

## AGENDA

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1. CITY COUNCIL WORK SESSION CALLED TO ORDER
2. ROLL CALL: Blackledge, Greenberg, Parisian, Wagner, Mayor Sutton
3. DISCUSSION
  - A. Energy Action Plan Addendum
  - B. Sanborn Park Renaming Submissions
4. STAFF UPDATES
  - A. Community Development Information Update
  - B. Budget Updates
  - C. Domestic Violence Awareness Proclamation
5. COUNCIL UPDATES
6. ADJOURNMENT



TO: Mayor and City Council  
PREPARED BY: Kayla Kirtz, Sustainability Coordinator  
APPROVED BY: Tim Sandvik, City Manager  
DATE: October 14, 2025  
RE: Energy Action Plan Addendum

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**Background:**

The City of Robbinsdale has been actively working toward becoming a more energy-conscious community while working with Partners in Energy to implement the Robbinsdale Energy Action Plan. The City joined Partners in Energy in 2022, before adopting the Robbinsdale Energy Action Plan (EAP) in August of 2023. Now, 18 months into implementation of the EAP, the City of Robbinsdale is building on the momentum of the EAP, where a strong and motivated Energy Action Team has already demonstrated leadership and commitment to advancing local sustainability. Community members have shown growing interest in electric vehicles and clean energy opportunities, signaling readiness for the next step in action. This momentum culminated in the creation of a Beneficial Electrification and Electric Vehicle Action Plan Addendum. The goals and strategies outlined in this addendum were developed collaboratively with a group of stakeholders in Robbinsdale, including city and Hennepin County staff, Sustainability Committee members, residents, and members of the original Energy Action Team. The stakeholders held two addendum planning workshops and a survey conducted in June 2025. Team members coordinated throughout to share information and identify potential opportunities for partnership during implementation.

**Analysis:**

The Beneficial Electrification and Electric Vehicle Action Plan Addendum is a roadmap to strategically guide Robbinsdale's action in a manner that supports the City's energy goals beyond the original EAP's priority focus areas of energy efficiency and renewable energy in buildings. By creating a plan focused on beneficial electrification and electric vehicles, Robbinsdale can harness this enthusiasm, provide clear strategies for adoption, and ensure residents and businesses are supported in making the transition to cleaner, more efficient technologies.

**Recommendation:**

Provide feedback on the draft Robbinsdale Energy Action Plan Addendum.

**Attachments:**

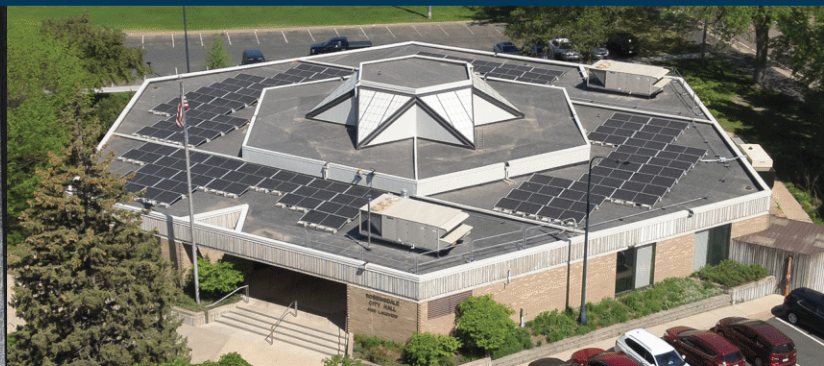
1. PiE-MN-Robbinsdale-EV and BE Plan Addendum V1
2. Robbinsdale Addendum Council Presentation\_Draft 10.10.25



# City of Robbinsdale

## *Energy Action Plan Addendum*

Updated in August 2025



**PARTNERS IN ENERGY**  
An Xcel Energy Community Collaboration

# ACKNOWLEDGEMENTS

Thank you to the following individuals who contributed many hours of service to developing this Energy Action Plan Addendum.

The content of this plan is derived from a series of planning workshops hosted by Xcel Energy’s Partners in Energy. Xcel Energy is the main electric utility serving Robbinsdale. Partners in Energy is a two-year collaboration to develop and implement a community’s energy goals.

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This Energy Action Plan was funded by and developed in collaboration with Xcel Energy’s Partners in Energy. Partners in Energy shall not be responsible for any content, analysis, or results if Robbinsdale has made modifications to the plan.

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# ROBBINSDALE ENERGY ACTION PLAN

Our Energy Action Plan, designed by Robbinsdale community members in collaboration with Xcel Energy’s Partners in Energy program, provides immediate opportunities to improve energy efficiency, save on energy costs, and decrease carbon emissions.

## Our Energy Vision

Robbinsdale strives to be a leader in sustainable energy action. Through continued partnerships, the City and its community members set to improve upon existing efforts, including energy efficiency, energy affordability, and renewable energy. This plan aims to remove structural barriers to equitably serve all community members, improve quality of life for present and future generations, and make Robbinsdale resilient and adaptable to the changing climate.

## Our Goals

**Robbinsdale will avoid an additional 30% of energy-related greenhouse gas emissions by 2030 compared to business as usual.**

This will save 119,000 MMBtu community-wide in energy savings and will save the community an estimated \$1.3 million through energy efficiency projects by 2030.

## Energy Action Plan Impact



**8,500 MTCO<sub>2</sub>e of avoided greenhouse gas emissions by 2030, which is equivalent to removing 1,800 passenger vehicles from the road for a year.**



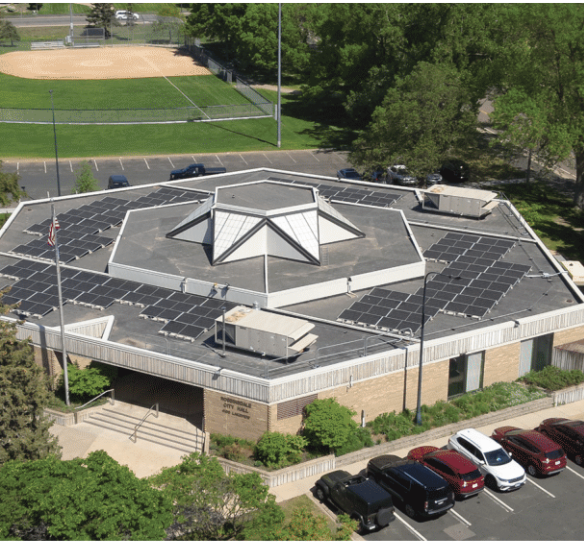
**Estimated savings of \$1.3 million community-wide through participation in utility programs by 2030.**



**Equitably serving all residents, businesses, and institutions in sustainable energy action.**



**Making Robbinsdale resilient and adaptable to the changing climate.**



# How We Are Going to Get There

The City of Robbinsdale and its partners, community members, and volunteers will take actions identified in this plan that will help us achieve our goal. We developed actionable strategies to reach all residents and businesses within four focus areas:

- **Reducing Energy Burden**
- **Residential Energy Efficiency**
- **Business Energy Efficiency**
- **Renewable Energy**
- **Beneficial Electrification**
- **Electric Vehicles**

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## Actions

- Foster an environment for energy savings, renewable energy, and economic growth to coexist and thrive.
- Collaborate with community groups, social service organizations, and businesses to encourage participation in energy programs and opportunities.
- Conduct outreach and education campaigns to make energy efficiency the easy choice and remove barriers to accessing renewable energy.
- Organize funding resources and incentives for the community to participate in energy programs that result in more comfortable and valuable homes and buildings.
- Engage property owners, building managers, and renters to increase energy efficiency and save money.
- Advance electric vehicle adoption in Robbinsdale by increasing awareness, providing clear educational resources, and supporting the development of accessible charging options for residents and businesses.
- Promote the shift to efficient electric technologies in homes and buildings by connecting the community with information, incentives, and tools to support long-term energy savings and emissions reductions.



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## Get Involved

Visit [robbinsdalemn.com](http://robbinsdalemn.com) to read more about the Energy Action Plan and find ways you can support the plan.

To learn how you can help Robbinsdale achieve our energy goals, please contact Sustainability Coordinator Kayla Kirtz at [kkirtz@robbinsdalemn.gov](mailto:kkirtz@robbinsdalemn.gov).





# INTRODUCTION

## About This Addendum

This Beneficial Electrification and Electric Vehicle Action Plan Addendum is a roadmap to strategically guide Robbinsdale’s action in a manner that supports the City’s energy goals beyond energy efficiency and renewable energy in buildings.

The goals and strategies outlined in this plan were developed collaboratively with a group of stakeholders in Robbinsdale, referred to as the Energy Action Team (EAT), through two addendum planning workshops and a survey conducted in June 2025. The stakeholder team included representatives from the previous Energy Action Plan planning process, residents, the City sustainability committee, and Hennepin County and City staff (community development, sustainability, public works) (see Acknowledgements for full list of participants). Team members coordinated throughout to share information and identify potential opportunities for partnership during implementation.

Robbinsdale is a leader in the Beneficial Electrification and Electric Vehicle planning efforts in Minnesota through Xcel Energy’s Partners in Energy, an offering that provides resources for community energy planning. Partners in Energy also supports the plan implementation in the form of marketing and communications, data tracking and analysis, program expertise, and project management.

## **Why a Beneficial Electrification and Electric Vehicle Action Plan?**

The City of Robbinsdale is building on the momentum of its Energy Action Plan, where a strong and motivated Energy Action Team has already demonstrated leadership and commitment to advancing local sustainability. Community members have shown growing interest in electric vehicles and clean energy opportunities, signaling readiness for the next step in action. By creating a plan focused on beneficial electrification and electric vehicles, Robbinsdale can harness this enthusiasm, provide clear strategies for adoption, and ensure residents and businesses are supported in making the transition to cleaner, more efficient technologies. This plan will help translate community motivation into measurable progress toward a more sustainable future.

### **Greenhouse Gas Emissions**

On December 12, 2015, at the United Nations Framework Convention on Climate Change (UNFCCC), the Paris Agreement was reached to “combat climate change and to accelerate and intensify the actions and investments needed for a sustainable low carbon future” (UNFCCC, 2019). In support of this effort, the Intergovernmental Panel on Climate Change (IPCC) published a report in 2018 identifying potential solutions to keep global temperature change below 1.5°C and the important role that cities have in the urban transition. Among other strategies, the IPCC states that “the transport sector must reduce its final energy use by 30% and must supply the majority of energy with low carbon fuels like electricity, hydrogen, and biofuel by 2050 in order to limit global warming to less than 1.5°C and mitigate the worst impacts of climate change” (IPCC, 2018).

### **Air Quality**

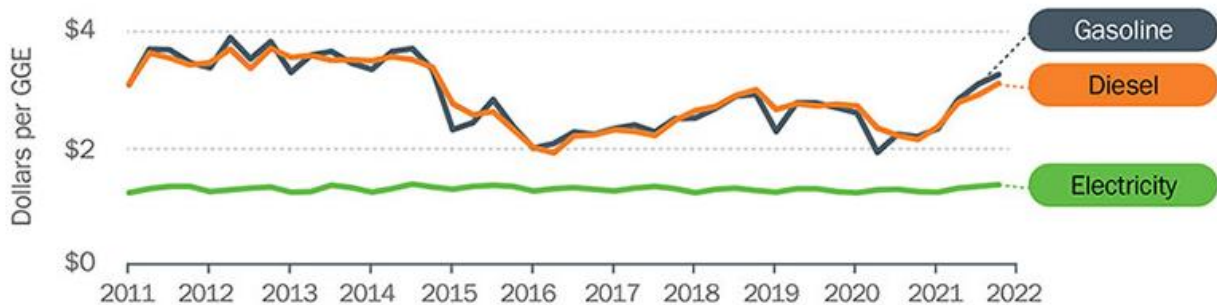
In addition to contributing a significant portion of greenhouse gas emissions, the transportation sector also produces pollutants such as particulate matter (PM), NO<sub>x</sub>, CO, and VOCs. Pollutants like NO<sub>x</sub> and VOCs contribute to ground-level ozone, which in addition to PMs and CO, are harmful to respiratory health. In general, electric vehicles produce fewer tailpipe pollutants as compared to their internal combustion engine counterparts (Office of Energy Efficiency & Renewable Energy, 2020). As the fuel mix for electricity continues to decarbonize, the magnitude of air quality benefits associated with electrifying transportation will increase.

### **Energy Independence and Cost Stability**

Over 65% of the petroleum imported to the US in 2018 was used for transportation fuel. Transitioning to EVs shifts the fuel source to more domestically available sources such as coal, nuclear, natural gas, and renewable energy. Integration of EVs is an important strategy for reducing dependence on fuel imports and isolates transportation costs from the volatile petroleum market (Office of Energy Efficiency and Renewable Energy, 2018). *Figure 1* illustrates fluctuations in gasoline and diesel prices compared to electricity prices from 2011 to 2022.

Figure 1. Average Retail Fuel Prices in the United States from 2011 to 2022 (U.S. Department of Energy, 2023)

### Electricity Prices Compared to Gasoline and Diesel



### Lower Fuel & Maintenance Costs

While cost savings vary based on vehicle type, driving patterns, and geographic region, the average driver spends about half as much money in fuel and maintenance costs by driving an EV compared to a traditional internal combustion engine (Office of Energy Efficiency and Renewable Energy, 2019). The average U.S. household spends about 13% of their annual income on transportation costs, while low-income households spend an average of 29% of their annual income on transportation costs (Institute for Transportation And Development Policy, 2019). The transition to EVs would result in significant savings for the individual consumer. Over its lifetime, an electric vehicle tends to cost 50% less to own and operate compared to its internal combustion engine counterpart (US DOE, 2019). Though upfront costs of EVs are still greater, this gap is expected to decrease as batteries become more efficient.



## WHERE WE ARE NOW

The City of Robbinsdale has been actively working toward becoming a more energy-conscious community while working with Partners in Energy to implement the Energy Action Plan.

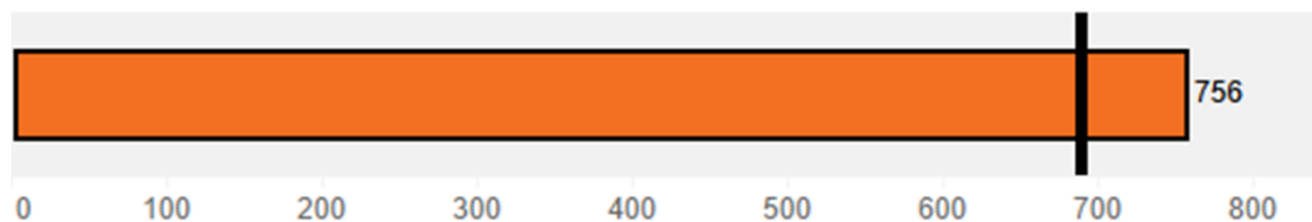
The progress outlined below takes a closer look at where the community stands today. By tracking key performance indicators and comparing them against the Energy Action Plan's goals, we can see the impact of the work accomplished so far and the opportunities that lie ahead. The data below highlights achievements to date, identifies trends and guides the next steps in Robbinsdale's energy journey. All data are based on 2024 Xcel Energy data. Additional details are available in the Partners in Energy data dashboards that have been provided to the City during the implementation period.

### Energy Action Plan Goals

#### Residential Energy Efficiency

Robbinsdale planned for 689 residents to participate in Xcel Energy programs during the 18-month implementation period from August 2023 to January 2025. They surpassed their goal, reaching a total of 756 participants.

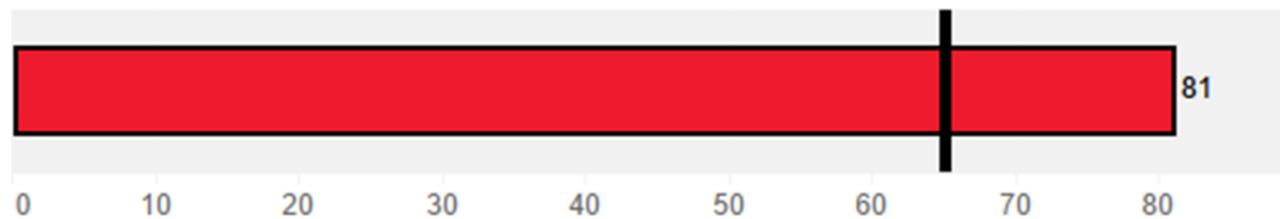
Figure 2. Robbinsdale residential program participation goal and outcome



### Income-Qualified Residential Energy Efficiency

Robbinsdale wanted to specifically focus on low-income households that are eligible for income-qualified Xcel Energy programs. They set a goal to reach 65 income-qualified residents during the implementation period, and surpassed the goal, reaching a total of 81 income-qualified residents.

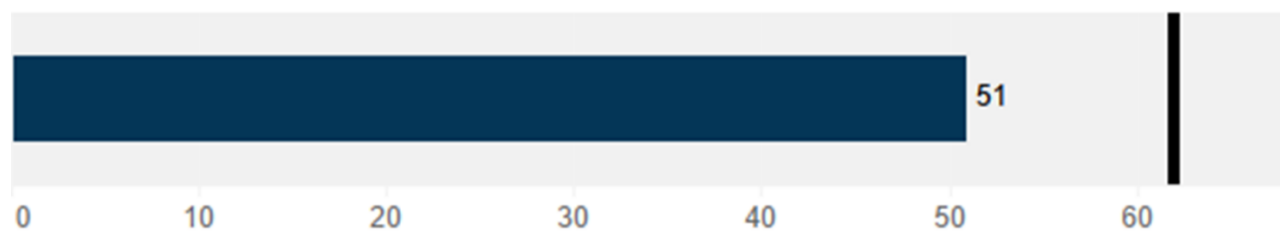
Figure 3. Robbinsdale income-qualified program participation goal and outcome



### Business Energy Efficiency

Robbinsdale set a goal to engage 61 businesses in Xcel Energy programs during their implementation period. They did not quite reach the goal, reaching a total of 51 business participants.

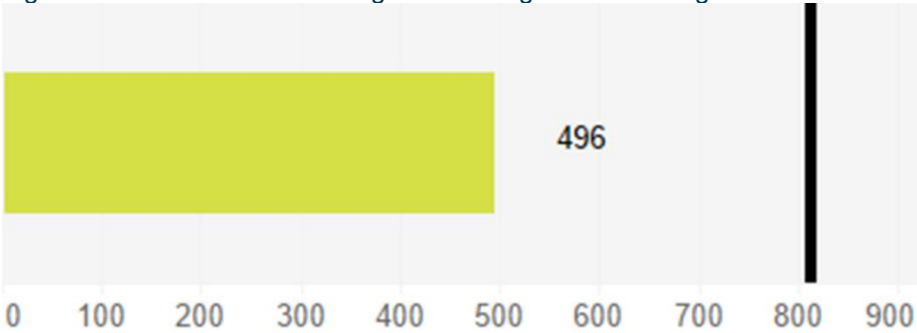
Figure 4. Robbinsdale business program participation goal and outcome



### Greenhouse Gas Emissions

Robbinsdale's community-wide goal measured greenhouse gas emissions avoided through participation in both energy efficiency and renewable energy programs. The goal was set at a 30% reduction of greenhouse gas emissions by 2030. To stay on track to reach that goal, they would have to avoid just over 800 MTCO<sub>2e</sub> by January 2025. During the implementation period, Robbinsdale avoided 496 MTCO<sub>2e</sub>, approximately two-thirds of their goal.

Figure 5. Robbinsdale avoided greenhouse gas emissions goal and outcome



# BASELINE ELECTRIC VEHICLE AND BENEFICIAL ELECTRIFICATION DATA ANALYSIS

## Electric Vehicles

During the period from December 2021 to November 2024, electric vehicle ownership grew significantly in Robbinsdale, increasing from 54 to 716.<sup>1</sup>

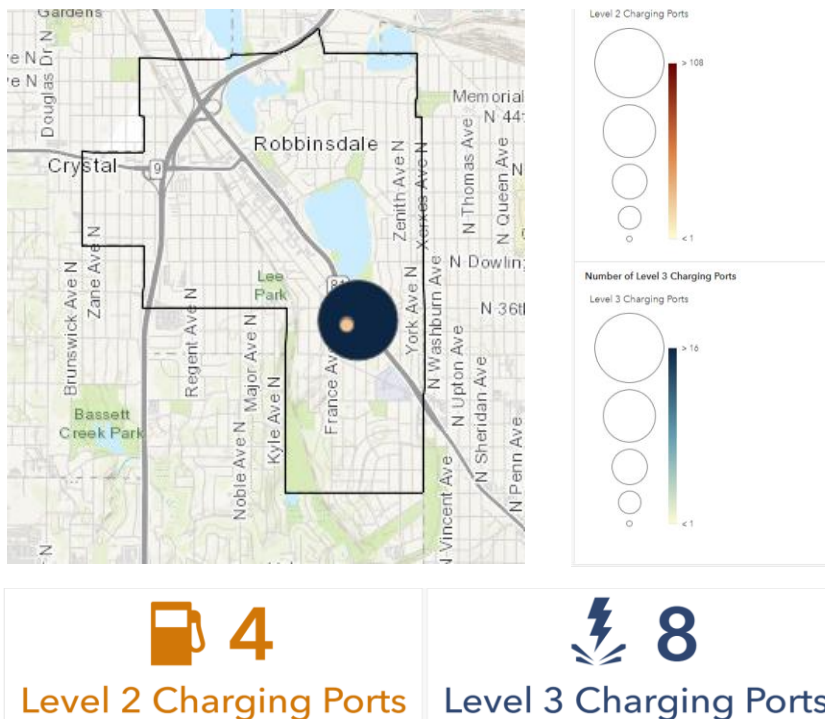
Table 1. Electric vehicle ownership in Robbinsdale

	December 2021	November 2024
Battery Electric EVs	34	528
Plug-in Hybrid EVs	20	188
<b>Total</b>	<b>54</b>	<b>716</b>

## Electric Vehicle Charging

There are currently 12 public charging ports in Robbinsdale, including four Level 2 chargers and eight Level 3 chargers (otherwise known as DC fast chargers). They are all located off Highway 81 near France Avenue.

Figure 6. Robbinsdale electric vehicle public charging infrastructure locations



<sup>1</sup> Data Source: MNDOT EV Dashboard, December 2024. Data is provided for the two main zip codes in Robbinsdale, 55422 and 55412.

## Beneficial Electrification

Beginning in 2024 under the Energy Conservation and Optimization (ECO) Act, utilities in Minnesota were able to offer incentives for efficient fuel switching, meaning that they could provide rebates for home equipment, such as air source heat pumps (even if the original heating source was natural gas, oil or another non- electric fuel source) that reduces emissions and energy use by switching from fossil fuels to electric options, while keeping costs as low as possible. During 2024, 29 participants in Robbinsdale took advantage of those rebates from Xcel Energy.

Table 2. Robbinsdale residential beneficial electrification rebates through Xcel Energy, 2024

Residential Electrification Measure	Count
Heat pump water heaters	7
Air source heat pumps	22
Total	29

## Related Planning Efforts

Robbinsdale has already taken several steps to support beneficial electrification (BE) and electric vehicle (EV) adoption. Key efforts include:

### Beneficial Electrification (BE):

- Promoting Home Energy Squad visits, with the City subsidizing costs for all households.
- Offering home improvement grants to support property owners in making energy efficient upgrades, including solar PV systems, air source heat pumps, HVAC improvements and EV charging stations.

### Electric Vehicles (EV):

- Actively participating in the Charging Smart program.
- Addition of one plug-in hybrid vehicle to the municipal fleet.
- Installing DC fast chargers at City Hall and Lakeview Terrace Park.
- City Parks Department has introduced a small fleet of electric landscaping equipment (mower, trimmers, etc.).
- Providing an Electric Vehicle resource page on the City's website.
- Currently updating City Code language to enable EV charging stations and solar photovoltaic installations.



## WHERE WE ARE GOING

### Beneficial Electrification and Electric Vehicle Vision

*“The City of Robbinsdale is excited to expand upon its original Energy Action Plan to enable beneficial electrification and electric vehicle charging infrastructure. Buildings and transportation are significant sources of greenhouse gas emissions, so this addendum will strengthen the City’s ability to expand electric vehicle infrastructure and beneficial electrification in a strategic manner that is ambitious, forward-thinking, and community driven, helping achieve our energy goals.”*

Kayla Kirtz, Sustainability Coordinator

### Goals and Energy Action Plan Impact

In updating the Energy Action Plan, the Energy Action Team established goals for the new focus areas of beneficial electrification and electric vehicles by identifying relevant metrics, reviewing baseline data, and evaluating community readiness. This process included assessing ambition and feasibility, as well as aligning timelines with available technologies, incentives and infrastructure improvements.

### Focus Areas

The City identified two new focus areas to prioritize strategies and resources.

#### Focus Area 5. Beneficial Electrification

#### Focus Area 6. Electric Vehicles

These focus areas were selected to build on Robbinsdale’s commitment to sustainable energy solutions, while preparing for a clean energy future. The City recognized the growing importance of beneficial electrification to transition homes, businesses and public facilities from fossil fuels to cleaner, more efficient electric technologies. At the same time, electric vehicles present an opportunity to reduce transportation-related emissions while improving air quality and resilience. Many strategies for these focus areas align with past work in energy efficiency and renewable energy adoption, creating a natural progression. By helping residents and businesses understand the benefits of electrification and EV adoption, Robbinsdale can ensure that the community is ready to take advantage of emerging technologies and incentives.

### Focus Area Goals

For each new focus area, the plan includes targets for participation to support the overall community-wide emissions reduction goal.

Beneficial electrification goals track progress by participation in residential rebates on heat pump water heaters and air source heat pumps in place of other systems, with annual benchmarks to ensure steady progress.

### Beneficial Electrification Target

Table 3. Increase annual electrification rebates participation by 25% compared to 2024 baseline

Residential Electrification Measure	2024 Participation	Annual Target	Cumulative 2030 Goal
Heat pump water heaters	7	9	45
Air source heat pumps	22	28	140
<b>Total</b>	<b>29</b>	<b>37</b>	<b>185</b>

To measure the success of new strategies in the EV focus area, Robbinsdale has set a goal to increase EV ownership by 30% by 2030. These targets provide a clear path for Robbinsdale to advance toward a cleaner, more resilient energy future.

### Electric Vehicle Target

Table 4. Increase electric vehicle ownership by 30% by 2030

Electric Vehicle Measure	December 2021	November 2024	Cumulative 2030 Goal
Battery Electric EVs	34	528	686
Plug-in Hybrid EVs	20	188	244
<b>Total</b>	<b>54</b>	<b>716</b>	<b>930</b>



## HOW WE ARE GOING TO GET THERE

To achieve the community’s energy vision and goal, the Energy Action Team identified a set of strategies to support plan implementation. The following sections organize strategies by focus area and include baseline information, desired outcomes, potential barriers, available resources, and a timeline of action steps.

### Strategies

#### Focus Area: Beneficial Electrification

##### *Why is this a priority?*

Beneficial electrification offers a pathway for Robbinsdale to reduce greenhouse gas emissions, improve air quality, and lower long-term energy costs by replacing fossil fuel-powered systems with high-efficiency electric alternatives. This includes technologies such as heat pumps, electric water heaters, induction stoves, and electric landscaping equipment. While these options are becoming more accessible, the Energy Action Team identified key barriers to widespread adoption, including limited public awareness, perceived high upfront costs, and uncertainty about performance in Minnesota’s climate. Addressing these challenges will help ensure that residents, businesses, and municipal operations can take advantage of cleaner, cost-effective technologies.

The following strategies are designed to close these gaps and support a smooth transition to electric solutions across the community.

#### **Strategy 1. Create a resource hub to increase awareness and understanding of Beneficial Electrification.**

**This strategy aims to provide Robbinsdale residents with a centralized source of trustworthy information on electrification options. It ensures that when appliances break down, households can make quick, informed decisions that align with their budgets, comfort needs, and environmental values.**

- Tactic 1A: Provide residents with sample replacement plans and decision guides to help them make fast, informed choices when appliances fail unexpectedly.
- Tactic 1B: Create a clear, user-friendly guide that explains electric appliance options (e.g., heat pumps, induction stoves, electric dryers), cost and energy savings, available rebates and incentives, time-of-use and electric heat rates, demand response programs, and step-by-step replacement guidance.

**Strategy 2. Design an outreach campaign to raise awareness of the benefits of electrification, including print, digital, and in-person efforts that empower residents to take action.**

**Robbinsdale will engage residents through multiple communication channels to build excitement and confidence around electric technologies. This outreach ensures all community members, regardless of income or background, understand the benefits and steps toward electrification.**

- Tactic 2A: Exhibit at events to educate the public about electric appliances and demonstrate how appliances work.
- Tactic 2B: Share case studies that highlight stories of residential beneficial electrification transition, providing the community with ideas for their own homes, and showcase on newsletters, CCX-TV, etc.

**Strategy 3. Create a library check-out or a try-out program for specific electric appliances.**

**Hands-on access to electric appliances (like induction cooktops or portable heat pumps) can overcome hesitation or unfamiliarity. A try-out program lowers the barrier to adoption by letting residents experience the technology before committing to a purchase.**

- Tactic 3A: Acquire electric equipment to create a toolbox for residents to check out from City Hall or partner organization(s).
- Tactic 3B: Promote program via City communication channels and partner channels to spread awareness of electric equipment opportunities.

**Strategy 4. Expand access to residential energy efficiency and electrification through targeted incentives and partnerships.**

**Many residents want to improve their home energy systems but face financial barriers. This strategy helps ensure equitable access to energy improvements through targeted support and ongoing collaboration with trusted partners.**

- Tactic 4A: Develop a green cost-share and rebate program to help finance residential electrification projects.
- Tactic 4B: Continue partnership with Home Energy Squad to subsidize the cost of visits.

**Strategy 5. Strengthen the local workforce to support residential electrification.** Robbinsdale recognizes that a skilled, local workforce is essential to making electrification accessible and affordable. By investing in contractor training and coordination, the City helps ensure residents have reliable, qualified professionals to guide their transition.

- Tactic 5A: Build a contractor network for electrification projects.
- Tactic 5B: Host trainings for local contractors to build their capacity to complete electrification projects.
- Tactic 5C: Focus trainings on topics such as electric equipment installation, safety standards, and navigating available rebates and incentive programs.

**Strategy 6. Advance sustainable building practices and municipal leadership in electrification.**

The City of Robbinsdale can lead by example. By establishing sustainable building practices and transitioning city operations to cleaner technologies, Robbinsdale reinforces its commitment to energy responsibility and climate action.

- Tactic 6A: Develop a green building policy or framework to guide the construction of future buildings in Robbinsdale.
- Tactic 6B: Develop recommendations for Robbinsdale municipal electric outdoor equipment transition.

## Focus Area: Electric Vehicles

### *Why is this a priority?*

Electric vehicle adoption in Robbinsdale has increased significantly with registrations growing from 54 vehicles in 2021 to over 700 in 2024. In response to this rapid transition, the City has taken steps to expand charging infrastructure and explore municipal fleet electrification. However, the Energy Action Team identified several persistent barriers to broader EV adoption, including limited public knowledge, infrastructure accessibility, and the financial costs associated with vehicles and chargers. The following strategies are designed to increase access to information, enhance public charging infrastructure, and provide guidance to both residents and businesses on EV-related opportunities.

The following strategies aim to address those gaps and build a more EV-ready Robbinsdale.

### **Strategy 7. Create educational materials and a resource guide focused on electric vehicles on the City website to promote ownership among residents.**

**This strategy aims to address the current information gap regarding EV ownership, vehicle types, charging infrastructure and cost-saving opportunities. Educational resources developed will provide clear, accessible information to guide residents in considering electric vehicles.**

- Tactic 7A: Create an educational guide on understanding EVs; this can include vehicle and charger type breakdowns, EV benefits, range information, steps for charger retrofitting and installation, and more.
- Tactic 7B: Host and collaborate on educational events; offer opportunities to showcase the city hall chargers and the recreation EV van.
- Tactic 7C: Organize hands-on information sessions featuring electric vehicles and chargers so residents can see the EV up close, learn how charging works, and ask questions.
- Tactic 7D: Develop a storytelling campaign of Robbinsdale residents with EVs to share their experiences and promote ownership.
- Tactic 7E: Create a master list of available savings and grant programs for resident EV ownership and charger installation.

### **Strategy 8. Develop a charger installation guide for Robbinsdale residents and businesses.**

**This strategy seeks to reduce the complexity and uncertainty associated with installing EV chargers at residential and commercial properties. The guide will serve as a reference tool for property owners navigating equipment selection, permitting, incentives and installation logistics.**

- Tactic 8A: Create an outreach campaign to distribute the charger installation guide, encouraging businesses to consider charger installation and consultation.

**Strategy 9. Create recommendations or a framework to improve the accessibility and availability of public chargers in Robbinsdale.**

**To meet the growing demand for EV infrastructure, this strategy supports efforts to increase charger visibility, consistency and spatial coverage. Establishing clear standards and identifying future sites for charger installation will aid long-term planning and infrastructure equity.**

- Tactic 9A: Update accessible public chargers and availability on the City website and the Plug Share map.
- 9B: Develop a list of potential charger installation sites across Robbinsdale with strategic locations for residents and business visitor access.
- 9C: Create a signage guide to make public charger signs uniform for easy identification and clear visibility.

**Strategy 10. Create materials and a communications campaign to communicate available EV rebates and electric rate savings opportunities for Robbinsdale businesses.**

**This strategy focuses on enhancing awareness of financial incentives and technical assistance available to local businesses interested in EV adoption or charger installation. Clear guidance and proactive communications will support broader participation and investment.**

- Tactic 10A: Create a master list of available savings and grant programs for business EV ownership and charger installation.
- Tactic 10B: Market content promoting EV rebate programs in City newsletters, website, etc.
- Tactic 10C: Develop incentive programs for businesses to install public charging stations.

**Strategy 11. Develop a fleet analysis to plan the next steps for Robbinsdale fleet electrification.**

**This strategy supports a comprehensive evaluation of the City's municipal fleet to identify opportunities for electrification. A formal fleet analysis will guide future investments and assist in determining cost-effective and operationally feasible electrification pathways.**

- Tactic 11A: Connect with City department staff responsible for budgeting and acquiring the municipal fleet to ensure long-term planning includes electrification.

**Strategy 12. Draft proposal for charger installation in new construction projects within Robbinsdale.**

**To support long-term infrastructure readiness, this strategy encourages planning by incorporating EV charging considerations into new development. Establishing guidance for developers will help ensure new construction is equipped to meet growing demand.**

- Tactic 12A: Develop a toolkit for new construction projects interested in charger installation, including information on available incentives, resources, steps to installation, etc.

# APPENDIX I: WORK PLAN

This appendix serves as a work plan for the City of Robbinsdale and Partners in Energy. It provides additional details for each strategy - who will be the primary implementer, who will support, and the specific tactics and timelines. All communications will be reviewed and approved by Xcel Energy before being circulated.

Abbreviations used in this plan:

**City:** City of Robbinsdale

**Comms:** Communications Team

**Team:** Energy Action Team volunteers who participated in the Partners in Energy planning process

**PiE:** Partners in Energy

Focus Area: Beneficial Electrification									
Strategy	Tactic	Primary	Support	Q4 '25	Q1 '26	Q2 '26	Q3 '26	Q4 '26	Q1 '27
<b>Strategy 1.</b> Create a resource hub to increase awareness and understanding of Beneficial Electrification.	1A: Provide residents with sample replacement plans and decision guides to help them make fast, informed choices when appliances fail unexpectedly.	PiE	City & Comms						
	1B: Create a clear, user-friendly guide that explains electric appliance options (e.g., heat pumps, induction stoves, electric dryers), cost and energy savings, available rebates and incentives, time-of-use and electric heat rates, demand response programs, and step-by-step replacement guidance.	PiE	City & Comms						
<b>Strategy 2.</b> Design an outreach strategy to raise awareness of the benefits of electrification, including print, digital, and in-person efforts that empower residents to take action.	2A: Table at events to educate the public about electric appliances and demonstrate how appliances work.	City & Team	PiE						
	2B: Showcase case studies that highlight BE transition, providing residents with ideas to incorporate energy-saving actions in their own homes, and showcase on newsletters, CCX-TV, etc.	City & Team	PiE						
<b>Strategy 3.</b> Create a library check-out or a try-out program for specific electric appliances.	3A: Acquire electric equipment to create a toolbox for residents to rent from City Hall or partner organization(s).	City	PiE						

Focus Area: Beneficial Electrification									
Strategy	Tactic	Primary	Support	Q4 '25	Q1 '26	Q2 '26	Q3 '26	Q4 '26	Q1 '27
	3B: Promote program via City communication channels and partner channels to spread awareness of electric equipment opportunities.								
<b>Strategy 4.</b> Expand access to residential energy efficiency and electrification through targeted incentives and partnerships.	4A: Develop a green cost-share and rebate program to help finance residential electrification projects.	City & PiE	Comms						
	4B: Continue partnership with Home Energy Squad to subsidize the cost of visits.	PiE & City	Comms						
<b>Strategy 5.</b> Strengthen the local workforce to support residential electrification.	5A: Build a contractor network for electrification projects.	City & Team	PiE						
	5B: Host trainings for local contractors to build their capacity for electrification projects.	*City & PiE	Team						
	5C: Focus trainings on topics such as electric equipment installation, safety standards, and navigating available rebates and incentive programs.								
<b>Strategy 6.</b> Advance sustainable building practices and municipal leadership in electrification.	6A: Develop a green building policy or framework to guide the construction of future buildings in Robbinsdale.	City	PiE						
	6B: Develop recommendations for Robbinsdale municipal electric outdoor equipment transition.	PiE & City	Team						

Focus Area: Electric Vehicles									
Strategy	Tactic	Primary	Support	Q4 '25	Q1 '26	Q2 '26	Q3 '26	Q4 '26	Q1 '27
<b>Strategy 7.</b> Create educational materials and a resource guide focused on electric vehicles on the City website to promote ownership among residents.	7A: Create an educational guide on understanding EVs; this can include vehicle and charger type breakdowns, EV benefits, range information, steps for charger retrofitting and installation, and more.	PiE	City & Comms						
	7B: Host and collaborate on educational events; offer opportunities to showcase the city hall chargers and the recreation EV van.	City & Team	PiE						
	7C: Organize hands-on information sessions featuring the electric vehicles and chargers so residents can see the EV up close, learn how charging works and ask questions.	City & Teams	PiE						
	7D: Develop a storytelling campaign of Robbinsdale residents with EVs to share their experiences and promote ownership.	PiE & City	Comms						
	7E: Create a master list of available savings and grant programs for resident EV ownership and charger installation.	PiE	City						
<b>Strategy 8.</b> Develop a charger installation guide for Robbinsdale residents and businesses.	8A: Create an outreach campaign encouraging businesses to consider charger installation and consultation.	PiE & City	Comms						

Focus Area: Electric Vehicles									
Strategy	Tactic	Primary	Support	Q4 '25	Q1 '26	Q2 '26	Q3 '26	Q4 '26	Q1 '27
<b>Strategy 9.</b> Create recommendations or a framework to improve the accessibility and availability of public electric chargers in Robbinsdale.	9A: Update accessible public chargers and availability on the City website and the Plug Share map.	PiE	City						
	9B: Develop a list of potential charger installation sites across Robbinsdale with strategic locations for residents and business visitor access.	City & PiE	Team						
	9C: Create a signage guide to uniform public charger signs for easy identification and clear visibility.	PiE & Comms	City						
<b>Strategy 10.</b> Create materials and a communications campaign to broadcast available EV rebates and savings opportunities for Robbinsdale businesses.	10A: Market content promoting EV rebate programs in City newsletters, website, etc.	City	Comms & PiE						
	10B: Develop incentive programs for businesses to install public charging stations.	City	PiE						
<b>Strategy 11.</b> Develop a fleet analysis to plan the next steps for Robbinsdale fleet electrification.	11A: Connect with City department staff responsible for budgeting and acquiring the municipal fleet to ensure long-term planning includes electrification.	PiE	City & Team						
<b>Strategy 12.</b> Draft proposal for charger installation in new construction projects within Robbinsdale.	12A: Develop a toolkit for new construction projects interested in charger installation, including information on available incentives, resources, steps to installation, etc.	PiE	City						

# APPENDIX II: BENEFICIAL ELECTRIFICATION

## 101

### General Drivers of Electrification

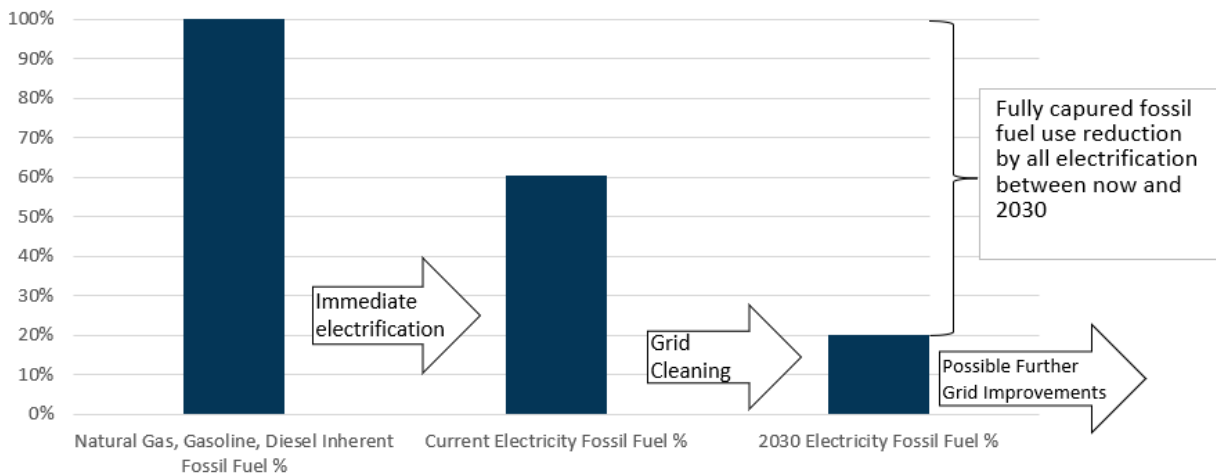
#### Reducing Greenhouse Gas (GHG) Emissions

Beneficial electrification reduces greenhouse gas emissions in two ways:

- 1) Accessing renewable energy
- 2) Energy efficiency improvements

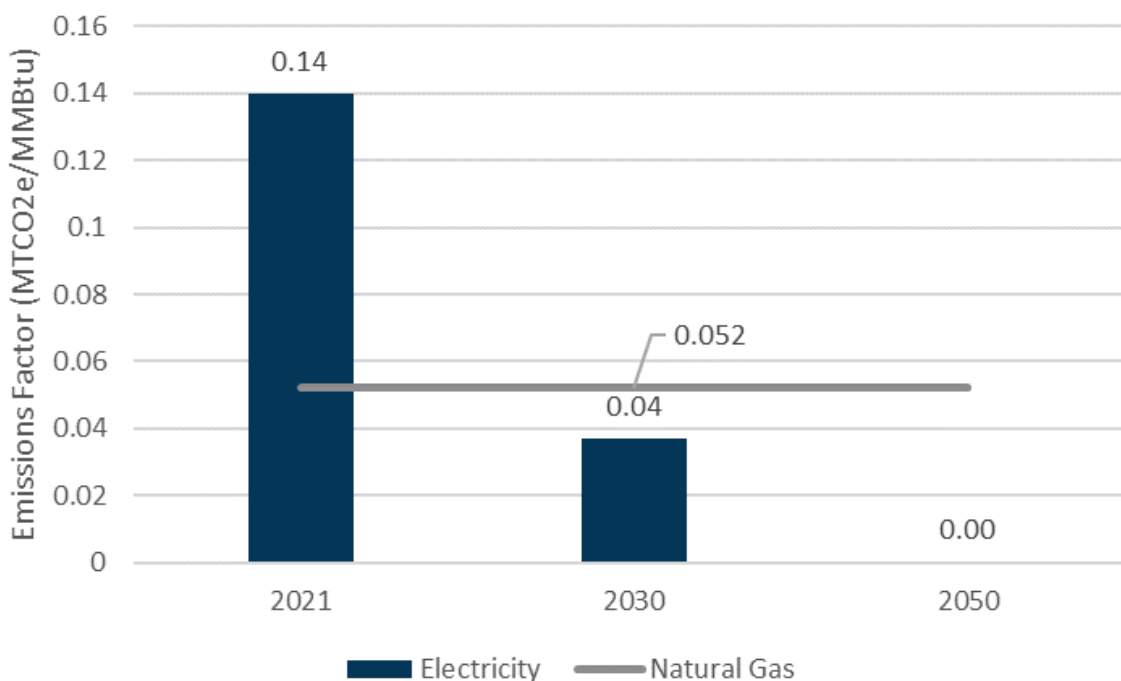
Xcel Energy has a goal to reduce carbon emissions by nearly 85% by 2030 compared to 2005 levels, and to provide 100% carbon-free electricity by 2050. Transitioning to electricity leverages the 40% clean electricity sources powering the grid today, as well as the additional renewables up to 80% within the next decade. This transition can be expressed through the decrease in fossil fuel use as outlined in *Figure 7*, assuming immediate electrification covers all natural gas, gasoline and diesel use (or other fossil fuel end uses such as propane).

Figure 7. Fossil fuel use percentage over time through electrification



This transition results in a decrease in emissions. The emissions factor (how many metric tons of CO<sub>2</sub> equivalent are released when consuming a unit, 1 MMBtu, of energy) is shown in *Figure 8*. Electricity becomes cleaner on a per-unit basis in 2029.

Figure 8 Projected emissions factor of Xcel Energy's electricity and natural gas



Note that the above graph does not include efficiency improvements or other benefits that would push the effective emissions equivalence to an earlier date.

Electric technology is also more energy efficient than its gas counterparts. Air source heat pumps used to heat buildings are found to be over three times as efficient as highly efficient gas furnaces for heating in some climates (RMI, 2022).

In the transportation sector, electric vehicles are found to be vastly more efficient compared to conventional gas-powered vehicles. Electric vehicle batteries convert 59–62% of energy into vehicle movement, while gas powered vehicles only convert 17%–21% (Energy Sage, 2022). In terms of total energy conversion, that’s approximately a 40% increase, or three times the original efficiency. A similar or better increase has also been found for electric trucks and busses (California Air Resources Board, 2018).

### **Saving on Operational Costs**

Electrification can have different cost implications depending on the cost and amount of the fuel being replaced compared to the cost and amount of electricity. For instance, implementing electric heat pumps in single-family homes is often cost-effective for new development (Southwest Energy Efficiency Project, Colorado Energy Office, 2022; Group14 Engineering, 2020; RMI, 2022). After factoring in available rebates from the federal Inflation Reduction Act (IRA), Xcel Energy’s rebate programs and potential Minnesota rebates as currently proposed, it is even more likely to be a cost benefit to electrify, even in retrofit scenarios. Many of the rebates available have higher values for

income-qualified residents, which make building electrification more affordable. However, implementing electric heat pumps in large commercial spaces may require a cost premium.

The first cost and operational costs for electric vehicles also vary. While light-duty passenger electric vehicles tend to cost more at point of sale, electric vehicles boast a 50% lower total cost of ownership compared to gas-powered vehicles (Forbes, 2018). Electrification also cushions users from volatile energy prices, especially for gasoline and diesel in the transportation sector and natural gas in the buildings sector. Xcel Energy has an established goal of making it possible to drive an EV for the equivalent of \$1 or less per gallon of gasoline.



## APPENDIX III: ELECTRIC VEHICLES 101

Since electric vehicles (EVs) are an emerging and rapidly changing technology, it is important to ensure that everyone has a common understanding of the technology and terminology involved. This section explains the basics of currently available types of vehicles and charging stations and the associated uses, barriers and benefits. Note, while electric options are available for medium- and heavy-duty vehicles, the descriptions provided in this section apply primarily to light-duty vehicles, which make up most of the electric vehicle market today.

### Electric Vehicle Basics

Electric vehicles refer to any vehicle that uses an electric motor. An EV can have a fully electric motor or can contain an internal combustion engine that supports the electric motor. A plug-in electric vehicle (PEV) utilizes an external source of electricity to store electrical energy within its onboard rechargeable battery packs. The travel range of the two types of plug-in electric vehicles are outlined in *Table 5* and are described in more detail in the following sections.

Table 5. Comparison of types of electric vehicles

Electric Vehicle Type	Power Source	Travel Range
Battery Electric Vehicle (BEV)	Electric Motor	200–520 miles
Plug-in Hybrid Electric Vehicle (PHEV)	Electric Motor + Gasoline Engine	315–660 miles

### Battery Electric Vehicle (BEV)

A BEV is an all-electric vehicle that does not require gasoline and, thus, has no tailpipe emissions. BEVs are fueled by plugging into charging stations. Energy is stored in the battery to be used when the car is running. Distances that a BEV can travel on a single charge range from 200 to 520 miles with longer distances continued in the future

through continual advancements in battery technology. Recharging can take anywhere between 30 minutes to 12 hours depending on the type of charger, size of the battery and level of depletion in the battery (Drive Change. Drive Electric., 2023).

### **Plug-In Hybrid Electric Vehicle (PHEV)**

A PHEV provides a combination of both an electric motor and a gasoline engine and produces less tailpipe emissions than an internal combustion engine. PHEVs use energy from the electric motor until the battery charge is fully depleted, which can occur between 15 to 60 miles, at which point, the gasoline engine takes over. The distance that a PHEV can travel on a single charge and full tank of gasoline ranges between 315 and 660 miles. The battery is charged similarly to the BEV through a plug, and the fuel tank is filled by traditional gas station (Drive Change. Drive Electric., 2023).



### **Charging Stations**

EV charging stations are separated into three categories based on the speed at which the vehicle is charged: Levels 1 and 2 and DC fast chargers. The following sections detail the appropriate application for each charger type.

#### **Residential Charging Stations**

Residents have two options for charging at home. Level 1 chargers use standard 120-volt AC outlets and can take 8 to 12 hours to fully charge a depleted battery. Level 2 chargers require a 240-volt AC outlet and can fully charge a depleted battery in 4 to 6 hours. Residents can charge during off-peak hours to reduce the impact on the grid. *Table 6* provides a brief explanation along with the pros and cons of both types. All currently available EVs can use either charger type.

Table 6. Residential electric vehicle charging types


	LEVEL 1	LEVEL 2
		
Electric Current (AC)	120 volts; 20 amps	208/240 volt; 30 amps
Charging Rate (miles range per hour of charging)	2 to 5	20 to 45
Benefits	<ul style="list-style-type: none"> <li>• Uses standard residential wall outlet</li> <li>• Little to no investment in infrastructure required</li> </ul>	<ul style="list-style-type: none"> <li>• Faster charging</li> <li>• Some models have available Wi-Fi controls to allow residents to take advantage of time-of-day electric rates</li> <li>• In the case of multifamily housing, the controls could be managed by a property manager</li> </ul>
Drawbacks	<ul style="list-style-type: none"> <li>• Slower charging rate, but usually sufficient for residents who charge overnight</li> </ul>	<ul style="list-style-type: none"> <li>• Requires 240 Volt outlet or hardwired charger</li> <li>• Electrician likely required to install</li> <li>• Higher infrastructure cost investment</li> </ul>
Estimated Costs	Low to no cost	\$200 to \$2,000

### Commercial Charging Stations

Commercial Level 2 and DC fast chargers are most appropriate for commercial applications since EVs are generally parked for shorter periods of time than residential applications. Level 2 chargers are the same as the residential chargers and often have the option to include two charging ports at one station. DC fast chargers require an industrial DC outlet of 480 volts and can charge batteries in 20 to 30 minutes. Many commercial chargers also come equipped with software that allows the user to control

when vehicles are charging and may facilitate payment in public applications. *Table 7* shows the advantages and disadvantages of Level 2 and DC fast chargers.

Table 7. Level 2 and DC fast charging infrastructure

	LEVEL 2	DC Fast Charger
		
Electric Current	208/240 volt; 30 amps (AC)	480 volts DC
Charging Rate (miles range per hour of charging)	20 to 45	200 to 400+
Benefits	<ul style="list-style-type: none"> <li>• More economical than DC fast charging</li> <li>• Safe for long-term use</li> </ul>	<ul style="list-style-type: none"> <li>• Fastest charging option available</li> </ul>
Drawbacks	<ul style="list-style-type: none"> <li>• Slower charging</li> </ul>	<ul style="list-style-type: none"> <li>• Very expensive to purchase and install</li> <li>• Can cause degradation to EV batteries with frequent use</li> </ul>
Estimated Equipment Costs	\$2,500 to \$6,000 (ICF, 2022)	\$20,000 to \$150,000 (ICF, 2022)

### Benefits of EVs

Benefits of EVs are both environmentally and economically advantageous. By replacing internal combustion engine vehicles with EVs, transportation-related GHG emissions are significantly reduced and air quality is improved. As the need for imported petroleum to support transportation decreases through the integration of EVs, domestically available fuel sources can shift into focus, which will result in energy independence and domestically regulated fuel prices. Furthermore, the individual consumer will experience lower fuel and maintenance costs with the transition to EVs and continued advancements in battery and charging technologies. The following sections provide additional details regarding the benefits of EVs.

### Reduce GHG Emissions

EVs can significantly decrease GHG emissions associated with on-road transportation, which overtook electricity generation as the largest source of GHG emissions in the U.S. in 2017 (Environmental Protection Agency, 2019). The amount of emissions

reduction depends on the electricity generation fuel mix of the local electricity grid. National trends suggest that electric utilities are improving the emissions from electricity generation at a faster rate than fuel economy is improving in internal combustion engine vehicles. EV charging can be paired with residential rooftop solar, commercial solar parking structures and community solar to further reduce associated GHG emissions. Xcel Energy has goals to reduce carbon emissions 80% by 2030 and to be carbon free by 2050 (Xcel Energy, 2019). By transitioning to cleaner energy sources, Xcel Energy is supporting its customers reach their own community goals of achieving carbon neutrality.

### Air Quality

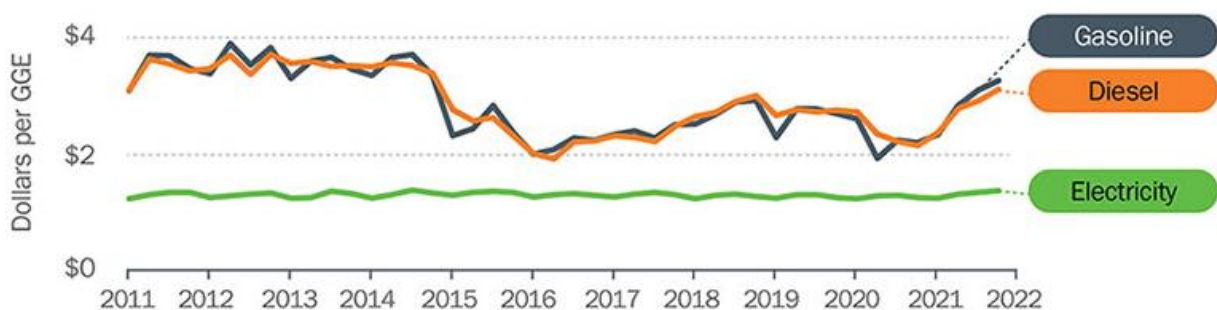
Use of internal combustion engine vehicles contributes to ozone and fine particulate (PM<sub>2.5</sub>) air pollutants, especially along heavily traveled routes. These pollutants have been linked to respiratory problems such as asthma, cardiopulmonary disease and premature death for people with chronic exposure. These pollutants are significantly reduced in the case of HEVs and PHEVs and eliminated in BEVs. A study of the Houston area found that moderate to complete vehicle electrification would reduce ozone by 1 to 4 ppb and PM<sub>2.5</sub> by 0.5 to 2 µgm<sup>-3</sup>. This change was estimated to prevent 114 to 246 premature deaths annually, significantly reduce asthma exacerbation by 7,500 cases and reduce school loss days by 5,500 (Pan, et al., 2019).

### Energy Independence and Cost Stability

Over 65% of the petroleum imported to the U.S. in 2018 was used for transportation fuel. Transitioning to EVs shifts the fuel source to more domestically available sources such as coal, nuclear, natural gas and renewable energy. Integration of EVs is an important strategy for reducing dependence on fuel imports and isolates transportation costs from the volatile petroleum market (Office of Energy Efficiency and Renewable Energy, 2018). *Figure 9* illustrates fluctuations in gasoline and diesel prices compared to electricity prices from 2000 to 2021.

Figure 9. The average retail fuel prices in the United States illustrate that electricity prices are not only lower but much more stable than those of gasoline or diesel fuel. (U.S. Department of Energy, 2023)

#### Electricity Prices Compared to Gasoline and Diesel



### **Lower Fuel & Maintenance Costs**

While cost savings vary based on vehicle type, driving patterns and geographic region, the average driver spends about half as much money in fuel and maintenance costs by driving an EV compared to a traditional internal combustion engine vehicle (Office of Energy Efficiency and Renewable Energy, 2019). The average U.S. household spends about 13% of their annual income on transportation costs, while low-income households spend an average of 29% of their annual income on transportation costs (Institute for Transportation And Development Policy, 2019). The transition to EVs would result in significant savings for the individual consumer.

### **Federal Incentives**

These federal incentives are subject to change based on future appropriations, administrative priorities, and federal budget decisions. Program funding levels, eligibility, and timelines may be reduced, delayed, or modified.

#### **Clean Heavy-Duty Vehicles Grants and Rebates**

\$1 billion in funding, including replacing heavy-duty vehicles with EVs and associated charging infrastructure.

#### **Diesel Emissions Reduction**

Funds grants and rebates that protect human health and improve air quality by reducing harmful emissions from diesel engines.

#### **Clean School Bus Grants and Rebates Program**

\$5 billion over five years (FY 2022–2026) to replace existing school buses with zero-emission and low-emission models.

#### **Low or No Emission Vehicle Program**

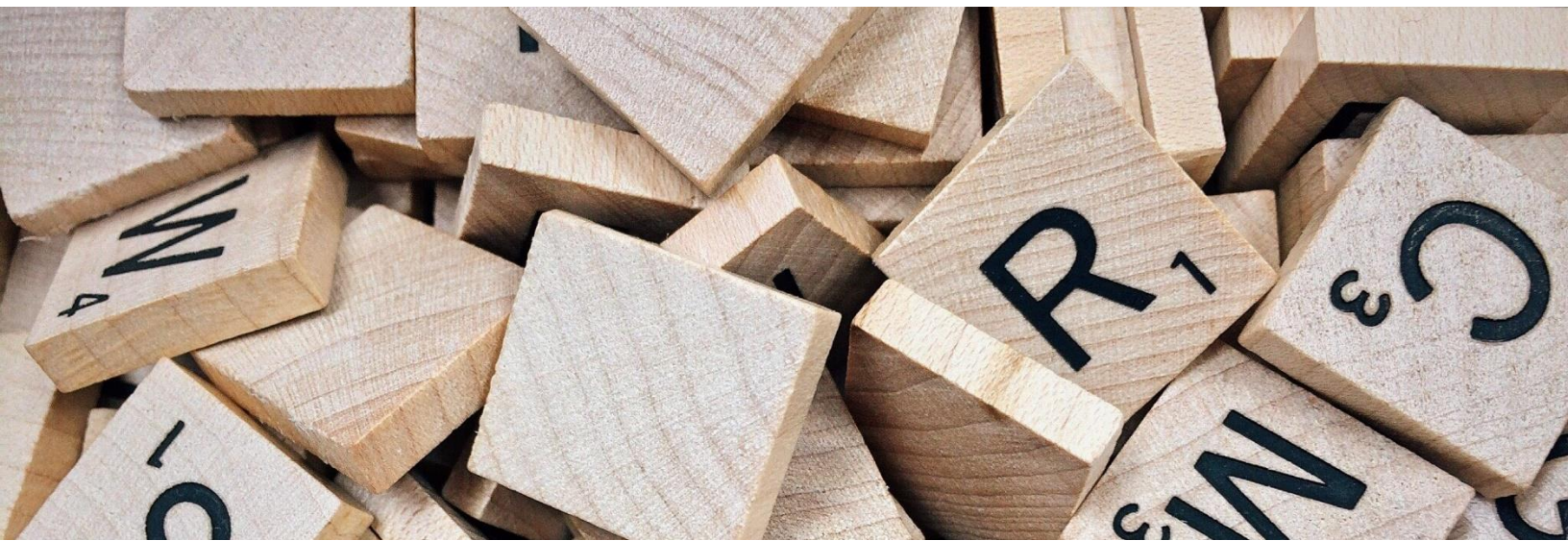
The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as the acquisition, construction and leasing of required supporting facilities.

#### **Charging and Fueling Infrastructure (CFI) Discretionary Grant Program**

A competitive grant program distributing \$2.5 billion over five years to strategically deploy EV charging infrastructure and other alternative fueling infrastructure projects in urban and rural communities in publicly accessible locations, including downtown areas and local neighborhoods, particularly in underserved and disadvantaged communities.

#### **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**

To build and repair critical pieces of our freight and passenger road, rail, transit and port transportation networks. Criteria for innovation include electric vehicles.



## APPENDIX IV: GLOSSARY OF TERMS

**15 x 15:** Xcel Energy's privacy rule, which requires all data summary statistics to contain at least 15 premises, with no single premise responsible for more than 15% of the total. Following these rules, if a premise(s) is responsible for more than 15% of the total for that data set, it is/they are removed from the summary.

**Alternating current (AC):** The most common form of electricity used in homes and businesses uses alternating current where the current periodically changes direction. Batteries require DC electricity to charge, so EV chargers must convert the supplied AC electricity to DC power.

**Amps:** The measurement of the amount of electrical energy "flowing" through a charger. This is determined by the electrical load required by the equipment and can vary over time.

**Battery Electric Vehicle (BEV):** An all-electric vehicle, fueled by plugging into an external charger, that has no tailpipe emissions. Requires low maintenance costs.

**Beneficial Electrification:** The replacement of direct fossil fuel use that results in either lower costs, reduced emissions, or more effective use of the power grid.

**British Thermal Unit (BTU):** The amount of heat needed to raise one pound of water at maximum density through one degree Fahrenheit.

**Building Electrification:** Transitioning fossil-fueled appliances to ones powered by electricity, such as HVAC or water heating systems.

**Carbon-free:** Sources of energy that will not emit additional carbon dioxide into the air. Wind, solar, and nuclear energy are all carbon free sources, but only wind and solar are renewable.

**Carbon-neutral:** Also described as “net zero”; could include carbon-free sources but is broader and refers to energy that removes or avoids as much carbon dioxide as is released over a set period of time. Is sometimes used to describe a site that produces an excess amount of electricity from a renewable energy source, such as solar, compared to what it consumes. That excess energy is put back into the electric grid, in an amount that offsets the carbon dioxide produced from the electricity it draws from the grid, when it is not producing renewable energy.

**Coefficient of Performance:** Discussed in relation to equipment such as space and water heaters or heat pumps, it represents the ratio of energy input to useful energy outputted. For heating, useful energy outputted refers to the energy outputted as heat; energy input refers to the electricity or natural gas required to generate or move that energy.

**Community Data Mapping:** A baseline analysis of energy data in a geospatial (map) format across the community.

**DC Fast Charging Station:** Uses an industrial 480-volt DC outlet and can charge a battery to 80% in 20 to 30 minutes; used in commercial settings where the anticipated charge time is limited (e.g., supermarket, gas station, etc.); will be used on Alternative Fuel Corridors – a national network of major thoroughfares supporting EVs and other alternative fuels.

**Demand Side Management (DSM):** Modification of consumer demand for energy through various methods, including education and financial incentives. Aims to encourage consumers to decrease energy consumption, especially during peak hours, or to shift time-of-energy use to off-peak periods such as nighttime and weekend.

**Direct Current (DC):** The form of electricity where the current only flows in one direction. This is the type of electricity that batteries both supply and require to charge. EV chargers must convert the supplied AC electricity to DC power.

**Direct Current (DC):** The form of electricity where the current only flows in one direction. This is the type of electricity that batteries supply and require to charge. EV chargers must convert the supplied AC electricity to DC power.

**Direct Installation:** Free energy-saving equipment installed by Xcel Energy or other organization, for program participants, that produces immediate energy savings.

**Electric vehicle (EV):** A vehicle that uses an electric engine for all or part of its propulsion.

**Electric Vehicle Supply Equipment (EVSE):** Infrastructure, such as chargers, electrical supplies, etc., required to support EVs.

**Emissions Factor:** Quantity of emissions released per unit of energy use.

**Energy Burden:** Percentage of gross household income spent on energy costs.

**Energy Reduction:** The result of behavior changes that cause less energy to be used. For example, setting the thermostat to a lower temperature reduces the energy used in your home during the winter. Since energy reductions can be easily reversed, they are not accounted for when calculating changes in energy usage.

**Energy Savings:** Comes from a permanent change that results in using less energy to achieve the same results. A new furnace uses X% less energy to keep your home at the same temperature (all things being equal), resulting in energy savings of X%. For accounting purposes, energy savings are only counted in the year the new equipment is installed.

**EV-Ready Codes:** Local government codes that require installation of a 40 amp, 208/240 volt, dedicated branch circuit (similar to that of an electric dryer or oven), along with a circuit terminating in a receptacle, junction box, or EV charging station at certain parking facilities (Southwest Energy Efficiency Project, 2023).

**Fleet Electrification:** Replacing internal combustion engine vehicles with equivalent electric vehicles in a public or business fleet.

**Greenhouse Gases (GHG):** Gases in the atmosphere that absorb and emit radiation and significantly contribute to climate change. The primary greenhouse gases in the earth's atmosphere are water vapor, carbon dioxide, methane, nitrous oxide, and ozone.

**Grid Decarbonization:** Current planned reduction in the carbon intensity of electricity provided by electric utilities through the addition of low- or no-carbon energy sources to the electricity grid.

**Gross Floor Area (GFA):** Total of all floor areas of a building included in the building between exterior walls.

**Heavy-duty vehicles:** Commercial vehicles over a minimum Gross Vehicle Weight Rating (GVRW) of 8,500 lbs.

**HVAC:** Heating, Ventilation, and Air Conditioning

**Hybrid Electric Vehicle (HEV):** Contains both an electric motor and a gasoline engine. The gasoline engine powers a generator that charges the electric motor. No external battery charger is used. Runs at a constant speed, which increases fuel efficiency.

**Internal combustion engine (ICE):** Traditional vehicle engine that uses the direct combustion of gasoline, diesel, or other fuels.

**Kilowatt-hour (kWh):** The amount of electricity being sent to the EV battery from the charger in one hour. This is calculated by volts times amps divided by 1,000.

**Level 1 Charging Station:** Uses a standard 120-volt AC outlet and can take 8 to 12 hours to fully charge a depleted battery; intended for residential use only.

**Level 2 Charging Station:** Uses a 220-volt or 240-volt AC outlet and can fully charge a depleted battery in 4 to 6 hours; can be used in both residential and commercial settings.

**Level 3/DC Fast Charging Station:** Uses an industrial 480-volt DC outlet and can charge a battery to 80% in 20 to 30 minutes; used in commercial settings where the anticipated charge time is limited (e.g., supermarket, gas station); will be used on Alternative Fuel Corridors – a national network of major thoroughfares supporting EVs and other alternative fuels.

**Light-Duty Vehicles:** Passenger cars with a maximum Gross Vehicle Weight Rating (GVRW) of 8,500 lbs.

**Megawatt (MW):** A unit of electric power equal to 1 million watts.

**Metric Tons of Carbon Dioxide Equivalent (MTCO<sub>2e</sub>):** A unit of measure for greenhouse gas emissions. The unit "CO<sub>2e</sub>" represents an amount of a greenhouse gas whose atmospheric impact has been standardized to that of one unit mass of carbon dioxide (CO<sub>2</sub>), based on the global warming potential (GWP) of the gas.

**Micromobility:** Transportation using lightweight vehicles such as bicycles or scooters, including electric bicycles and scooters, often used to travel short distances.

**Million British Thermal Units (MMBtu):** Unit of energy consumption that allows electricity and natural gas consumption to be combined.

**Plug-in Hybrid Electric Vehicle (PHEV/PEV):** Contains both an electric motor and a gasoline engine. An external plug is used to fuel the electric motor. The electric motor is used until the battery is depleted; at this point the gasoline engine takes over. Offers lower tailpipe emissions than traditional ICE vehicles and longer ranges than most BEVs.

**Premise:** A unique combination of service address and meter. For residential customers, this is the equivalent of an individual house or dwelling unit in a multi-tenant building. For business customers, it is an individual business, or for a larger business, a separately-metered portion of the business's load at that address.

**Range Anxiety:** Fear of running out of power in an EV before reaching a charging station or desired destination.

**Range per hour (RPH):** A measurement of the miles an EV can travel on one hour of charge. This is generally applied to EV charging stations and expressed in terms of typical EV efficiency.

**Recommissioning:** An energy efficiency service focused on identifying ways existing building systems can be tuned up to run as efficiently as possible.

**Renewable Energy Certificate (REC):** For every megawatt-hour of clean, renewable electricity generation, a renewable energy certificate (REC) is created. A REC embodies

all the environmental attributes of the generation and can be tracked and traded separately from the underlying electricity. Also known as Renewable Energy Credit.

**Resilience:** The ability to prepare for and adapt to changing conditions and withstand and recover rapidly from disruptions. Resilience includes the ability to withstand and recover from deliberate attacks, accidents, or naturally occurring threats or incidents.

**Solar Garden:** Shared solar array with grid-connected subscribers who receive bill credits for their subscriptions.

**Solar Photovoltaic (PV):** Solar cells/panels that convert sunlight into electricity (convert light, or photons, into electricity, or voltage).

**Subscription:** Agreement to purchase a certain amount of something at regular intervals.

**Therm (thm):** Unit of natural gas consumption.

**Trade Partner:** Also known as Trade Ally or Business Trade Partner. Vendors and contractors who work with business and residential customers servicing, installing, and providing consulting services regarding the equipment associated with utility rebate programs. Their support for utility programs can range from providing equipment and assisting with rebate paperwork, to receiving rebates for equipment sold.

**Transportation Electrification:** Transitioning fossil-fueled vehicles to ones powered by electricity, such as passenger vehicles or transit.

**Vehicle Miles Traveled (VMT):** A way to measure the integration of EVs and associated reduction in GHG emissions by considering electric miles that replace traditional vehicle miles.

**Volts:** A measurement of the force pushing the flow of energy through a charger. This measurement is determined by electricity supply. Standard household outlets provide 120 volts; outlets for dryers or other high-powered household equipment supply 240 volts.



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# Partners in Energy & City of Robbinsdale

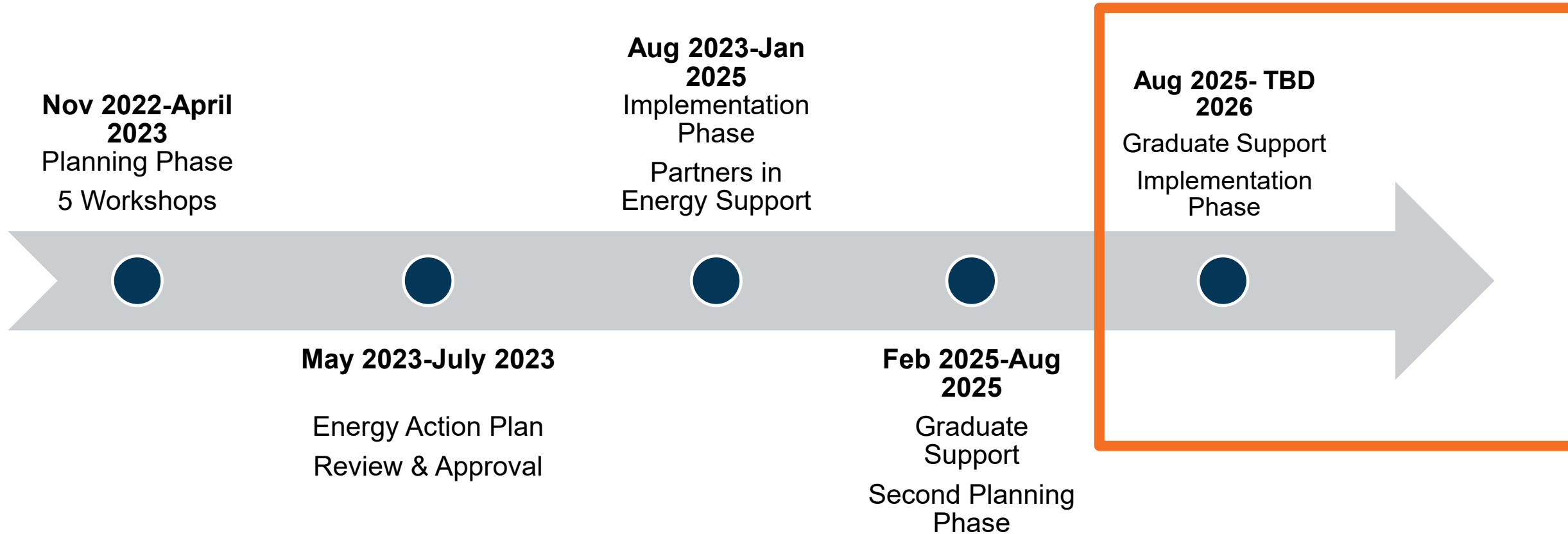
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## **DRAFT:** Addendum to the Energy Action Plan

# THANK YOU TO OUR VOLUNTEER ENERGY ACTION TEAM

Carol Myers	Resident – Sustainability Committee
Erin Hart	Resident – Sustainability Committee
Johan Baumeister	Resident
Jonathan Hansen	Resident – Sustainability Committee
Mark Intermill	Resident – Sustainability Committee
Megan Hanelitz	Resident – Sustainability Committee
Nick Heid	Resident – Sustainability Committee

# ROBBINSDALE'S PARTNERS IN ENERGY PROCESS



## Our Energy Vision

Robbinsdale strives to be a leader in sustainable energy action. Through continued partnerships, the City and its community members set to improve upon existing efforts, including energy efficiency, energy affordability, and renewable energy. This plan aims to remove structural barriers to equitably serve all community members, improve quality of life for present and future generations, and make Robbinsdale resilient and adaptable to the changing climate.

# COMMUNITY VISION

# ENERGY ACTION PLAN IMPACT



8,500 MTCO<sub>2</sub>e of avoided greenhouse gas emissions by 2030, which is equivalent to removing 1,800 passenger vehicles from the road for a year.



Estimated savings of \$1.3 million community-wide through participation in utility programs by 2030.



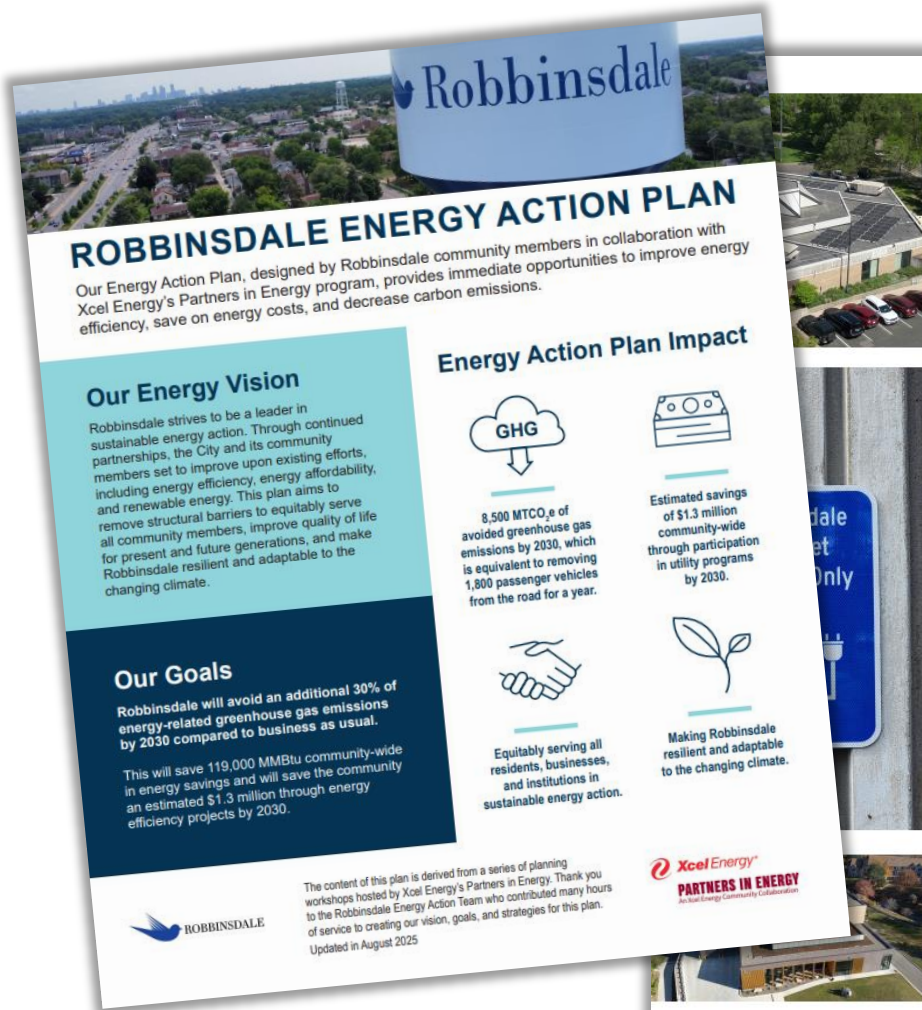
Equitably serving all residents, businesses, and institutions in sustainable energy action.



Making Robbinsdale resilient and adaptable to the changing climate.

## IMPLEMENTATION HIGHLIGHTS

- Promoted renewable energy programs, business assessments, appliance recycling, income-qualified offerings, and electric equipment rebates through monthly utility bill inserts and e-newsletters.
- Established a volunteer-based Sustainability Committee to support city energy strategies.
- Used SEED grant funds to provide 50 free Home Energy Squad visits; success led to ongoing city funding for free visits for all residents.
- Launched an Earth Day Renewable Energy Challenge on social media promoting Renewable\*Connect Flex, including graphics, posts, and testimonial submissions.
- Mailed Home Energy Squad postcards to 1,300 households that could be income-qualified.
- Coordinated a “Business Blitz” for door-to-door outreach encouraging lighting assessments for downtown businesses.



**ROBBINSDALE ENERGY ACTION PLAN**

Our Energy Action Plan, designed by Robbinsdale community members in collaboration with Xcel Energy's Partners in Energy program, provides immediate opportunities to improve energy efficiency, save on energy costs, and decrease carbon emissions.

**Our Energy Vision**

Robbinsdale strives to be a leader in sustainable energy action. Through continued partnerships, the City and its community members set to improve upon existing efforts, including energy efficiency, energy affordability, and renewable energy. This plan aims to remove structural barriers to equitably serve all community members, improve quality of life for present and future generations, and make Robbinsdale resilient and adaptable to the changing climate.

**Our Goals**

Robbinsdale will avoid an additional 30% of energy-related greenhouse gas emissions by 2030 compared to business as usual.

This will save 119,000 MMBtu community-wide in energy savings and will save the community an estimated \$1.3 million through energy efficiency projects by 2030.

The content of this plan is derived from a series of planning workshops hosted by Xcel Energy's Partners in Energy. Thank you to the Robbinsdale Energy Action Team who contributed many hours of service to creating our vision, goals, and strategies for this plan. Updated in August 2025

**Energy Action Plan Impact**

- GHG**  
8,500 MTCO<sub>2</sub>e of avoided greenhouse gas emissions by 2030, which is equivalent to removing 1,800 passenger vehicles from the road for a year.
- Estimated savings of \$1.3 million community-wide through participation in utility programs by 2030.**
- Equitably serving all residents, businesses, and institutions in sustainable energy action.**
- Making Robbinsdale resilient and adaptable to the changing climate.**

**Xcel Energy**  
**PARTNERS IN ENERGY**  
An Xcel Energy Community Collaboration

## How We Are Going to Get There

The City of Robbinsdale and its partners, community members, and volunteers will take actions identified in this plan that will help us achieve our goal. We developed actionable strategies to reach all residents and businesses within four focus areas:

- Reducing Energy Burden
- Residential Energy Efficiency
- Business Energy Efficiency
- Renewable Energy
- Beneficial Electrification
- Electric Vehicles

## Actions

- Foster an environment for energy savings, renewable energy, and economic growth to coexist and thrive.
- Collaborate with community groups, social service organizations, and businesses to encourage participation in energy programs and opportunities.
- Conduct outreach and education campaigns to make energy efficiency the easy choice and remove barriers to accessing renewable energy.
- Organize funding resources and incentives for the community to participate in energy programs that result in more comfortable and valuable homes and buildings.
- Engage property owners, building managers, and renters to increase energy efficiency and save money.
- Advance electric vehicle adoption in Robbinsdale by increasing awareness, providing clear educational resources, and supporting the development of accessible charging options for residents and businesses.
- Promote the shift to efficient electric technologies in homes and buildings by connecting the community with information, incentives, and tools to support long-term energy savings and emissions reductions.

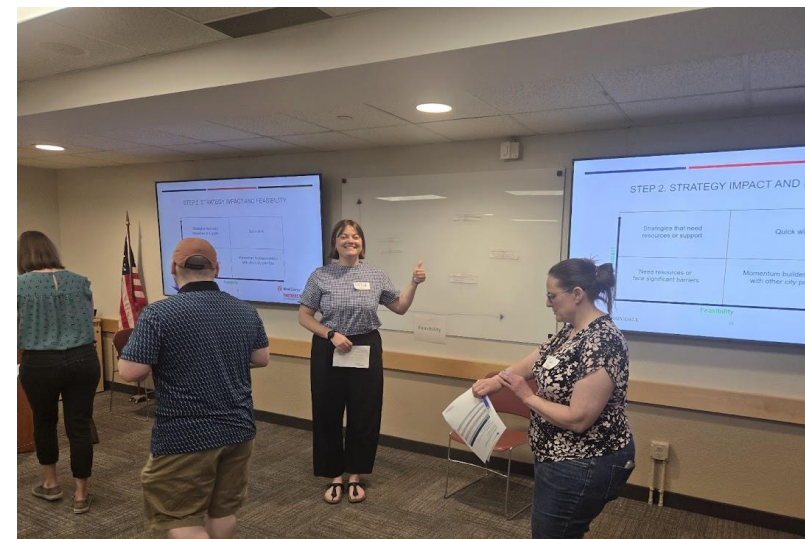
## Get Involved

Visit [robbinsdalemn.com](http://robbinsdalemn.com) to read more about the Energy Action Plan and find ways you can support the plan.

To learn how you can help Robbinsdale achieve our energy goals, please contact Sustainability Coordinator Kayla Kirtz at [kkirtz@robbinsdalemn.gov](mailto:kkirtz@robbinsdalemn.gov).

# DRAFT PLAN REVIEW

# HOW WE GOT HERE



# NEW FOCUS AREAS

Beneficial  
Electrification

Electric  
Vehicles

# BENEFICIAL ELECTRIFICATION TARGETS

Residential Electrification Measure	2024 Participation	Annual Target	Cumulative 2030 Goal
Heat pump water heaters	7	9	45
Air source heat pumps	22	28	140
<b>Total</b>	<b>29</b>	<b>37</b>	<b>185</b>

Increase annual electrification rebates participation by 25% compared to 2024 baseline

# ELECTRIC VEHICLE TARGETS

Electric Vehicle Measure	December 2021	November 2024	Cumulative 2030 Goal
Battery Electric EVs	34	528	686
Plug-in Hybrid EVs	20	188	244
<b>Total</b>	<b>54</b>	<b>716</b>	<b>930</b>

Increase electric vehicle ownership by 30% by 2030

# STRATEGIES: HOW ARE WE GOING TO GET THERE?

## Beneficial Electrification

- Create a beneficial electrification resources hub
- Outreach campaign to raise awareness and education on beneficial electrification and its benefits
- Create a library check-out program for specific electric appliances
- Expand access to residential energy efficiency and electrification through incentives and partnerships
- Strengthen local workforce to support residential electrification
- Advance sustainable building practice and municipal leadership in electrification

## Electric Vehicles

- Create educational materials and resource guide for EVs on City website
- Develop charge installation guide for Robbinsdale residents and businesses
- Create recommendations for improving availability of public chargers in Robbinsdale
- Create communications campaign to communicate available rebates and electric rate savings opportunities
- Develop fleet analysis to plan next steps for City fleet electrification
- Develop proposal for charger installations in new construction projects within Robbinsdale

**Focus Area: Electric Vehicles**

Strategy	Tactic	Primary	Support	Q4 '25	Q1 '26	Q2 '26	Q3 '26	Q4 '26	Q1 '27
<b>Strategy 7.</b> Create educational materials and a resource guide focused on electric vehicles on the <a href="#">City</a> website to promote ownership among residents.	7A: Create an educational guide on understanding EVs; this can include vehicle and charger type breakdowns, EV benefits, range information, steps for charger retrofitting and installation, and more.	PiE	City & Comms						
	7B: Host and collaborate on educational events; offer opportunities to showcase the city hall chargers and the recreation EV van.	City & Team	PiE						
	7C: Organize hands-on information sessions featuring the electric vehicles and chargers so residents can see the EV up close, learn how charging works and ask questions.	City & Team	PiE						
	7D: Develop a storytelling campaign of Robbinsdale residents with EVs to share their experiences and promote ownership.	PiE & City	Comms						
	7E: Create a master list of available savings and grant programs for resident EV ownership and charger installation.	PiE	City						

# EXAMPLE STRATEGY BREAKDOWN

# PARTNERS IN ENERGY IMPLEMENTATION SUPPORT





# QUESTIONS?



TO: Mayor and City Council  
PREPARED BY: Matthew Bazyk, Recreation Services Manager  
APPROVED BY: Tim Sandvik, City Manager  
DATE: October 14, 2025  
RE: Sanborn Park Renaming Submissions

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**Background:**

The City has been working on behalf of the Council to rename Sanborn Park utilizing the revamped Park Renaming Policy. The City received and reviewed renaming submission from the community for Sanborn Park. These submissions were then reviewed and voted on by the Parks, Recreation and Forestry Commission to determine whether they met the required guidelines for consideration.

**Analysis:**

The PRFC voted on whether they felt the names met the required guidelines for being considered an option for renaming Sanborn Park. Any submission that received a "Yes" vote they feel could be considered. Not all submissions were unanimous. The PRFC did not rank order submissions and did not vote on a preferred name. All submissions have been included in the packet for the Council to review.

**Recommendation:**

When considering choosing a new name, if the Council wishes to pick a name to acknowledge a Native tribe, the PRFC strongly encourages a Dakota name as Robbinsdale sits on Dakota land. Some submissions that received "Yes" votes require more research to ensure the City understands the full context of the submission.

**Attachments:**

1. Sanborn Renaming Submissions PRFC Feedback

Please enter your park name submission:	Meets Criteria:	Notes from Parks, Recreation and Forestry Commission
Crystal Lake Park	No (0-4)	Confusion with the City of Crystal, also there are three other parks that touch Crystal Lake (Sunset, LVT and Hollingsworth) this park does not.
7 Virtues Park	Yes (4-0)	Confirm what the "virtues" are, ensure it refers to the Dakota People.
Abraham Lincoln Park	No (0-4)	Not a local person.
Adelaide Robbins Park	No (0-4)	Concerns about renaming after another family that could have held questionable views by today's standards. Could once again feel unwelcoming to some. ("Robbins Family", moving forward.)
Amarie Alowonte Park	No (0-4)	This is the girl who was shot there this year. She hasn't been dead for over a year.
Amy Robbins Ware Park	No (0-4)	Robbins Family
Andrew B. Robbins Park	No (0-4)	Robbins Family
Arthur Eaton Park	No (0-4)	
Bansorn Park	No (0-4)	
Bird town park	Yes (4-0)	
Bird Town Park		
Bird Town Park		
Birdtown Ball Park or Birdtown Spirit	Yes (4-0)	Full names were voted on. This is the official submission. We took it as such.
Birdtown Community Park or Shoreline Park	Yes (4-0)	
Birdtown Greens		
Birdtown Park	Yes (4-0)	Commission prefers "Birdtown" as one word not two.
Birdtown park		
Birdtown Park		
Birdtown Park or Birdtown Backyard		
Blake Carlson Park	No (0-4)	
Blonigan Park	No (0-4)	
Blue Bird Park	No (0-4)	

Blue Ribbon	No (0-4)	Marjorie Johnson isn't dead. "Blue Ribbon Park" could technically be used, but if it is in honor of Marjorie Johnson, it doesn't fit within the guidelines.
Blue Ribbon Park		
Blue Ribbon Park		
Blue Ribbon Park		
Blue Ribbon Park		
Blue Robin Park		
Bob Mendenhall Park	Yes (4-0)	
Brad and Amy Sutton Park for the Punishment of the Unhoused	No (0-4)	
Bud Slepica Park	Yes (4-0)	
Burk/ Enbloom park	No (0-4)	
Burke/Engblom athletic park	No (0-4)	
Calhoun Park	No (0-4)	
Captain Billy's Park	No (0-4)	Concerns about some content in the Whis Bang magazine being racial and sexist.
Castile Park	Yes (4-0)	Confirm that he lived in Robbinsdale.
Celebration Park	Yes (4-0)	
Charlie Kirk Park	No (0-4)	
Cootie Park	No (0-4)	Concerns about the owner and working conditions as the Cooties were being built out of his home.
Courage Park	Yes (4-0)	
Crystal Lake Community Park or Lakeside Park	No (0-4)	Confussion with the City of Crystal, also there are three other parks that touch Crystal Lake (Sunset, LVT and Hollingsworth) this park does not.
Crystal Lake Park		
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Crystal Lake Park		

Crystal Lake Park		
Crystal Lake Park or remain Sandborn Park		
Crystal Village		
Dakota name for Robin	Yes (1-3)	
Emerald City Park	No (0-4)	
Esther Loe Park	Yes (2-2)	If she is deceased.
Ethel Ray Nance Park	No (0-4)	Not sure she was a Robbinsdale resident. How close is "close enough" for local history and inclusion.
Fair Valley Shores	Yes (2-2)	Minimize confusion as the park is not on a shore.
FAMILY GATHERINGS	No (0-4)	Concerns that people who are there alone or don't have family to share the experience with could feel unwelcomed.
Family Park	No (0-4)	
Five Daughters Park	No (0-4)	Robbins Family
Freedom Park	Yes (4-0)	
Gary Tonsager Park	No (0-4)	No dead.
Gene Park	Yes (1-3)	
GG's Park : Gordy's Gateway to the Grand Rounds	No (0-4)	Gordy isn't dead.
Gus Urban Park	No (0-4)	Concerns about naming after someone alive in the early 1900's.
Hau Kola	Yes (4-0)	Concerns about using a Native word or phrase that is not of the Dakota people. They were the group that occupied Robbinsdale and the surrounding area.
Herbie Hackenmueller's Hidden Helpers Park	No (0-4)	Confusion with Hackenmueller's being downtown.
Heroes Park	Yes (3-1)	
Hollingsworth Park	No (0-4)	Confusion since they are currently two parks.
Hollister	Yes (4-0)	But more information would be helpful before selecting name.
inataadiwag park	Yes (4-0)	Ojibwe, not Dakota

Jiigibiig Park / Agamiing	Yes (4-0)	Ojibwe, not Dakota
Keep it the same. Sanborn Park	No (0-4)	
Khalil Azad	No (0-4)	
Koda Park	Yes (4-0)	
Koda Park		
Koda Park		
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Koda. Park		
Lake Unity Park	No (0-4)	Confusion with Lake View Terrace being on the other side of the same lake.
Lakeshore Park	No (0-4)	
Lakeshore Park, or Crystal Lake Park		
Lakeside Park	No (0-4)	
Lakeside Park		
Lakeside Park		
Lakeside Park		
Lakeside Park or Crystal Lakeside Park		
Lakeside Park, Shoreline Park, Crystal Lake Park		
Lakeview Park		
Lakeview Park		
Leapfrog Park	Yes (4-0)	
Legacy of Peace	Yes (4-0)	
Legends Park	Yes (4-0)	
Luis Park	Yes (3-1)	Commissioners remembered when this individual passed and that there was a communal outpouring of support.
Marc Akerlind Park	No (0-4)	
Marjorie Eleanora (or E.) Johnson park	No (0-4)	She isn't dead.

Marjorie Johnson		
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Marjorie Johnson Blue Ribbon Park		
Marjorie Johnson or Blue Ribbon Park		
Marjorie Johnson Park		
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Marjorie Johnson Park		
Marjorie Johnson park		
Marjorie Johnson Park or Blue Ribbon Park		
Marjorie Johnson Park or Blue Ribbon Park		
Marjorie Johnson's Park		
Marjorie Park		
Mendenhall	Yes (4-0)	
Mendenhall Park		
Mendenhall Park		
Mendenhall Park		
Mendenhall park		
Mike Holtz Park	No (0-4)	
Mni Wichoni Park Park	Yes (4-0)	Only say "Park" once.

Mni thanks makoche waste	Yes (4-0)	
Monarch Park	Yes (4-0)	
Nash Park	No (0-4)	
North Crystal Lake Park	No (0-4)	
Oak Ridge Park	Yes (4-0)	
Overlook Park	Yes (1-3)	
Palpable Park, Pontificate Park, or Pontianak Park	No (0-4)	
Peace Park	Yes (4-0)	
Peace Park		
Peace Park		
Philando Castile	Yes (4-0)	
Philando Castile Park		
Philando Castile Park		
Philando Castile Park / Castile Park		
Philando Park		
Poplar Park	Yes (4-0)	
Rambo Park	No (0-4)	Concerns about it being confused with a different "Rambo".
Ravishing Park	No (0-4)	
Resource Park	No (0-4)	
Robbins Lakeside Community Park	No (0-4)	Robbins Family
Robbins Nest	No (0-4)	Robbins Family
Robbins Park	No (0-4)	Robbins Family
Robbins Rest	No (0-4)	Robbins Family
Robert H Mendenhall	Yes (4-0)	
ROBERT MENDENHALL	Yes (4-0)	
Robert Mendenhall Memorial park	Yes (4-0)	
Robert Mendenhall Park	Yes (4-0)	
Robin Park	Yes (4-0)	
Robin Park		
Robin Park		
Rosa Park(s) or Rosa Parks	Yes (1-3)	

Sanborn	No (0-4)	
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Shoreline Park		
Shoreline Park		
Shoreline Park if you must change		
Shoreline Spark	No (0-4)	
Sky Blue Park	Yes (2-2)	
Songbird Park	Yes (4-0)	
Sunrise Park	No (0-4)	Confusion Sunset Park is down the road.
Sunset Park	No (0-4)	We have one
Surfin' Bird Park	No (0-4)	
The Bird Nest	No (0-4)	Confusion with the Eagle's Nest establishment.
The Gary Bjorlin Memorial Gardens. Or simply Bjorlin Park	Yes (3-1)	More information needed. Background seems okay, but we need to be sure.
The Park	No (0-4)	
Trailside Park	Yes (4-0)	
True Confessions Park	No (0-4)	
Unity Park	Yes (3-1)	"No" vote due to other "Unity" named locations
Unity Park		
Unity Park		
Unity Park		
Unity Park		
Unity Park		

Unity Park		
Unity Park LP		
Verne Gagne Park	No (0-4)	Concerns about a murder charge late in his life, even if he was dealing with Alzheimer's disease.
Veterans Park	No (0-4)	
Veterans Park		
Victory	No (0-4)	Victory Memorial Parkway is too close.
Whiz Bang Days Park or Whiz Bang Park	No (0-4)	Same as previous Whiz Bang concerns.
whiz bang park/ joy robb park / crystal lake park	No (0-4)	
Wisdom	Yes (4-0)	
Wodakota Haven open and natural, robins thrive in meadows	Yes (4-0)	
Woskate Park	Yes (4-0)	
Wright Park	Yes (4-0)	



TO: Mayor and City Council  
PREPARED BY: Heather Rand, Community Development Director  
APPROVED BY: Tim Sandvik, City Manager  
DATE: October 14, 2025  
RE: Community Development Information Update

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**Background:**

The following are for informational and potential discussion purposes.

**Analysis:**

**Transportation Orientated Development (T)D Opportunities Tour of October 2nd, 2025**

Feedback staff have received from Crystal and Robbinsdale City Council and Planning Commissioners on the tour of various TOD sites in St. Louis Park and Downtown Hopkins have been positive. Staff are receptive to receiving additional feedback from the city council and planning commission in hopes of planning a TOD workshop focusing on the Robbinsdale Downtown Station Area Plan and next steps for implementing some impaction land use changes to support TOD redevelopment. A likely date for such a workshop would be in late January or February 2026.

**Hennepin County Love Local Retail Facade Grant Program**

Hennepin County just rolled out a new grant program whereby cities may apply for up to \$50,000 in grant funds if they agree to manage a new storefront facade grant program in their city for local businesses. Applications to the county from interested cities are due October 15th, with awards expected by year's end. The funds must be expended by December 2026 and require a 1:1 match from the business (or city). Community Development staff intend to make an application on behalf of the city as it is believed there are a couple of businesses that may have an interest in utilizing this type of assistance in 2026.

**Love Local Special Event/2026 Small Business Saturday on Nov 29th**

The National small business Saturday date has been set by the National Chamber of Commerce as Saturday, November 29th. This is a national campaign to remind consumers to also buy from local small businesses and restaurants as they undertake their holiday-related shopping. Many communities work to make the day special to attract the attention of local consumers and foster civic pride. Hennepin County has branded small business Saturday as "Love Local" day and encourages cities to pass proclamations on the importance of buying local before Nov 29th, having some social media to promote Love Local, and further partnering with the community to celebrate the city's small businesses as employers and providers of unique goods. City staff have visited a few businesses downtown that are receptive to being a part of a "Robbinsdale Love Local" campaign and will share this with the Robbindale Chamber of Commerce Board, to assess their interest in potentially leading or coordinating the campaign on an annual basis. City staff can also place a Love Local Small Business Saturday Proclamation on the Robbinsdale city council agenda for consideration and potential adoption on Nov 4th if there is interest.

**Recommendation:**

**Attachments:**

None



TO: Mayor and City Council  
 PREPARED BY:  
 APPROVED BY: Tim Sandvik, City Manager  
 DATE: October 14, 2025  
 RE: Budget Updates

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**Background:**

Staff began hosting discussion on the 2026 budget in May, and Council approved a Preliminary (not to exceed) budget at the September 16th, 2025 City Council meeting.

**Analysis:**

Following recent conversation, staff have included materials at Council's request.

**Potential Duties for a Deputy Chief**

1. Managing the increasing compliance standards set by Federal, State, and local regulations
2. Assist with oversight of the department
3. Assist in facilitating special revenue (grant funding) for areas like:
  1. Training
  2. Technology
  3. Community Outreach / Engagement
4. Oversee payroll and department accounting, provide Chief with recommendations on financial management considerations
5. Continue to develop a new Procedure Manual, Maintain and update Policy Manual
6. Enhance operational consistency across all areas of the department.
7. Allow for better alignment of responsibilities
8. Expand evolving training standards, proactive community engagement
9. Stay ahead of regional and state benchmarks
10. Strengthen our ability to lead in staff development and preparedness
11. Position us to better manage increasing calls for service and support future personnel growth
12. Potentially serve as a strategic succession planning tool
13. Continue to enhance relationships with stakeholders
14. Manage training including the Field Training Officer program

**Neighboring (proposed) levy increases and COLAs**

CITY	Property Tax Increase	COLA
Brookly Center	4.98%	3%
Crystal	16%	4%
Golden Valley	4.4%	3%

New Hope	4.93%	3%
Plymouth	7.3%	3%

\*Note, the aforementioned reflect a recent informal survey, and represent a snapshot in time.

**Comparison of Neighboring Cities' Market Value/Tax Capacity by property type (percentage) — attached**

Staff have also attached a one-page we have been sharing summarizing the proposed levy.

At this time, staff is seeking direction on whether or not there is a consensus to continue to cut the levy. Staff is working to reduce the budgeted deficit as this is not sustainable, and believes further cuts will be achieved by cutting positions. The City Manager has encouraged Council to schedule time with staff to discuss questions, comments, or concerns about the proposed budget — at this time, no budget-specific meetings have been scheduled.

Note: Council has scheduled a Special Work Session on October 21st at 6pm to discuss the CIP. While we had hoped to have more materials ready for a Utilities discussion, we propose an additional Special Work Session November 12th at 6pm. Finally, staff will propose a First Reading in November and Second Reading in December for Fee Schedule updates.

**Recommendation:**

Staff will introduce the item, and seek feedback.

**Attachments:**

1. Taxable Market Values Chart Overview
2. 2026 Property Tax Levy insert

**TAXABLE MARKET VALUES**

<b>Brooklyn Center</b>	<b>Market Value</b>	<b>Percent</b>		<b>Tax Capacity</b>	<b>Percent</b>
Commercial	\$375,732,000.00	11.76%		\$7,432,140.00	19.49%
Industrial	\$273,815,100.00	8.57%		\$5,439,547.00	14.27%
Residential	\$2,093,329,353.00	65.53%		\$20,963,808.00	54.99%
Apartment	\$451,241,590.00	14.12%		\$4,289,041.00	11.25%
Other	\$553,000.00	0.02%		\$8,295.00	0.02%
<b>Total</b>	<b>\$3,194,671,043.00</b>	<b>100.00%</b>		<b>\$38,123,831.00</b>	<b>100.02%</b>

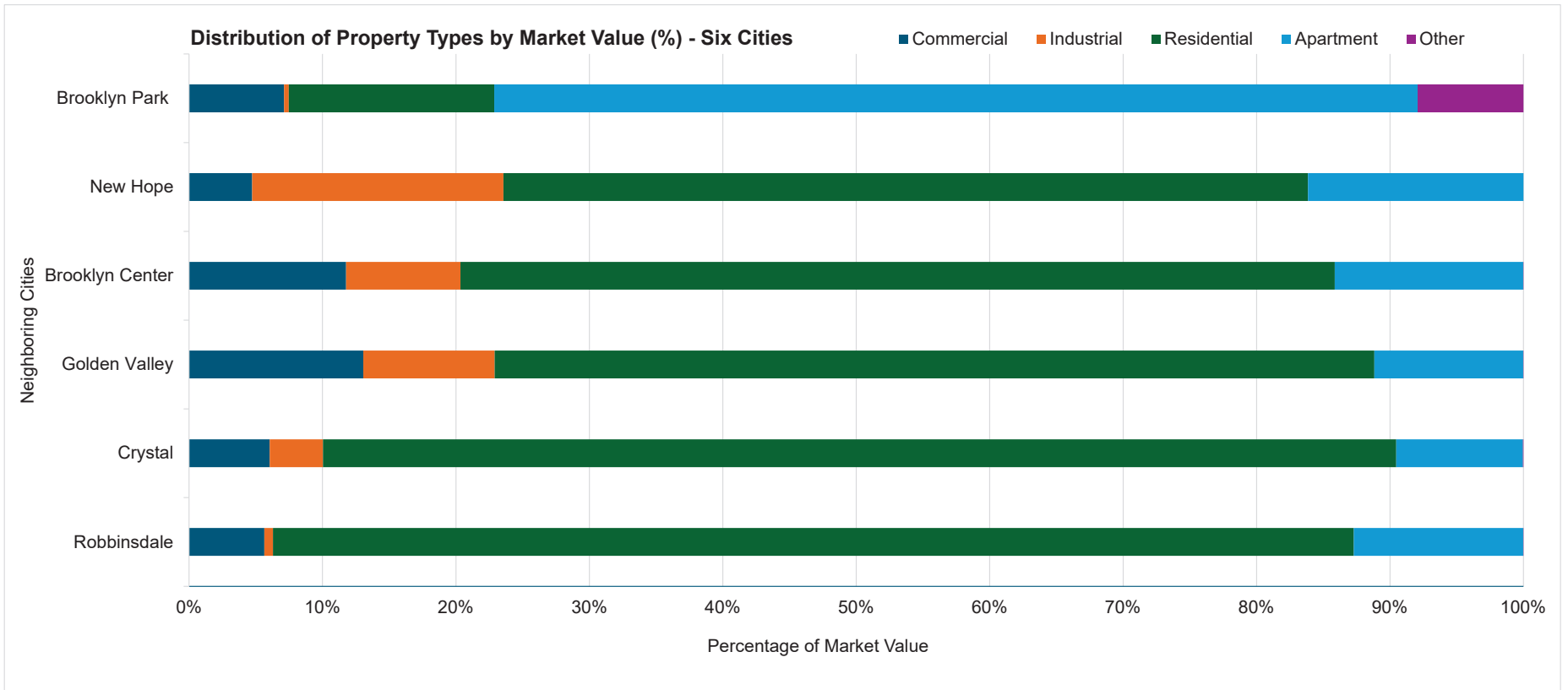
<b>Golden Valley</b>	<b>Market Value</b>	<b>Percent</b>		<b>Tax Capacity</b>	<b>Percent</b>
Commercial	\$710,126,900.00	13.05%		\$14,102,968.00	20.39%
Industrial	\$536,083,800.00	9.85%		\$10,624,636.00	15.36%
Residential	\$3,587,968,497.00	65.93%		\$37,351,830.00	54.01%
Apartment	\$606,933,250.00	11.15%		\$7,067,827.00	10.22%
Other	\$1,176,000.00	0.02%		\$11,760.00	0.02%
<b>Total</b>	<b>\$5,442,288,447.00</b>	<b>100.00%</b>		<b>\$69,159,021.00</b>	<b>100.00%</b>

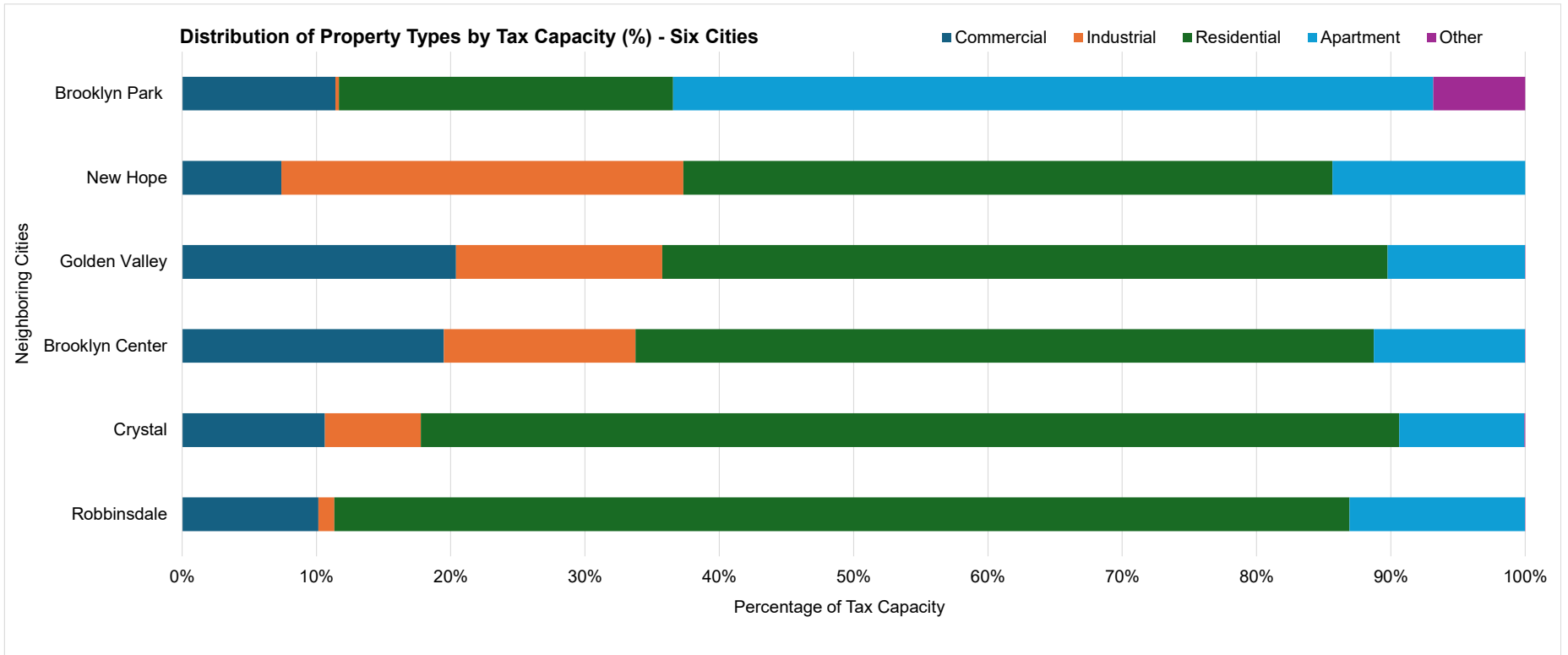
<b>Robbinsdale</b>	<b>Market Value</b>	<b>Percent</b>		<b>Tax Capacity</b>	<b>Percent</b>
Commercial	\$98,199,000.00	5.64%		\$1,912,648.00	10.15%
Industrial	\$11,308,300.00	0.65%		\$223,166.00	1.18%
Residential	\$1,411,315,954.00	81.00%		\$14,244,209.00	75.58%
Apartment	\$221,371,000.00	12.70%		\$2,462,896.00	13.07%
Other	\$272,000.00	0.02%		\$4,080.00	0.02%
<b>Total</b>	<b>\$1,742,466,254.00</b>	<b>100.00%</b>		<b>\$18,846,999.00</b>	<b>100.00%</b>

<b>Brooklyn Park</b>	<b>Market Value</b>	<b>Percent</b>		<b>Tax Capacity</b>	<b>Percent</b>
Commercial	\$776,681,100.00	7.12%		\$15,347,631.00	11.41%
Industrial	\$37,978,500.00	0.35%		\$379,785.00	0.28%
Residential	\$1,680,707,700.00	15.40%		\$33,452,699.00	24.86%
Apartment	\$7,550,639,320.00	69.20%		\$76,152,890.00	56.60%
Other	\$865,292,750.00	7.93%		\$9,217,105.00	6.85%
<b>Total</b>	<b>\$10,911,299,370.00</b>	<b>100.00%</b>		<b>\$134,550,110.00</b>	<b>100.00%</b>

<b>Crystal</b>	<b>Market Value</b>	<b>Percent</b>		<b>Tax Capacity</b>	<b>Percent</b>
Commercial	\$162,300,700.00	6.04%		\$3,164,562.00	10.64%
Industrial	\$107,578,200.00	4.00%		\$2,127,564.00	7.15%
Residential	\$2,161,756,349.00	80.43%		\$21,666,841.00	72.84%
Apartment	\$254,939,290.00	9.49%		\$2,771,932.00	9.32%
Other	\$1,124,000.00	0.04%		\$16,860.00	0.06%
<b>Total</b>	<b>\$2,687,698,539.00</b>	<b>100.00%</b>		<b>\$29,747,759.00</b>	<b>100.00%</b>

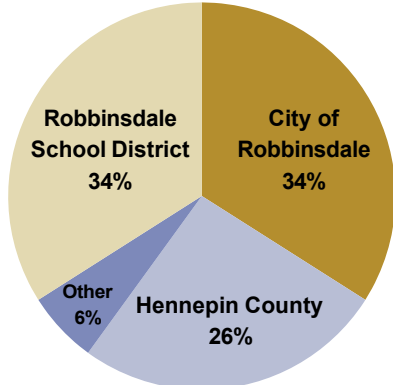
<b>New Hope</b>	<b>Market Value</b>	<b>Percent</b>		<b>Tax Capacity</b>	<b>Percent</b>
Commercial	\$132,952,200.00	4.72%		\$2,602,054.00	7.39%
Industrial	\$530,812,800.00	18.84%		\$10,538,166.00	29.92%
Residential	\$1,698,841,427.00	60.29%		\$17,024,811.00	48.34%
Apartment	\$455,130,750.00	16.15%		\$5,051,986.00	14.35%
Other	\$0.00	0.00%		\$0.00	0.00%
<b>Total</b>	<b>\$2,817,737,177.00</b>	<b>100.00%</b>		<b>\$35,217,017.00</b>	<b>100.00%</b>





# 2026 PROPERTY TAX LEVY

Your property tax bill that will arrive in November reflects taxes from the City, County, School District, and other entities. The pie chart below illustrates the projected breakdown.



## HIGHLIGHTS OF THE 2026 BUDGET

In early 2025, the City Council and City staff met to establish Top Priority Goals. Goals included improving staff recruitment and retention, recruiting and maintaining a fully staffed Police Department, continuing sustainability efforts, developing plans for residential investments and City facilities, and continuing to promote diversity, equity, and inclusion. Staff have applied these philosophies towards day-to-day operations and in long-term strategy. This resulted in a proposed levy increase of 8% for 2026, which may be reduced before Council approves a formal budget in December of 2025.

For a Robbinsdale home with a median value of \$296,300, the estimated annual property tax increase is \$170, or about \$14 per month.

### Why is the Robbinsdale portion of my property tax bill changing?

Your property taxes are determined by applying the tax rate to your property's value. The Robbinsdale portion of your bill may change each year based on several factors, including changes in your property's value and changes in the values of other properties within the city.

The proposed levy and budget have been under discussion since spring 2025. On September 16, 2025, the City Council approved the preliminary (not-to-exceed) budget. The proposed levy maintains current service levels, preserves City assets, and accounts for employee cost-of-living and related adjustments.

### How are City Services funded?

About 68% of the basic services provided to Robbinsdale residents, visitors, and businesses are funded by property taxes. Another 20% is provided by State of Minnesota Local Government Aid. The final 12% is from fees and other income.

## What will my 2026 property taxes pay for?

Every dollar of your property taxes is allocated towards city services.

**Public Safety**  
\$0.57

**Public Works**  
\$0.26

**General Gov't**  
\$0.08

**Rec**  
\$0.05

**Comm. Dev.**  
\$0.04



## **Domestic Violence Awareness Month Proclamation**

**WHEREAS**, October has been designated as Domestic Violence Awareness Month in the City of Robbinsdale; and

**WHEREAS**, Mission Inc. Programs began providing shelter and legal advocacy services to victims of domestic violence in Northwest Hennepin County in 1980. Today, their legal advocates coordinate with police departments, including Robbinsdale, to support victims of domestic violence; and

**WHEREAS**, Missions Inc. Programs served 984 victims of domestic violence in 2023 through their shelter and legal advocacy programs; and

**WHEREAS**, Domestic violence is a serious and challenging public health problem. Approximately 1 in 3 women and 1 in 10 men, 18 years of age or older experience domestic violence. Annually, domestic violence is responsible for over 1,500 deaths in the United States;

**NOW, THEREFORE BE IT RESOLVED**, that October is proclaimed as **Domestic Violence Awareness Month** in the City of Robbinsdale to increase public awareness and understanding of domestic violence and available resources.

**IN WITNESS WHEREOF**, I have hereunto set my hand and caused to be affixed the official seal of the City of Robbinsdale on this 1<sup>st</sup> day of October 2024.

  
William A. Blonigan, Mayor