



City of Blaine

City Council Workshop

May 18, 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. 2026-270 Closed Session Pursuant to MN Statute 13D.03 Subd. (1)(b) - Labor Negotiations Update (10 Minutes)
Sponsors: Scott Johnson, Director of Administrative Services

3.2. 2026-272 Speed Humps on Quincy Blvd (30 Minutes)
Sponsors: Daniel Schluender, Director of Engineering

3.3. 2026-257 Pedestrian Bridge for 105th Redevelopment Project (25 Minutes)
Sponsors: Sheila Sellman, Community Development Director

3.4. 2026-274 Utility Franchise Fee Funding Utilization & Communication Outline (25 Minutes)
Sponsors: Jason Zimmerman, Finance Director

3.5. 2026-252 Closed Session Pursuant to Minnesota Statute 13D.05, Subd. 3(a) City Manager 6-Month Check-In (Held after the Regular Meeting)
Sponsors: Scott Johnson, Director of Administrative Services

4. Other Business

5. Adjournment



City of Blaine Staff Report

File Number: 2026-272

Agenda Date	Status
May 18, 2026	
In Control	File Type
City Council	Workshop Item

New Business - Daniel Schluender, Director of Engineering

Agenda Item # 3.2

Speed Humps on Quincy Blvd (30 Minutes)

Background

At the project open house meeting held on December 16, 2025, staff received feedback from residents regarding traffic volume and speed concerns on Quincy Boulevard between Territorial Road and 109th Avenue. Residents requested speed humps be installed, as part of the upcoming reconstruction project, along this corridor to help reduce speeds. Staff informed the residents that they would need to petition for the installation of speed humps.

Per the City of Blaine Neighborhood Traffic Management Program, any proposed traffic management strategy will not be considered for implementation without the support of 65% of the project neighborhood and 50% of any affected neighborhood. Staff worked with residents to prepare a petition for speed humps which included proposed locations for the speed humps along Quincy Boulevard and a map of affected properties that would be considered as eligible to sign the petition.

A petition was received with signatures from residents fronting Quincy Boulevard from Territorial Road to 109th Avenue and 105th Lane from Quincy Boulevard to east cul-de-sac. Petition signatures were provided from 76% of the project neighborhood homes fronting Quincy Boulevard (46 out of 60) and 69% of the affected neighborhood homes fronting 105th Lane (9 out of 13), meeting the requirements set forth in the City of Blaine Neighborhood Traffic Management Program.

Staff has reviewed the petition and will adjust the exact locations of the speed humps as necessary to fit within the constraints present on the roadway such as storm sewer catch basins, sewer manholes and driveways. Per the City of Blaine Neighborhood Traffic Management Program, the cost for the installation of speed humps would be split between the project neighborhood (75% of the cost) and the City of Blaine (25% of the cost). A total of six speed humps are proposed along Quincy Boulevard between Territorial Road and 109th Avenue.

Staff estimates a construction cost of \$5,000 per speed hump, which would be assessed to residents

fronting Quincy Boulevard as part of the 2026 Quincy Area Street Reconstruction project per the City of Blaine Neighborhood Traffic Management Program. Costs will be based on actual bid costs and may be higher than estimated. Staff is recommending construction costs associated with the installation of the speed humps be assessed to the benefiting properties on Quincy Boulevard over a period of one year following the completion of the project.

A public hearing for the petition was held at the regular meeting on May 4, 2026. The council heard testimony from residents and elected to move this item to a workshop for further discussion. Since the May 4 meeting, the Blaine Police Department has been collecting data on vehicle speeds and will present this information at the workshop. The council will discuss information at the workshop with anticipated action on the petition at the June 1, 2026, regular meeting.

Staff Recommendation

Questions for Council

Attachment List

1. 26-04 Speed Hump Petition - Signed
2. 26-04 Speed Hump Assessed Parcels Map
3. 26-04 Speed Hump Map
4. Neighborhood Traffic Management Program

PETITION FOR LOCAL IMPROVEMENT
CONSTRUCTION OF SPEED HUMPS
ON QUINCY BLVD FROM TERRITORIAL ROAD TO 109TH AVENUE

Date: March 17, 2021

Blaine City Council
Blaine, Minnesota 55449

Mayor and Council Member:

We, the undersigned, owners of real property, representing not less than 65% of the properties fronting Quincy Boulevard and not less than 50% of the properties fronting 105th Lane herein as the location of the improvement, which location is described as follows:

- Quincy Boulevard from Territorial Road to 109th Avenue
- 105th Lane from Quincy Boulevard east to cul-de-sac

Do hereby petition that said area be improved by construction of public improvements as follows:

Construction of speed humps at the below locations:


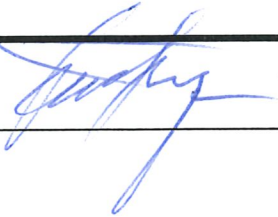
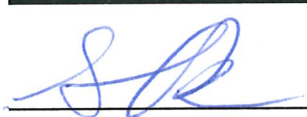
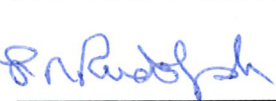
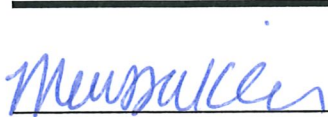

- Lot line between 10450 & 10460 Quincy Boulevard
- Lot line between 10557 & 10563 Quincy Boulevard
- Lot line between 10588 & 10592 Quincy Boulevard
- Lot line between 10610 & 10618 Quincy Boulevard
- Lot line between 10650 & 10654 Quincy Boulevard
- Lot line between 10802 & 10808 Quincy Boulevard

The cost of said improvements will be assessed against the benefiting properties, as authorized by Minnesota Statutes Chapter 429. Installation costs are estimated to be \$5,000 per speed hump. **75% of the total actual cost will be assessed equally to all properties fronting Quincy Boulevard between Territorial Road and 109th Avenue, and the remaining 25% of the total actual cost will be paid by the City of Blaine.**

PETITION FOR LOCAL IMPROVEMENT
CONSTRUCTION OF SPEED HUMPS
ON QUINCY BLVD FROM TERRITORIAL ROAD TO 109TH AVENUE

Signature of Owner	Property Address	Date
Tony Rome	10460 Quincy Blvd. NE Blaine, MN 55434	2-16-2026
Anabella Salvo	700 105 th Lane NE Blaine, MN 55343	2/16/2026
Anabella Salvo	720-105 th Lane NE	2/16/2026
Macy Seals	726 105 th Lane NE	2/16/2026
Stacy Wang	730 105 LANE NE Blaine MN 55434	651-214-2017
Kristy William Wood	736 105 th Lane NE	763 656 9626

PETITION FOR LOCAL IMPROVEMENT
CONSTRUCTION OF SPEED HUMPS
ON QUINCY BLVD FROM TERRITORIAL ROAD TO 109TH AVENUE

Signature of Owner	Property Address	Date
	731 105 th Lane NE	2/16/26
	719 105 th LN	2/16/26
	10550 Quincy Blvd NE	2/16/26
	10569 Quincy Blvd NE	2-16-26
	10574 Quincy Blvd NE	2-16-26
	10580 Quincy Blvd	2-16-26

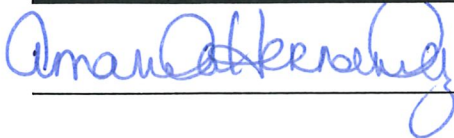
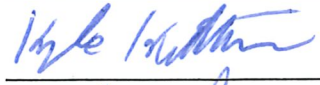
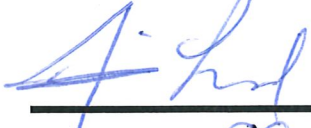
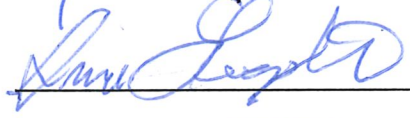

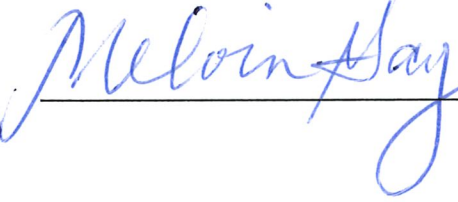
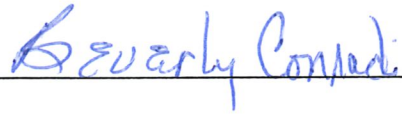

PETITION FOR LOCAL IMPROVEMENT
CONSTRUCTION OF SPEED HUMPS
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Signature of Owner	Property Address	Date
Martin Monaghan <i>Martin Monaghan</i>	10525 Quincy Blvd NE Blaine, MN 55434	2/16/26
Marie Larson	10584 Quincy	2-14-26
Jan M Kellum	10587 QUINCY RD	2-16-26
Maurice Richardson	10592 Quincy	2-16-26
Cezalé Olson	10560 Quincy Blvd NE	2/23/2026
Selma Converse	10556 Quincy Blvd	2-23-2026

PETITION FOR LOCAL IMPROVEMENT
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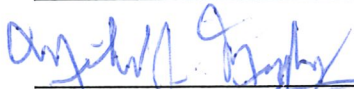
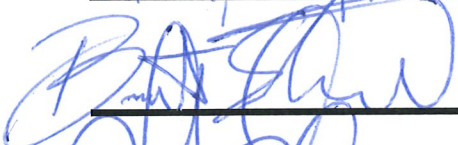
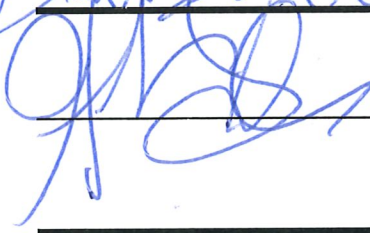
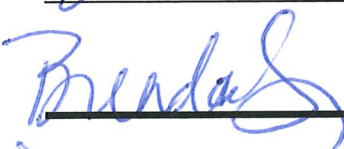

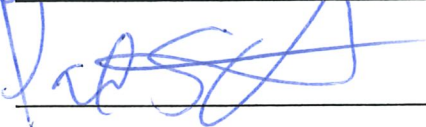
Signature of Owner	Property Address	Date
Diane Swanson	10563 Quincy Blvd	3/2/06
Susan White Rose	10551 QUINCY BLVD NE	3/2/06
Ana Galt	10602 Quincy Blvd NE	3/2/26
Din Miller	10613 Quincy Blvd. NE	3/2/26
Diane O'Brien	10617 Quincy Blvd NE	3/2/2026
Michelle Bos	10638 Quincy Blvd NE	3/2/26
Patty Stettmann	10639 Quincy Blvd NE	3/2/26

PETITION FOR LOCAL IMPROVEMENT
CONSTRUCTION OF SPEED HUMPS
ON QUINCY BLVD FROM TERRITORIAL ROAD TO 109TH AVENUE

Signature of Owner	Property Address	Date
	10628 Quincy Blvd NE	3-2-26
	10603 Quincy Blvd NE	3-2-26
	10632 Quincy Blvd	3/8-26
	10635 Quincy Blvd NE	3-6-26
	10654 Quincy Blvd	3/6/2026
	10660 Quincy	3-7-26
	10703 Quincy Blvd	3-7-24
	10720 Quincy Blvd	3-7-26

PETITION FOR LOCAL IMPROVEMENT

CONSTRUCTION OF SPEED HUMPS
ON QUINCY BLVD FROM TERRITORIAL ROAD TO 109TH AVENUE

Signature of Owner	Property Address	Date
	10721 Quincy Ave	March 7, 2024
Michelle Rogers	10803 Quincy BLVD NE	March 7, 24
	10802 Quincy BLVD NE	
	10809 Quincy BLVD NE	March 7, 2024
	10809 Quincy Blvd NE	March 7, 2024
Stu Karp	10508 Quincy Blvd NE	3-7-2024
	10650 Quincy Blvd NE	3/7/2024
Michelle Rogers	10651 Quincy Blvd NE	3/7/24
	10644 Quincy Blvd NE	3/8/24
	10714 Quincy Blvd NE	3/8/24

PETITION FOR LOCAL IMPROVEMENT

CONSTRUCTION OF SPEED HUMPS
ON QUINCY BLVD FROM TERRITORIAL ROAD TO 109TH AVENUE

Signature of Owner	Property Address	Date
David Munson	1072 nd Quincy Blvd NE	3/8/26
Kristi Nordland	714 105 th Ln NE	3/8/26
P. J. Ri	725 105 th Ln NE	3/8/2026
Marilyn Behrendt	10450 Quincy Blvd.	3-8-26
Bradley Monson	10645 Quincy Blvd NE	3-9-26
Karen Harum	1045 th Quincy Blvd NE	3/10/26

PETITION FOR LOCAL IMPROVEMENT

CONSTRUCTION OF SPEED HUMPS
ON QUINCY BLVD FROM TERRITORIAL ROAD TO 109TH AVENUE

Signature of Owner	Property Address	Date
[Signature]	10708 Quincy Blvd. NE Blaine 55434	3-10-26
[Signature]	10715 Quincy Blvd NE	3/14/26
[Signature]	10815 Quincy Blvd NE	3/14/2026.
Shannon Carmody	10629 Quincy Blvd	3/14/2024
[Signature]	10615 Quincy Blvd NE	3-4-26
[Signature]	10814 Quincy Blvd NE Blaine MN 55434	3/17/26
Cherie Ice	10609 Quincy Blvd NE Blaine, MN 55434	3/17/26

PETITION FOR LOCAL IMPROVEMENT
CONSTRUCTION OF SPEED HUMPS
ON QUINCY BLVD FROM TERRITORIAL ROAD TO 109TH AVENUE

The petitioners certify that the ownership information on this petition is true and correct to the best of their knowledge, and that the petitioners have disclosed the existence of any unrecorded interests in the real property to be served by construction of these improvements.

This petition was circulated by:

Nicole Berg
Name of Petitioner

763-442-2271
Telephone No.

10651 Quincy Blvd. NE
Street

Blaine, MN 55434
City/State/Zip

Examined, checked, and found to be in proper form and to be signed by the required number of owners of property affected by the making of the improvements petitioned for, in accordance with Minnesota Statutes Section 429.035.

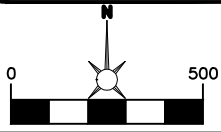

City Clerk



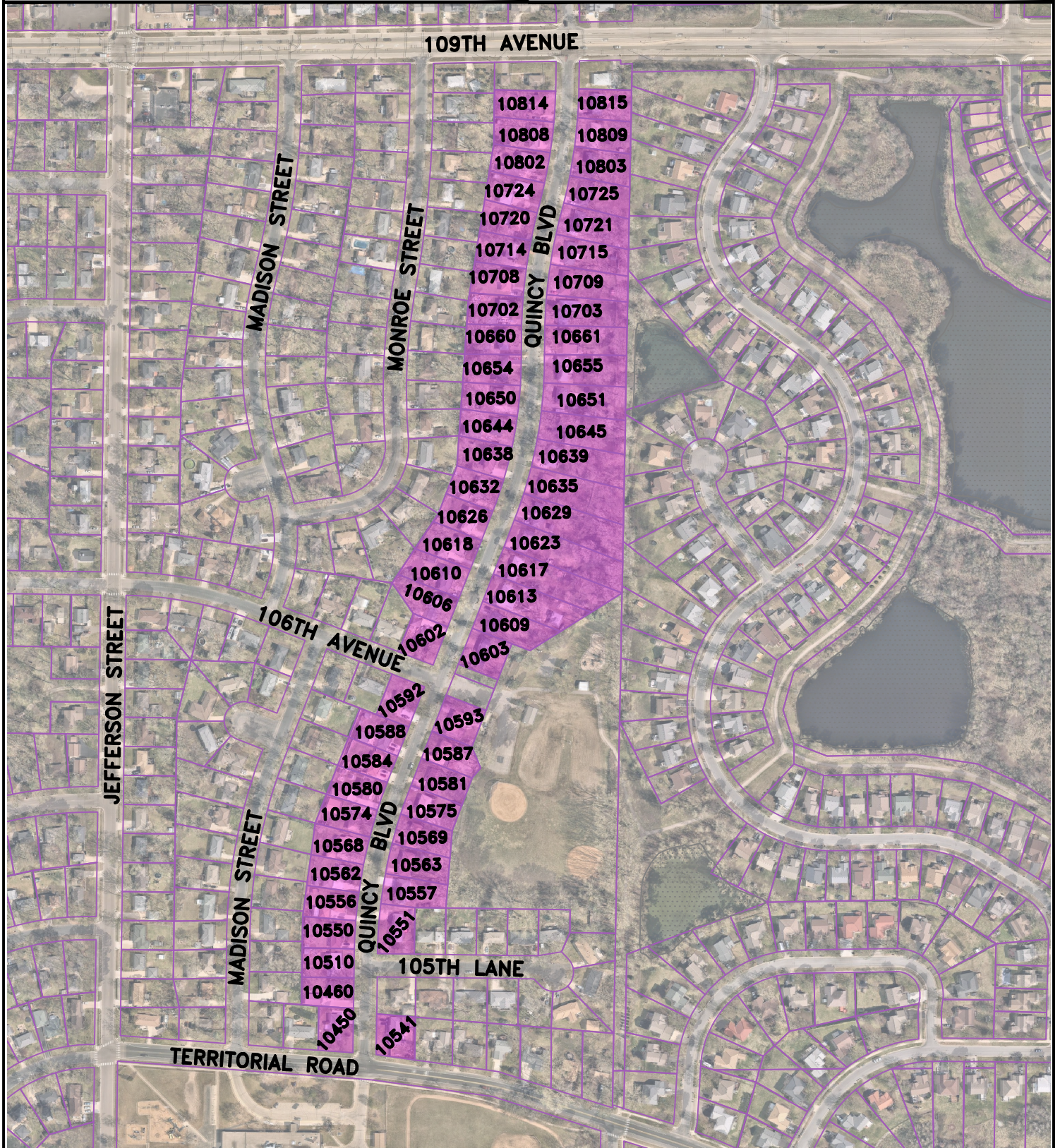
CITY OF BLAINE

2026 QUINCY AREA STREET RECONSTRUCTION PROJECT

SPEED HUMP LOCATION MAP



 SPEED HUMP ASSESSABLE PROPERTIES





CITY OF BLAINE

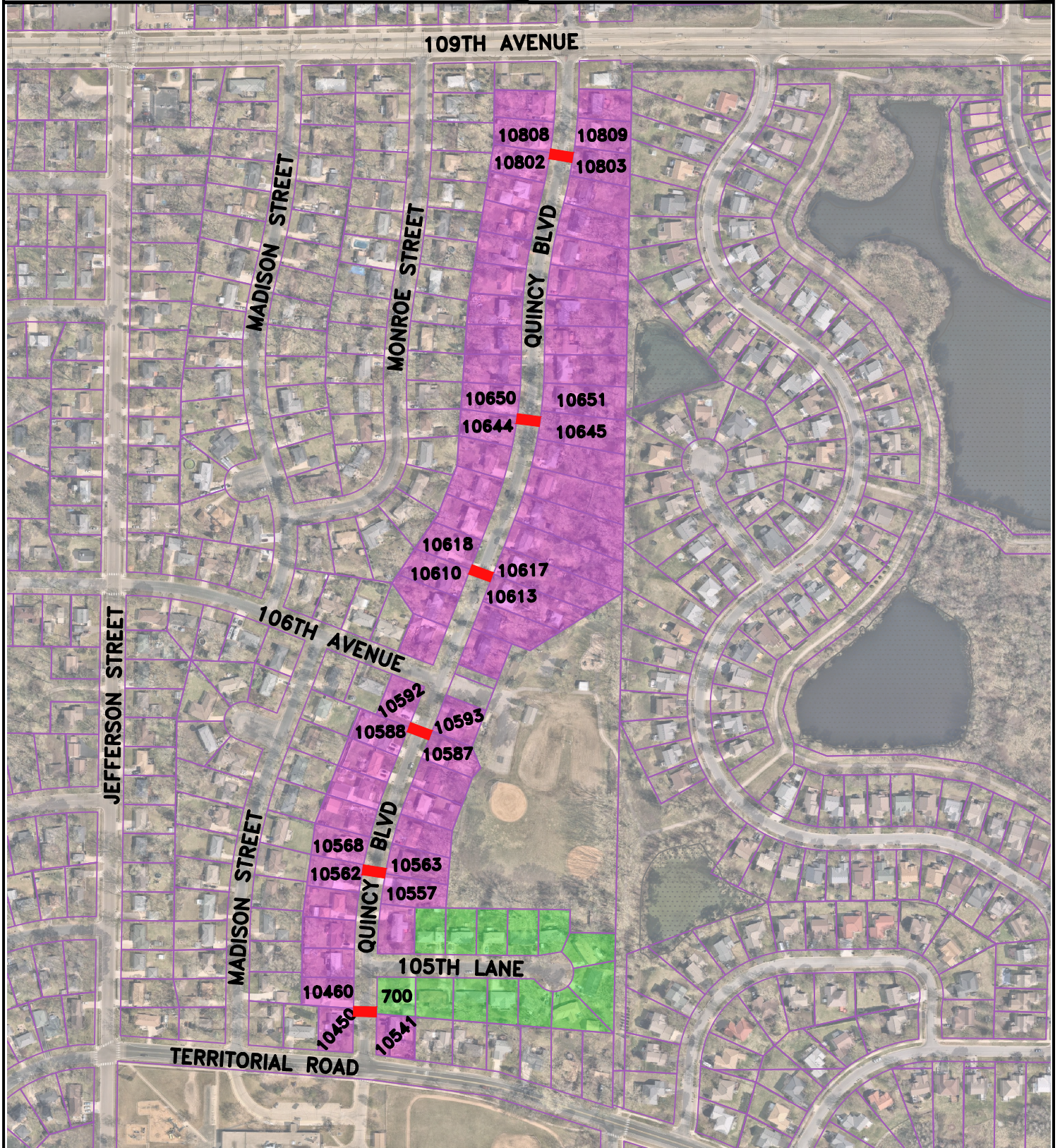
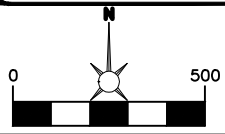
2026 QUINCY AREA STREET RECONSTRUCTION PROJECT

SPEED HUMP LOCATION MAP

PROPOSED SPEED HUMP LOCATION

65% OF PROPERTIES

50% OF PROPERTIES





Neighborhood Traffic Management Program

City of Blaine, Minnesota

September 22, 2014

Prepared by:



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Blaine Neighborhood Traffic Management Program

1.0 Introduction

Increasing traffic volumes and higher speeds have become important issues throughout the metro area and are having an increasing impact on residential streets in the City of Blaine. The City of Blaine is continually striving to strengthen and protect its neighborhoods by improving the quality of life in residential areas. A goal of the Blaine Transportation Plan is for the transportation system to address community issues and concerns while maintaining and enhancing neighborhoods, providing connectivity, and the sense of community cohesion.

Discussion with traffic engineers in cities with established traffic management programs provided insight into the need for a formal process. An established traffic management process:

- Allows the city to better respond to residents,
- Provides the opportunity for better understanding of the issues, and
- Allows consistent application across the community.

Therefore, for residents to obtain consideration for any given traffic control measures on either street or larger neighborhood area they are required to follow a process. The process will ensure that neighborhoods with demonstrated traffic issues and community support for traffic management have equal access to the neighborhood traffic process. The Neighborhood Traffic Management Program depends upon citizen involvement and may vary from year to year based upon citizen participation and available funding.

1.1 Purpose

This document was developed to guide city staff and inform residents about the processes and procedures for implementing traffic management strategies on local *residential streets* to address traffic concerns such as excessive volumes and vehicle speeds, high volumes of non-local through traffic, and vehicle crashes in neighborhoods. The document includes a summary of the City of Blaine's Policies for the Traffic Management Program, background on the history of traffic management, the City of Blaine's process for implementing strategies, and a toolbox of common traffic management measures.

2.0 Policies

The following policies are established as part of the Neighborhood Traffic Management Program for neighborhood streets:

- Compatibility with transportation goals in City of Blaine Transportation Plan.
- Implementation limited to local streets (no arterials or collectors) as identified in the Blaine Transportation Plan.
- Implementation of strategies will be funded by a combination of city funds and neighborhood participation.
- Trucks are allowed on all City streets unless otherwise posted (by State law trucks must be allowed on all State-Aided roadways.)
- The program intends to take a system-wide approach when addressing a neighborhood traffic problem. For each project, city staff will determine a logical project boundary that will

be necessary for the approval process and will help address the issue of displacement/diversion to other local streets.

- Implementation strategies will be limited to those local streets where the 85% speed exceeds 5 mph above the posted/statutory speed limit.
- Implementation of traffic management strategies will be in accordance with the procedures set forth in this document, and in keeping with sound engineering practices, as well as be within the city's available financial and staff resources.
- Implementation of any devices will be consistent with the guidelines in the Minnesota Manual on Uniform Traffic Control Devices. The basic premise of the MMUTCD is that traffic control devices are solutions to problems. If operational or safety problems do not in fact exist, the installation of sign and/or markings will not solve perceived problems, but they will unnecessarily increase the City's maintenance costs.
- Initial deployments are considered experimental and subject to an interim review by City staff prior to permanent installation.

3.0 Traffic Management Background

The United States has used street closures and traffic diverters dating back to the late 1940s and early 1950s, but it was not until the 1970s that Seattle, Washington completed area-wide demonstrations of traffic management strategies. Since then, traffic management has been continually studied and implemented throughout the United States. Strategies include street closures, traffic diverters, speed humps/bumps, signing, increased enforcement and many others, but they all are implemented to accomplish one of the following:

- Modify driver behavior (reduce speed)
- Modify traffic characteristics (reduce volume)
- Improve safety (pedestrian and bicyclists)

Traffic management can be simplified as a two step process: (1) identify the nature and extent of traffic-related problems on a given street or area and (2) select and implement the proper strategy for reducing the identified problem. The traffic management strategies discussed in this document are solutions to a narrowly defined set of problems and are not universally applicable or effective at solving all problems. The wrong traffic management strategy used in the wrong application will not improve conditions – it will only increase City costs and may even make conditions worse.

Since not all strategies are appropriate for every problem the City has developed a process to identify the appropriate solutions. The process includes identifying the problem, evaluating potential strategies, and implementing appropriate measures while including public participation and governmental approval. This process is summarized in Section 4.

The process and strategies included in this document are intended to be used on streets classified as local residential streets to reduce speeds and volumes. (Streets within the City of Blaine are classified based on definitions from the Metropolitan Council defined in Appendix C of the Blaine Transportation Plan. The current Road Classification Map, Figure 4.10 from the Blaine Transportation Plan, identifies street classifications within the City of Blaine – see Appendix D.) By definition arterials and collector roadways are intended to have higher speeds and accommodate higher volumes; therefore it would be against the function of arterials or collectors to implement traffic management strategies. These roadways are intended to operate efficiently with high volumes and speed. When arterials and collectors are operating efficiently they provide the necessary mobility for the traveling public and prevent the need to divert to the residential street network.

4.0 Procedure Summary

A flow chart, *Exhibit 1*, provides a summary of the procedures for implementing a traffic management strategy on a residential street. The process includes the following steps:

Step 1 - Identify Candidate Streets/Neighborhoods

First residents must identify candidate streets for traffic improvement and submit a written request to the City Engineering Department. Any requests for project proposals require a written application with 25% of project neighborhood signing the application. *Appendix A* provides a sample request form.

Step 2 - Preliminary Screening and Evaluation

The City Engineering Department will review requests and determine whether they can be handled as part of the normal traffic engineering process or police enforcement function of the City or if they qualify for consideration under the Neighborhood Traffic Management Program.

Step 3 – Data Collection and Traffic Study

If it is determined that the request falls under the Neighborhood Traffic Management Program the City will undertake an engineering study of the street(s) or neighborhood including gathering relevant data of the proposed street.

Step 4 – Develop/Evaluate Traffic Management Strategies

Based on the traffic study and input from other departments, the City Engineering Department will make a preliminary determination of the need for traffic management measures and make recommendations as to which measures would be appropriate.

Step 5 – Conduct Neighborhood Meeting and Petition

A neighborhood meeting will be held, or a summary letter will be sent, to present the conclusions of the traffic study and discuss appropriate next steps in the process. At this time a petition will be sent out to determine neighborhood support for the recommended traffic management strategy and to receive input from affected residents.

Step 6 – Traffic Management Strategy Approval

The recommended strategy will not be implemented without the support of 65% of the project neighborhood and 50% of any affected neighborhood. In addition to neighborhood approval, the City Council must also approve the implementation of the traffic management strategy.

Step 7 - Implement Temporary Measures and Monitor

If measures are approved it may be possible to implement first a temporary measure. If a temporary measure is used, it will be monitored for 3 months to determine its effectiveness.

Step 8 – Approve Permanent Measures

Results from the monitoring of the temporary measure will determine if the strategy will be made permanent by approval from the City Council. If the temporary measure is not effective the Engineering Department will revisit the analysis and development of strategies (Steps 3 and 4) or choose to not continue the process.

Step 9 – Monitoring

Once a traffic management strategy has been implemented the City will continue to conduct periodic monitoring of the site to collect data for future implementation of strategies and to document the effectiveness of existing measures. This program and the associated Toolbox may be amended at any time by the City Council.

Appeals – Decisions of staff can be appealed to the City Council. The appeals process will follow established City procedures.

Removal – Existing traffic management measures and/or measures installed under the Program may be requested to be removed. The request for removal of a project will be processed generally using the same procedures as outline in this program requiring written request and appropriate neighborhood approval.

5.0 Procedural Details

Step 1 - Identify Candidate Streets/Neighborhoods

Residents may identify candidate streets or areas for traffic improvements. Some request may be handled by phone or verbally from residents to City Staff, which could result in increased police enforcement or placement of the City's speed display trailer. Any requests for permanent traffic management strategies require a written application with 25% of the project neighborhood signing the application. *Appendix A* provides a sample petition and request letter.

It should be noted that it is the policy of the City that only residential streets are to be considered for implementation of traffic management strategies set forth in this document. Application of these strategies on collector or arterial streets is excluded and not included in this process.

Step 2 –Preliminary Screening and Evaluation

The City Traffic Engineer will review requests to determine whether or not they should be handled as part of normal traffic engineering procedures or police enforcement of the City, or if they qualify for consideration under the Neighborhood Traffic Management Program. Some requests may be able to be handled within the current traffic engineering procedures such as planned infrastructure improvements or reconstructions. In addition, common requests for increased traffic enforcement, participation in a neighborhood speed watch program, and placement of the variable speed display trailer are commonly handled by the Police Department and will be forwarded to the appropriate staff.

Review of requests will consist of comparing the identified street characteristics with the following initial criteria:

- The street in question must be classified as a Local (residential) street in the City of Blaine Transportation Plan (see Figure 4.10 from Blaine Transportation Plan in Appendix D).
- The requests must be related to speeding, excessive traffic volumes, crashes, cut-through traffic, truck traffic or other related impacts on a residential street.

If it is determined that the request falls under the function of this plan, then Step 3 will be initiated. If not, the request shall be followed up as appropriate by the City Traffic Engineer as part of the Departments normal function, including coordination with Police, Fire, and Public Works Departments as needed.

Step 3 – Data Collection and Traffic Study

If it is determined that the request falls under the guidelines of the management program, the City Traffic Engineer will conduct an engineering study of the street(s) or neighborhood. The study will include the following actions:

Define Project Area / Impacted Area

The definition of the project area and impacted areas sets up the project boundaries and will be used to determine neighborhood support during the petition process and for the assessment process if a strategy is implemented.

Data Collection

Traffic data collection will include (as appropriate based on identified problem) one or more of the following:

- Traffic volume counts (24 hour counts in 15 minute increments, truck volume counts)
- Pedestrian counts
- Radar or machine-based speed surveys (85th percentile, median, average, 10 mile per hour pace)
- Cut-through traffic estimates (based on license plate surveys, or other video techniques)
- Crash information (three years recommended)
- Roadway Geometry (sight distance, lane configuration, etc.)
- Land Use Mix (density of residential and presence of sidewalks, pedestrian generators such as schools, parks, bus routes, unique features)

Evaluation of Traffic Data

From the data collected the traffic problems associated with the neighborhood street can be documented. The documentation will be valuable in the development of possible traffic management strategies.

From the data collected the City will also be able to rank the potential projects for further study. *Table 1* provides the ranking criteria. This ranking will be beneficial if the number of request submitted is beyond the fiscal and staffing ability of the city. By ranking requests based on the criteria set forth in *Table 1*, the city can prioritize the projects to focus funding accordingly.

TABLE 1 Ranking of Traffic Management Requests	
85 th Percentile speeds 5 mph over posted speed limit	Yes – continue No – no traffic management strategy implemented
Public school yard, playlot, playground development adjacent to benefited area (0 to 200 points)	None +0 All of 1 side +100 All of 2 sides +200
Residential development adjacent to benefited area (0 to 100 points)	None +0 All of 1 side +50 All of 2 sides +100
Number of reported correctable crashes based on last 5 years of available data (0 to 200 points)	20 per crash; maximum of 200 points
Sidewalk adjacent to project area (0 to 100 points)	None +100 All of 1 side +50 All of 2 sides +0
Percent of potential assessment properties supporting project by petition (180 to 300 points)	3 points per percent; maximum 300 points
Average residential density adjacent to project area (0 to 50 points)	0 dwelling units per 100 lin. ft. = 0 points 5+ dwellings units per adjacent 100 lin. ft. = 50 points

Step 4 - Develop/Evaluate Traffic Management Strategies

Using the data collected during the development of the traffic study and applying recognized traffic engineering standards, the City Engineering Department will recommend the use of one or more neighborhood traffic management strategies. A “toolbox” of strategies is included in *Section 6.0* of this plan. While it is not inclusive of all strategies, it provides a summary of the most applied and successful measures as documented in the research summarized in *Appendix*

B. The toolbox includes a brief description of the strategy, its effects on volume, speed, noise, and safety, a discussion of its advantages and disadvantages and design considerations. The following strategies are included in the toolbox:

Traffic Control Devices

- Vehicle Restrictions
- Turn Restrictions
- One-Way Streets
- Watch Children Signs
- Stop Sign Implementation
- All-Way Stop Sign Implementation
- Parking Restrictions
- Pavement Markings
- Speed Limits
- Enforcement**
- Increased Enforcement
- Variable Speed Display Board

Roadway Adjustments

- Narrowing Lanes
- Chokers
- Mid-Block Narrowing
- Chicane

Vertical Elements

- Speed Humps/Bumps/Tables
- Raised Crosswalk
- Median Barrier
- Traffic Circle
- Street Closure
- Full / Diagonal Diverter
- Partial Diverter

Effectiveness of Strategies

As stated earlier, traffic management strategies are not universally applicable or effective at solving all problems. The Institute of Transportation Engineers has collected data on the effectiveness of traffic management strategies implemented throughout the United States. *Table 2* provides a summary of this data and can be useful in the selection of appropriate traffic management strategy to implement. Along with the information provided in Table 2 on effectiveness, the following are some other effectiveness considerations:

- Traffic control devices, by themselves, are almost never effective at reducing traffic volumes or vehicle speeds.
- Enforcement can be effective if applied regularly and over an extended period of time.
- In most cases, enforcement will result in local residents being ticketed.
- Roadway adjustments (narrowing) have proven to be moderately effective but at high implementation costs.
- Vertical elements (primarily speed humps/bumps) have proven to be moderately effective but neighborhood acceptance has been mixed.
- The combination of enforcement plus other strategies has proven to be the most effective approach.

TABLE 2 Effectiveness of Management Strategies	Volume Reductions	Speed Reduction	Safety Improvement	Increase in Air/Noise Pollution	Emergency Access Issues	Access Restriction	Increased Maintenance Efforts	Cost
Traffic Control Devices								
Vehicle Restriction	Poss	Poss	Poss	No	Poss	Yes	No	Low
Turn Restrictions	Yes	Poss	Poss	No	No	Yes	No	Low
One-Way Streets	Poss	No	Poss	No	Poss	No	Poss	Low
Watch Children Signs	No	No	No	No	No	No	No	Low
Stop Sign Implementation	No	No	No	Yes	Yes	No	No	Low
All-Way Stop	No	No	Poss	Yes	No	No	No	Low
Parking Restrictions	No	No	Poss	No	No	No	No	Low
Speed Limits	No	No	No	No	No	No	No	Low
Painted Crosswalks	No	No	No	No	No	No	No	Low
Enforcement								
Increased Enforcement / Speed Watches	No	Yes	Poss	No	No	No	No	Mid
Variable Speed Display Board	No	Yes	Poss	No	No	No	No	Low
Roadway Adjustments								
Narrowing Lanes	No	Poss	Poss	No	No	No	No	Mid
Chokers	No	Poss	Yes	No	Poss	No	No	High
Mid-Block Narrowing	No	Poss	Poss	No	No	No	No	Mid
Chicane	Poss	Poss	No	No	No	No	Yes	High
Sidewalks	No	No	Poss	No	No	No	Poss	Mid
Vertical Elements								
Speed Bumps/Humps/Table	Poss	Yes	Poss	Poss	Poss	No	Poss	Mid
Raised Crosswalk	Poss	Yes	Poss	Poss	Poss	No	Poss	Mid
Median Barrier	Yes	Poss	Poss	No	Yes	Yes	Poss	High
Traffic Circle	No	Poss	Poss	No	Poss	No	Yes	High
Street Closure	Yes	Poss	Poss	No	Yes	Yes	Poss	High
Full Diverter	Poss	Poss	Poss	No	Yes	Yes	Poss	High
Partial Diverter	Poss	Poss	Poss	No	No	Yes	Poss	High

Cost Estimate and Funding

For the purpose of discussions with affected residents, a cost estimate will be developed for the recommended strategy. It is the policy of the City of Blaine that the following cost sharing will occur with an approved traffic management strategy:

- City of Blaine will pay the cost of administrative work, traffic study and data collection
- City of Blaine pays 25% of the construction and installation costs of major strategies while the neighborhood affected will pay 75% of the cost (minor items such as installation of a limited number of signs or painting of crosswalks and other pavement markings would be assumed completely by the City)
- For those local streets that carry in excess of 2,000 vehicles per day, the City of Blaine will pay 75% of the construction and installation costs of major strategies while the neighborhood affected will pay 25% of the cost.

Costs associated with implementing traffic management strategies vary significantly from just over \$250 for installing a speed limit sign to \$10,000 or more for a landscaped median construction. *Table 3* provides a summary of typical implementation costs for traffic management strategies.

TABLE 3
Typical Implementation Costs

Type of Implementation	Unit	Unit Cost
Warning Signs	Per sign	\$250
Pavement Markings		
- Roadway Striping	Per linear foot	\$1.00
- Crosswalk Striping	Per crosswalk	\$150
Textured Pavement	Per crosswalk	\$1,500
Street Lighting	Per fixture	\$7,500
Raised Crosswalk	Per crosswalk	\$4,000
Speed Humps	Per hump	\$5,000
Mid-Block Choker	Per choker	\$5,000
Intersection Choker	Per approach	\$5,000
Mid-Block Speed Table	Per table	\$7,500
Intersection Speed Table	Per intersection	\$25,000
Traffic Circle	Per intersection	\$15,000
Center Island	Per approach	\$15,000
Half Closures	Per intersection	\$40k to \$60k
Full Closures	Per intersection	\$120,000

Source: City of Minneapolis & ITE, Traffic Calming – State of the Practice

While the city will cost share only the implementation costs, the consideration of future maintenance costs are also a factor for determining the most appropriate strategy. While the implementation of a traffic sign may appear to be the least expensive option at only \$250, the additional \$100 per year of annual maintenance needs to be considered. A comparison of the annual costs for the most common strategies for speed reduction, increased enforcement and speed humps, is included in *Table 4*.

TABLE 4
Comparison of Annual Costs

Measure	Initial Cost	Annual Cost	Annual Revenues
Photo-radar (ownership option)	\$85,000	\$145,000	\$40,000
Photo-radar (lease option)		\$214,000	\$40,000
Targeted Police Enforcement	\$70,000	\$194,000	\$40,000
Speed Humps	\$300,000	\$30,000	\$0

Source: ITE, Traffic Calming – State of Practice

Step 5 – Conduct Neighborhood Meeting and Petition

After the completion of the traffic study and the development and evaluation of potential strategies, the city will wither hold a Neighborhood Meeting or distribute a letter to inform the community on the process and results of the traffic study and provide information on the recommended strategies. Based on the engineering study and input from residents, the city will make a preliminary determination and recommendation for the need of traffic management strategies.

Step 6 – Traffic Management Strategy Approval

Once the traffic study results, management strategies, and cost estimates have been provided to affected neighborhood residents, a survey/petition will be circulated to ascertain whether or not the neighborhood approves of the recommended strategy and are willing to cover the potential costs of implementation. The recommended strategy will not be implemented without the support of 65% of the project neighborhood and 50% of any affected neighborhood.

Once approval is obtained from the neighborhood the strategy will be presented to the City Council for approval.

Step 7 - Implement Temporary Strategy and Monitor

In most cases, the strategy will be implemented with temporary materials and remain in place for approximately three to six months depending on the type of improvement. The strategy will be evaluated to determine if it addresses the identified problems and is consistent with the Neighborhood Traffic Management Plan goals. During the test period residents may provide comments to the City Engineering Department regarding the improvement. At any time during this test phase appeals of the decision for installing the strategy can be submitted and forwarded to appropriate staff.

Step 8 – Approve Permanent Strategy

If it is determined that the temporary strategy does not achieve the intended goals of reducing speeds, cut through traffic or other identified problems, the City Engineering Department will review other potential measures and recommend the elimination of all strategies or test the installation of a different strategy.

Effective temporary strategies will be brought to the council for approval for the installation of a permanent form of the approved traffic management strategy.

Step 9 – Monitoring and Future Actions

The City will conduct periodic monitoring of the fully installed traffic management strategy to determine if the project continues to provide effective improvement to the neighborhood. The monitoring will be conducted at the discretion of the City based on available funding, staffing levels, and resident comments.

If monitoring shows that the implemented strategy fails to achieve the intended goals it may be removed.

Legal Considerations

From the local government perspective, the legal issues surrounding traffic management strategies fall into three categories: statutory authority, constitutionality, and tort liability. First, the local government must have legal authority to implement traffic management strategies on a given roadway (statutory authority). Second, the local government must respect the constitutional rights of affected landowners and travelers on the roadways (constitutionality). And finally, the local government must take steps to minimize the risk to travelers from the installation of traffic management strategies (tort liability). Through documentation of the entire process, including the collection and evaluation of traffic data, the decision process, and interaction with the public, the Blaine Traffic Management Program can minimize potential legal difficulties.

6.0 Toolbox of Neighborhood Traffic Management Strategies

The following Toolbox provides information on a variety of traffic management strategies. Each strategy includes information on its purpose, its effectiveness for solving different types of traffic problems, and a summary of advantages and disadvantages for implementation. To make the toolbox understandable and usable it has been organized into types of strategy as follows:

Traffic Control Devices – the use of common traffic control devices, such as signing and pavement markings, to solve neighborhood traffic problems. Included in this category are:

- Vehicle restrictions
- Turn restrictions
- One-Way streets
- Watch for Children Signs
- Stop Sign Implementation
- All-Way Stop Sign Implementation
- Parking Restrictions
- Pavement Markings
- Speed Limits

Enforcement – there are two options for using enforcement as a traffic management strategy: increase police enforcement, the use of Variable Speed Display Boards

Roadway Adjustments – there are multiple strategies for traffic management that change the appearance of the roadway including:

- Narrowing of lanes
- Chokers
- Mid-Block Narrowing
- Chicane

Vertical Elements – introducing vertical elements to the roadway, either as obstacles for vehicles to drive over or around, are common traffic management strategies. These include:

- Speed Humps/Bumps/Tables
- Raised Crosswalks
- Median Barrier
- Traffic Circles
- Street Closer
- Full / Diagonal Diverter
- Partial Diverter

Purpose

Truck route ordinances, or weight restrictions are placed on streets and roadways for various reasons. Some of these reasons include noise, excessive traffic volumes, speeds, and safety concerns. (Does not refer to normal use of spring time load restriction for pavement preservation purposes.)



Source: FHWA Manual on Uniform Traffic Control Devices

Effects	
<i>Volumes</i>	Heavy vehicle volumes may be reduced
<i>Speed</i>	No effect
<i>Traffic Noise</i>	Noise may be reduced
<i>Traffic Safety</i>	Little or no effect
Advantages	<ul style="list-style-type: none"> • Possible reduction in noise and volumes • Restrictions viewed in a positive manner by the neighborhoods • Preservation of structural integrity and life of a street
Disadvantages	<ul style="list-style-type: none"> • Traffic usually is shifted to a different street • Businesses that generate the heavier traffic can complain of hardships and inconveniences • Other heavy vehicles that serve the neighborhood may be restricted (school buses, garbage trucks, delivery vehicles, etc.)
Problem Target	<ul style="list-style-type: none"> • Cut-through traffic • High volumes • High collision rates
Design	<ul style="list-style-type: none"> • Legality of the truck route – can not be used on state aided county and city roadways.

Purpose

Can be used in neighborhoods where “cut through” traffic has been documented to be unusually high. Traffic control technique involving the use of regulatory signing which prohibits certain traffic movements generally where an arterial and local street meet. Involve the use of standard “No Right Turn” or “No Left Turn” sign with or without rush hours limitations.



R3-1



R3-2



R3-3

Source: FHWA Manual on Uniform Traffic Control Devices

Effects	
<i>Volumes</i>	Where turning movements onto local residential streets are reduced, volumes on those streets are lessened.
<i>Speed</i>	To the extent that traffic cutting through is diverted, speeds on the local residential street may be reduced.
<i>Traffic Noise and Air</i>	Noise may be reduced, but transferred to other streets
<i>Traffic Safety</i>	May improve on the restricted volume street if compliance is high, but effects on alternative routes need to be evaluated.
Advantages	<ul style="list-style-type: none"> • Low installation cost • Possible reduction in crashes
Disadvantages	<ul style="list-style-type: none"> • If turn prohibition sign is installed without a reasonable alternative violations are likely. • Complaints may rise on diversion routes. • Turn prohibition signs have a very low level of effectiveness unless coordinated levels of enforcement are high.
Problems Targeted	<ul style="list-style-type: none"> • Cut through traffic
Design	<ul style="list-style-type: none"> • Turn restriction signs should be used on the periphery of neighborhoods rather than within them. • Most effective when used during rush hour when “cut through” traffic is a problem • Consideration should be given to install physical barriers to aid in the enforcement of turn restriction signs

Purpose

Conversion of two-way streets to one-way operation for purposes of residential street traffic control take three forms:

CASE #1 - Divergent and convergent one-way residential streets to reduce direct through routes impacting the neighborhood.

CASE #2 - Alternating one-way streets throughout a portion of a grid system to gain safety advantages of one-way operations.

CASE #3 - Creating a one-way couplet by paring a residential street with a nearby thru street to create a corridor for thru traffic



R6-1



R6-2

Source: FHWA Manual on Uniform Traffic Control Devices

Effects

Volumes Case #1 – reduces traffic volumes where thru traffic is a problem
 Case #2 – no significant effect on traffic volumes
 Case #3 – increases volumes on one street and reduces volumes on adjacent streets

Speed May increase speeds due to improved motorist comfort levels.

Traffic Noise and Air Minimal effect except in Case #1 which creates longer, circuitous routes for local traffic.

Traffic Safety One-way streets result in fewer potential conflicting movements, improving safety.

Advantages

- Possible increased parking
- Inexpensive to implement
- May reduce traffic volumes
- May increase roadway capacity

Disadvantages

- May be considered inconvenient for residents
- Possible increase in speeds
- May increase volumes on other streets

Problems Targeted

- High traffic volumes
- High crashes due to conflicting movements

Design

- One way streets can be used in combinations that force turns every few blocks to minimize speeding or cut-through problems

Purpose

A variety of signs exist to try and warn of the presence of children, “Watch for Children,” “Slow, Children at Play,” etc. The request for these signs generally stems from parents’ concern for their children’s safety in the streets near their home. Unfortunately, the request for this type of signage is based on a widespread but false belief that traffic signs provide protection.



Effects	
<i>Volumes</i>	No Effect
<i>Speed</i>	No Effect
<i>Traffic Noise and Air</i>	No Effect
<i>Traffic Safety</i>	No Effect
Advantages	<ul style="list-style-type: none"> • Low initial cost for one installation. Installation plus an annual maintenance cost may become significant if installed at a large number of locations.
Disadvantages	<ul style="list-style-type: none"> • Signs of this type might indicate that the street is an acceptable place to play
Problems Targeted	<ul style="list-style-type: none"> • Not effective for any of the common traffic issues
Design	<ul style="list-style-type: none"> • The Watch for Children warning signs are not standard signs included in the Minnesota Manual on Uniform Traffic Control Devices because of their lack of effectiveness in slowing traffic or increasing safety of neighborhood streets.

Purpose

Regulatory sign that is used to assign right-of way at an intersection. Only recommended for installation if specific guidelines are met in accordance with the Minnesota Manual on Uniform Traffic Control Devices (MnMUTCD). Stop signs should not be used for speed control or volume reduction and should not be installed on the major street unless justified by an engineering report.



R1-1

Source: FHWA Manual on Uniform Traffic Control Devices

Effects	
<i>Volumes</i>	Little or no effect
<i>Speed</i>	Little or no reduction in speed, speed possibly increases due to drivers speeding up to make up for time lost at the stop sign
<i>Traffic Noise and Air</i>	Noise is increased near the intersection due to the increase activity of acceleration. Air quality worsens due to deceleration, idling and acceleration
<i>Traffic Safety</i>	Possible increase in crashes, possibly due to the stop signs being unexpected or deemed unnecessary, therefore encouraging rolling stops or by instilling a false sense of security in crossing motorists and pedestrians.
Advantages	<ul style="list-style-type: none"> • Inexpensive installation costs (do require continual maintenance costs) • Defines driver's right-of-way • Increase opportunity for pedestrians to cross the roadway • May discourage cut-through traffic
Disadvantages	<ul style="list-style-type: none"> • Can cause negative traffic safety impacts if sign is not warranted • May result in mid-block speeding • Increasing levels of intersection control are associated with increased frequency of crashes. • Difficult to enforce full stop control compliance • Could result in increase in speeds between the signs as drivers try to make up for lost time
Problems Targeted	<ul style="list-style-type: none"> • At intersections where right-of-way is confusing
Design	<ul style="list-style-type: none"> • Guidelines need to be met as established in the Minnesota Manual on Uniform Traffic Control Devices • In most cases the street carrying the lowest volumes should be stopped to minimize the number of vehicles stopping

Purpose

The All-Way STOP condition is primarily intended to address either a higher than expected intersection crash frequency or to be an interim measure at locations that have demonstrated a need for a traffic signal installation, but where the signal cannot be installed in a reasonable period of time. It is a common belief that installing STOP signs on all approaches of an intersection will result in fewer crashes. Research indicates that average crash frequency at All-Way STOP controlled intersection is 50% higher than thru/STOP intersections. Also, there is no evident to suggest that STOP signs decrease travel speeds.



R1-1

Source: FHWA Manual on Uniform Traffic Control Devices

Effects	
<i>Volumes</i>	Little or no effect.
<i>Speed</i>	Little or no reduction in speed, mid-block speed possibly increase
<i>Traffic Noise and Air</i>	Little or no effect.
<i>Traffic Safety</i>	In most cases, the installation of an All-Way STOP will increase the frequency of crashes. Only in those rare cases where the number of crashes with the Thru/STOP control is unusually high, is the forecast of safety improvement probable.
Advantages	<ul style="list-style-type: none"> • Inexpensive installation costs (do require continual maintenance costs) • Defines driver's right-of-way • Increase opportunity for pedestrians to cross the roadway • May discourage cut-through traffic
Disadvantages	<ul style="list-style-type: none"> • Can cause negative traffic safety impacts if sign is not warranted • May result in mid-block speeding • Increasing levels of intersection control are associated with increased frequency of crashes. • Difficult to enforce full stop control compliance • Could result in increase in speeds between the signs as drivers try to make up for lost time
Problems Targeted	<ul style="list-style-type: none"> • Unusual conditions at intersection including crash frequency, turning patterns, delay and pedestrian conflicts.
Design	<ul style="list-style-type: none"> • Traffic volumes and crash frequency thresholds need to be met as established in the Minnesota Manual on Uniform Traffic Control Devices. • The most effective deployment of the All-Way STOP condition is at intersections where the volume of traffic on the major and minor roads is approximately equal.

Purpose

Parking restrictions can assist in improving residential street safety in two ways:

- 1) Clearance No Parking Zones to improve sight lines at intersections and crosswalks
- 2) Extended No Parking Zones to improve visibility of and for pedestrians along the length of the block.



R7-1



R7-2



R7-2a



R7-3



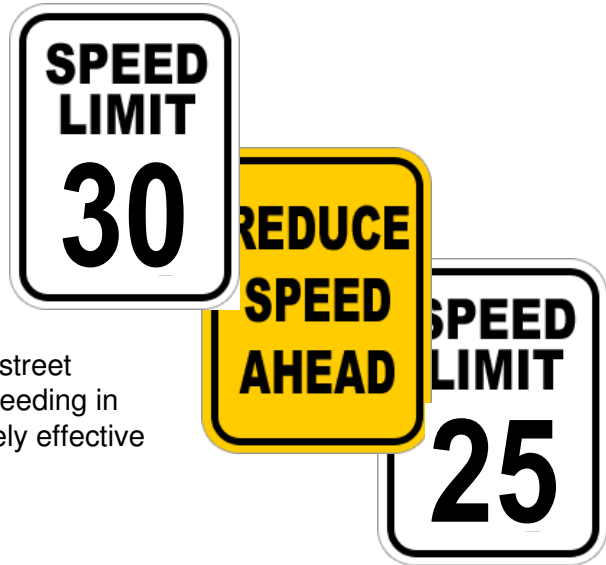
R7-4

Source: FHWA Manual on Uniform Traffic Control Devices

Effects	
<i>Volumes</i>	Little or no effect
<i>Speed</i>	Minimal changes unless there are extended No Parking Zones that can create the potential for increased speeds
<i>Traffic Noise and Air</i>	Little or no effect
<i>Traffic Safety</i>	Increasing sight line distances reduce right angle conflict between vehicles at intersections, alleys and driveways
Advantages	<ul style="list-style-type: none"> • Can reduce some types of accidents (late evening hit and run parked vehicle accidents and crashes related to parking maneuvers) •
Disadvantages	<ul style="list-style-type: none"> • In area where on-street parking is at capacity and there is no alternative off-street parking additional restriction to parking can be controversial to residents •
Problems Targeted	<ul style="list-style-type: none"> • Non-Residential parking intrusion
Design	<ul style="list-style-type: none"> • Should review the impacts of parking on surrounding streets

Purpose

Speed limits are determined by the Minnesota Department of Transportation (consistent with State Statutes) based on an analysis of the actual speed profile of the road. The basic premise of Minnesota’s law is that the majority of motorists will pick a safe and reasonable speed given the horizontal and vertical design of the street, locations of driveways, sidewalks, obstructions, and the use of the street by pedestrians. Lowering the speed limit to address speeding in a neighborhood has never proven to be even moderately effective without also including very high levels of enforcement.



Effects	
<i>Volumes</i>	Little or no effect
<i>Speed</i>	Drivers generally ignore posted speed limits and travel at speeds which the drivers consider reasonable
<i>Traffic Noise and Air</i>	Little or no effect.
<i>Traffic Safety</i>	Effects of speed limit changes on traffic safety on local residential streets have not been reported. Research suggests that crash frequencies on urban roadways are unrelated to vehicle speeds.
Advantages	<ul style="list-style-type: none"> • Research indicates that when speed limits are set at or near the 85th percentile speed, roadway crash frequencies are at a minimum.
Disadvantages	<ul style="list-style-type: none"> • Speed limits on urban roadways are either set by Statute or by MnDOT. • Research suggests that crash frequencies on urban roadways are unrelated to vehicle speeds.
Problems Targeted	<ul style="list-style-type: none"> • High speeds through residential neighborhood
Design	<ul style="list-style-type: none"> •

Purpose

Provide a designated, marked location for pedestrians to cross residential street and make drivers more aware of potential pedestrian conflicts.



Effects	
<i>Volumes</i>	No effect
<i>Speed</i>	No effect
<i>Traffic Noise and Air</i>	No effect
<i>Traffic Safety</i>	Research has shown that marked crosswalks at uncontrolled intersection are unrelated to pedestrian safety.
Advantages	<ul style="list-style-type: none"> • Reasonably effective at identifying locations with potential pedestrian conflicts. • Helps to concentrate pedestrian activities at specific intersection and on specific legs of intersections.
Disadvantages	<ul style="list-style-type: none"> • At uncontrolled intersections, appears to create a false sense of security in pedestrians – the 8” white line with stop the oncoming 4,000 pound vehicle. • Costly to maintain • Not required to establish legal cross-walk locations.
Problems Targeted	<ul style="list-style-type: none"> • Concentrating pedestrian crossing activities, particularly when combined with other strategies such as advanced warning signs, systems of sidewalks, enforcement, etc.
Design	<ul style="list-style-type: none"> • Marking cross walks is not necessary to establish legal crossing locations and is unrelated to pedestrian safety. • Marked crosswalks may be part of a program to designate walking routes and concentrate pedestrian crossings when combined with other strategies.

Purpose

The effective use of public safety/police personnel to encourage reduced speeds in residential areas. Enforcement usually involves the use of radar to identify speeders and ticket violators.

Speed Watches rely on neighborhood participation to create awareness and, in turn, help control speeds in neighborhoods.

**Effects**

Volumes Little or no effect

Speed Speed reduction as long as enforcement is maintained (the “halo” effect of infrequent enforcement is as little as 1 mile or 4 hours).

Traffic Noise and Air Little or no effect.

Traffic Safety May reduce overall crashes if speeds are actually reduced.

Advantages

- Easy to implement
- Effective with repetitive enforcement on a non-routine basis.
- Speed Watch programs have been perceived positively by neighborhood, even in areas where significant speed reductions were not measured. These types of programs may make neighborhoods find that they do not actually have a speeding problem.

Disadvantages

- Not self-enforcing; temporary measure, dependent on resources
- Expensive and not always desirable to use police for traffic enforcement due to budget and manpower constraints

Problems Targeted

- Speeding
- Moving vehicle violations
- Running stop signs

Design

- The locations of implementation should be clearly identified to minimize the time spent enforcing and maximize the resultant speed reduction.
- Actual speed surveys should be used to narrow problem to specific time (day of the week, time of day) and location.

Purpose

A portable speed display board wired to a radar provides passing motorists their travel speed along with the speed limit. The display can help raise driver awareness, encourage compliance, and direct driver's attention to the posted speed limit. The purpose is to remind drivers that they are speeding to help encourage compliance.



Effects

Volumes Little or no effect

Speed Lower observed speeds when device is present

Traffic Noise and Air Little or no effect

Traffic Safety There is the potential for sudden braking by some motorists

Advantages

- Portable Display board can be used in various locations enabling residents to borrow and place on their street
- Low cost (\$2,000 to \$11,500 per unit)
- Can be used to target timing and location of police enforcement (if data shows excessive speeds at a certain time)

Disadvantages

- Possible concerns with causing conflict between citizens involved (vigilantism)
- May only provide short term effectiveness
- Possible vandalism or could encourage aggressive drivers to see how fast they can go
- Needs power to function
- Requires personnel to move and place unit

Problem Targeted

- Any location where speeding is a problem or where drivers need to be educated about traffic issues in the area.

Design

- Variety of types of variable speed display boards available – some include traffic county abilities.

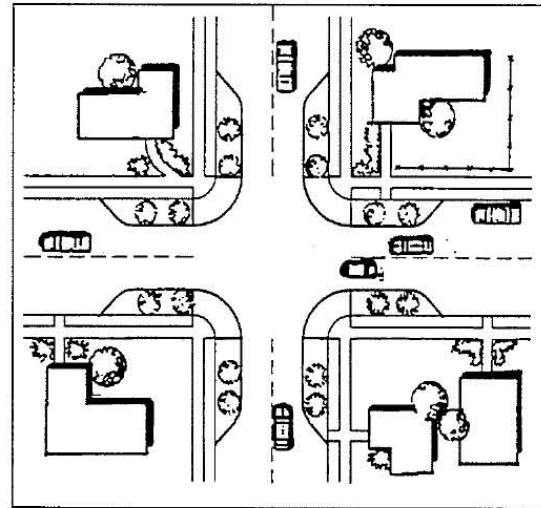
Purpose

The reduction of the typical pavement width along a roadway. The narrowing can be achieved physically by removing part of the pavement surface or by simply using pavement markings to indicate narrow travel lanes.

Effects	
<i>Volumes</i>	Little or no effect
<i>Speed</i>	Possible reduction in speed
<i>Traffic Noise and Air</i>	Little or no effect
<i>Traffic Safety</i>	Potential for improved pedestrian safety due to shorter street crossing times, but at the same time bicycle safety may be compromised by physically removing part of the pavement surface.
Advantages	<ul style="list-style-type: none"> • Use of pavement markings to narrow street is relatively inexpensive (\$0.20 per lineal foot). • Narrowing of street may provide opportunity for street beautification programs
Disadvantages	<ul style="list-style-type: none"> • May require the prohibition of on-street parking causing hardship or inconvenience for residents • May result in shifting volumes to adjacent streets if number of lanes is reduced
Problems Targeted	<ul style="list-style-type: none"> • Wide residential streets where speed reduction is desired • Excess street volume on multilane streets
Design	<ul style="list-style-type: none"> • Must not create significant impact due to loss of parking

Purpose

Narrowing of the street at an intersection to constrain the width of the traveled way. They provide shorter pedestrian crossing distances and provide protection to the beginning of a parking lane. The driver also senses the roadway narrowing when approaching one of these measures, which can result in speed reduction and a reminder that the driver is entering a residential area.

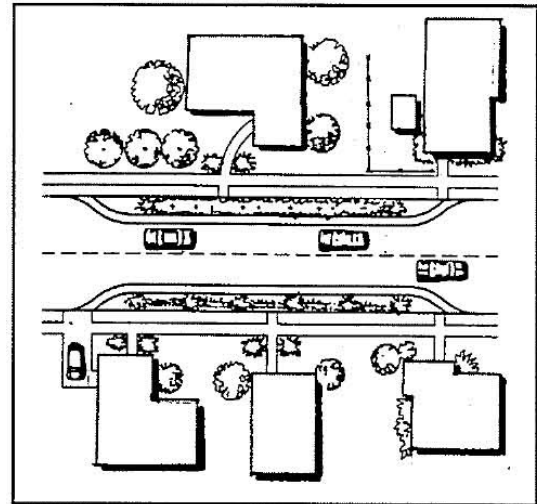


Source: Institute of Transportation Engineers
Traffic Calming: State of Practice

Effects	
<i>Volumes</i>	Little or no effect
<i>Speed</i>	Minimal changes
<i>Traffic Noise and Air</i>	Little or no effect.
<i>Traffic Safety</i>	Potential for improved pedestrian safety due to shorter street crossing times, but at the same time bicycle safety may be compromised by physically removing part of the pavement surface.
Advantages	<ul style="list-style-type: none"> • Good for pedestrians due to shorter crossing distance • Provides space for landscaping and neighborhood “gateway” • Should not affect emergency response time • Minimal inconvenience to drivers
Disadvantages	<ul style="list-style-type: none"> • May require the prohibition of on-street parking causing hardship or inconvenience for residents • May cause bicyclists to travel in same traffic lane as vehicles • May require redesign of drainage system
Problems Targeted	<ul style="list-style-type: none"> • Mid-block locations with speeding and/or cut-through traffic
Design	<ul style="list-style-type: none"> • There must be adequate turning radius for emergency vehicle access especially on narrow streets

Purpose

Segment(s) of roadway narrowing where curbs are extended toward the center of the roadway on one or both sides of the street to constrain the width of the traveled way. They provide shorter pedestrian crossing distances and provide protection to the beginning of a parking lane. The driver also senses the roadway narrowing when approaching one of these measures, which can result in speed reduction.



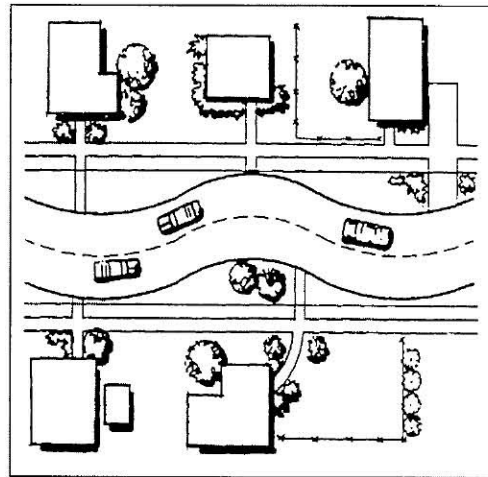
Source: Institute of Transportation Engineers
Traffic Calming: State of Practice

Effects	
<i>Volumes</i>	Little or no effect
<i>Speed</i>	Minimal changes
<i>Traffic Noise and Air</i>	Little or no effect.
<i>Traffic Safety</i>	Potential for improved pedestrian safety due to shorter street crossing times, but at the same time bicycle safety may be compromised by physically removing part of the pavement surface.
Advantages	<ul style="list-style-type: none"> • Good for pedestrians due to shorter crossing distance • Provides space for landscaping • Does not affect emergency response time • Minimal inconvenience to drivers
Disadvantages	<ul style="list-style-type: none"> • May require the prohibition of on-street parking causing hardship or inconvenience for residents • May create drainage issues where curb and gutter exist • May create diversion for bicyclists
Problems Targeted	<ul style="list-style-type: none"> • Mid-block locations with speeding and/or cut-through traffic
Design	<ul style="list-style-type: none"> • Must not significantly impede emergency vehicle access

Purpose

Curvilinear reconstruction involving the introduction of curvatures on previously straight alignment. Curvilinear reconstruction can be accomplished in two different ways:

1. Reconstruct the street with a curved centerline alignment and a uniform roadway width
2. Introduce chokers or other types of barriers on alternate sides of the street to create a serpentine travel path.



Source: Institute of Transportation Engineers *Traffic Calming: State of Practice*

Effects	
<i>Volumes</i>	Possible reduction in volumes
<i>Speed</i>	Possible reduction in speeds
<i>Traffic Noise and Air</i>	Little to no effect
<i>Traffic Safety</i>	Little or no effect
Advantages	<ul style="list-style-type: none"> • Possible reduction in volumes and speed • No restriction in access to residents • Can be landscaped enhanced • Less disruptive for emergency vehicles than speed humps
Disadvantages	<ul style="list-style-type: none"> • Curbside parking must be prohibited in some locations • Winter maintenance problems • Possible impacts to drainage • High cost of reconstruction
Problems Targeted	<ul style="list-style-type: none"> • Excessive speeds
Design	<ul style="list-style-type: none"> • Not appropriate for narrow streets (22 feet is appropriate width)

Purpose

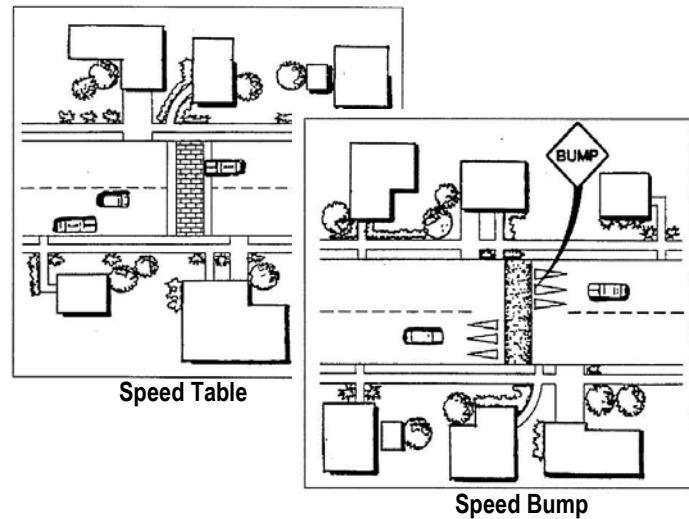
Sidewalks are intended to provide pedestrians with a safe walking location when traffic volumes or vehicle speeds make walking on the street potentially dangerous.



Effects	
<i>Volumes</i>	No Effect.
<i>Speed</i>	No Effect.
<i>Traffic Noise and Air</i>	No Effect.
<i>Traffic Safety</i>	Possible decrease in pedestrian crashes.
Advantages	<ul style="list-style-type: none"> • Positively separates pedestrians and vehicles. • Very effective at reducing pedestrian/vehicle conflicts. •
Disadvantages	<ul style="list-style-type: none"> • Moderately costly to implement. • Requires systematic deployment to achieve high levels of effectiveness. • Increased maintenance efforts. • Mixed neighborhood acceptance.
Problems Targeted	<ul style="list-style-type: none"> • High levels of pedestrian activity, especially at/near pedestrian generators (schools, parks, retail areas, etc)
Design	<ul style="list-style-type: none"> • Should be installed along all arterials and collectors (because of the traffic volumes and speed) and along residential streets based on providing connections to areas with high levels of pedestrian activity.

Purpose

A physical feature (usually made of asphalt or rubber mounds) that are designed to rise above the roadway surface and extend across the roadway perpendicular to the traffic flow. Typically used to reduce vehicle speeds.



Source: Institute of Transportation Engineers *Traffic Calming: State of Practice*

Effects

Volumes May reduce traffic volumes

Speed Effective in slowing vehicles traveling at typical residential speeds to approximately 5 to 15 mph depending on type installed at the device – may reduce overall speeds by 5 to 7 mph.

Traffic Noise and Air May have an increase of noise at the bumps/humps

Traffic Safety Traffic safety has not been found to be compromised with these devices. Traffic safety benefits can be gained if speeding is involved.

Advantages

- Reduces speeds
- Usually reduces traffic volumes
- Does not require parking removal or interfere with bicycle/pedestrian traffic

Disadvantages

- Can potentially increase noise
- Can cause traffic to shift to parallel residential or collector streets
- May decrease emergency vehicles response times

Problems Targeted

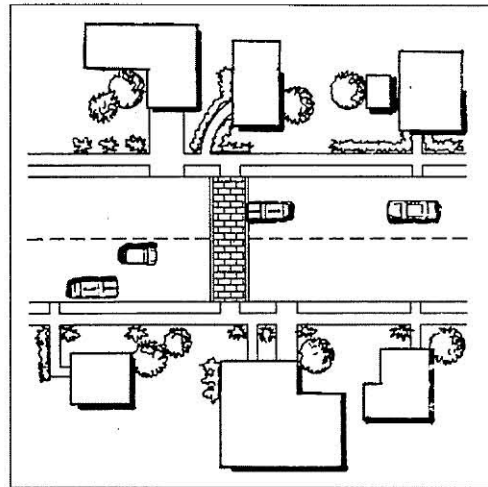
- Excessive speed
- High volumes

Design

- Speed humps are only effective for 250 feet on either side of the hump. Thus, a neighborhood considering speed hump installation would require two to three installations.

Purpose

A raised crosswalk is a speed table designed as a pedestrian crossing, usually at mid-block to provide additional warning of a pedestrian crossing



Source: Institute of Transportation Engineers *Traffic Calming: State of Practice*

Effects

Volumes Possible reduction in traffic volumes

Speed Decrease in speed at crosswalk

Traffic Noise and Air Possible increase in traffic noise

Traffic Safety May increase awareness of pedestrians

Advantages

- Speed control at pedestrian crossing
- Increases pedestrian visibility and awareness to driver
- May reduce traffic volumes

Disadvantages

- Possible increase in noise
- Possible diversion of traffic to other streets
- May impact drainage

Problems Targeted

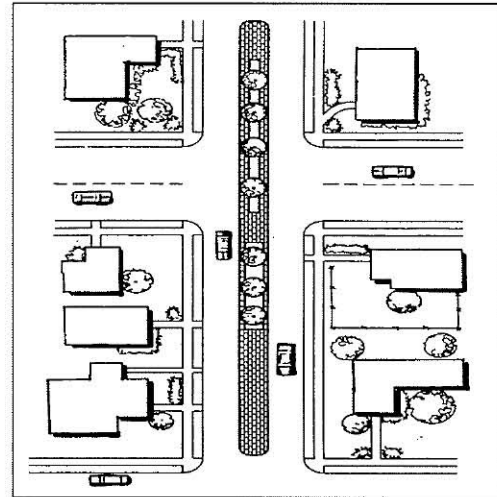
- High mid-block pedestrian crossing and excessive vehicle speeds

Design

- Should be placed in mid-block
- Not appropriate for grades greater than 5 percent
- Most common height is between 3 and 4 inches and typically have ramps 6 feet long

Purpose

A physical means for preventing left turning traffic on a major street from accessing a local street and through traffic from continuing on that local street. Alternate routes for diverted traffic should be analyzed with regard to traffic carrying capacity and desirability.



Source: Institute of Transportation Engineers
Traffic Calming: State of Practice

Effects

Volumes Vary depending on proportion of traffic that is prohibited by the median barrier

Speed Small reduction possible

Traffic Noise and Air Little or no effect

Traffic Safety May provide some safety benefits for pedestrians as a safety island for crossing the major street

Advantages

- Assists in pedestrian crossing
- Prevents vehicles from passing vehicles that are turning right
- May improve safety through access limitations
- Visually enhances the street

Disadvantages

- Diversion of traffic to other locations possible
- Disrupts continuity of local street system
- Maintenance of island required
- Reduction in access for residents

Problems Targeted

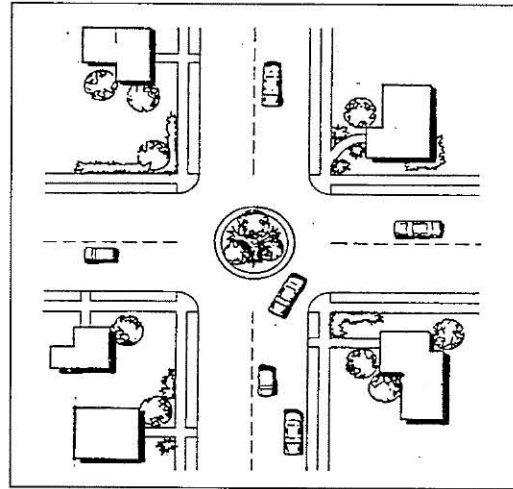
- Cut through traffic
- Vehicle conflicts

Design

- Must meet drainage requirements
- Must not significantly impede emergency vehicle access

Purpose

A traffic circle is a raised geometric control island, frequently circular, in the center of an intersection of local streets. Typically, traffic circles would be about 20 feet in diameter. Traffic traveling through the intersection must avoid the island affecting the path and speed of the traffic.



Source: Institute of Transportation Engineers *Traffic Calming: State of Practice*

Effects

Volumes Little or no effect

Speed May reduce speed at intersection

Traffic Noise and Air Little or no effect

Traffic Safety May decrease vehicle conflicts at intersection

Advantages

- Reduces speed at intersection approach
- Reduces vehicle conflicts at intersection
- Provides equal access to intersection for all drivers
- Does not restrict access to residents
- Can be landscaped

Disadvantages

- Some parking restrictions required
- Local experience has found these devices to be ineffective
- Can restrict access for trucks, buses and may increase emergency vehicle response time
- Winter Maintenance

Problems Targeted

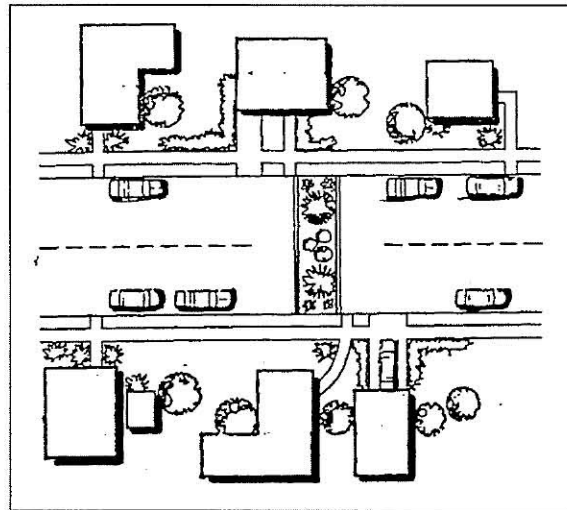
- Excessive speeds
- Crash history at intersection

Design

- A minimum of 30 feet of curbside parking must be prohibited at each corner of the intersection

Purpose

A street closure, for the purpose of this tool box, is defined as closing a street either at one end or the other, or at a mid block location to eliminate unwanted through traffic.

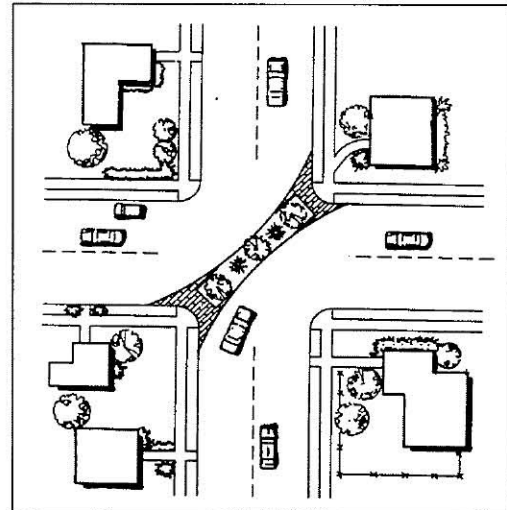


Source: Institute of Transportation Engineers *Traffic Calming: State of Practice*

Effects	
<i>Volumes</i>	Reduces through traffic volumes
<i>Speed</i>	May reduce speed
<i>Traffic Noise and Air</i>	Little to no effect
<i>Traffic Safety</i>	May improve safety of street
Advantages	<ul style="list-style-type: none"> • Eliminates through traffic • Possibly reduces speed of remaining vehicles • Can maintain pedestrian and bike access
Disadvantages	<ul style="list-style-type: none"> • Increases emergency vehicle response times • May cause inconvenience for some residents • May divert traffic to other streets • May require additional right-of-way acquisition • Winter maintenance
Problems Targeted	<ul style="list-style-type: none"> • Cut through traffic volumes
Design	<ul style="list-style-type: none"> • There needs to be a minimum of 120 foot right-of-way to accommodate the minimum turning radius of 40 feet.

Purpose

A full diverter, sometimes called a diagonal diverter, is a raised barrier placed diagonally across an intersection that physically divides the intersection and forces all traffic to make a sharp turn.



Source: Institute of Transportation Engineers *Traffic Calming: State of Practice*

Effects

Volumes May decrease traffic volumes

Speed May reduce speed

Traffic Noise and Air Little or no effect

Traffic Safety Possible improvement

Advantages

- Reduces traffic volumes
- Restricts vehicle access while maintaining bicycle and pedestrian access

Disadvantages

- Prohibits or limits access and movement
- Restricts access for emergency vehicles
- May impact drainage
- May impact parking

Problems Targeted

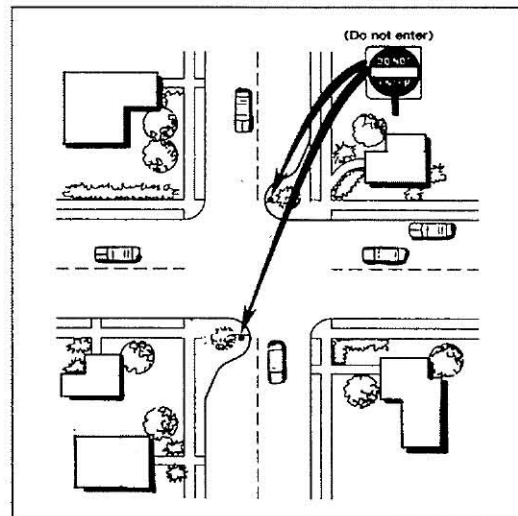
- Cut through traffic
- Speed – forces driver to slow to make the turn

Design

- The curvature of the diverter is dependent on the intersection roadway widths.
- Special care needs to be taken with drainage design.
- The intent is to divert traffic to arterial and collector streets.
- Needs to be good visibility approaching the diverter for drivers to react and navigate the turn safely

Purpose

A partial-diverter is the narrowing of a two way street in order to eliminate one direction of travel. The concept can only be used at an intersection and attempts to reroute traffic attempting to use the protected street onto other roadways.



Source: Institute of Transportation Engineers *Traffic Calming: State of Practice*

Effects

Volumes Reduces traffic volumes in the eliminated direction

Speed Possible speed reduction

Traffic Noise and Air Little or no effect

Traffic Safety Improved pedestrian crossing

Advantages

- Allows for movement of emergency vehicles
- Reduces traffic volumes
- Allows two-way traffic on the remainder of the street
- Shorter pedestrian crossing at intersection

Disadvantages

- Parking may be impacted and reduced
- Interrupts street network connectivity
- Emergency vehicles do have to drive around partial closure with care

Problems Targeted

- Excessive volumes on residential street

Design

- Care has to be given in the design to not hinder unnecessarily emergency vehicles due to poor design

Appendix A

Petition

Appendix B

Resources on Traffic Calming

Traffic Calming State of the Practice, Institute of Transportation Engineers

Investigating the Effectiveness of Traffic Calming Strategies on Driver Behavior, Traffic Flow and Speed, Report 2002-02, Minnesota Local Road Research Board

Effective Traffic Calming Applications and Implementation, Report 1999-01, Minnesota Local Road Research Board

Neighborhood Traffic Control, North Central Section Institute of Transportation Engineers, December 1994

Minnesota Traffic Calming, MnDOT Local Road Research Board: www.mn-traffic-calming.org

Minnesota Department of Transportation/Speed Limits: www.dot.state.mn.us/speed/index.html

Appendix C

Glossary of Key Terms

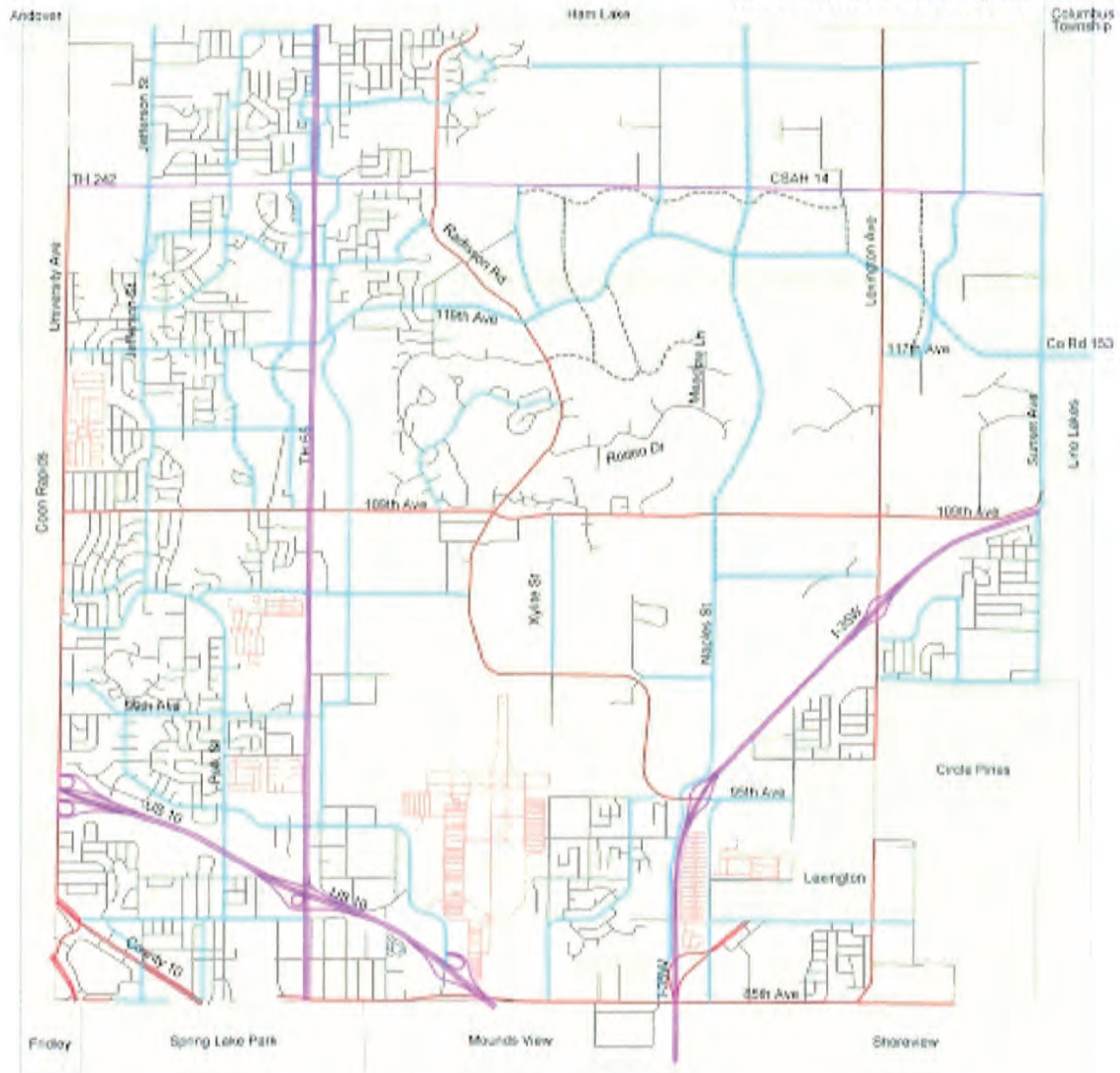
85th Percentile	The speed at or below which 85 percent of vehicles surveyed travel. The measurement is one criteria used to set the speed limit on roadways.
10 mile per hour pace	Speed range representing the speeds of the largest percentage of vehicles in a speed survey.
Access	The ability to enter and/or exit a property, street or neighborhood.
Affected Neighborhood	Properties expected to receive the majority of the impacts from an implemented traffic management strategy.
Arterial	Roadway with emphasis on mobility over land access and connects cities with adjacent communities and the metropolitan highway system.
Capacity	The maximum number of vehicles that can use a given section of roadway during a given period of time.
Collector Street	A roadway that connects neighborhoods. Collector streets are shown on the current Road Classification map (Figure 4.10 Appendix D) in the Blaine Transportation Plan.
Correctable Crashes	Types of crashes which engineers are able to reduce through signal improvements, intersection geometry changes, traffic control devices, and access management techniques.
Cut-Through Traffic	Traffic using local streets to travel between neighborhoods instead of collector street.
Diversion	Traffic volumes that are moved from one street to another.
Impacted Area	Area that will receive the majority of the impacts from an implemented traffic management strategy including diversion of traffic volumes.
Local Street	A roadway that connects blocks within neighborhoods.
Transportation Plan	Plan adopted by the City of Blaine and used for planning of transportation infrastructure. www.ci.blaine.mn.us/ InsideCityHall/ PublicServices/ Engineering/ BlaineTransportationPlan/ BlaineTransportationPlan_Home.htm
Speed Survey	A survey of vehicles performed with radar to determine the speed at which they are traveling. The 85 th percentile is determined by a speed survey.
State Aid Road	A designated roadway (City or County) which receives state funds for maintenance and construction. Additional rules and standard apply to these roadways.

Appendix D

Figure 4.10 - Recommended Roadway System

City of Blaine Transportation Plan

**Figure 4.10
Recommended Roadway System**



- Legend**
- Functional Road Classification
 - Future Collector
 - Collector
 - Future Local Road
 - Local Road
 - Water Arterial
 - Principal Arterial
 - Private Road
 - Blaine Municipal Boundary



Blaine Transportation Plan



City of Blaine Staff Report

File Number: 2026-257

Agenda Date	Status
In Control	File Type
May 18, 2026	
City Council	Workshop Item

New Business - Sheila Sellman, Community Development Director

Agenda Item # 3.3

Pedestrian Bridge for 105th Redevelopment Project (25 Minutes)

Background

As part of the 105th Redevelopment a pedestrian bridge is proposed over the new roundabout. Attached is a rendering of the proposed bridge.

As proposed, the bridge would be a weathered steel bridge, which could be painted, but the weathered steel fits in with the design aspects of the district. The bridge will meet ADA requirements and will be permitted through MnDOT. Attached are renderings of the bridge as proposed and a reference guide for other pedestrian bridge styles.

Staff Recommendation

Provide feedback on the proposed pedestrian bridge.

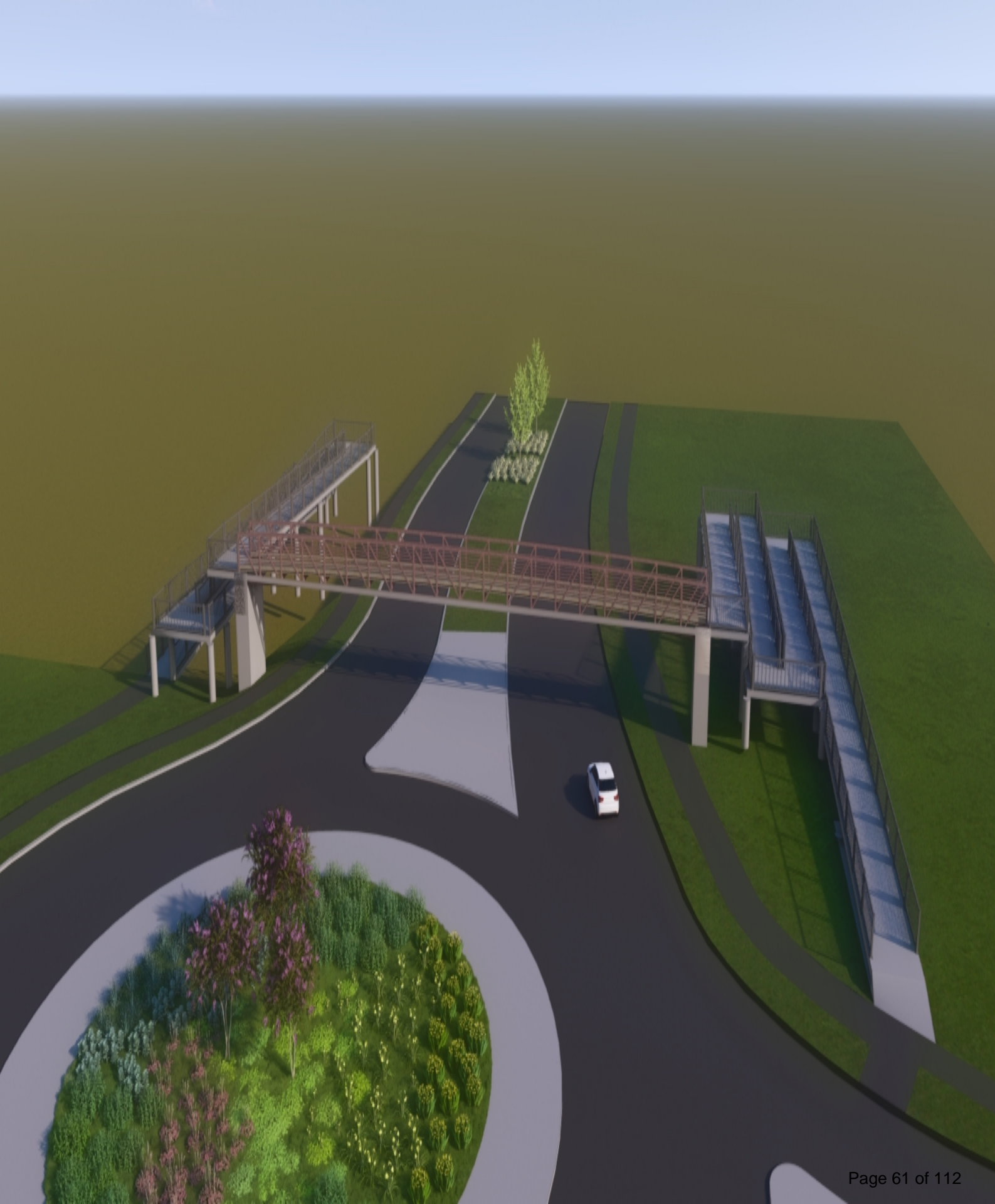
Questions for Council

1. Does council like the bridge design?
2. Does council want specific signage on the bridge?
3. Does council want the option to have changeable signage on the bridge?
4. Does council want lighting on the bridge?
5. Are there any other design features council would like on the bridge?

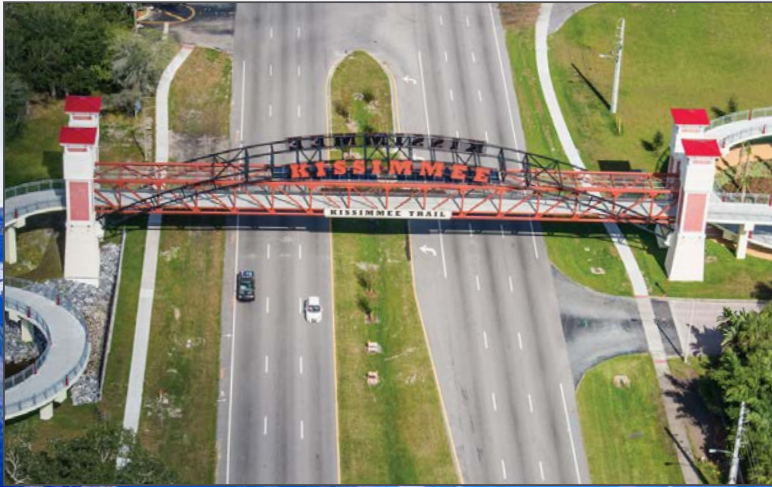
Attachment List

1. Bridge Rendering 1 - Photo
2. Bridge Rendering_2 - Photo
3. Ped Bridge Styles





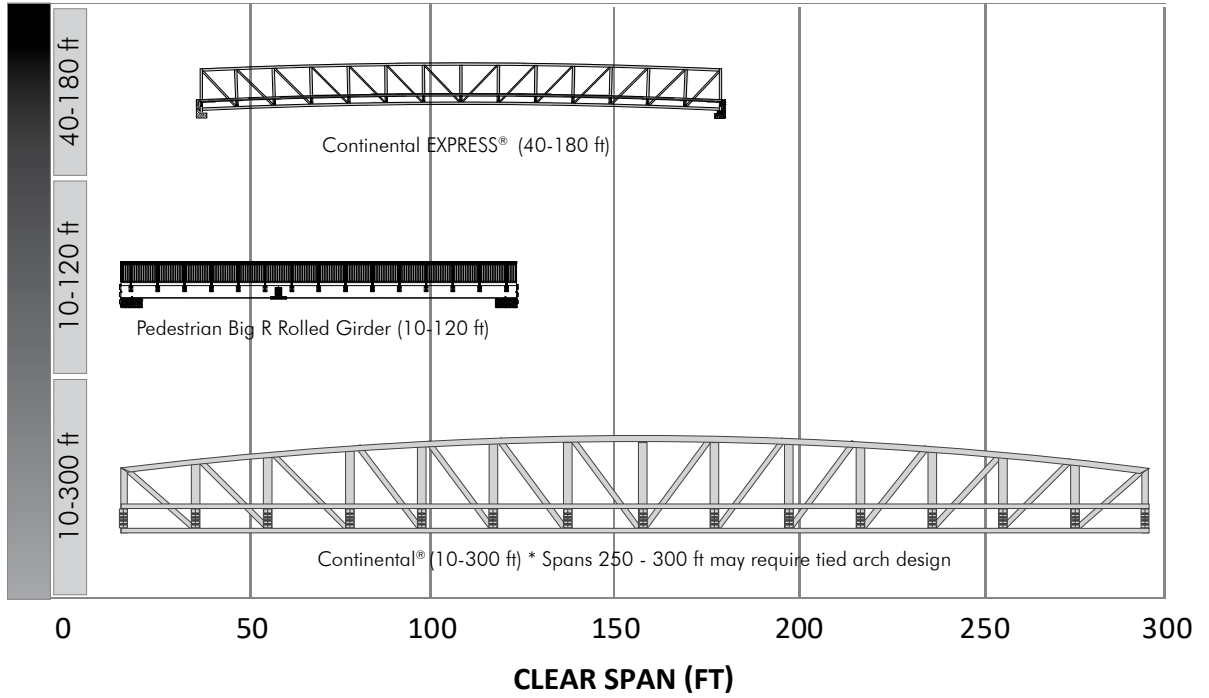
PEDESTRIAN
TRUSS & ROLLED GIRDER
REFERENCE GUIDE



PEDESTRIAN TRUSS & ROLLED GIRDERS

Clear Span Bridges

PEDESTRIAN TRUSS & ROLLED GIRDERS



Continental EXPRESS Pedestrian Truss Bridge



Big R Pedestrian Rolled Girder Bridge



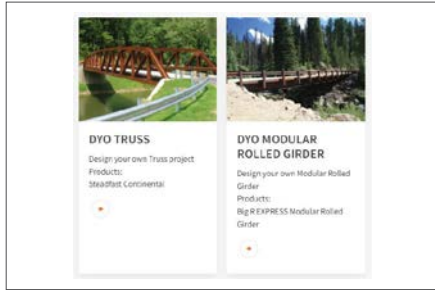
Continental Pedestrian Truss Bridge



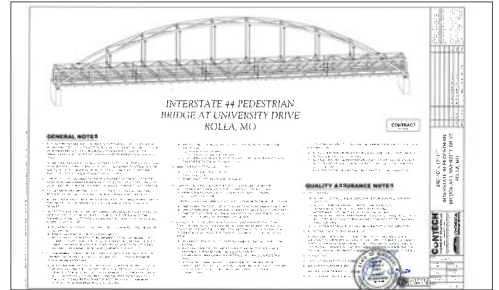
Continental Custom Pedestrian Truss Bridge

PROCESS | CONCEPT. DESIGN SUPPORT. FABRICATION. INSTALL.

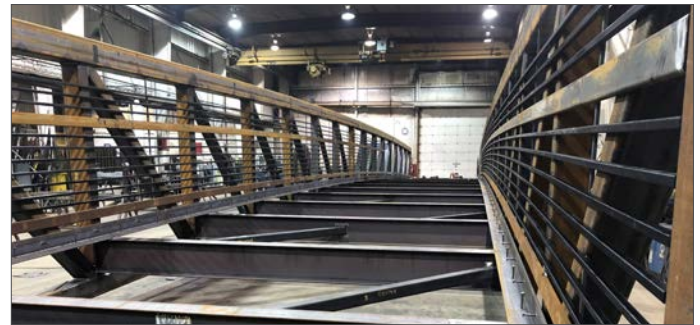
CONCEPT/DESIGN



- Preliminary Concept Drawings (DYOB)
- Reactions, Specifications, Bid Drawings and Details
- Stamped Bridge Submittal Package
- Stamped Abutment Design



FABRICATION



FOUNDATIONS



- Abutment Types:
- Deep Foundations (pile, caisson, helical pier, etc)
 - Spread Footings - CIP Design
 - Spread Footing Prefabricated System (Precast Concrete, Steel EXPRESS)



TRANSPORTATION/ERECTION

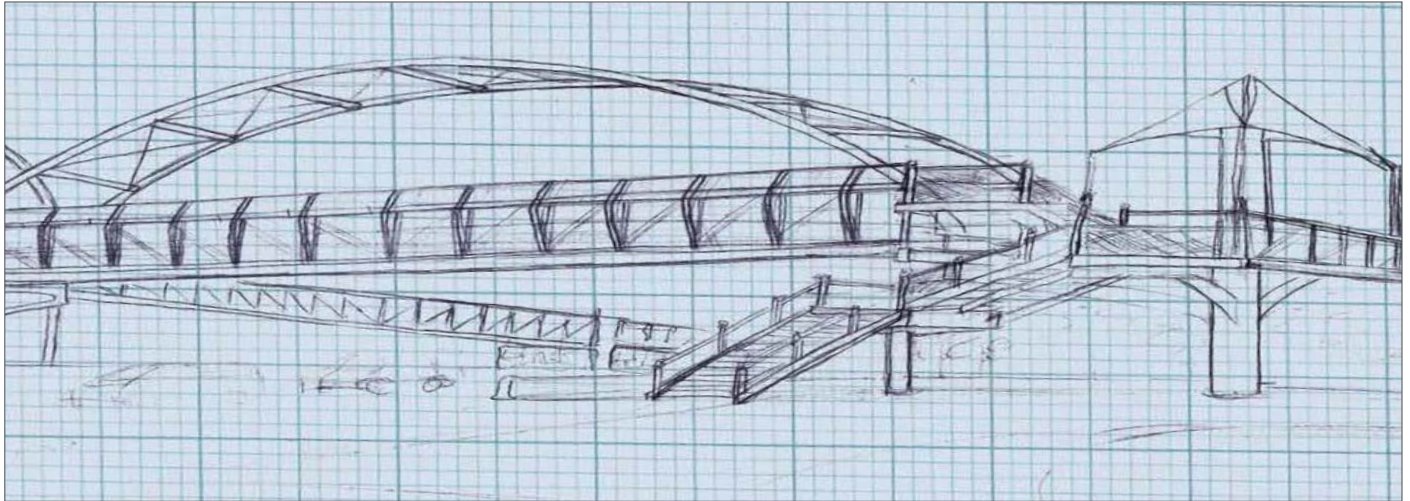


COMPLETION



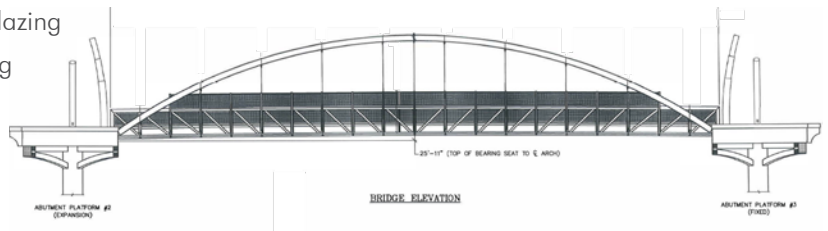
CUSTOM SIGNATURE DESIGNS

From Concept to Reality



Contech truss bridges can be designed to specifically fit your client's project needs. Our bridges have been successfully designed to replicate a particular bridge style or create a brand new signature look, including:

- Cable-stayed bridges and skywalks
- Thrust arch, support towers and decorative towers
- Bridges enclosed with stone, stucco, wood or glazing
- Multi-color paint systems and decorative lighting
- ADA accessible ramps with landing
- Specialized railing, decking and finish options



CUSTOM PEDESTRIAN TRUSS BRIDGES

Horizontally Curved Structures

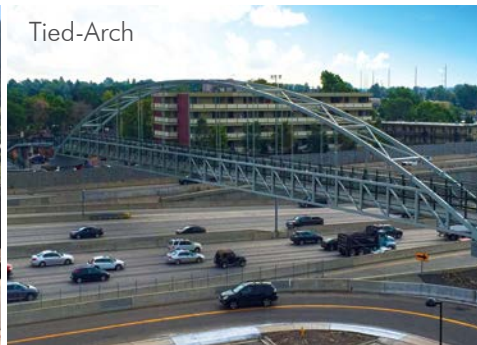
Flight 93 Memorial - Shanksville, PA



Decorative Arch with Towers

Keystone Custom

Tied-Arch



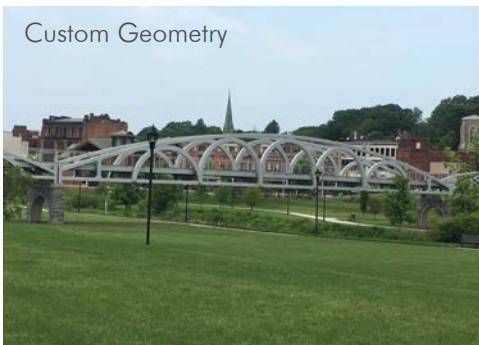
Custom Canopy



Skywalk

Custom Geometry

Cable Stayed



BIG R BRIDGES® ROLLED GIRDERS | PEDESTRIAN



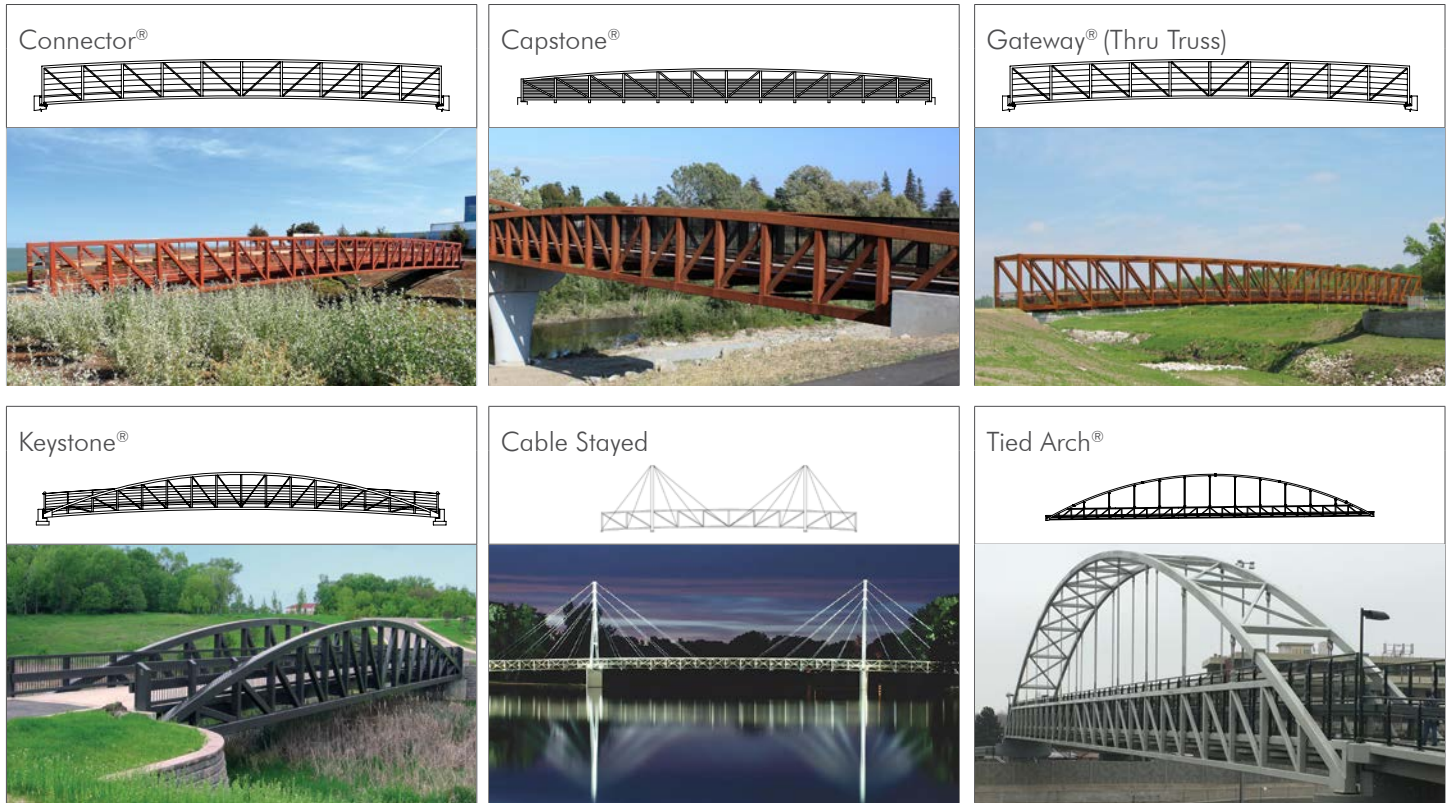
Benefits of Rolled Girder Pedestrian Bridges

- Load carrying members under deck
- Ability to carry custom loads with specific aesthetics to meet site requirements
- Economical solution
- Modular system for Accelerated Bridge Construction



CONTINENTAL BRIDGE® STYLES AND OPTIONS

Pedestrian Truss Styles*



*Custom styling is available to make your project a reality (e.g. skywalks, cable-stayed bridges).

Deck, Finish & Rail Options

DECK



FINISH



RAIL



PROVIDING COMMUNITY SOLUTIONS

Commercial & Residential

Continental pedestrian truss structures have been selected by developers throughout the U.S. to provide practical, yet aesthetic structures in residential developments, hospitals, schools and communities. These structures are available in an array of style and finish options to provide a signature look as well as guarantee safe, reliable bridges for every day use.

Developers look to Continental pedestrian truss solutions for busy commercial sites. Often times, these bridges are centerpieces for business parks, shopping centers and local communities.



Continental Custom Gateway®

Ft. Collins, CO



Continental Gateway®

Moline, IL



Big R Rolled Girder

Ft. Collins, CO



Continental Custom Gateway®

Warren, OH

HELPING TO KEEP AMERICA WORKING

Energy, Mining & Industrial

Continental steel truss structures have been utilized in the energy, mining and industrial markets for elevated crossings to handle heavy mining equipment, pipe supports and conveyor systems.

The strength, durability and versatility of these bridge systems allow for a wide range of unique solutions in these markets.



Continental Connector®

Morris, IL



Continental Capstone® Conveyor Phoenix, AZ



Continental Connector® Stephens Point, WI



Continental Gateway®

Laurel, MT



Continental Connector®

Big Sky, MT

ENJOYING LIFE & LEISURE

Parks, Resorts, Trails, Golf Courses & MORE

Resorts, tourist attractions and signature golf courses all over the country have turned to Contech pedestrian truss structures with a wide variety of styles, rail, deck and finishing options available. Contech as a design partner for your project can help achieve the necessary aesthetics to meet your site specific requirements and project budget.



Continental Custom

Natchez, MS



Continental Capstone®

Moab, UT



Continental Capstone®

Westbrook, ME



Continental Capstone®

Eagle, CO

REBUILDING OUR INFRASTRUCTURE

Highway Overpass Bridges

Generating safe crossings for the public over highway systems all across the country is becoming an ever increasing need. Contech has worked on hundreds of highway overpass crossings that involve collaboration between DOTs, municipalities and recreational groups. These projects have improved public safety by building these crossings over highways and interstates across the USA.

Utilizing Contech's turnkey design/supply support on these projects can allow for substantial cost savings for your overall project.



Continental Keystone®

Raleigh, NC



Continental Gateway®

Apopka, FL



Continental Capstone®

Beavercreek, OH

CONTECH CAPABILITIES



EXPRESS Connector®

Albuquerque, NM

Pre-Engineered AASHTO Pedestrian Bridges

The EXPRESS® Truss bridge is a pre-engineered pedestrian steel truss bridge designed for owners, engineers and contractors who know “time is money.” This standardized truss system provides stamped drawings within one week after receipt of order and a bridge ready for shipment in less than eight weeks, significantly reducing construction time.

Do you have a trail project with a bridge crossing? By utilizing a Continental EXPRESS® Truss, the trail system can open sooner to the public.

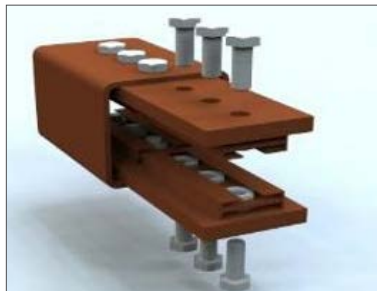
EXPRESS® Truss Bridges Offer:

- Stamped drawings within 1 week after receipt of order
- Bridge spans from 40' -180' (10' increments) and widths 6'-14' (2' increments)
- Bridge ready for shipment within 6-8 weeks of approved drawings
- Designed in accordance with AASHTO
- IBC design is also available

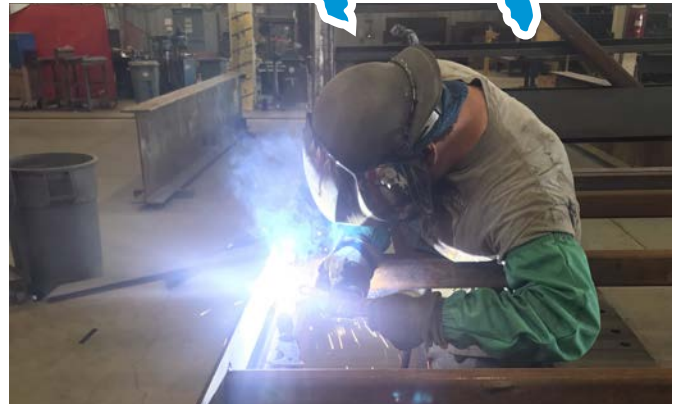
Contech Pedestrian Truss & Rolled Girder Bridge Manufacturing

Contech has four manufacturing locations to support projects across the continental United States and beyond. These manufacturing facilities are certified to AISC Advanced Major Bridge Quality Standards. All manufacturing locations have design engineers licensed in all 50 states located at the facilities to ensure that the bridges will be fabricated to exceed all industry requirements and our engineering standards. Contech has Bridge Consultants located across the United States for local support on any of your projects.

Manufacturing Locations



Patented Internal Splice Capture Plate



DESIGN SPECIFICATIONS:

- AASHTO LRFD Guide Specifications for the Design of Pedestrian Bridges
- AASHTO LRFD Bridge Design Specifications
- International Building Code (IBC)
- AISC Steel Construction Manual
- Staff Registered Professional Engineers in all 50 states

FABRICATION SPECIFICATIONS:

- AISC CERTIFIED FABRICATOR
- Certified Bridge Fabricator – Advanced (Major) at all four plant locations
- Fracture Critical Endorsement
- Sophisticated Paint Endorsement
- AWS Certified Welders
- AWS Certified Welding Fabricator




Options & Support Specific to Your Project Needs




CONSIDERATIONS FOR ENGINEER OF RECORD		SOLUTION DEVELOPMENT & DESIGN SUPPORT	
Site Design		Structure Selection	 <input checked="" type="checkbox"/>
Soil Borings		Structure Siting and Layout	 <input checked="" type="checkbox"/>
Soil Bearing Recommendations		Engineer's Estimate	 <input type="checkbox"/>
Hydraulic Analysis		Photo Simulation	 <input checked="" type="checkbox"/>
Scour Analysis		DYOB Concept	 <input checked="" type="checkbox"/>
Scour Countermeasures		Proposal Drawings	 <input checked="" type="checkbox"/>
Permitting		Contract Drawings	 <input checked="" type="checkbox"/>
Inspections		Specifications	 <input checked="" type="checkbox"/>
INSTALLATION SUPPORT		Foundation Reactions	 <input type="checkbox"/>
Preconstruction Meeting		Foundation Design	 <input checked="" type="checkbox"/>
Logistics Coordination		Approval Assistance	 <input checked="" type="checkbox"/>
Structure Onsite Installation Assistance		Fabrication Drawings	 <input type="checkbox"/>
	Contech Support Available		
<input checked="" type="checkbox"/>	Engineer of Record May Provide		

DYOB® (DESIGN YOUR OWN BRIDGE)



DYO TRUSS
Design your own Truss project
Products:
Steadfast Continental



DYO MODULAR ROLLED GIRDER
Design your own Modular Rolled Girder
Products:
Big R EXPRESS Modular Rolled Girder

www.ContechES.com/dyob

DRAWINGS & TECHNICAL SUPPORT

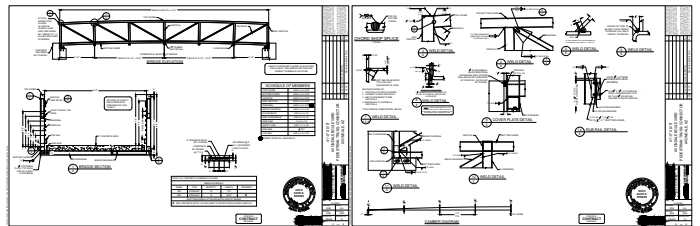


PHOTO SIMULATION



CONTECH[®]

ENGINEERED SOLUTIONS

Contech[®] Engineered Solutions provides innovative, cost-effective site solutions to engineers, contractors and developers on projects across North America. Our portfolio includes bridges, drainage, erosion control, retaining wall, sanitary sewer and stormwater management products.



STORMWATER SOLUTIONS



PIPE SOLUTIONS



STRUCTURE SOLUTIONS

BridgeCor

CONTECH
STRUCTURAL PLATE

CONSPAN
SERIES

BEBO
Arch Systems

EXPRESS
Foundations

CONTINENTAL
BRIDGE

STEADFAST
BRIDGES

BIG
BRIDGE

VISTAWALL

ARMORTEC
Erosion Control Solutions

DESIGN SPECIFICATIONS:

- AASHTO LRFD Bridge Design Specifications
- International Building Code (IBC)
- AISC Steel Construction Manual
- Staff Registered Professional Engineers in all 50 states

FABRICATION SPECIFICATIONS:

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- Certified Bridge Fabricator – Advanced (Major)
- Fracture Critical Endorsement
- Sophisticated Paint Endorsement
- AWS Certified Welders
- AWS Certified Welding Fabricator

SUPPORT:

- Project Management
- Site Supervision
- Foundation Design
- Installation Guidance



For more information, call one of Contech's Regional Offices located in the following cities:

Corporate Office - Ohio (Cincinnati)	513-645-7000
California (Roseville)	800-548-4667
Colorado (Denver)	720-587-2700
Florida (Orlando)	321-348-3520
Maine (Scarborough)	207-885-9830
Maryland (Baltimore)	410-740-8490
Oregon (Portland)	503-258-3180
Texas (Dallas)	972-590-2000

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City of Blaine Staff Report

File Number: 2026-274

Agenda Date	Status
May 18, 2026	
In Control	File Type
City Council	Workshop Item

New Business - Jason Zimmerman, Finance Director

Agenda Item # 3.4

Utility Franchise Fee Funding Utilization & Communication Outline (25 Minutes)

Background

Since January 2025, five workshops have been held to explore diversifying revenue streams beyond property taxes, with a primary focus on implementing gas and electric utility franchise fees. These sessions examined the viability of these fees as a strategic alternative to tax increases, utilizing data modeling and revenue projections to evaluate their potential impact. The discussions also covered the status of existing franchise agreements and the proposed schedule for implementation and collection.

Structure of Utility Franchise Fees

Service providers establish distinct customer classifications to differentiate pricing across residential, commercial, and industrial sectors. While a uniform fixed charge could theoretically be applied to every user regardless of their category, most municipalities elect a tiered structure. This preference stems from the fact that consumption levels vary drastically between a single household and a massive industrial plant; consequently, a flat fee would fail to result in an equitable impact. By utilizing these tiered classifications, cities can more accurately align franchise fees with the specific infrastructure demands and usage volumes associated with each customer group.

Conversations and modeling of these fees at prior workshops have also been careful to not disproportionately impact property owners compared to the alternative of incorporating such costs into a property tax levy. When revenue is generated through property taxes, the burden is tied strictly to assessed property value, which may not correlate with actual utility usage or the strain placed on public rights-of-way. By utilizing a franchise fee instead, the cost is shifted toward the actual users of the system, including tax-exempt entities and renters who utilize the infrastructure but might not contribute to a property tax fund. To maintain equity, the tiered franchise fee structure is designed so that the total financial obligation for property owners remains comparable to what they would have paid under a traditional levy, preventing a scenario where homeowners subsidize the high-intensity infrastructure needs of large-scale industrial or commercial entities.

Electric Franchise Fee Classifications	Gas Franchise Fee Classifications
Residential	Residential
Small Commercial/ Industrial – Non Demand Franchise Fee	Commercial/ Industrial, Small Volume A Franchise Fee
Small Commercial/ Industrial - Demand Franchise Fee	Commercial/ Industrial, Small Volume B Franchise Fee
Large Commercial Electric Franchise Fee	Commercial/Industrial, Small Volume C Franchise Fee
	Commercial/Industrial, Small Volume Dual Fuel A & B
	Commercial/Industrial, Large Volume Dual Fuel A & B

What Other Cities Collect Utility Franchise Fees?

Under Minnesota Statute 216B.36, the City maintains broad authority to negotiate these franchise ordinances for the use of public rights-of-way. The following chart outlines Blaine’s comparable market cities alongside their respective franchise fee rate structures. Most cities utilize these dedicated funds to support critical infrastructure and community services that are directly related to the use of public rights-of-way. A primary use is pavement management, where revenue covers neighborhood street maintenance, mill and overlay projects, and full roadway reconstruction activities. Additionally, cities will occasionally allocate these fees to the operation and modernization of street lighting, the maintenance of parks and trail systems, and suitability or climate action initiatives. By diversifying revenue in this way, municipalities can maintain a proactive infrastructure schedule and fund essential community assets through a reliable, usage-based mechanism rather than relying solely on the general property tax levy.

Gas Franchise Fees								
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%	3.00%	3.00%	3.00%	3.00%	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	\$8.00	\$28.80	\$80.00	\$468.00	\$468.00	\$468.00	\$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	\$10.00	\$10.00	\$10.00	\$20.00	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	\$35.00	\$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	04/2024
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	\$90.00	\$90.00	\$55.00	01/2022

Electric Franchise Fees						
City	Residential	Small C&I Non-Demand	Small C&I Demand	Large C&I	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%	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	01/2019	
Plymouth	\$3.53	\$5.31	\$17.71	\$70.85	04/2024	
St. Louis Park	\$6.75	\$12.00	\$48.50	\$148.50	06/2021	
Woodbury	\$3.25	\$3.50	\$23.00	\$90.00	01/2022	

Intent of Blaine Franchise Fees

While staff analyzed and presented revenue estimates at varying franchise fee models, Council has

indicated a desire to move forward with 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 based on 2025 taxes.

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 fees are implemented 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

On April 13, the City Council met to review the procedural framework and necessary timelines for establishing new franchise and fee ordinances, with the presentation being provided by Jacob Saufley, an attorney with Eckberg Lammers. Because the Council reached a consensus to move forward with the process as drafted, a mandatory 60-day notice period for utilities was scheduled to begin on April 15, 2026. This consensus initiated a staggered legislative path where the franchise ordinances, which are the legal agreements themselves, are now tentatively slated for a first reading on May 17 and adoption on June 1. Following that stage, the fee ordinances, which define the specific rates and classes, are expected to move toward for a public hearing and first reading on June 14, with a targeted adoption date of July 6.

As this was based on a preliminary planning document, the dates were used to illustrate the significant lead times required by statutory and contractual obligations. For instance, it was noted that once an ordinance was adopted, a 90-day notification and publication period had to occur before any fees became active; under that conceptual model, the effective date was projected to be October 5, 2026, or sometime shortly thereafter.

Franchise Fee Communication

The city will evaluate the use of multiple communication channels, anchored by the development of a comprehensive online FAQ. This resource would serve as a definitive reference, providing the public with clear explanations regarding the necessity of the fee, the specific projects it would fund, and the impact on utility statements. By evaluating the use of detailed financial comparisons and project timelines in one accessible location, the city can determine the most effective way to address common concerns and ensure that the rationale for shifting toward a "pay-as-you-go" capital model is transparent and well-documented.

Additionally, city staff will consider utilizing supplemental resources, including social media and the city's newsletter, to disseminate this information to a broader cross-section of residents. A more

detailed, integrated communication plan will be established as the effective dates for the franchise fees are finalized.

Staff Recommendation

Questions for Council

Does Council desire to move forward with the intent to allocate franchise fees for pavement management projects and begin the development of a communication plan?

Attachment List

1. Xcel Franchise Rider - Electric
2. Connexus Rider - Electric
3. Centerpoint Rider - Gas
4. Xcel Franchise Rider - Gas
5. Lakeville Ord. 1094 Franchise Fees Xcel Energy
6. Lakeville Ord. 1096 Franchise Fees Centerpoint Energy

MINNESOTA ELECTRIC RATE BOOK – MPUC NO. 2

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
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.

(Continued on Sheet No. 5-93.1a)

MINNESOTA ELECTRIC RATE BOOK – MPUC NO. 2

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)

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 President, Northern States Power Company, a Minnesota corporation
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MINNESOTA ELECTRIC RATE BOOK – MPUC NO. 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
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

N

(Continued on Sheet No. 5-93.3)

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MINNESOTA ELECTRIC RATE BOOK – MPUC NO. 2

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
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

RC

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)

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MINNESOTA ELECTRIC RATE BOOK – MPUC NO. 2

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
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% 1.5%	Customers who purchase \$75,000 or less in calendar year 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)

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MINNESOTA ELECTRIC RATE BOOK – MPUC NO. 2

FRANCHISE AND OTHER CITY FEES (Continued)

Section No. 5
 25th Revised Sheet No. 93.5

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

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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)

MINNESOTA ELECTRIC RATE BOOK – MPUC NO. 2

FRANCHISE AND OTHER CITY FEES (Continued)

Section No. 5
 4th Revised Sheet No. 93.6

Notes:
³ St. Paul (continued)

Customer Class	Meter Factor - Monthly Charge per Account					
	Start Date End Date	1-Nov-2006 31-Oct-2008	1-Nov-2008 31-Oct-2010	1-Nov-2010 31-Oct-2012	1-Nov-2012 31-Oct-2014	1-Nov-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)

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MINNESOTA ELECTRIC RATE BOOK – MPUC NO. 2

FRANCHISE AND OTHER CITY FEES (Continued)

Section No. 5
 5th Revised Sheet No. 93.7

Notes:
³ St. Paul (continued)

Customer Class	Meter Factor - Monthly Charge per Account					
	Start Date End Date	1-Nov-2016 31-Oct-2018	1-Nov-2018 31-Oct-2020	1-Nov-2020 31-Oct-2022	1-Nov-2022 31-Oct-2024	1-Nov-2024 31-Aug-2026
Residential (May - October)		\$3.03	\$3.15	\$3.27	\$3.40	
Residential (April - October)						\$3.54
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

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(Continued on Sheet No. 5-93.8)

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MINNESOTA ELECTRIC RATE BOOK – MPUC NO. 2

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 End Date	1-Nov-2006 31-Oct-2008	1-Nov-2008 31-Oct-2010	1-Nov-2010 31-Oct-2012	1-Nov-2012 31-Oct-2014	1-Nov-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)

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MINNESOTA ELECTRIC RATE BOOK – MPUC NO. 2

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 End Date	1-Nov-2006 31-Oct-2008	1-Nov-2008 31-Oct-2010	1-Nov-2010 31-Oct-2012	1-Nov-2012 31-Oct-2014	1-Nov-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)

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MINNESOTA ELECTRIC RATE BOOK – MPUC NO. 2

FRANCHISE AND OTHER CITY FEES (Continued)

Section No. 5
 5th Revised Sheet No. 93.11

Notes:
³ St. Paul (continued)

Customer Class	Demand Factor - Monthly Charge per kW					
	Start Date End Date	1-Nov-2016 31-Oct-2018	1-Nov-2018 31-Oct-2020	1-Nov-2020 31-Oct-2022	1-Nov-2022 31-Oct-2024	1-Nov-2024 31-Aug-2026
Residential (May - October)		None	None	None	None	
Residential (April - October)						None
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

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(Continued on Sheet No. 5-93.12)

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MINNESOTA ELECTRIC RATE BOOK – MPUC NO. 2

FRANCHISE AND OTHER CITY FEES (Continued)

Section No. 5
 18th Revised Sheet No. 93.12

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

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(Continued on Sheet No. 5-93.13)

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MINNESOTA ELECTRIC RATE BOOK – MPUC NO. 2

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
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	--

C

*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
Chanhausen	\$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

MINNESOTA GAS RATE BOOK - MPUC NO. 2

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)

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MINNESOTA GAS RATE BOOK - MPUC NO. 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
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
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

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(Continued on Sheet No. 5-44.3)

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MINNESOTA GAS RATE BOOK - MPUC NO. 2

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)

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MINNESOTA GAS RATE BOOK - MPUC NO. 2

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	\$3.70
Small Commercial Firm	\$3.72	\$3.72	\$3.72	\$3.72	\$3.72	\$3.72
Large Commercial Firm	\$3.72	\$3.72	\$3.72	\$3.72	\$3.72	\$3.72
Small Commercial Demand Billed	\$3.72	\$3.72	\$3.72	\$3.72	\$3.72	\$3.72
Large Commercial Demand Billed	\$11.17	\$11.17	\$11.17	\$11.17	\$11.17	\$11.17
Small Interruptible	\$8.17	\$8.17	\$8.17	\$8.17	\$8.17	\$8.17
Medium Interruptible	\$11.17	\$11.17	\$11.17	\$11.17	\$11.17	\$11.17
Large Interruptible	\$11.17	\$11.17	\$11.17	\$11.17	\$11.17	\$11.17
Large Firm Transportation	\$11.17	\$11.17	\$11.17	\$11.17	\$11.17	\$11.17
Interruptible Transportation - Small	\$8.17	\$8.17	\$8.17	\$8.17	\$8.17	\$8.17
Interruptible Transportation - Medium	\$11.17	\$11.17	\$11.17	\$11.17	\$11.17	\$11.17
Interruptible Transportation - Large	\$11.17	\$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 *	-	-	-	-		-

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*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)

Date Filed: 12-30-24 By: Ryan J. Long Effective Date: 04-01-25
 President, Northern States Power Company, a Minnesota corporation
 Docket No. E,G999/CI-09-970 Order Date: 03-23-11

MINNESOTA GAS RATE BOOK - MPUC NO. 2

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
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	
Residential (April - October)					\$0.1397
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 *	-	-	-	-	-

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

Date Filed: 12-30-24 By: Ryan J. Long Effective Date: 04-01-25
 President, Northern States Power Company, a Minnesota corporation
 Docket No. E,G999/CI-09-970 Order Date: 03-23-11

MINNESOTA GAS RATE BOOK - MPUC NO. 2

FRANCHISE AND OTHER CITY FEES (Continued)

Section No. 5
 Original Sheet No. 44.6

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.				

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Date Filed: 07-06-10 By: Judy M. Poferl Effective Date: 03-23-11
 President and CEO of Northern States Power Company, a Minnesota corporation
 Docket No. E,G999/CI-09-970 Order Date: 03-23-11

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.

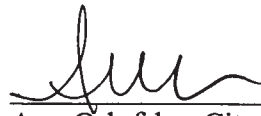
CITY OF LAKEVILLE

BY: _____



Luke Hellier, Mayor

ATTEST:



Ann Orlofsky, City Clerk

EXHIBIT A
XCEL ENERGY ELECTRIC FRANCHISE
FEE SCHEDULE

<u>Class</u>	<u>Monthly Fee per Customer*</u>
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. 1094 was 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.

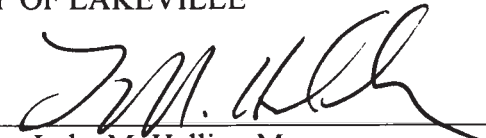
The Ordinance provides for the imposition, monthly collection, quarterly payment and periodic auditing of a franchise fee at the following rates:

<u>Class</u>	<u>Monthly Fee per Customer</u>
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

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

EXHIBIT A

CENTERPOINT ENERGY GAS FRANCHISE

FEE SCHEDULE

<u>Class</u>	<u>Monthly Fee per Customer</u>
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:

<u>Class</u>	<u>Monthly Fee per Customer</u>
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:


Ann Orlofsky, City Clerk



City of Blaine Staff Report

File Number: 2026-252

Agenda Date	Status
May 18, 2026	
In Control	File Type
City Council	Workshop Item

New Business - Scott Johnson, Director of Administrative Services

Agenda Item # 3.5

Closed Session Pursuant to Minnesota Statute 13D.05, Subd. 3(a) City Manager 6-Month Check-In (Held after the Regular Meeting)

Background

Council will enter into closed session to conduct a six-month check-in for City Manager Thorvig.

Staff Recommendation

Questions for Council

Attachment List

None