance Director

Agenda Item # 3.5

2027 Budget - Review of Small Group Meetings; Outcomes and Council Direction (30 Minutes)

Background

At the February 18 City Council Workshop, staff presented a review of the 2027 budget process with suggestions to improve the process going forward. Following the established schedule, the City Manager and Finance Department met with Council in small groups throughout late March and early April. These discussions focused on data-driven assumptions for operations, capital, and debt funding, ensuring that current staffing and service levels are maintained at projected 2027 costs. An outcome of these meetings will be the creation of a governing framework containing key themes, goals, and expectations for the 2027 budget and property tax levy. Pending informal consensus of the Council, this framework will be shared with departments to ensure all budget requests conform with Council direction.

While further discussions will be required to address the wide spectrum of funds the City maintains, the initial focus of the budget kick-off will be on the 2026 property tax levy, as a preliminary, or maximum levy must be certified to the County Auditor by September 30 in accordance with state statute.

The draft summary of small group outcomes will be provided prior to April 13.

Remaining Budget Schedule:

~~January 26~~	~~Council Retreat~~
~~February 18~~	~~Budget Calendar Review & City Manager Guidance~~
~~March 31 - April 2~~	~~Small Group Meetings with Mayor and Council members~~
April 13	Review of Small Group Meetings; Outcomes and Council Direction
June 8	General Fund and EDA Budget and Tax Levy
July 13	Capital Funds
August 10	Internal Service Funds

September 9	Reserved for Budget Review if needed (Preliminary Levy)
September 21	Adopt Proposed General Fund, EDA, and Capital Budgets and Tax Levy
October 5	Charitable Gambling and Communications Funds
October 12	Utilities and Refuse Funds
October 19	Review General Fund, EDA, and Capital Budgets and Tax Levy (If Needed)
November 2	Review Charitable Gambling Fund Scoring
November 9	TNT Preparation and Budget Review
December 7	Truth-in-Taxation Public Meeting
December 15	Adopt Final General Fund, EDA, and Capital Budgets and Tax Levies

Staff Recommendation

Provide feedback to ensure staff and Council alignment on the 2027 budget and property tax levy.

Questions for Council

Does the City Council consent to the summary of outcomes and direction outlined for the 2027 budget and property tax levy?

Attachment List

1. 2027 Budget Small Group Meeting Outcomes Presentation
2. 2027 Budget Schedule - Council

2027 Budget/Levy Small Group Council Outcomes

Finance Department

April 13, 2026

City Charter – Sec. 7.05 – Preparation of the Annual Budget

- The city manager shall prepare the estimates for the annual budget of the general fund.
- Estimates may be prepared for other funds as deemed necessary by the city manager or the city council.
- The city manager shall submit with the estimate such explanatory statements as such manager may deem necessary.

City Charter – Sec. 7.06 – Passage of the Budget

- The annual budget finally agreed upon shall set forth in detail the complete financial plan of the city for the ensuing fiscal year.
- It shall indicate the sums to be raised and from what sources and the sums to be spent and for what purposes according to section 7.05.
  - The total sum appropriated shall be less than the total estimated revenue by a safe margin.
- The council shall adopt the budget as set forth in M.S.A. ch. 275 by a resolution which shall set forth the total for each budgeted fund and each department with such segregation as to objects and purposes of the expenditures as the council deems necessary for purposes of budget control.

Council & Staff Budgetary Roles

- Council
  - Be informed regarding items impacting the budget/tax levy
  - Provide direction, policy, and framework for expectations
  - Adopt a budget / tax levy

- Staff
  - Operationally implement a process to achieve council goals
  - Provide a budget that includes necessary details
  - Enforce budget compliance

Small Group Meetings Process

- City staff conducted meetings with council members between March 23 and April 2.
- Focused on discussing the leading indicators driving the 2027 budget & property tax levy.
- Finance provided information based on current financial condition.
  - Departments have not provided line-item budgets.
- Reviewed 2030 levy roadmap scenario.
  - Significant assumptions made.
  - Provided path to annual easing of levy increases.

Council Small Group Budget Discussion

- Support for equitable staff compensation and professional development
- Focus on essential city services that directly impact residents
- Consider future budgets and levies beyond 2027
- Levy increases to support reduction of debt; not new spending
- Continue momentum on pavement management program
- Continue periodic review of budget to actuals
- Leverage unrestricted reserves to reduce future tax increases
- Reduce reliance on the property tax levy
- Demonstrate efforts to enhance services within appropriations or control costs through innovative improvements

2027 Budget Policy Directives

- Metrically driven budget targets and process
- Use of the 2025 Consumer Price Index (2.7%) for inflationary purposes
- Flat travel and training budget; out of state policy review
- Two additional positions; elimination of one vacant position
- New funding for contracted services for beautification of public amenities
- Additional funding for capital consistent with the CIP
- Strategic use of unrestricted reserves for 2026 capital equipment
- Bonding for 2026 pavement projects at current estimates
- Permanent financing of 105th Infrastructure Abatement Levy (2024D Bonds)

Overall Implications

- Funding current obligations with current resources
- Stability during economic downturns
- Infrastructure reliability
- Benefit of reduced borrowing costs
- Staff retention & service sustainability



2027 → Rate of tax levy increase slowing for 3rd consecutive year

Question for Council

Does Council Consent to the Summary of Direction Provided During Small Group Discussions and Overall Implications?

BlaineMN.gov
Live | Work | Grow

2027 Budget Schedule Council Dates



January 26	Council Retreat
February 18	Budget Calendar Review & City Manager Guidance
March 23 – April 2	Small Group Meetings with Mayor and Councilmembers
April 13	Budget Review Post-Small Group Meetings – General Council Direction
June 8	General Fund, EDA Budget, and City Tax Levy
July 13	Capital Funds
August 10	Internal Service Funds
September 9	Reserved for Budget Review if needed (Preliminary Levy)
September 21	Adopt Proposed General Fund, EDA, Capital Budgets, and City Tax Levy
October 5	Charitable Gambling and Communications Funds
October 12	Utilities and Refuse Funds
October 19	Reserved for Budget Review if Needed (Levy & Utility Rates)
November 2	Review Charitable Gambling Fund Scoring
November 9	Truth-in-Taxation Preparation and Budget Review
December 7	Truth-in-Taxation Public Meeting
December 21	**Adopt Final General Fund, EDA, Capital Budgets, and Tax Levies**

City of Blaine
Staff Report

File Number: 2026-84

Agenda Date	Status
April 13, 2026	
In Control	**File Type**
City Council	Workshop Item

New Business - Erik Thorvig, City Manager

Agenda Item # 3.6

Council Requested Items for Discussion (20 Minutes)

Background

Request From Councilmember Newland:
Explore the viability of setting the SBM Fire Department up as its own Fire Taxation District to move SBMFD costs onto a separate property tax line item while simultaneously removing the same costs from Blaine's operating expenses
Assess the positive and negative implications of an SBMFD Fire Taxation District to thoroughly understand whether this option strengthens or weakens safety services with the city and how to proceed.

Strategic Plan Alignment
A comprehensive review of the Fire Taxation District option for SBMFD is a prudent, timely and fiscally responsible endeavor on behalf of Blaine's residents and businesses.

Urgency Level
High - next workshop

Request From Councilmember Ford:
Discuss a citywide organizational study because residents deserve efficient, effective services, not arbitrary cuts driven by ideology.

Strategic Plan Alignment
This topic aligns with two strategic policies: organizational health and financial sustainability.

Urgency Level
High - next workshop

Staff Recommendation

Per policy, this discussion will be limited to whether or not the council wishes to direct staff to prepare a future workshop agenda item for council discussion. Staff can answer questions about the nature of the work and timeline during the workshop.

Questions for Council

Is there council consensus to place this topic on a future workshop agenda?

Attachment List

None