City of Blaine
City Council Workshop

September 9, 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. 2026-167 2027 Internal Service Funds Budgets
Sponsors: Jason Zimmerman, Finance Director

3.2. 2026-168 2027 Budget - City Tax Levy / Capital Equipment Plan Funding
Sponsors: Jason Zimmerman, Finance Director

4. Other Business

5. Adjournment

City of Blaine
Staff Report

File Number: 2026-167

Agenda Date	Status
September 9, 2026	
In Control	**File Type**
City Council	Workshop Item

New Business - Jason Zimmerman, Finance Director

Agenda Item # 3.1

2027 Internal Service Funds Budgets

Executive Summary

Background

<u>Self-Insurance Fund</u>

The City's Self-Insurance Fund was created in 1993 to account for the program's coverage and to collect charges from other funds to pay for the City's auto, property, and liability insurance premiums and deductibles. The Self-Insurance Fund is categorized as an Internal Service Charge, which is intended to account for activity that benefits other funds. Revenues are provided by internal charges to those benefiting funds. While the City generally makes disbursements for the full amount of the claim, once processed and if eligible, the insurance provider reimburses the City for the expenditures above the insurance deductible. This process can cross fiscal years, resulting in skewed reporting periods.

The City's policy calls for a deductible of $100,000 per occurrence and $200,000 in aggregate per year, with a $1,000 maintenance deductible after the aggregate is met. Coverage for land use litigation costs is based on a sliding scale with a 15 percent copay on the first $250,000 of expenses and 40 percent on amounts above $250,000. The policy coverage begins July 15 annually.

At the end of 2022, the Self-Insurance Fund reported a negative cash position of just under $20,000 as expenditures outpaced revenues by over $400k, which included the cost of new equipment replacement. The Fund also reported over $450,000 worth of pending claims (incurred but not reported or IBNR), as required per accounting standards, which were unpaid and may not ever materialize. On June 3, 2024, Council approved a transfer of $650k of General Fund reserves to the Self Insurance Fund, retroactive to 2023, to address the funding shortfall. Between 2024 and 2026, nearly $800k of total funding increases were authorized to better align with the actual costs of the City's property, casualty, liability, and auto policies.

Staff have incorporated the updated terms of the 2026/2027 policy into the proposed 2027 budget and long-term fund projections. Because half of next year's budget will be subject to the forthcoming 2027/2028 policy, whose terms are not yet known, staff has continued to apply conservative assumptions. This approach helps safeguard the self-insurance fund and positions it to absorb potential rate or deductible increases that may occur upon renewal next year.

As discussed during the 2026 budget-setting process, building an appropriate annual funding source for all costs associated with this insurance program, as well as a reserve to protect the City from unanticipated rate changes, will take several years to phase in. As a result of the increased level of funding, the 2026 budget includes $100k of funding for the cost of new vehicle replacement, which occurs when an older piece of equipment is salvaged, and a new vehicle is purchased in its place. The city is responsible for the difference between the residual value of the damaged vehicle, as determined by the insurance agent, and the actual cost of a replacement. In prior budgets, no budget was provided for this cost associated with new vehicle replacements. This funding will be important as departments have struggled to identify a resource to fund these gaps, particularly in areas where they don't have a large fleet or operating budget.

In addition to the standard flow of claims conventionally associated with this type of policy, the city is also required to report on IBNR (Incurred But Not Reported) reserves. These reserves represent money set aside to cover liability claims that have already happened but have not yet been formally filed or settled, which often take years to fully resolve. Staff account for IBNR to ensure our operating budget reflects the true cost of municipal operations, prevent sudden budget deficits or emergency tax spikes when older claims mature, and protect the city's overall financial health. To manage this effectively, the city relies on annual independent actuarial studies to calculate the correct reserve amount. As of year-end 2026, the city reported $380k of IBNR, which is carried as a liability on the city's financial statements and is subject to payout at any time. Ensuring proper coverage for this liability is an important component of the city's overall budgetary analysis.

Year	2018 Actual	2019 Actual	2020 Actual	2021 Actual	2022 Actual	2023 Actual	2024 Actual	2025 Actual	2026 Budget	2027 Budget
Funding	$450,850	$450,850	$450,850	$450,850	$450,850	$450,850	$683,550	$1,000,000	$1,250,000	$1,300,000
Premiums	$436,011	$462,702	$566,390	$560,608	$571,702	$615,437	$703,150	$721,638	$1,065,000	$965,000
New Cost Replacement	$-	$-	$-	$-	$-	$-	$-	$-	$-	$100,000

For the upcoming 2026/2027 renewal cycle, the League of Minnesota Insurance Trust (LMCIT) property and casualty program included an overall average rate decrease of 2%. This adjustment is primarily driven by favorable reinsurance pricing, stable loss patterns, and increased investment revenue expectations. While property coverage generally contained a 5% rate decrease (excluding certain electric utility risks), auto physical damage and excess liability experienced 10% and 4% increases, respectively, reflecting broader industry trends. Because property represents the largest share of coverage for most members, these property decreases typically outweigh other increases, though individual member results continue to vary based on each community's specific premium profile, exposure changes, and experience ratings. Staff have incorporated the renewed policy within the 2027 budget and long-term fund projections. Because half of next year's budget will be subject to the forthcoming 2027/2028 policy, whose terms are not yet known, staff has continued to apply conservative assumptions. This strategy helps protect the self-insurance fund and prepares it to absorb any rate or deductible increases that may occur during next year’s renewal.

Workers' Compensation Fund

The City’s Workers' Compensation Fund was created in 2012 to account for the program’s coverage and collect premiums from other funds based on actual wages. Through the payroll process, wages are multiplied by the appropriate class rate, then deposited into the Workers' Compensation Fund. The policy coverage begins July 15 annually.

Prior to the 2024-2025 policy year, the City had chosen to participate in a retrospective rating option, which is an alternate method of determining a city’s premium charge. The City’s final premium under this option reflects the City’s own actual loss experience for the year. With good experience, this option can save the City money in the long run. Of course, the City is also subject to possible premium increases if it experiences a lot of injuries or a single big loss. The City pays a deposit premium (net of discounts) to the League of Minnesota Cities Insurance Trust (LMCIT) at the beginning of the agreement period. At the end of the agreement year, an audit determines the actual payroll for the period and the resulting net actual premium.

When a retrospective rating option is selected, the final premium is not known until all claim activity from that agreement period ceases permanently, which generally means the claim window remains open for 15 years. The final premium reflects the City’s own losses and is subject to minimum and maximum limits. The premium amounts are estimated at the beginning of the agreement period and provided to the City prior to the election of an option. The minimum and maximum premiums are adjusted after the payroll audit is complete, and it reflects the net actual premium for the period.

The final premium equals the minimum premium plus actual incurred losses and loss-related expenses, including assessments due to the State Special Compensation Fund. Unlike typical retrospective plans offered by private insurers, LMCIT’s retrospective rating formula doesn’t use a “loss conversion factor.”

At the end of 2022, the Workers' Compensation Fund reported a negative cash position of just over $1.80 million. On June 20, 2023, the Council approved a transfer of $1.85 million of General Fund reserves to the Workers' Compensation Fund to offset this deficiency (this funding source was amended by the City Council on June 3, 2024, to be split between the General Fund and the Strategic Priorities Fund, while the total funding was unchanged). While the transfer eliminated the existing deficit cash balance and the workers' compensation premium audit resulted in a refund for 2023, the budget didn’t account for changes in the insurance rate factor or properly project employee wages. The 2023 year-end Workers' Compensation Fund resulted in a negative cash position of approximately $30k.

While the City would like the option to continue with this retrospective option, for the 2026/2027 coverage period, the city elected to remain on a traditional per occurrence deductible-based plan. This decision was made to provide greater cost certainty, build reserves to absorb changes in the programs' performance, and reevaluate the City's workers' compensation strategy. Under the terms of the traditional policy, the City has a $1 million premium and $10,000 per occurrence deductible for the recently renewed 2026/2027 plan year. These premiums are based on estimated payroll data provided by the City to the League of Minnesota Cities Insurance Trust. Actual payroll data is audited annually upon the conclusion of the plan year. The 2025/2026 audit was completed in August 2026 and the premium adjustment resulted in a reimbursement of $40k as the audited actual payroll was slightly less than the estimate provided at the time of policy renewal. Actual payroll can vary from estimates due to changes in union agreements, non-union compensation plans, position vacancies, part-time staffing, and overtime utilization. Additionally, the policy runs from July to June as opposed to the fiscal calendar of January to December, which can impact the estimation process. This annual premium adjustment is separate from the retrospective premium billing resulting from the retrospective premium option.

In February 2026, Blaine received its premium analysis, which resulted in a $66k retrospective premium charge. As a reminder, this adjustment is a reflection of the previous 15 years of claims measured against previously paid premiums and retrospective adjustments compared to actuarial expectations of outstanding claims. The table below shows the annual retrospective rebate/(billing) for the last nine years. The City's insurance consultant has advised that most municipalities with populations similar to Blaine that have an effective and proactive workers' compensation program monetarily benefit from the retrospective premium option over the long term, but given the volatility of the retrospective premium, significant reserves are necessary to absorb the fluctuation of costs.

Year	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Amount	($169,488)	$95,955	($14,866)	$116,765	($904,280)	($17,117)	$194,515	$510,635	($281,825)	$493,295	($65,566)

The experience modification factor (mod factor or E-Mod) is a multiplier used to adjust a business's workers' compensation insurance premium based on its historical safety record and claims experience compared to the industry average. A mod factor of 1.00 represents the industry benchmark, meaning a business pays the standard manual premium. A score below 1.00 rewards entities with fewer or less costly claims by providing a premium discount, while a score above 1.00 penalizes organizations with higher-than-average claim frequency or severity by applying a surcharge. Calculated by using a three-year historical window (excluding the most recent policy year), the mod factor not only directly dictates annual insurance costs but also serves as an important qualification metric demonstrating workplace safety culture. Historically, dating back to at least 2016, the city has been unable to reduce losses below municipal standards for any single year.

Year	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27
Mod Rating	1.05	1.04	1.18	1.17	1.56	1.46	1.16	1.08	1.25	1.20	1.18

At the time of policy renewal, staff was informed that the LMCIT worker's compensation program rates were decreasing by nearly 25 percent. This overall reduction is primarily driven by lower projected loss rates, higher assumed investment income, and a decreased contingency margin. However, individual premiums are not necessarily change by this exact percentage, as final calculations are also influenced by exposure shifts, payroll classes, and experience ratings. Staff have incorporated the updated terms of the 2026/2027 policy, including the program rate reduction and anticipated payrolls, while factoring in the city's individual mod rating for the proposed 2027 budget and long term fund projections. Because half of next year’s budget will be subject to the forthcoming 2027/2028 policy, whose terms are not yet known, staff has continued to apply conservative assumptions. This approach helps safeguard the workers' compensation fund and positions it to absorb potential rate or deductible increases at next year's renewal, as well as any retroactive charges that may arise over the next several years.

Compensated Absences Fund

The Compensated Absences Fund was established in 1991 to account for unused sick and vacation balances as outlined in the City's personnel policies. This cash value may only be realized upon an employee's retirement or separation from employment with the City. While this is traditionally recorded as a long-term liability, payments are made as individual employment discontinues.

Traditionally, when an employee terminates employment, the department the employee was in would be responsible for funding the severance payment. This exercise can be difficult for organizations to manage as positions are either left vacant for a period to allow the budget to absorb the lump sum severance payment or risk going over budget by hiring a replacement in a timely manner. The funding process Blaine has in place allows departments to fill positions quickly with minimal disruption to City operations.

An employee leaving the City of Blaine in good standing after giving proper notice of such termination of employment shall be compensated with one hundred percent of accrued and unused vacation leave. Additionally, for individuals in good standing, termination pay shall be as follows:

- Thirty-three and one-third percent of unused accumulated sick leave shall be paid after five years of continuous employment.
- Forty percent of unused accumulated sick leave shall be paid after 10 years of continuous employment.
- Fifty percent of unused accumulated sick leave shall be paid after 15 years of continuous employment.

The table below outlines the annual internal service charges collected and the severance payouts made. From 2020-2024, only one year resulted in more revenue than disbursements, with an overall funding shortfall of approximately $450k during this time span. The cash balance in the Compensated Absences Fund was approximately $1.1 million for year-end 2024. For the fund to remain viable, additional funding will need to be considered in future budgets.

Year	2018 Actual	2019 Acutal	2020 Actual	2021 Actual	2022 Actual	2023 Actual	2024 Actual	2025 Actual	2026 Budget	2027 Budget
Funding	$140,657	$150,662	$156,230	$155,216	$156,336	$155,439	$161,000	$161,000	$193,000	$246,000
Payouts	$164,331	$245,190	$142,529	$237,288	$231,467	$294,199	$270,905	$408,078	$288,750	$364,000

When analyzing the expenditures in the fund, it's important to note that those figures will not align with this table. As a full accrual fund, and as required by the Governmental Accounting Standards Board Statement No. 101, annually the City records the change needed to recognize the severance entitled to staff should all employees terminate employment on December 31 – which isn't a cash transaction, and carries the full amount on its balance sheet. Further conversations may be necessary during the budgeting process to determine the proper funding level.

Facilities Fund

In 2019, as part of the City's efforts to stabilize its general levy and provide a mechanism for ensuring long-term funding for facility improvements, the City Council authorized the creation of an internal service fund to account for facilities management. Internal service funds are used to account for the financing of goods and services provided by one department or activity to other departments or activities of the government on a cost reimbursement basis. To fund the City's facilities, charges are assessed to each department based on the square footage used by each operation.

The facilities accounted for and maintained in this fund are City Hall and attached garages, the Public Works Building, Public Works Cold Storage, the Police Training Facility, the Mary Ann Young Center, and Fire Station #5. It's important to note this doesn't include park buildings or utility structures (well houses, treatment plants, lift stations).

As the City's facilities have been evaluated, a history of deferred maintenance has been identified. The facilities team is working towards remedying the impacts of deferred maintenance and performing regular preventative maintenance, but is struggling with resource constraints, inflationary costs, and a departmental chargeback system that has not yet caught up to the increased needs of the facilities program.

While the long-term goal is for this fund to be sustained through departmental charges, the Facilities Fund has received several transfers from the General Fund since 2019, functioning as an endowment-like source of support during the fund's infancy.

Year	Purpose	Amount
2019	Start-up Funding	$250,000
2021	Public Works LED Lighting Project	$75,000
2022	Financial Stability	$1,000,000

Funding Sources

The primary funding source for the internal service fund comes from charges assessed to each of the departments in the City's General and Utilities Funds. The charges are split between two different categories: maintenance and replacement. The maintenance chargeback is intended to be used for operational expenses and any repairs to the facilities maintained by this fund, while the replacement charge assists in funding capital replacement items. The internal service charge is proposed to increase by 8.5 percent in 2027, and the model includes a 7.5 percent annual rate of increase over the subsequent forecast period.

The fund also receives investment earnings. Each month, investment earnings are allocated to each fund proportionally based on the daily cash position during the earning period. This funding varies greatly and includes adjustments for unrecognized market value changes.

Funding Uses

The Facilities Fund accounts for operational costs of facility staff wages and benefits, facility utilities, and contracted services related to facility maintenance. The proposed expenditure budget includes an increase of $18k or 1.1 percent from the 2026 adopted budget.

- Personnel services are increasing by $17k (3.6 percent)
- Supplies are increasing by $1k (1.0 percent)
- Contractual services are unchanged (0.0 percent)

While discussed in prior budget years, a Facility Manager is not included in this proposal to preserve as much funding as possible for capital improvements. Should this position be incorporated in 2026, personnel services would be increased for wages and benefits, while chargebacks to the benefiting funds would likely need to be increased. Contractual services are the largest budgetary line within the operating fund and are used to account for utility expenses (gas, electic, water), custodial services, maintenance contracts, and building services.

While the operating fund accumulates chargebacks from benefiting departments, for accounting purposes, facilities capital is recorded in the Facilities Capital Fund (411), financed by transfers from the Facilities Operating Fund (711).

<u>2027-2031 Facilities Capital Improvement Plan (CIP)</u>
The 2027-2031 capital requests from facilities total approximately $3.3 million with $110k of requests for the 2027 budget. The plan as presented appears to be economically feasible based on presumed internal chargebacks. Significant projects requested include:

Proposed CIP Year	Project	Amount
2028	Cold Garage Floor Repair City Hall	$150,000
2029	New Roof Original Public Works Building	$900,000
2029	Parking Lot Rehabilitation City Hall	$575,000
2031	HVAC City Hall	$1,300,000

As a planning document, the CIP does not bind the City to the anticipated expenditures in the projected years. The CIP is not a budget, nor is it an authorization to expend funds. The authorization of the expenditures occurs through City Council action and in adoption of the annual budget. The projects listed in 2027 will come before the Council in December for formal approval and budget appropriations.

Strategic Plan Relationship

Board/Commission Review

Financial Impact

Public Outreach/Input

Staff Recommendation

Attachment List

1. 2027 Internal Service Fund Summaries and Project Descriptions

City of Blaine, Minnesota
Compensated Absences Fund - 703
Summary of Revenues, Expenses, and Change in Cash
2027 Budget - As of September 3, 2026

	2025 Adopted Budget	2026 Adopted Budget	2026 Amended Budget	2027 Budget	2028 Projection	2029 Projection	2030 Projection	2031 Projection
Operating Revenues								
Charges for Services	$ 161,000	$ 193,000	$ 193,000	$ 246,000	$ 288,000	$ 337,000	$ 394,000	$ 461,000
Total Operating Revenues	161,000	193,000	193,000	246,000	288,000	337,000	394,000	461,000
Operating Expenses								
Post-Employment Benefit Pay	275,000	288,750	288,750	364,000	388,000	413,000	440,000	469,000
Accrued Post-Employment Benefits	-	-	-	-	-	-	-	-
Total Operating Expenses	275,000	288,750	288,750	364,000	388,000	413,000	440,000	469,000
Operating Income (Loss)	(114,000)	(95,750)	(95,750)	(118,000)	(100,000)	(76,000)	(46,000)	(8,000)
Non-operating Revenues (Expenses)								
Investment Earnings	-	-	-	-	-	-	-	-
Non-operating Income (Loss)	-	-	-	-	-	-	-	-
Income (Loss) Before Transfers	(114,000)	(95,750)	(95,750)	(118,000)	(100,000)	(76,000)	(46,000)	(8,000)
Transfers								
Transfers In	-	-	-	-	-	-	-	-
Transfers Out	-	-	-	-	-	-	-	-
Total Transfers	-	-	-	-	-	-	-	-
Change in Net Position	(114,000)	(95,750)	(95,750)	(118,000)	(100,000)	(76,000)	(46,000)	(8,000)
Beginning Net Position	(2,039,989)	(2,604,820)	(2,732,575)	(2,828,325)	(2,946,325)	(3,046,325)	(3,122,325)	(3,168,325)
Ending Net Position	(2,153,989)	(2,700,570)	(2,828,325)	(2,946,325)	(3,046,325)	(3,122,325)	(3,168,325)	(3,176,325)
Cash Reconcilliation								
Beginning Cash	979,623	1,155,372	1,057,543	961,793	1,059,622	959,622	883,622	837,622
Change in Cash	(114,000)	(95,750)	(95,750)	(118,000)	(100,000)	(76,000)	(46,000)	(8,000)
Ending Cash	$ 865,623	$ 1,059,622	$ 961,793	$ 1,059,622	$ 959,622	$ 883,622	$ 837,622	$ 829,622

City of Blaine, Minnesota
Self Insurance Fund - 704
Summary of Revenues, Expenses, and Change in Cash
2027 Budget - As of September 3, 2026

	2025 Adopted Budget	2026 Adopted Budget	2026 Amended Budget	2027 Budget	2028 Projection	2029 Projection	2030 Projection	2031 Projection
Operating Revenues								
Charges for Services	$ 1,000,000	$ 1,250,000	$ 1,250,000	$ 1,300,000	1,350,000	$ 1,400,000	$ 1,480,000	$ 1,565,000
Refunds & Reimbursements	-	-	-	-	-	-	-	-
Total Operating Revenues	1,000,000	1,250,000	1,250,000	1,300,000	1,350,000	1,400,000	1,480,000	1,565,000
Operating Expenses*								
Property & Casualty Premium***	780,000	830,700	830,700	753,000	802,000	854,000	910,000	969,000
Excess Liability Premium***	220,000	234,300	234,300	212,000	226,000	241,000	257,000	274,000
Claims & Judgements Paid	200,000	200,000	200,000	300,000	310,000	320,000	330,000	340,000
Long-Term Liability Adjustment**		-	-	-	-	-	-	-
Other Services & Charges		-	-	-	-	-	-	-
Capital Outlay		-	-	-	-	-	-	-
Debt Service		-	-	-	-	-	-	-
Total Operating Expenses	1,200,000	1,265,000	1,265,000	1,265,000	1,338,000	1,415,000	1,497,000	1,583,000
Operating Income (Loss)	(200,000)	(15,000)	(15,000)	35,000	12,000	(15,000)	(17,000)	(18,000)
Non-operating Revenues (Expenses)								
Property/Casualty Dividend	-	-	-	-	-	-	-	-
Investment Earnings	-	-	-	-	-	-	-	-
Intergovernmental	-	-	-	-	-	-	-	-
Loss on Disposal of Capital Assets	-	-	-	-	-	-	-	-
Non-operating Income (Loss)	-	-	-	-	-	-	-	-
Income (Loss) Before Transfers	(200,000)	(15,000)	(15,000)	35,000	12,000	(15,000)	(17,000)	(18,000)
Transfers								
Transfers In	-	-	-	-	-	-	-	-
Transfers Out	-	-	-	-	-	-	-	-
Total Transfers	-	-	-	-	-	-	-	-
Change in Net Position	(200,000)	(15,000)	(15,000)	35,000	12,000	(15,000)	(17,000)	(18,000)
Beginning Net Position	9,990	155,162	90,811	310,168	345,168	357,168	357,168	342,168
Ending Net Position	(190,010)	140,162	75,811	345,168	357,168	342,168	340,168	324,168
Cash Reconciliation								
Beginning Cash	440,151	439,609	505,837	700,680	735,680	747,680	732,680	715,680
Change in Cash	(200,000)	(15,000)	(15,000)	35,000	12,000	(15,000)	(17,000)	(18,000)
Ending Cash	$ 240,151	$ 424,609	$ 490,837	$ 735,680	$ 747,680	$ 732,680	$ 715,680	$ 697,680
Incurred But Not Reported Claims	442,397	367,141	367,141	379,851	379,851	379,851	379,851	379,851

*Does not include funding for new vehicle/equipment replacement

**Audit adjustment for incurred but not reported claims

City of Blaine, Minnesota
Workers' Compensation Fund - 706
Summary of Revenues, Expenses, and Change in Cash
2027 Budget - As of September 3, 2026

	2025 Adopted Budget	2026 Adopted Budget	2026 Amended Budget	2027 Budget	2028 Projection	2029 Projection	2030 Projection	2031 Projection
Operating Revenues								
Charges for Services	$ 1,988,555	$ 2,141,692	$ 2,141,692	$ 1,500,000	$ 1,600,000	$ 1,700,000	$ 1,800,000	$ 1,900,000
Total Operating Revenues	1,988,555	2,141,692	2,141,692	1,500,000	1,600,000	1,700,000	1,800,000	1,900,000
Operating Expenses								
Premium	1,440,322	1,555,548	1,555,548	1,095,975	1,205,573	1,326,131	1,458,745	1,604,620
Deductible Claims & Losses	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Total Operating Expenses	1,540,322	1,655,548	1,655,548	1,195,975	1,305,573	1,426,131	1,558,745	1,704,620
Operating Income (Loss)	448,233	486,144	486,144	304,025	294,427	273,869	241,255	195,380
Nonoperating Revenues (Expenses)								
Retrospective Premium Adjustment*	-	-	-	-	-	-	-	-
Annual Premium Adjustment**	-	-	-	-	-	-	-	-
Dividends	-	-	-	-	-	-	-	-
Investment Earnings	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	-
Total Nonoperating	-	-	-	-	-	-	-	-
Income (Loss) Before Transfers	448,233	486,144	486,144	304,025	294,427	273,869	241,255	195,380
Transfers								
Transfers In - General Fund	-	-	-	-	-	-	-	-
Transfers In - Strategic Priorities Fund	-	-	-	-	-	-	-	-
Total Transfers	-	-	-	-	-	-	-	-
Change in Net Position	448,233	486,144	486,144	304,025	294,427	273,869	241,255	195,380
Beginning Net Position	(30,738)	417,495	1,120,705	1,882,573	2,186,598	2,481,025	2,754,894	2,996,149
Ending Net Position	417,495	903,639	1,606,849	2,186,598	2,481,025	2,754,894	2,996,149	3,191,529
Cash Reconciliation								
Beginning Cash	(26,858)	1,068,596	1,120,648	1,882,516	2,186,541	2,480,968	2,529,837	2,546,092
Change in Cash	448,233	486,144	486,144	304,025	294,427	273,869	241,255	195,380
Ending Cash	$ 421,375	$ 1,554,740	$ 1,606,792	$ 2,186,541	$ 2,480,968	$ 2,529,837	$ 2,546,092	$ 2,516,472

*Based on actual performance for years retrospective plan was selected; not budgeted due unknown outcomes

**Based on actual payroll data compared to anticipated salary data provied when premium was established; not budgeted due unknown outcomes

City of Blaine, Minnesota
Facilities Operating Fund - 711
Summary of Revenues, Expenses, and Change in Cash
2027 Budget - As of September 3, 2026

	2025 Adopted Budget	2026 Adopted Budget	2026 Amended Budget	2027 Budget	2028 Projection	2029 Projection	2030 Projection	2031 Projection
Operating Revenues								
Charges for Services	$ 1,770,939	$ 1,928,732	$ 1,928,732	$ 2,092,674	$ 2,249,625	$ 2,418,347	$ 2,599,723	$ 2,794,702
Total Operating Revenues	1,770,939	1,928,732	1,928,732	2,092,674	2,249,625	2,418,347	2,599,723	2,794,702
Operating Expenses								
Personnel Services	452,598	455,800	455,800	472,394	503,100	535,802	570,629	607,720
Supplies	101,600	95,600	97,600	96,600	102,396	108,540	115,052	121,955
Contractual Services	972,285	981,000	981,000	1,006,000	1,066,360	1,130,342	1,198,163	1,270,053
Other Services & Charges	-	-	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-	-	-
Total Operating Expenses	1,526,483	1,532,400	1,534,400	1,574,994	1,671,856	1,774,684	1,883,844	1,999,728
Operating Income (Loss)	244,456	396,332	394,332	517,680	577,769	643,663	715,879	794,974
Nonoperating Revenues (Expenses)								
Investment Earnings	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500
Miscellaneous	-	-	-	-	-	-	-	-
Intergovernmental	-	-	-	-	-	-	-	-
Total Nonoperating	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500
Income (Loss) Before Transfers	256,956	408,832	406,832	530,180	590,269	656,163	728,379	807,474
Transfers								
Transfers In - General Fund	-	-	2,000	-	-	-	-	-
Transfer Out - Facilities Capital	(669,580)	(575,000)	(575,000)	(600,000)	(625,000)	(650,000)	(675,000)	(775,000)
Total Transfers	(669,580)	(575,000)	(573,000)	(600,000)	(625,000)	(650,000)	(675,000)	(775,000)
Change in Net Position	(412,624)	(166,168)	(166,168)	(69,820)	(34,731)	6,163	53,379	32,474
Beginning Net Position	1,078,154	933,136	1,172,204	1,006,036	936,216	901,485	907,648	961,027
Ending Net Position	665,530	766,968	1,006,036	936,216	901,485	907,648	961,027	993,501
Cash Reconciliation								
Beginning Cash	1,200,524	988,659	1,217,727	1,051,559	981,739	947,008	953,171	1,006,550
Change in Cash	(412,624)	(166,168)	(166,168)	(69,820)	(34,731)	6,163	53,379	32,474
Ending Cash	$ 787,900	$ 822,491	$ 1,051,559	$ 981,739	$ 947,008	$ 953,171	$ 1,006,550	$ 1,039,024

City of Blaine, Minnesota
Facilities Capital Fund - 416
Summary of Revenues, Expenses, and Change in Cash
2027-2031 Capital Improvement Plan - As of September 3, 2026

	2025 Adopted Budget	2026 Adopted Budget	2026 Amended Budget	2027 Budget	2028 Projection	2029 Projection	2030 Projection	2031 Projection
Revenues								
Investment Earnings	$ 1,000	$ 1,000	$ 1,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000
Total Revenues	**1,000**	**1,000**	**1,000**	**5,000**	**5,000**	**5,000**	**5,000**	**5,000**
Capital Outlay								
Overhead Garage Doors Replacement Public Works	140,000	78,380	78,380	-	-	-	-	-
Ballistic Glass at City Hall	83,313	-	-	-	-	-	-	-
City Hall Proposed 7 Year Pavement Management Plan	3,200	-	-	-	-	-	-	-
PD Cold Storage Proposed 7 Year Pavement Management Plan	26,850	-	-	-	-	-	-	-
Replacement of Condensation Pumps for Boilers - Public Works	5,800	-	-	-	-	-	-	-
Unit Heater Replacement - Public Works	5,055	-	-	-	-	-	-	-
Public Works 7 Year Pavement Management Plan	61,700	-	-	-	-	-	-	-
Fuel Island Repair PW	250,000	236,344	520,052	-	-	-	-	-
Fleet Manager Office Public Works	34,950	-	-	-	-	-	-	-
Roof Top A/C Unit For Fire Garage/Armory	10,580	-	-	-	-	-	-	-
Fluorescent Light Replacement Upgrade	-	250,000	250,000	-	-	-	-	-
Ventilation System Evidence Area City Hall Police Department	-	100,000	100,000	-	-	-	-	-
ADA Compliance Updates	-	25,000	25,000	-	-	-	-	-
Hot Water Heater Public Works	-	20,000	20,000	-	-	-	-	-
Carpet Replacement City Hall	-	-	-	85,000	-	85,000	-	-
Gas Hanging Heater Public Works	-	-	-	25,000	-	-	-	-
Cold Garage Floor Repair City Hall	-	-	-	-	150,000	-	-	-
Carpet Replacement Public Works	-	-	-	-	85,000	-	-	-
New Roof Original Building Public Works	-	-	-	-	-	900,000	-	-
Parking Lot Rehabilitation City Hall	-	-	-	-	-	575,000	-	-
Secure Police Gate City Hall	-	-	-	-	-	-	50,000	-
3rd Floor Window Tinting City Hall	-	-	-	-	-	-	30,000	-
HVAC City Hall				-	-	-	-	1,300,000
Total Capital Outlay	**621,448**	**709,724**	**993,432**	**110,000**	**235,000**	**1,560,000**	**80,000**	**1,300,000**
Revenues Over (Under) Expenditures	**(620,448)**	**(708,724)**	**(992,432)**	**(105,000)**	**(230,000)**	**(1,555,000)**	**(75,000)**	**(1,295,000)**
Other Financing Sources (Uses)								
Transfers In From Facilities Operating	400,580	575,000	575,000	600,000	625,000	650,000	675,000	775,000
Transfers In	-	-	240,000	-	-	-	-	-
Transfer Out	-	-	-	-	-	-	-	-
Total Other Financing Sources (Uses)	**400,580**	**575,000**	**815,000**	**600,000**	**625,000**	**650,000**	**675,000**	**775,000**
Net Change in Fund Balance	(219,868)	(133,724)	(177,432)	495,000	395,000	(905,000)	600,000	(520,000)
Beginning Fund Balance	(39,965)	(130,206)	(130,206)	382,418	877,418	1,272,418	367,418	967,418
Ending Fund Balance	**(259,833)**	**(263,930)**	**(307,638)**	**877,418**	**1,272,418**	**367,418**	**967,418**	**447,418**
Cash Reconcilliation								
Beginning Cash	(39,965)	(130,206)	585,792	408,360	903,360	1,298,360	393,360	993,360
Change in Cash	(219,868)	(133,724)	(177,432)	495,000	395,000	(905,000)	600,000	(520,000)
Ending Cash	**$ (259,833)**	**$ (263,930)**	**$ 408,360**	**$ 903,360**	**$ 1,298,360**	**$ 393,360**	**$ 993,360**	**$ 473,360**

2027-2031 Capital Improvement Plan
Facilities Fund

Facilities Capital Fund

Carpet Replacement City Hall - 2027, 2029

• $85,000 – 2027; $85,000 – 2029

•Carpet replacement at City Hall.

•The City Hall is 20 years old; Carpet has only been changed once in each area of the building. Commercial carpet typically lasts 8-15 years under normal conditions. This is the start of a carpet replacement program.

Gas Hanging Heater Public Works - 2027

• $25,000 – 2027

•Replace hanging gas heater at Public Works.

•Gas heaters are prone to failing and typically need to be replaced every 5 years. There are several of them located at Public Works, they have started to fail and need to be replaced since this is a non-rebuildable unit. This is the start of the replacement of all gas heaters located at Public Works.

Cold Garage Floor Repair City Hall - 2028

• $150,000 – 2028

•City Hall cold garage floor needs to be refurbished.

•The refurbish is a result of when the City Hall cold garage was built in 2001. Trench drains were not installed for water runoff. The concrete was never coated with sealant of any kind after the install and the garage was never heated to help evaporate the water, making the salt stagnant on the floor eating away at the concrete.

Carpet Replacement Public Works - 2028

• $85,000 – 2028

•Replace carpet at Public Works.

•The Public Works addition is 16 years old; the carpet has not been changed. Commercial carpet typically lasts 8-15 years under normal conditions. This is the start of a carpet replacement program.

New Roof Original Building Public Works - 2029

• $900,000 – 2029

•Install new roof and office HVAC for the original portion of the Public Works building.

•The original roof is older than 20 years; commercial roofing, such as what is installed at Public Works typically have a life span of 20-25 years. We are approaching the end of our maintenance program for the roof repairs at Public Works, which are starting to cost more to repair than what has been budgeted.

Parking Lot Rehabilitation City Hall - 2029

• $575,000 – 2029

•Remove and replace parking lots at City Hall.

•The parking lots at City Hall are 20 years old. There are areas that undermining has and is occurring; this work would fix that problem and restore our parking lots. ADA accommodations will need to be met with this project.

Replace Secure Police Gate - 2030

• $50,000 – 2030

•Replace the gate leading into the secure police parking area at City Hall.

•The gate leading into the police parking area is five years old and has 140,000 cycles remaining. There are approximately 70,000 cycles a year on the gate. Several repairs have been made over the years. The gate shows signs of wear and welds are cracking. The gate contractor is recommending replacement of the gate.

3rd Floor Window Tinting City Hall - 2030

• $30,000 – 2030

•Adding window tinting to 3rd floor windows at City Hall.

•Adding the window tinting will help with energy reduction, keep offices cooler, and reducing how often the air conditioning runs.

HVAC City Hall - 2031

• $1,300,000 – 2031

•Replace HVAC system at City Hall.

•As the City Hall building continues to age, the internal HVAC equipment is reaching the end of its lifespan. The equipment experiences heavy usage in order to keep the building cool in the summer and warm in the winter. Without proactive planning, there is additional risk of unexpected equipment failure, which can lead to larger operational issues and typically results in more costly repairs or emergency replacements.

City of Blaine
Staff Report

File Number: 2026-168

Agenda Date	Status
September 9, 2026	
In Control	**File Type**
City Council	Workshop Item

New Business - Jason Zimmerman, Finance Director

Agenda Item # 3.2

2027 Budget - City Tax Levy / Capital Equipment Plan Funding

Background

At the July 13 City Council Workshop, staff presented the proposed capital equipment plan, noting the current process was established back in 2024. Initial direction at that time was to create a long-term equipment replacement plan that maintains service levels, reduces reliance on debt, and incorporates predictable, historically supported expenditure growth. A revised model using a 3% annual inflation factor guided the 2025 and 2026 plans that were ultimately adopted by the Council. In 2026, Council also evaluated sidewalk plowing policy options, and the majority supported shifting responsibility to adjacent property owners, which resulted in removing three sidewalk plows from the 2027–2031 capital schedule and reducing the plan by $720,000. For the upcoming cycle, the City Manager directed staff to limit annual plan growth to 1% instead of 3%, requiring departments to reassess equipment condition, risks, and replacement timing to meet the revised targets. Although spending across the proposed five-year plan as presented is not linear, the model was within the newly outlined framework and reflected Council direction, with total planned expenditures being approximately $56k under the total target limit. At the conclusion of the workshop, while not unanimous, the majority of Council supported the plan as presented. This replacement program covers many of the city's core functions, including Police, Street and Park Maintenance, Forestry, Building Inspections, Community Standards, and Information Technology.

At the August 10 workshop, staff presented the City Manager's recommended 2027 City and EDA property tax levies. The proposed 2027 budget was developed to align Council priorities with available resources, emphasizing investment in core capital assets, maintaining service levels, and minimizing new ongoing operational costs. Early year Council meetings helped shape several guiding principles for the budget, including reducing reliance on the property tax levy, prioritizing deferred infrastructure needs, supporting staff compensation, and considering long-term financial sustainability. Staff presented a proposal in June that included a $59,500,000 levy which would have represented an increase of 9.7% from 2026 values, but Council asked for further refinement based on historical spending and service-level needs. In response, the City Manager applied a zero-based budgeting approach and implemented several adjustments: right-sizing line item budgets, shifting license plate reader funding to Public Safety Aid, reducing planned staffing additions from two new positions to one, and reallocating mowing costs from the capital to operating levy. These changes lowered the proposed levy to $59,070,000, which would represent an 8.9% increase from the 2026 final levy and reduced the June proposal by $430,000.

As part of the CIP process, staff develop five-year revenue forecasts to estimate the levy and other funding needed to support the requested capital expenditures to ensure the fiscal sustainability of each fund. The 2024 capital equipment plan included elevated levy increases to establish a fully pre-funded model by 2029 and eliminate the need to issue debt. The revised plan proposes levy increases of $600,000 in 2027, $500,000 in 2028, $400,000 in 2029, and $100,000 annually in 2030 and 2031. These adjustments, along with efforts to scale back capital plans, would make 2027 the final year bonds are needed to support the capital equipment plan. With early 2026 year-end projections indicating a surplus sufficient to cover the planned 2027 bonding amount, issuing debt in 2027 may not be necessary.

At the conclusion of the workshop, Council member Massoglia suggested the levy could be further reduced, noting the potential to eliminate the $600,000 planned increase for capital equipment in 2027. A majority of council supported reviewing this option at a future workshop. Please note that if a reduction occurs in 2027, increases will still need to occur in future years (noted above) to fully pre-fund capital equipment purchases.

Following the proposal at the August 10 Workshop to reduce the City Manager's recommended capital equipment levy, staff would like clarification on a few key concepts (see council questions) to prepare an alternative for adoption in December. Staff will present information on the scenario described above at the workshop. Additionally, staff will present an alternative scenario that reduces SBM capital in lieu of the city capital, along with positive outcomes to the city's workers' compensation fund that reduces the levy. Both scenarios presented reduce the proposed levy below 8%.

Below is information presented at the July 13 workshop. If $600,000 is reduced from the 2027 levy, it effectively reduces the overall capital equipment budget target for each year by $600,000. If the capital equipment budget is reduced, staff will need to reprioritize the capital equipment plan based on council's decision. Staff will provide feedback at the meeting on the potential impacts to operations if the budget is reduced.

Summary of Requested 2027-2031 Capital Equipment Fund Expenditures by Department					
Department	**2027**	**2028**	**2029**	**2030**	**2031**
Finance & IT	$222,300	$195,400	$367,850	$540,450	$217,450
Police	$764,494	$831,000	$833,000	$872,000	$770,000
Community Standards	$-	$75,000	$75,000	75,000	$75,000
Public Works	$2,065,000	1,871,069	$1,828,119	$2,015,000	$2,525,000
Building Inspections	$51,500	$106,090	$54,636	$56,275	$-
2027-2031 Requested	$3,103,294	$3,078,559	$3,158,605	$3,558,725	$3,587,450

2026-2031 Target*	$3,106,144	$3,075,844	$3,165,319	$3,563,605	$3,631,523
'26-'27 Variance Postive/(Negative)	$2,850	($2,715)	$6,714	$4,880	$44,073

2027-2031 Capital Equipment Fund Target/Request	
2026-2030 Target	$17,091,520
Inflation/Growth Factor (1%)	$170,915
Removal of Sidealk Snowplow Machines	($720,000)
2027-2031 Target (Revised)	$16,542,435
2027-2031 Request	$16,486,633
2027-2031 Variance Postive/(Negative)	$55,802

Staff Recommendation

Questions for Council

1. Is the intent to reduce the proposed budget by $600,000 annually over the five-year plan?
2. Does Council still support eliminating the need for annual bonding to support this program?
3. Does Council have a desired target level of spending on an annual basis, if the current level of levy outlined in the plan is not supported?
4. What additional information would be helpful in setting the fiscal framework of the capital equipment plan?

Attachment List

1. Capital Equipment and Projects Fund Summary
2. Capital Equipment Project Listing with Descriptions

City of Blaine, Minnesota
Capital Equipment & Projects Fund - 410
Summary of Revenues, Expenditures, and Change in Fund Balance
2027-2031 Capital Improvement Plan - As of August 19, 2026

	2025 Adopted Budget	2026 Adopted Budget	2026 Amended Budget	2027 Budget	2028 Projection	2029 Projection	2030 Projection	2031 Projection
Revenues								
Reallocated Expired Equipment Debt Levy	$ -	$ -	$ -	$ -	$ -	$ 689,063	$ 1,383,638	$ 1,383,638
Property Tax Levy	500,000	1,000,000	1,000,000	1,600,000	2,100,000	2,500,000	2,600,000	2,700,000
ARMER Grant	40,000	-	-	-	-	-	-	-
Investment Earnings	2,000	2,000	2,000	12,000	10,000	10,000	12,000	12,000
Total Revenues	**542,000**	**1,002,000**	**1,002,000**	**1,612,000**	**2,110,000**	**3,199,063**	**3,995,638**	**4,095,638**
Capital Outlay								
Finance & Information Technology	445,235	413,200	413,200	222,300	195,400	367,850	540,450	217,450
Police Administration	89,855	155,965	155,965	161,000	112,000	114,000	200,000	20,000
Police Patrol	554,170	426,000	426,000	603,494	613,000	719,000	617,000	695,000
Police Special Operations	6,675	102,000	102,000	-	106,000	-	55,000	55,000
Emergency Management	106,452	-	-	-	-	-	-	-
Community Service	-	-	-	-	-	-	-	-
Community Standards (Fire Inspections)	27,072	16,804	16,804	-	75,000	75,000	75,000	75,000
Public Works Administration	-	-	-	-	-	-	-	-
Street Maintenance	2,110,853	1,607,305	1,367,305	1,475,000	1,173,069	1,574,619	1,315,000	1,900,000
Park Maintenance	476,674	700,000	700,000	550,000	428,000	205,000	510,000	625,000
Vehicle & Equip. Maintenance Dept.	219,500	105,000	105,000	40,000	270,000	48,500	190,000	-
Engineering	-	-	-	-	-	-	-	-
Building Inspections	47,750	50,000	50,000	51,500	106,090	54,636	56,275	-
Total Capital Outlay	**4,084,236**	**3,576,274**	**3,336,274**	**3,103,294**	**3,078,559**	**3,158,605**	**3,558,725**	**3,587,450**
Revenues Over (Under) Expenditures	**(3,542,236)**	**(2,574,274)**	**(2,334,274)**	**(1,491,294)**	**(968,559)**	**40,458**	**436,913**	**508,188**
Other Financing Sources (Uses)								
Transfers In	-	-	-	-	-	-	-	-
Transfer Out	-	-	(240,000)	-	-	-	-	-
Sale of Fixed Assets	75,000	60,000	60,000	40,000	40,000	50,000	50,000	50,000
Certificate of Indebtedness Proceeds	2,548,501	2,514,274	2,514,274	1,800,000	-	-	-	-
Bond Premium/Discount		-	-		-	-	-	
Total Other Financing Sources (Uses)	**2,623,501**	**2,574,274**	**2,334,274**	**1,840,000**	**40,000**	**50,000**	**50,000**	**50,000**
Net Change in Fund Balance	(918,735)	-	-	348,706	(928,559)	90,458	486,913	558,188
Beginning Fund Balance	1,222,501	723,663	723,663	1,766,810	2,115,516	1,186,957	1,277,415	1,764,328
Ending Fund Balance	**303,766**	**723,663**	**723,663**	**2,115,516**	**1,186,957**	**1,277,415**	**1,764,328**	**2,322,516**
Cash Reconciliation								
Beginning Cash	4,259,167	746,616	746,616	1,962,242	2,310,948	1,382,389	1,472,847	1,959,760
Change in Cash	(918,735)	-	-	348,706	(928,559)	90,458	486,913	558,188
Ending Cash	**$ 3,340,432**	**$ 746,616**	**$ 746,616**	**$ 2,310,948**	**$ 1,382,389**	**$ 1,472,847**	**$ 1,959,760**	**$ 2,517,948**

Police Administration

800 MHz Police Radio Replacement Project - Ongoing

• $108,000 – 2027; $112,000 – 2028; $114,000 – 2029; $50,000 – 2030; $20,000 – 2031

•This is a 5-Year proposal to replace all police radios (portable and mobile) to Bureau of Criminal Apprehension (BCA) required encryption levels with a total project budget of $488,000.

•FBI and BCA encryption standards will soon be implemented across the entire ARMER (Allied Radio Matrix for Emergency Response) system, when completed, our non-compliant radios will become unusable. This multi-year replacement schedule also addresses an end-of-life issue for all our current radios. A grant was applied for and received. The amount of the grant was $40,000. The additional funds necessary to complete the updating and replacement of our radios will be the responsibility of the Police Department. No other funding sources have been identified at this time.

Admin Squad Replacement (replacing squad 5274) - 2027

• $53,000 – 2027

•Requesting replacement of admin squad 5274 which (2018 Dodge Durango with estimated 55,000 miles) This is currently the deputy chief's squad and has reached the end of its service life.

•For unmarked admin squads the recommendation of replacement at 5 years/100k miles, does not always apply. Some admin vehicles have very low mileage and are in good condition. Therefore, admin vehicles are replaced on a more irregular schedule which is determined by the type of vehicle, age, mileage, and maintenance costs. This vehicle is also showing signs of rust.

Handgun Replacement - 2030

• $150,000 – 2030

•Replacement of handguns, red dot sights and holsters for all Police Officers at the Department

•The current handguns were purchased in 2019. With regular use parts such as the recoil springs, firing pin springs, trigger springs, magazines, and barrels need to be replaced. The individual cost of these items for all department issued guns can total the cost of purchasing a new gun. The red dot sights only provide a three year warranty and with regular use they need to be replaced around 10 years. The handgun holster also begin to break and parts deteriorate after heavy use. Our current handguns can be traded in. Trade in value unknown.

Police Patrol

Patrol Vehicle (Replacement for 5313) - 2027

• $78,642 – 2027

•Replacement of squad 5313 (a 2021 fully marked police Chevy Tahoe which does/will exceed 80k miles) with a same or similar pursuit rated vehicle. This patrol vehicle has reached the end of its usable service life.

•This request helps to maintain service levels by ensuring vehicles are replaced on a regular schedule, which helps mitigate excessive maintenance costs. The purpose of the acquisition is to maintain the police department’s fleet of squad cars in a reliable fashion while decommissioning squad cars when they reach the end of their usable life before maintenance and repair costs become excessive. Mileage and years of service dictate the need to replace squad cars at intervals not to exceed 100k miles and/or 5 years of service. This replacement vehicle will maintain our fleet at current levels. The request links to the strategic plan initiative of Focusing on the Delivery of Exceptional Public Services - Reliable squad cars with low maintenance and repair costs are critical to the cost effective operations of the police department. Cost estimate is based on state contract pricing through MN dealerships and vehicle upfitting vendors.

Patrol Vehicle (Replacement for 5331) - 2027

• $78,642 – 2027

•Replacement of squad 5331 (a 2023 fully marked police Chevy Tahoe which does/will exceed 80k miles) with a same or similar pursuit rated vehicle. This patrol vehicle has reached the end of its usable service life.

•This request helps to maintain service levels by ensuring vehicles are replaced on a regular schedule, which helps mitigate excessive maintenance costs. The purpose of the acquisition is to maintain the police department’s fleet of squad cars in a reliable fashion while decommissioning squad cars when they reach the end of their usable life before maintenance and repair costs become excessive. Mileage and years of service dictate the need to replace squad cars at intervals not to exceed 100k miles and/or 5 years of service. This replacement vehicle will maintain our fleet at current levels. The request links to the strategic plan initiative of Focusing on the Delivery of Exceptional Public Services - Reliable squad cars with low maintenance and repair costs are critical to the cost effective operations of the police department. Cost estimate is based on state contract pricing through MN dealerships and vehicle upfitting vendors.

Patrol Vehicle (Replacement for 5333) - 2027

• $78,642 – 2027

•Replacement of squad 5333 (a 2024 fully marked police Ford Explorer which does/will exceed 80k miles) with a Chevy Tahoe pursuit rated vehicle. This patrol vehicle has reached the end of its usable service life.

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

Patrol Vehicle (Replacement for 5260) - 2027

• $78,642 – 2027

•Replacement of squad 5260 (a 2016 fully marked police Chevy Tahoe which does/will exceed 80k miles) with a same or similar pursuit rated vehicle. This patrol vehicle has reached the end of its usable service life.

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

Patrol Vehicle (Replacement for 5285) - 2027

• $78,642 – 2027

•Replacement of squad 5285 (a 2019 fully marked police Dodge Charger which does/will exceed 80k miles) with a Chevy Tahoe pursuit rated vehicle. This patrol vehicle has reached the end of its usable service life.

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

Patrol Vehicle (Replacement for 5288) - 2027

• $78,642 – 2027

•Replacement of squad 5288 (a 2019 fully marked police Chevy Tahoe which does/will exceed 80k miles) with a same or similar pursuit rated vehicle. This patrol vehicle has reached the end of its usable service life.

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

Patrol Vehicle (Replacement for 5299) - 2027

• $78,642 – 2027

•Replacement of squad 5288 (a 2020 fully marked police K9 Chevy Tahoe which does/will exceed 80k miles) with a same or similar pursuit rated vehicle. This patrol vehicle has reached the end of its usable service life.

•This request helps to maintain service levels by ensuring vehicles are replaced on a regular schedule, which helps mitigate excessive maintenance costs. The purpose of the acquisition is to maintain the police department’s fleet of squad cars in a reliable fashion while decommissioning squad cars when they reach the end of their usable life before maintenance and repair costs become excessive. Mileage and years of service dictate the need to replace squad cars at intervals not to exceed 100k miles and/or 5 years of service. This replacement vehicle will maintain our fleet at current levels. The request links to the strategic plan initiative of Focusing on the Delivery of Exceptional Public Services - Reliable squad cars with low maintenance and repair costs are critical to the cost effective operations of the police department. Cost estimate is based on state contract pricing through MN dealerships and vehicle upfitting vendors.

Admin Unmarked Squad Replacements - Ongoing

• $53,000 – 2027; $53,000 – 2028; $53,000 – 2029; $55,000 – 2031

•Future admin squad replacements. These vehicles are issued to command staff and are on a similar replacement schedule as detectives. They have emergency response capabilities.

•For unmarked admin squads the recommendation of replacement at 5 years/100k miles, does not always apply. Some admin vehicles have very low mileage and are in good condition. Therefore, admin vehicles are replaced on a more irregular schedule which is determined by the type of vehicle, age, mileage, and maintenance costs.

Annual Patrol Squad Replacements - Ongoing

• $560,000 – 2028; $586,000 – 2029; $617,000 – 2030; $640,000 – 2031

•These replacements are on a regular rotation schedule of approximately 8 vehicles per year.

•This request helps to maintain service levels by ensuring vehicles are replaced on a regular schedule, which helps mitigate excessive maintenance costs. Mileage and years of service dictate the need to replace squad cars at intervals not to exceed 100k miles and/or 5 years of service.

Police Response UTV (New) - 2029

• $50,000 – 2029

•An additional UTV equipped with emergency lighting, siren, and computer docking station to respond to calls for service and conduct pro-active patrol.

•The Police Department already utilizes a UTV for NSC soccer tournaments, beach patrol, walking path patrol, and the 3M golf tournament. WIth most of these events occurring at the same time, the Police Department often has to borrow Anoka County Sheriffs' UTV or the Anoka County Emergency Management's UTV. With the amount of events occurring currently and expected future events with the development of 105th Ave, the Police Department is seeking an additional UTV.

Replacement UAS - 2029

• $30,000 – 2029

•Purchase a new replacement UAS (drone) for patrol use. The old UAS was purchased in 2023.

•This replacement will be for new technology to the UAS and controller and include enhanced cameras to maintain BPD's two UAS fleet.

Detective Vehicle Replacement (2 vehicles) - 2028

• $106,000 – 2028

•Replacement of detective vehicles as they age. The current fleet of detective vehicles is comprised of a wide variety of makes and models, ranging in age from 1-over 10 years old.

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

Detective Vehicle Replacement - 2030, 2031

• $55,000 – 2030; $55,000 – 2031

•Replacement of detective vehicles as they age. The current fleet of detective vehicles is comprised of a wide variety of makes and models, ranging in age from 1-over 10 years old.

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

Community Standards

Community Standards Squad (Replacement) - Ongoing

• $75,000 – 2028; $75,000 – 2029; $75,000 – 2030; $75,000 – 2031

•Replace a Community Standards squad reaching the end of its life cycle.

•Heavy Duty AWD Utility type vehicles are required because all inspectors are fire responders, must be able to drive on to unimproved job sites for inspections and be large enough to carry inspection equipment, firefighter turnout gear & water rescue equipment. Vehicles will be equipped with emergency lights and siren for fire response. The typical replacement schedule for a squad is every 10 years. The existing squads were all purchased around the same time and will need to be replaced in rapid succession.

417 - Public Safety Aid

Patrol Vehicle (2 New) - 2028

• $156,000 – 2028

•Our squad car fleet is already stretched very thin. Without additional squad cars being added to the fleet, even minor disruptions from mechanical issues, crashes or recalls could have a devastating impact on our ability to provide services. We respectfully request this modest addition to the fleet to maintain public safety service levels.

•This request helps to maintain service levels by ensuring that our fleet of Patrol Vehicles is increased proportionately with staffing increases.

The Patrol Division Staffing Study of 2020 provided the justification and authorization for 2 officers to be added to our overall strength each year for 5 years or until growth patterns diminish. Squad cars are generally shared between 2 to 3 officers, depending on the coordination of overlapping schedules. With 10 additional officers added over the course of 5 years, a total of 5 squad car additions are required to keep our officer's mobile. 3 additional squad cars were authorized in 2023 (only 2 have been received).

The addition of 2 marked squad cars to our fleet will also help to extend the lifetime of our existing squad cars, allowing for less continuous run-time of each patrol vehicle.

The request links to the strategic plan initiative of Focusing on the Delivery of Exceptional Public Services - Reliable squad cars with low maintenance and repair costs are critical to the cost effective operations of the police department. Cost estimate is based on state contract pricing through MN dealerships. 54 Patrol Officers (authorized) would be sharing 22 Marked Patrol Vehicles = 2.45 Officers assigned per Squad Car. Adding 2 Vehicles to the fleet: 54 Patrol Officers (authorized) would be sharing 24 Marked Patrol Vehicles = 2.25 Officers assigned per Squad Car.

Street Maintenance

Heavy Duty Single Axle Truck With Plow Package - 2027

• $410,000 – 2027

•Heavy duty single axle dump truck outfitted with all the required snow equipment. Includes front plow, wing plow, underbody plow, salt spreader, and brine system. Smart system included to be compliant with MPCA salting/stormwater requirements.

•Replacing a 2002 heavy duty dump truck, with 56,000 miles, unit #1203.

Heavy Duty Single Axle Truck With Plow Package - 2027

• $410,000 – 2027

•Heavy duty single axle dump truck outfitted with all the required snow equipment. Includes front plow, wing plow, underbody plow, salt spreader, and brine system. Smart system included to be compliant with MPCA salting/stormwater requirements.

•Replacing a 2002 heavy duty dump truck, with 54,000 miles, unit #1211.

Medium Duty Bucket Truck With Specialized Equipment - 2027

• $260,000 – 2027

•This bucket truck is a specialized piece of equipment used nearly on a daily basis, year-round, for tree trimming and tree removal, or anywhere that an extended reach is needed. It is relied upon to be used during emergency situations including storm damage, street clearing, and EAB and hazardous tree removals. It will replace unit #1236. Unit 1236 is a 2006 with 40,000 miles and very high engine running hours.

•This unit will replace an 20-year-old F-550 bucket truck. The repair costs on the current unit have risen significantly over the past 3 to 4 years. Additionally, during the last required annual bucket inspection by American Test Center, the truck and bucket failed due to structural cracks on the tower and boom. These repairs cannot be done in-house so the unit will need to be sent out for repairs at a significant cost. This unit is habitually in the shop due to needed repairs on one of the multiple different system components that this vehicle has. In 3 years, over $45,000 has been spent, not including routine maintenance, on keeping this unit operational. In 2024, public works needed to rent a bucket truck for 2 months at a total cost of $8,000 because the old bucket truck was being repaired.

Medium Duty Woodchipper - 2027

• $175,000 – 2027

•Large woodchipper that is pulled behind a medium duty truck. This is used for storm clean up and tree trimming throughout the City.

•The current machine is a 2006 with approximately 1,500 hours on it, unit #1238.

Medium Duty Dump Truck with Plow Package - 2027

• $140,000 – 2027

•Medium sized dump truck with plow package used to move snow and haul miscellaneous material.

•Replacing a 2000 Ford F-450 with 83,000 miles, unit #1202.

Medium Duty Air Compressor - 2027

• $80,000 – 2027

•Air compressor. It is pulled behind a medium duty truck for blowing debris during the crack sealing process and irrigation blowouts.

•Replacing a 1996 Leroi air compressor with 2,000 hours, unit #1135.

Heavy Duty Single Axle Hook with Plow Package - 2028

• $411,535 – 2028

•Heavy duty single axle hook truck outfitted with all the required snow equipment. Includes front plow, wing plow, underbody plow, salt spreader, and brine system. Smart system included to be compliant with MPCA salting/stormwater requirements.

•Replacing a 2006 heavy duty hook truck, with 80,000 miles, unit #1201.

Heavy Duty Single Axle Truck with Plow Package - 2028

• $411,534 – 2028

•Heavy duty single axle dump truck outfitted with all the required snow equipment. Includes front plow, wing plow, underbody plow, salt spreader, and brine system. Smart system included to be compliant with MPCA salting/stormwater requirements.

•Replacing a 2014 heavy duty hook truck, with 42,000 miles, unit #1269.

Medium Duty Dump Truck with Plow Package - 2028

• $140,000 – 2028

•Medium sized dump truck with plow package used to move snow and haul miscellaneous material.

•Replacing a 2002 Ford F-450 with 84,000 miles, unit #1204.

Medium Duty Tracked Skid Loader - 2028

• $120,000 – 2028

•Tracked skid loader used for stump grinding, yard restoration, snow plowing, mowing, loading material, grinding, milling, etc.

•Replace a 2019 A770 All Wheel Steer Skid Loader with 910 hours, unit #1253. This is part of a trade in program that public works utilizes to receive the best trade in value for the machine. The skid loaders are typically traded in at year 3 or 4.

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

• $90,000 – 2028

•Light duty utility vehicle used to plow snow on trails, dirt work, mow, sweeping, etc.

•This is not replacing a current machine; this would allow an increase in service levels.

Heavy Duty Road Grader - 2029

• $454,619 – 2029

•Heavy equipment used to maintain travel roads. Used grader.

•Replacing a 1991 Cat road grader with approximately 2,500 hours, unit #1119. Public Works have explored renting a similar machine or contracting the service out, but the options were not available.

Heavy Duty Single Axle Truck with Plow Package - 2029

• $410,000 – 2029

•Heavy duty single axle dump truck outfitted with all the required snow equipment. Includes front plow, wing plow, underbody plow, salt spreader, and brine system. Smart system included to be compliant with MPCA salting/stormwater requirements.

•Replacing a 2016 heavy duty dump truck, with 20,000 miles, unit #1278.

Heavy Duty Single Axle Truck with Plow Package - 2029

• $410,000 – 2029

•Heavy duty single axle dump truck outfitted with all the required snow equipment. Includes front plow, wing plow, underbody plow, salt spreader, and brine system. Smart system included to be compliant with MPCA salting/stormwater requirements.

•Replacing a 2015 heavy duty dump truck, with 22,000 miles, unit #1272.

Heavy Duty Front End Wheel Loader - 2029

• $300,000 – 2029

•Heavy duty end wheel loader used for clearing snow (specific snow route including City parking lots), loading materials, and storm damage clean up.

•Replacing 2017 Loader with 2,000 hours, unit #1282.

Heavy Duty Tandem Axle Dump truck With Plow Package - 2030

• $490,000 – 2030

•Heavy duty tandem axle dump truck outfitted with all the required snow equipment.

•Includes front plow, wing plow, underbody plow, salt spreader, and brine system. Smart system included to be compliant with MPCA salting/stormwater requirements. Replacement of unit #1279.

Heavy Duty Front End Wheel Loader - 2030

• $450,000 – 2030

•Heavy duty wheel end loader used for clearing snow (specific snow route including City parking lots), loading materials, and storm damage clean up.

•Replacing 2019 Loader with 2,000 hours, unit #1294.

Heavy Duty Tractor - 2030

• $240,000 – 2030

•Replacement tractor to be used for summer mowing and winter snow plowing operations.

•Frequently used equipment, aging rapidly. Replacing unit #1276.

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

• $135,000 – 2030

•Light duty utility vehicle used to plow snow on trails, dirt work, mow, sweeping, etc.

•Replacing aging unit #1312.

Heavy Duty Tandem Axle Dump truck With Plow Package - 2031

• $600,000 – 2031

•Heavy duty tandem axle dump truck outfitted with all the required snow equipment.

•Includes front plow, wing plow, underbody plow, salt spreader, and brine system. Smart system included to be compliant with MPCA salting/stormwater requirements. Replacement truck for unit #1281.

Heavy Duty Single Axle Truck with Plow Package - 2031

• $500,000 – 2031

•Heavy duty single axle dump truck outfitted with all the required snow equipment. Includes front plow, wing plow, underbody plow, salt spreader, and brine system. Smart system included to be compliant with MPCA salting/stormwater requirements.

•Replacement truck for unit #1286.

Heavy Duty Single Axle Truck with Plow Package - 2031

• $500,000 – 2031

•Heavy duty single axle dump truck outfitted with all the required snow equipment. Includes front plow, wing plow, underbody plow, salt spreader, and brine system. Smart system included to be compliant with MPCA salting/stormwater requirements.

•Replacement truck for unit #1287.

Foreperson's vehicle - 2031

• $80,000 – 2031

•Foreperson's vehicle replacement

•Replacing unit #1296.

Supervisor's vehicle - 2031

• $75,000 – 2031

•Supervisor's vehicle

•Replacement for unit #1295.

Hot Box Insert for Patching - 2031

• $65,000 – 2031

•Replacing a 15 year old unit.

•Replacing unit #1235.4

Light Duty Zero Turn Mower - 2031

• $40,000 – 2031

•Zero turn mower used for mowing routes in the streets division.

•Replacement of mower #2426.

Light Duty Zero Turn Mower - 2031

• $40,000 – 2031

•Zero turn mower used for mowing routes in the streets division.

•Replacement of mower #2427.

Park Maintenance

Heavy Duty Commercial Mower - 2027

• $180,000 – 2027

•Commercial mower used for mowing large parks and open spaces.

•Replacing a 2009 unit with 6,000 hours, unit #2348.

Medium Duty Dump Truck with Plow Package - 2027

• $140,000 – 2027

•Medium sized dump truck with plow package used to move snow and haul miscellaneous material.

•Replacing a 2002 Ford F-450 with 95,000 miles, unit #1205.

Medium Duty Tractor - 2027

• $90,000 – 2027

•Medium duty tractor used for mowing and ice rink maintenance.

•Replacing a 2012 unit with 3,000 hours, unit #2371.

Light Duty Ball Field Groomer - 2027

• $60,000 – 2027

•Ball field groomer.

•Replacing a SmithCo 2010 unit with 2,060 hours, unit #2356.

Light Duty Zero Turn Mower - 2027

• $55,000 – 2027

•Zero Turn Mower used for mowing parks throughout the City.

•General replacement of aging mowers. This will replace a 2015 mower with12,300 hours, unit #2384. The new unit will have a variable cutting width of 100 inches versus a 60 inch that it will replace.

Light Duty Multipurpose Utility Vehicle - 2027

• $25,000 – 2027

•Light duty multipurpose utility vehicle used for transporting supplies to ball fields for maintenance.

•Replacing a 2015 unit with 810 hours, unit #2385.

Medium Duty Tractor - 2028

• $100,000 – 2028

•Medium duty tractor used for mowing and ice rink maintenance.

•Replacing a 2002 unit with 2,400 hours, unit #2320.

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

• $80,000 – 2028

•Utility vehicle used to plow snow on trails, dirt work, mowing, sweeping, etc.

•Replacing the 2021 Multipurpose Utility Vehicle with 1,300 hours, unit #1309.

Light Duty Pickup Truck - 2028

• $75,000 – 2028

•Truck is used for transportation to and from parks. Hauling miscellaneous items. Seasonal vehicle.

•Replacing a 2005 truck with 107,000 miles, unit #2329.

Light Duty Pickup Truck - 2028

• $75,000 – 2028

•Seasonal vehicle used for transportation to and from parks and hauling miscellaneous items.

•Replacing a 2006 truck with 93,000 miles, unit #1239.

Light Duty Zero Turn Mower - 2028

• $40,000 – 2028

•Zero Turn Mower used for mowing parks throughout the City.

•General replacement of aging mowers. This will replace a 2016 mower with 2,300 hours, unit #2389.

Light Duty Zero Turn Mower - 2028

• $40,000 – 2028

•Zero Turn Mower used for mowing parks throughout the City.

•General replacement of aging mowers. This will replace a 2017 mower with 1,400 hours, unit #2392.

Light Duty Line Striper for Athletic Fields - 2028

• $18,000 – 2028

•Line striper for athletic fields.

•Replacing a 2009 unit with 1,100 miles, unit #2362.

Light Duty Pick Up Truck - 2029

• $75,000 – 2029

•Seasonal vehicle used for transportation to and from parks and hauling miscellaneous items.

•Replacing a 2007 with 60,000 miles, unit #2343.

Light Duty Lawn and Leaf Vacuum - 2029

• $50,000 – 2029

•Lawn vacuum that aids in the maintenance of turf and fall leaf clean up with tractor attachment. This tool lifts grass and leaves from the lawn surface that would otherwise kill the grass if left on it.

•New equipment needed to maintain service levels.

Light Duty Zero Turn Mower - 2029

• $40,000 – 2029

•Zero Turn Mower used for mowing parks throughout the City.

•General replacement of aging mowers. This will replace a 2017 mower with 1,700 hours, unit #2394.

Light Duty Zero Turn Mower - 2029

• $40,000 – 2029

•Zero Turn Mower used for mowing parks throughout the City.

•General replacement of aging mowers. This will replace a 2018 mower with 1,000 hours, unit #2366.

Heavy Duty Commerical Mower - 2029

• $180,000 – 2030

•Commercial mower used for mowing large parks and open spaces.

•Replacing a 2016 unit with 3,400 hours, unit #2390.

Medium Duty Tracked Skid Loader - 2030

• $130,000 – 2030

•Tracked skid loader used for stump grinding, yard restoration, snow plowing, mowing, loading material, grinding, milling, etc.

•Replacing a 2020 unit with 540 hours, unit #2305. This is part of a trade in program that public works utilizes to receive the best trade in value for the machine. The skid loaders are typically traded in at year 3 or 4.

Light Duty Pickup With Plow Package And Specialized Equipment - 2030

• $130,000 – 2030

•This truck will be used for parks maintenance and winter snow plowing operations.

•Replacement of aging equipment, unit #5141.

Light Duty Zero Turn Lawn Mower - 2030

• $50,000 – 2030

•Zero turn lawn mower used to mow parks and other city owned facilities.

•Replacement of aging equipment, unit #2400. Replacement unit undecided at this time.

Light Duty Line Striper for Athletic Fields - 2030

• $20,000 – 2030

•Line striper for athletic fields.

•Replacing a 2009 unit with 1,040 hours, unit #2363.

Heavy Duty Commercial Mower - 2031

• $200,000 – 2031

•Commercial mower used for mowing large parks and open spaces.

•Replacing a commercial mower, unit #2411, that mows large parks and open spaces.

Heavy Duty Woodchipper - 2030

• $120,000 – 2031

•Woodchipper is used for grinding brush and wood. Clean up from storm damage.

•Replacing a 2014 Brush Bandit with 3,000 hours, unit #2377. This is a piece we can't go without or have go down for long periods of time.

Light duty pickup - 2031

• $75,000 – 2031

•Light duty pickup to replace aging unit.

•Replace aging unit #2407.

Light Duty Zero Turn Mower - 2031

• $60,000 – 2031

•Zero Turn Mower used for mowing parks throughout the City.

•General replacement of aging mowers, unit #2408. The new unit will have a variable cutting width of 100 inches versus a 60 inch that it will replace.

Light Duty Zero Turn Mower - 2031

• $60,000 – 2031

•Zero Turn Mower used for mowing parks throughout the City.

•General replacement of aging mowers unit #2416. The new unit will have a variable cutting width of 100 inches versus a 60 inch that it will replace.

Light Duty Zero Turn Mower - 2031

• $60,000 – 2031

•Zero Turn Mower used for mowing parks throughout the City.

•General replacement of aging mowers. The new unit will have a variable cutting width of 100 inches versus a 60 inch that it will replace.

Light Duty Ball Field Groomer - 2031

• $50,000 – 2031

•Ball Field Groomer with GPS.

•Replacing unit #2259.

Vehicle & Equipment Maintenance

In-Floor Hoist - 2027

• $40,000 – 2027

•In-floor hoist used for lifting equipment that requires repair and/or maintenance.

•The old hoist is rated at 12,000 lb. lifting capacity. Due to the use and age of the hoist, it cannot lift that weight anymore and can cause safety issues. The average life of a hoist is 10 years. This hoist will be 20 years old in 2027, far exceeding the average life of this type of equipment.

Medium Duty Service Truck with Crane - 2028

• $245,000 – 2028

•Service truck with crane used any service call within the City. When equipment breaks down, this truck responds and is equipped with all the necessary tools to address the roadside issues.

•Replacing a 2018 with 15,000 miles, unit #1292. The current service truck which is not equipped in a manner that suites our needs will be passed down to streets.

High Voltage Outlets in Maintenance Shop - 2028

• $25,000 – 2028

•Addition of high voltage outlets in maintenance shop. Currently high voltage outlets are available in the fabrication shop only.

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

Band Saw - 2029

• $35,000 – 2029

•Band saw used for all fabrication cutting of steel. The new one will have additional safety features to help protect the operator. Auto locking jaw, auto feed, and auto oiler are additional safety features.

•This band saw will replace an older model, unit #1189 that doesn't have added safety features.

Automotive Scanner - 2029

• $13,500 – 2029

•Automotive scanner used to communicate with squad vehicles and Public Works small equipment computer systems. It assists the shop with analyzing running issues.

•The current scanner will be phased out eventually. As software is developed the scanner requirements change.

Light Duty Pickup With Specialized Equipment - 2030

• $140,000 – 2030

•This truck is used to transport mechanics to job sites, pick up parts, etc. This will be replacing a old squad car that was repurposed.

•Replacement of aging equipment, unit #5280.

Portable hoists for maintenance shop - 2031

• $50,000 – 2030

•Purchase of a set of portable vehicle hoists (mobile column lifts) for the maintenance shop. These hoists are designed to safely lift heavy-duty vehicles, trucks, and fleet equipment for inspection, preventive maintenance, repairs, and component replacement. The portable, wireless design allows the hoists to be used anywhere within the maintenance facility, including both indoor and outdoor work areas, providing flexibility to perform maintenance where it is most efficient. The lifts can be configured to accommodate a wide range of vehicle sizes and wheelbases, maximizing shop versatility and operational capability.

•Purchase of portable vehicle hoists to safely lift heavy-duty fleet vehicles for maintenance and inspection. The hoists will improve technician safety, increase maintenance efficiency, reduce vehicle downtime, provide flexibility across multiple service bays, and support reliable fleet operations for current and future equipment needs.

Finance & Information Technology

Computers and Related Equipment - Ongoing

• $89,300 – 2027; $111,400 – 2028; $109,750 – 2029; $126,450 – 2030; $125,450 – 2031

• 5-year scheduled replacement for staff computers, related equipment and contingency funds for unforeseen staff technology needs.

• Older computers become slower and less efficient over time, leading to lost productivity. As computers age, they require more maintenance and repairs. As software and operating systems evolve, older hardware may struggle to run newer applications efficiently or at all. A 5-year replacement cycle helps ensure hardware remains compatible with critical business software. Providing staff with up-to-date technology can improve morale and job satisfaction. Employees are likely to be more productive and happier when using reliable, efficient equipment.

Squad Laptops - Ongoing

• $70,000 – 2027; $72,000 – 2028; $70,000 – 2029; $75,000 – 2030; $70,000 – 2031

•Scheduled 4-year replacement of the semi-rugged laptops used in our police squad cars.

•As technology evolves rapidly, newer laptop models offer improved performance, better processing power, and enhanced features that can help officers work more efficiently. Older laptops are more prone to hardware failures and performance issues, which could potentially impact critical police operations. Replacing them regularly helps ensure officers have reliable equipment. As laptops age, they often require more frequent repairs and maintenance. Replacing them on a regular cycle can help reduce overall maintenance expenses.

Multi-Function Printers - Ongoing

• $13,000 – 2027; $12,000 – 2028; $33,000 – 2029; $39,000 – 2030; $22,000 – 2031

•Scheduled 10-year replacement of our departmental multi-function printers/copiers.

•Newer models often offer enhanced features, improved efficiency, and better compatibility with modern office systems. As copiers age, maintenance and repair costs tend to increase. By year 10, these costs may outweigh the benefits of keeping the old machine. Older copiers may experience more frequent breakdowns, reduced print quality, and slower performance, which can impact office productivity. Manufacturers typically stop producing parts for copiers about 10 years after the production date. This can make repairs difficult or impossible for machines older than 10 years.

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

• $155,100 – 2029

•Run fiber optic cable to the City's property at 9930 Xylite St NE. This includes the Cold Storage building and the Police Training building.

•This location currently uses an old Motorola Canopy system for network connectivity that is no longer supported and needs replacing. Network connectivity at these facilities is required for fire alarm systems and door and video security. It can also be used for staff to access the police network and the Internet. Some advantages having our own fiber network include:

1. Increased bandwidth and speed: Fiber optic cables offer significantly higher bandwidth and faster data transmission speeds compared to traditional copper cables, allowing for more efficient communication and data transfer between municipal buildings.
2. Improved reliability: Fiber optic networks are more reliable and less susceptible to interference from electromagnetic sources or weather conditions, ensuring consistent connectivity for critical municipal operations.
3. Futureproofing: Fiber optic infrastructure is highly scalable and can accommodate future increases in bandwidth demands, making it a long-term investment for the city.
4. Enhanced municipal services: High-speed fiber connectivity enables the implementation of advanced smart city applications, improved emergency services communication, and more efficient delivery of government services to citizens.
5. Cost savings: While initial installation costs may be higher, fiber optic networks can lead to long-term cost savings through reduced maintenance and increased operational efficiency.

6. Improved security: Fiber optic cables are more secure than traditional copper cables, making them ideal for transmitting sensitive government data and information.
7. Disaster recovery and business continuity: Fiber optic networks can provide redundant connectivity options, ensuring that critical municipal services remain operational during emergencies or network outages. By connecting remote municipal buildings to the city's fiber network, local governments can improve their operational efficiency, enhance service delivery, and position themselves for future technological advancements and smart city initiatives.

SAN and Server Upgrade - 2030

• $300,000 – 2030

•Upgrade to the Storage Area Network (SAN) and the servers that host our file storage systems and network applications.

•By the time of replacement, this equipment will be 8 years old and nearing end-of-life, increasing the risk of hardware failure and lack of support. The upgrade will deliver major improvements in performance, enhance data security, and ensure the stability and reliability of our core computing infrastructure.

Building Inspections

Building Inspector Vehicle - Ongoing

• $51,500 – 2027; $106,090 – 2028; $54,636 – 2029; $56,275 – 2030

•Purchase of vehicle for Building Inspections as recommended by Public Works.

•This purchase is to replace aging vehicles as recommended by Public Works. We intend to use the new ford explorers for inspectors, and shift the oldest explorers for intern use or as directed by Public Works.