

# AGENDA CHANHASSEN CITY COUNCIL MONDAY, FEBRUARY 26, 2024 CITY COUNCIL CHAMBERS, 7700 MARKET BOULEVARD

# A. <u>5:30 P.M. - WORK SESSION</u>

Note: Unless otherwise noted, work sessions are held in the Fountain Conference Room in the lower level of City Hall and are open to the public. If the City Council does not complete the work session items in the time allotted, the remaining items will be considered after the regular agenda.

- **A.1** Commission Interviews
- A.2 82nd Street (CSAH 18) Project Update
- **A.3** Railroad Depot Building and Parcel Discussion
- A.4 Short-Term Rental Ordinance and Licensing Program Discussion
- A.5 Audubon Business Park Update
- A.6 Future Work Session Schedule
- B. REGULAR MEETING CALL TO ORDER (Pledge of Allegiance)

# C. PUBLIC ANNOUNCEMENTS

**C.1** Farewell and Appreciation to Fire Chief Don Johnson

# D. CONSENT AGENDA

All items listed under the Consent Agenda are considered to be routine by the city council and will be considered as one motion. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Agenda and considered separately. City council action is based on the staff recommendation for each item. Refer to the council packet for each staff report.

- **D.1** Approve City Council Minutes dated February 12, 2024
- **D.2** Receive Planning Commission Minutes dated January 16, 2024

- **D.3** Receive Economic Development Commission Minutes dated January 9, 2024
- **D.4** Receive Commission on Aging Minutes dated January 19, 2024
- **D.5** Approve Claims Paid dated February 26, 2024
- **D.6** Appoint Fire Chief Andrew Heger to the Fire Relief Association Board of Trustees
- **D.7** Approve Site Plan Agreement for Affinitech located at 2451 Galpin Court
- **D.8** Approve Proof of Parking Agreement for Affinitech located at 2451 Galpin Court
- D.9 Resolution 2024-XX: Approving the City of Chanhassen's 2024 Private Property Inflow and Infiltration Grant Program and Execution of Metropolitan Council's Grant Agreement No. SG-20597
- **D.10**Resolution 2024-XX: Approve Construction Materials Testing Agreement for Construction of the Galpin Boulevard Improvement Project
- D.11 Resolution 2024-XX: Approve Purchases for Annual Lift Station Maintenance
- **D.12**Resolution 2024-XX: Authorizing 2024 Fleet Purchase
- **D.13**Resolution 2024-XX: Approve Plans and Specifications and Authorize Advertisement for Bids for the 2024 City Pavement Rehabilitation Project No. 24-01

# E. <u>VISITOR PRESENTATIONS</u>

Visitor Presentations requesting a response or action from the City Council must complete and submit the Citizen Action Request Form (see VISITOR GUIDELINES at the end of this agenda).

# F. PUBLIC HEARINGS

- G. GENERAL BUSINESS
  - **G.1** Year-End Law Enforcement Review
  - **G.2** Pedestrian Safety Improvement Project Review
- H. COUNCIL PRESENTATIONS
- I. ADMINISTRATIVE PRESENTATIONS
  - **I.1 ITEM POSTPONED:** Approval of a Three-Year Economic Development Plan
  - **I.2** Certificate of Achievement for Excellence in Financial Reporting

# J. <u>CORRESPONDENCE DISCUSSION</u>

- **J.1** Letter of Support for the State Highway 5 Mobility Project dated January 16, 2024
- **J.2** Letter from the Minnesota Department of Natural Resources dated February 20, 2024 Final Approval of Chanhassen's Shoreland Ordinance Amendment

### K. ADJOURNMENT

### GUIDELINES FOR VISITOR PRESENTATIONS

Welcome to the Chanhassen City Council Meeting. In the interest of open communications, the Chanhassen City Council wishes to provide an opportunity for the public to address the City Council. That opportunity is provided at every regular City Council meeting during Visitor Presentations.

- Anyone seeking a response or action from the City Council following their presentation is
  required to complete and submit a Citizen Action Request Form. An online form is available at
  <a href="https://www.chanhassenmn.gov/action">https://www.chanhassenmn.gov/action</a> or paper forms are available in the city council chambers
  prior to the meeting.
- A total of thirty minutes is alloted for Visitor Presentations. Priority is given to Chanhassen residents. An additional thirty minutes may be provided after General Business items are complete at the discretion of the City Council.
- Anyone indicating a desire to speak during Visitor Presentations will be acknowledged by the Mayor. When called upon to speak, state your name, address, and topic. All remarks shall be addressed to the City Council as a whole, not to any specific member(s) or to any person who is not a member of the City Council.
- If there are a number of individuals present to speak on the same topic, please designate a spokesperson that can summarize the issue.
- Limit your comments to five minutes. Additional time may be granted at the discretion of the Mayor. If you have written comments, provide a copy to the Council. Comments may also be emailed to the City Council at council@chanhassenmn.gov.
- During Visitor Presentations, the Council and staff listen to comments and will not engage in discussion. Council members or the City Manager may ask questions of you in order to gain a thorough understanding of your concern, suggestion or request.
- Please be aware that disrespectful comments or comments of a personal nature, directed at an individual either by name or inference, will not be allowed. Personnel concerns should be directed to the City Manager.

Members of the City Council and some staff members may gather at Tequila Butcher, 590 West 79<sup>th</sup> Street in Chanhassen immediately after the meeting for a purely social event. All members of the public are welcome.

February 26, 2024



Item	Commission Interviews	
File No.		Item No: A.1
Agenda Section	5:30 P.M WORK SESSION	
Prepared By	Jenny Potter, Sr. Admin Support Specialist	
Reviewed By	Laurie Hokkanen	

SUGGESTED AC	SUGGESTED ACTION	
N/A	N/A	
<b>Motion Type</b>	N/A	
Strategic Priority	N/A	

# **SUMMARY**

The City Council will interview applicants in groups according to their first commission choice as follows:

# 5:30 pm - Planning Commission

- Erik Overlid
- Jeremy Rosengren
- Katie Trevena
- Kelsey Alto\*
- Kristin Fulkerson

# 6:00 pm - Environmental Commission

• Paget Pengelly

# 6:00 pm - Park and Recreation Commission

• John Stutzman

- Michael Leisen
- Sean Morgan

# **BACKGROUND**

Planning Commission		
Two 3-year positions	The terms of Commissioners Erik Johnson and Kelsey Alto are expiring. Kelsey Alto has applied for reappointment.	

Park & Recreation Commission		
Inree 3-vear positions	The terms of Commissioners Matt Kutz, Heather Markert, and Don Vasatka are expiring.	

Commission on Aging				
Three 3-year positions	The terms of Commissioners Jim Camarata, Laura Baumtrog, and Gwendolyn Block are expiring. Jim Camarata and Gwendolyn Block have applied for reappointment. This interview will be held at the City Council Work Session on March 11 at 5:30 pm.  *The Commission on Aging bylaws allow for the appointment of 7 or 8 commissioners.			

Environmental Commission		
Three 3-year positions	The terms of Commissioners Kristin Fulkerson, Greg Hawks, and Scot Lacek are expiring.	

# **Incumbent Information**

Incumbent	Commission	Terms Served	2022 Attendance
Kelsey Alto	Planning	1	79%
Jim Camarata	Commission on Aging	1	88%
Gwendolyn Block	Commission on Aging	1	100%
Kristin Fulkerson*	Environmental	2	90%

<sup>\*</sup>Kristin Fulkerson was on the Environmental Commission and has applied for the Planning Commission.

# **DISCUSSION**

On March 11, 2024, the City Council will interview the Commission on Aging applicants followed by discussion of commission appointments at their Work Session. Appointments will be made during the

<sup>\*</sup>Current commissioner

regular City Council meeting under the General Business portion of the agenda.

# **BUDGET**

N/A

# **RECOMMENDATION**

# **ATTACHMENTS**

Interview Questions
Interview Scoring Sheet

# COMMISSION INTERVIEW QUESTIONS

- 1. Briefly introduce yourself and your background to us.
- 2. What are you most interested in accomplishing through your role on a city commission?
- 3. Why did you choose to live in Chanhassen? What keeps you here?
- 4. What do you believe are the biggest concerns of your neighbors? Tell us about the experiences that you have had serving in similar volunteer roles.
- 5. Do you understand the time commitments it takes to be a member of the Commission, and are you comfortable with that?
- 6. Which commissions are you interested in serving on if you are not appointed to your first choice?

Commission	Candidate	Rank
Planning	Erik Overlid	
Planning	Jeremy Rosengren	
Diamina	Katie Trevena	
Planning	Ratie Heveria	
Planning	Kelsey Alto	
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Planning	Kristin Fulkerson	

Commission	Candidate	Rank
Environmental	Paget Pengelly	

Commission	Candidate	Rank
Park & Rec	John Stutzman	
Park & Rec	Michael Leisen	
Park & Rec	Sean Morgan	

Commission	Candidate	Rank
Aging	Barbara Solum	
A silve si	Curandalus Diadi	
Aging	Gwendolyn Block	
Aging	Jim Camarata	
Aging	Dhyllic Mohlov	
Aging	Phyllis Mobley	
Aging	Sidney Lindmark	

February 26, 2024



Item	82nd Street (CSAH 18) Project Update	
File No.	ENG 24-06	Item No: A.2
Agenda Section	5:30 P.M WORK SESSION	
Prepared By	Charlie Howley, Director of Public Works/City Engineer	
Reviewed By	Laurie Hokkanen	

SUGGESTED ACTION	
N/A	
<b>Motion Type</b>	N/A
Strategic Priority	Communications

# **SUMMARY**

City staff will give an overview of the current design of the County's 82nd Street extension project (CSAH 18). This project will extend CSAH 18 from just west of TH41 over to Bavaria Road in Victoria, which goes around the south side of the Arboretum.

The project is currently finishing the Preliminary Design Phase and thus is an appropriate time to update the City Council on its status. Construction is scheduled to begin in early 2025.

# **BACKGROUND**

N/A

# **DISCUSSION**

N/A

# **BUDGET**

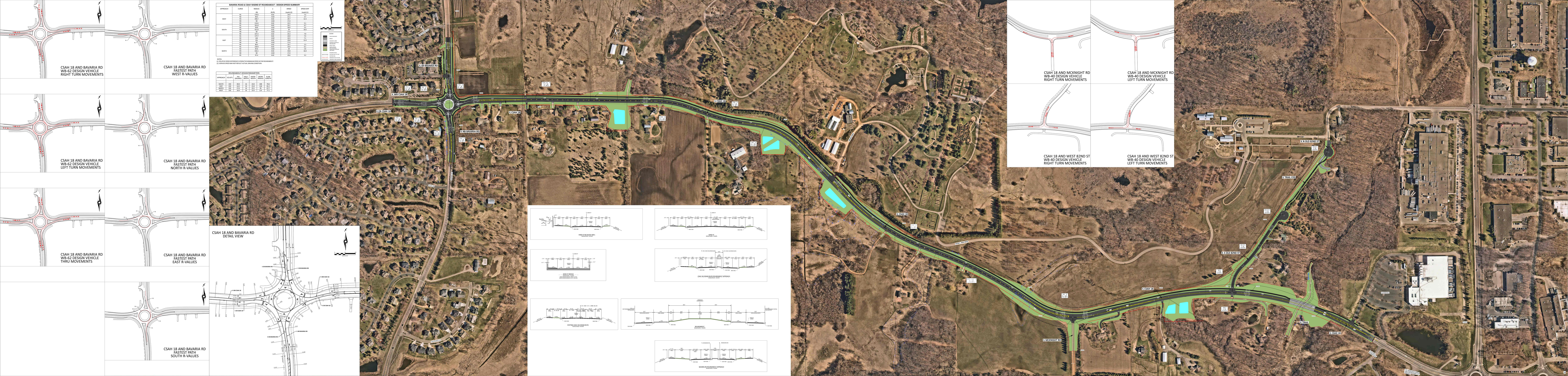
The City is not currently responsible for any project costs.

# RECOMMENDATION

N/A

# **ATTACHMENTS**

Project Layout 82nd St Chan City Council Presentation

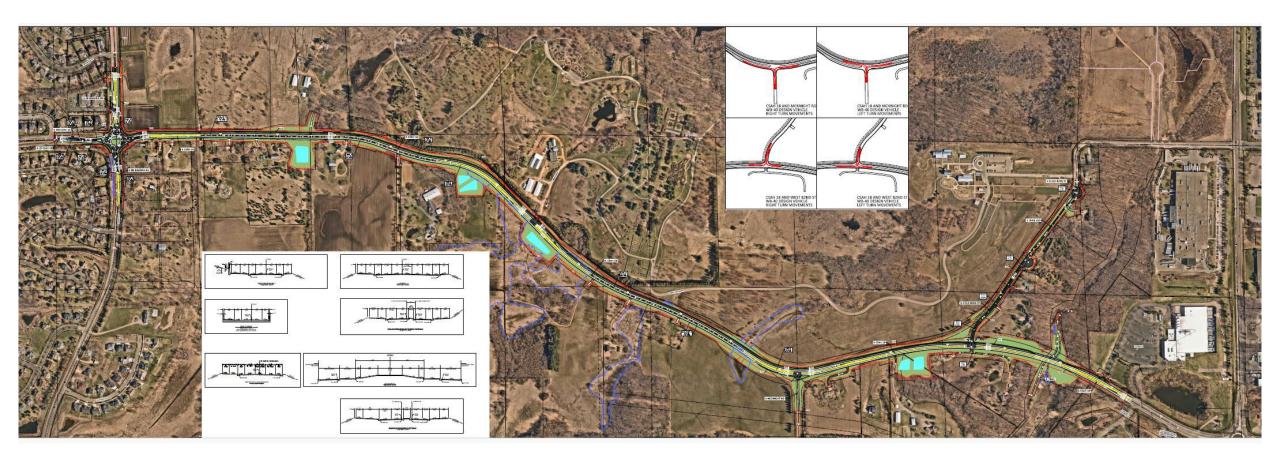


# CSAH 18 - 82<sup>nd</sup> Street Project Arboretum Area Transportation Plan (AATP) Chanhassen City Council Meeting 02/26/24





# **Current Layout**







# **Roadway Characteristics**

- 40 mph design, speed study will determine posted speed limit
- Two lane roadway with trail
- Rolling terrain and profile

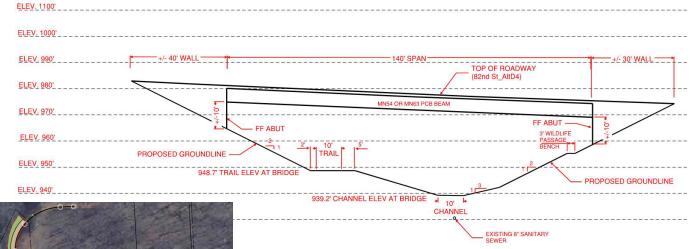






# **Ravine Area**

Bridge spans ravine trail and open channel









# 82<sup>nd</sup> Remnant Area

- North Cul-de-sac length is 1850' South Cul-de-sac length is 830'
  - Maximum length per City Code is 750'
  - Variance needed, considered at PC
  - Variance also needed for excesively steep grade
- Trail connection between CDS, provides access to ravine trailhead
- Arb access road between CDS
- Maintenance agreement needed between Chaska and Chanhassen







# **Funding**

- Approximately \$23M project
- Fully funded
- No money from Chanhassen



# **Timeline**

- City Council passed resolution adopting the AATP Feb 2021
- State Bonding Funding received May 2023
- Final Layout and Construction Limits Feb 2024
- Resolution of City support requested for the layout & property acquisition –
   Mar 2024
- Final Design and R/W Process Feb 2024 to Sept 2024
- Final plans and JPA are approved by the County and City Aug 2024
- Advertising and Letting Oct 2024
- Construction Nov 2024 to Nov 2025
- TH 5 Construction Begins in 2026





February 26, 2024



Item	Railroad Depot Building and Parcel Discussion	
File No.		Item No: A.3
Agenda Section	5:30 P.M WORK SESSION	
Prepared By	Sam DiMaggio, Economic Development Manager	
Reviewed By	Laurie Hokkanen	

# **SUGGESTED ACTION**

City staff will present a proposal from a local resident to utilize the city-owned Railroad Depot Building and Parcel to operate a private business.

<b>Motion Type</b>	N/A
Strategic Priority	Development & Redevelopment

# **SUMMARY**

# **BACKGROUND**

Staff has been approached by a resident interested in using the depot building to start a coffee shop. Staff has approached the Historical Society and they are interested in seeing the conversation proceed.

Staff learned from Jack and Paula Atkins, members of the Historical Society, that neither the depot nor the historic city hall are on the National Register of Historic Places. Since these buildings have been moved, they aren't eligible. When the depot building was brought back into the downtown, it was placed as close to the original location as they could get it, which is about 10 feet away from the original location.

The Depot is a very basic structure and does not have plumbing.

A bit of history (courtesy of waymarking.com):

The Chicago, Milwaukee, St. Paul & Pacific Railroad built a small depot in Chanhassen in 1882. Back then, the newspaper described it as, "one of the handsomest and most convenient of any line." The railroad provided a connection to Minneapolis and soon businesses sprung up around it. During World War II the depot was no longer needed and the building was sold to Joseph and Mary Kerber for \$75. They moved it to their farm just west of Lake Ann Park and used it as a workshop.

In celebration of the city's centennial in 1996, the depot was purchased by the Chanhassen Housing & Redevelopment Authority (today, this is the EDA) and moved to this site, which is near its original location. To help fund the move and exterior restoration, brick and pavers were sold that were inscribed with the names of many local families.

In 2009 and in conjunction with the construction of the SW Transit Station, the city purchased the land the Depot sits on from the owners of the Chanhassen Dinner Theatre.

Photos of the building are attached.

# **DISCUSSION**

Staff is seeking feedback from the city council about of the potential leasing or selling of the depot building to a commercial user.

### **BUDGET**

### RECOMMENDATION

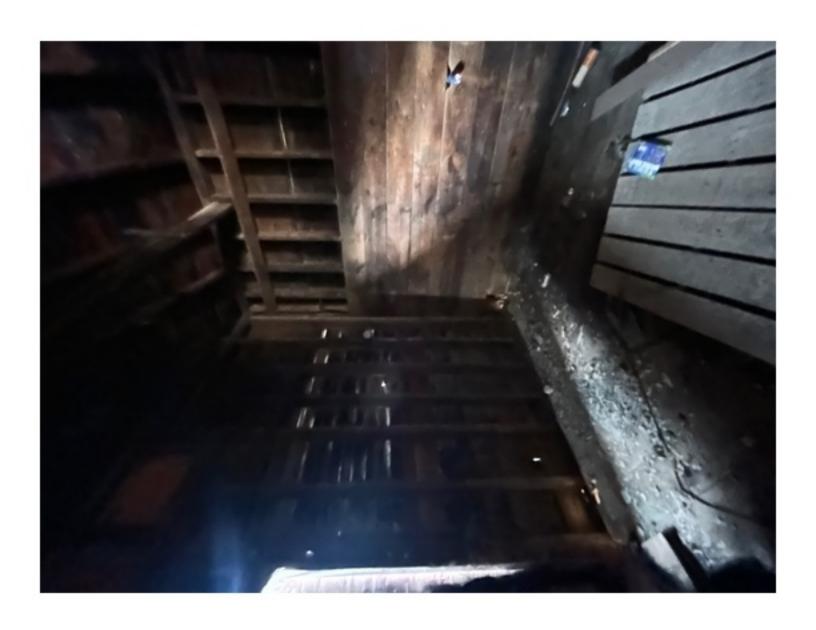
As this is a discussion, no formal recommendation is being provided at this time.

# **ATTACHMENTS**

Depot #1

Depot #3

Depot #4







February 26, 2024



Item	Short-Term Rental Ordinance and Licensing Program Discussion	
File No.		Item No: A.4
Agenda Section	5:30 P.M WORK SESSION	
Prepared By	Eric Maass, Planning Director	
Reviewed By	Eric Maass	

# **SUGGESTED ACTION**

No formal action is suggested. Staff is seeking general feedback from the city council on potential updates to the City's Short-Term Rental Ordinance and license program.

<b>Motion Type</b>	N/A
Strategic Priority	Operational Excellence

### **SUMMARY**

In 2022, the City Council approved Ordinance Number 698, enacting the Short-Term Rental Licensing Program in Chanhassen. With the approval of this ordinance, the City Council requested that staff provide an overview and feedback of the program after one year to evaluate its effectiveness.

The City Council held a listening session at its meeting on February 12 to get community feedback on the program to date. Following that listening session, the council directed staff to bring this topic back to them at a future work session meeting for further discussion.

### **BACKGROUND**

Since implementing the short-term license program in 2022, the city has issued 20 licenses. A list of the licenses and more information on the short-term rental program is available at chanhassenmn.gov/ShortTermRentals.

# **DISCUSSION**

Staff will provide the City Council with more in-depth information regarding program administration, identified issues and complaints, as well as potential ordinance revisions for consideration.

# **BUDGET**

# **RECOMMENDATION**

# **ATTACHMENTS**

February 26, 2024



Item	Audubon Business Park Update	
File No.		Item No: A.5
Agenda Section	5:30 P.M WORK SESSION	
Prepared By	Eric Maass, Planning Director	
Reviewed By	Laurie Hokkanen	

# **SUGGESTED ACTION**

Confirm staffs interpretation that the site plan is generally consistent with the previously approved site plan.

<b>Motion Type</b>	N/A
Strategic Priority	Development & Redevelopment

# **SUMMARY**

Audubon Business Park has secured a single tenant user to occupy both buildings. That user has a greater need for employee parking than semi-trailer parking and as a result, the developer asked city staff to consider a refined site plan based on that end user's need. That refined site plan replaces a portion of what had been shown as semi-trailer parking for employee parking.

With the refinement to the site plan, staff will require that the developer update the traffic report, update building elevations, and update landscaping plans to align with the update to the underlying site configuration; however, the site plan is still viewed as being generally consistent with prior approvals.

# **BACKGROUND**

### **DISCUSSION**

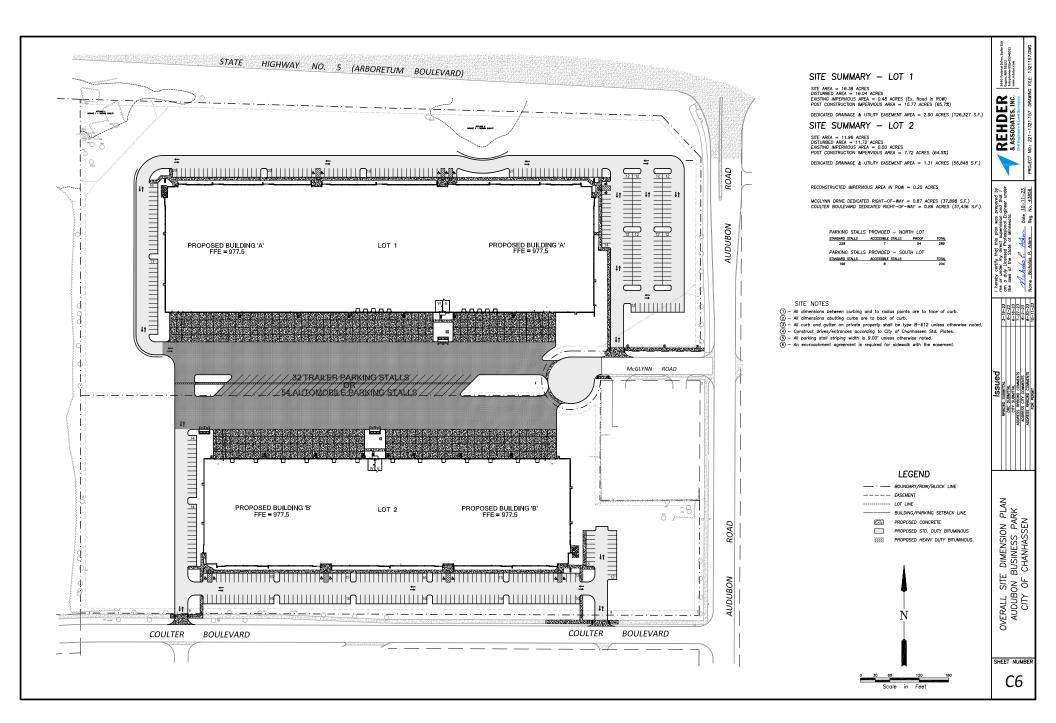
# **BUDGET**

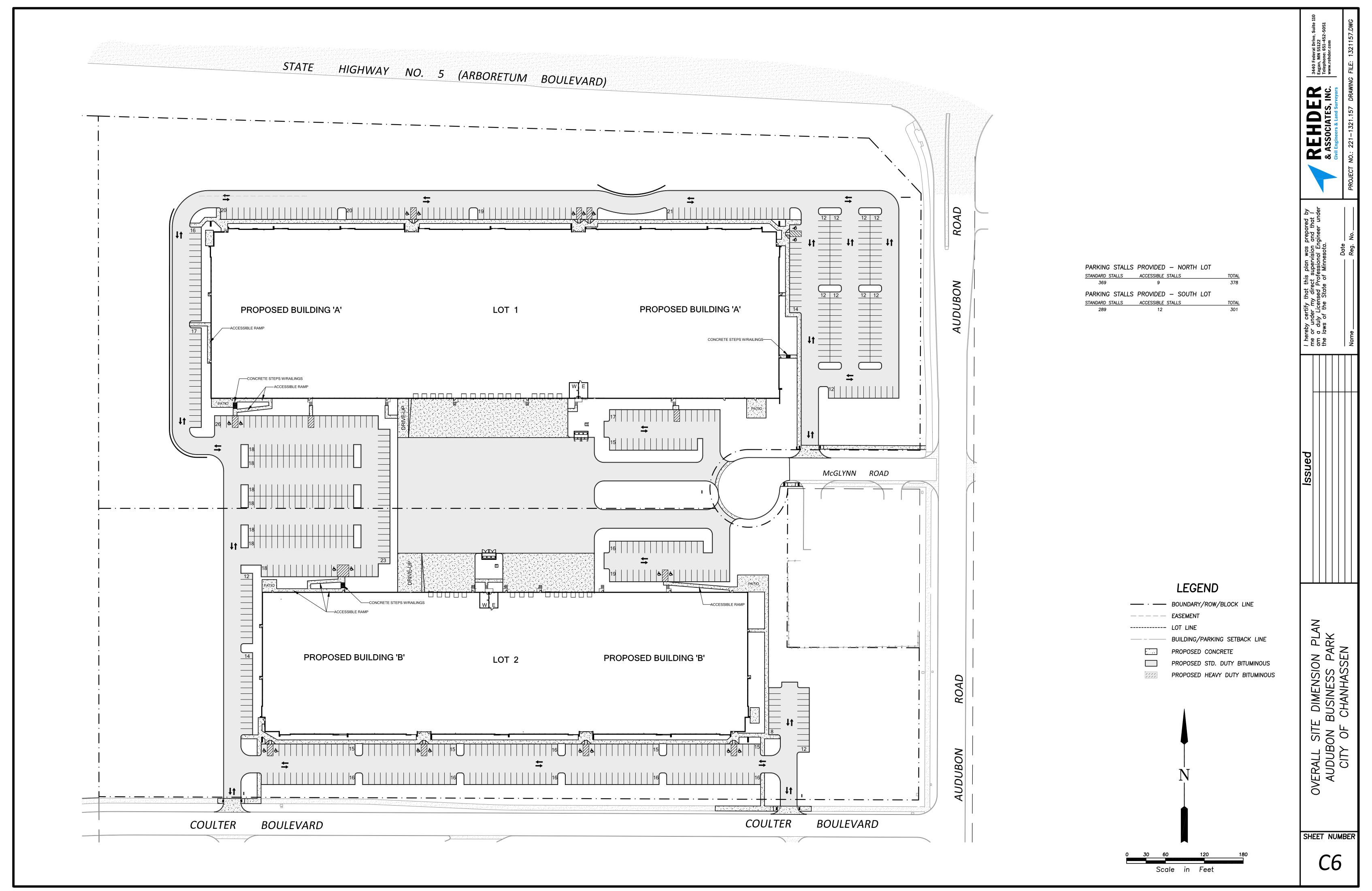
# **RECOMMENDATION**

Confirm that the refined site plan as shown is generally consistent with the previously approved site plan.

# **ATTACHMENTS**

Previously Approved Site Plan - Audubon Business Park Refined Site Plan - Audubon Business Park





February 26, 2024



Item	Future Work Session Schedule	
File No.		Item No: A.6
Agenda Section	5:30 P.M WORK SESSION	
Prepared By	Kim Meuwissen, City Clerk	
Reviewed By	Laurie Hokkanen	

SUGGESTED ACTION	
N/A	
<b>Motion Type</b>	N/A
Strategic Priority	N/A

# **SUMMARY**

The City Council is tentatively scheduled to hold the following work sessions:

# March 11, 2024

- Commission Interviews
- Discuss Commission Appointments
- Downtown Design Guidelines and Wayfinding Plan Review

# March 18, 2024

- City Council Roundtable
- City Manager Performance Review (Closed Session)

# **April 8, 2024**

- Downtown Design Guidelines Draft Plan Review
- Highway 5 Update

# **April 22, 2024**

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# May 13, 2024

• Road Funding Discussion

# May 20, 2024

• SAC and WAC Policy Discussion

# June 10, 2024

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# June 24, 2014

- Consider Draft Recommendations Updating SAC/WAC Policy
- 2025 Preliminary Budget and Levy Discussion
- City Council Roundtable

# Pending items:

- Broadband Service
- Audit Presentation (May 13 or 20)

# **BACKGROUND**

Staff or the City Council may suggest topics for work sessions. Dates are tentative until the meeting agenda is published. Work sessions are typically held at 5:30 pm in conjunction with the regular City Council meeting, but may be scheduled for other times as needed.

# **DISCUSSION**

# **BUDGET**

# **RECOMMENDATION**

# **ATTACHMENTS**

February 26, 2024



Item	Farewell and Appreciation to Fire Chief Don Johnson	
File No.		Item No: C.1
Agenda Section	PUBLIC ANNOUNCEMENTS	
Prepared By	Laurie Hokkanen, City Manager	
Reviewed By		

SUGGESTED ACTION	
Recognize and thank retiring Fire Chief Don Johnson.	
<b>Motion Type</b>	N/A
Strategic Priority	N/A

# **SUMMARY**

Mayor Ryan will present Chief Johnson with a proclamation recognizing his service and proclaiming Don Johnson Day in the City of Chanhassen on February 28, 2024.

# **BACKGROUND**

# **DISCUSSION**

# **BUDGET**

# **RECOMMENDATION**

# **ATTACHMENTS**

## **City Council Item**

February 26, 2024



Item	Approve City Council Minutes dated February 12, 2024				
File No.	Item No: D.1				
Agenda Section	CONSENT AGENDA				
Prepared By	Kim Meuwissen, City Clerk				
Reviewed By					

## 

## **SUMMARY**

## **BACKGROUND**

## **DISCUSSION**

## **BUDGET**

## **RECOMMENDATION**

## **ATTACHMENTS**

City Council Work Session Minutes dated February 12, 2024

City Council Regular Meeting Minutes dated February 12, 2024

CHANHASSEN CITY COUNCIL WORK SESSION MINUTES FEBRUARY 26, 2024

Mayor Ryan called the work session to order at 5:30 p.m.

<u>COUNCIL MEMBERS PRESENT:</u> Mayor Ryan, Councilman McDonald, Councilwoman Schubert, Councilman von Oven, and Councilman Kimber.

**COUNCIL MEMBERS ABSENT:** None.

STAFF PRESENT: Laurie Hokkanen, City Manager; Matt Unmacht, Assistant City Manager; Charlie Howley, Public Works Director/City Engineer; Eric Maass, Planning Director; Jerry Ruegemer, Park and Recreation Director; Kelly Grinnell, Finance Director; Ari Lyksett, Communications Manager; Mitchell Czech, Recreation Supervisor; Priya Tandon, Recreation Manager; and Kim Meuwissen, City Clerk.

#### **PUBLIC PRESENT:**

Bryan Harjes, HKGi
Tim Klockziem, Kimley-Horn
Brandon Bourdon, Kimley-Horn
Dan Kjellberg, Kraus-Anderson
Paul Michell, BKV Group (via Teams)
Mike Healy, BKV Group (via Teams)

#### **COMMISSION INTERVIEWS**

#### RAILROAD DEPOT BUILDING AND PARCEL DISCUSSION

#### SHORT-TERM RENTAL ORDINANCE AND LICENSING PROGRAM DISCUSSION

#### AUDUBON BUSINESS PARK UPDATE

## **FUTURE WORK SESSION SCHEDULE**

## March 11, 2024

- Commission Interviews
- Discuss Commission Appointments
- Downtown Design Guidelines and Wayfinding Plan Review

#### March 18, 2024

- City Council Roundtable
- City Manager Performance Review (CLOSED SESSION)

## **April 8, 2024**

- Downtown Design Guidelines Draft Plan Review
- Highway 5 Update

## **April 22, 2024**

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#### May 13, 2024

• Road Funding Discussion

## May 20, 2024

• SAC and WAC Policy Discussion

## **June 10, 2024**

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#### June 24, 2024

- Consider Draft Recommendations Updating SAC/WAC Policy Discussion
- 2025 Preliminary Budget and Levy Discussion
- City Council Roundtable

#### **Pending Items:**

Broadband Service Audit Presentation (May 13 or 20)

#### Mayor Ryan adjourned the work session at p.m.

Submitted by Laurie Hokkanen City Manager

Prepared by Kim Meuwissen City Clerk



CHANHASSEN CITY COUNCIL REGULAR MEETING MINUTES FEBRUARY 12, 2024

Mayor Ryan called the meeting to order at 7:04 p.m. The meeting was opened with the Pledge of Allegiance.

**COUNCIL MEMBERS PRESENT:** Mayor Ryan, Councilman McDonald, Councilwoman Schubert, Councilman von Oven, and Councilman Kimber.

#### **COUNCIL MEMBERS ABSENT:** None.

**STAFF PRESENT:** Laurie Hokkanen, City Manager; Matt Unmacht, Assistant City Manager; Charlie Howley, Public Works Director/City Engineer; Eric Maass, Planning Director; Jerry Ruegemer, Park and Recreation Director; Sam DiMaggio, Economic Development Manager; Kelly Grinnell, Finance Director; Ari Lyksett, Communications Manager; Mitchell Czech, Recreation Supervisor; Priya Tandon, Recreation Manager; Rachel Jeske, Planner; Andrea McDowell Poehler, City Attorney; and Kim Meuwissen, City Clerk.

#### **PUBLIC PRESENT:**

Jessica Bliss, 7333 Hazeltine Boulevard Bruce Geske, 7325 Hazeltine Boulevard

#### **PUBLIC ANNOUNCEMENTS:** None.

<u>CONSENT AGENDA</u>: Councilman McDonald moved, Councilman Kimber seconded that the City Council approve the following consent agenda items 1 through 10 pursuant to the City Manager's recommendations:

- 1. Approve Special City Council Work Session Minutes dated February 5, 2024
- 2. Approve City Council Minutes dated January 22, 2024
- 3. Receive Park and Recreation Minutes dated December 12, 2023
- 4. Receive Commission on Aging Minutes dated November 17, 2023
- 5. Approve Claims Paid dated February 12, 2024
- 6. Approve Professional Services Agreement with SEH, Lake Ann Park Preserve
- 7. Approve Application from Southern Valley Alliance to Conduct Excluded Bingo at Chanhassen Brewing Company located at 951 West 78<sup>th</sup> Street

- 8. Approve Contract for Services with BKV Group for Chanhassen Bluffs Sports Complex
- 9. **Resolution 2024-08:** Approve Application for Funding from the Carver County Community Development Agency Community Growth Partnership Initiative Grant Program
- 10. Resolution 2024-09: Accept Bids and Award Contract for the 2024 Sealcoat Project

All voted in favor, and the motion carried unanimously with a vote of 5 to 0.

#### **VISITOR PRESENTATIONS.** None.

#### **PUBLIC HEARINGS.**

1. Approve On-Sale Beer & Wine Liquor License for Life Time Pickleball located at 2970 Water Tower Place

Assistant City Manager Matt Unmacht presented the request of Life Time Club Operations Company, Inc. dba Life Time Pickleball, for an on-sale beer and wine liquor license at 2970 Water Tower Place. He described the size of the restaurant, which is anticipated to open in March of 2024, noting the applicant is required to comply with city code regarding liquor service on the outdoor patio. Mr. Unmacht stated that there was nothing questionable related to the background investigation, the certificate of insurance has been submitted, staff has not received any comments from the public, and staff recommends approval.

Mayor Ryan opened the public hearing. There were no public comments.

Mayor Ryan closed the public hearing.

Councilman von Oven moved, Councilwoman Schubert seconded that the City Council approve the application for an on-sale beer and wine liquor license for Life Time Pickleball located at 2970 Water Tower Place. All voted in favor, and the motion carried unanimously with a vote of 5 to 0.

#### **GENERAL BUSINESS.**

1. Short-Term Rental Ordinance with Program Review and Listening Session

City Planner Rachel Jeske described the City Council's past consideration of a short-term licensing program and rental ordinance that was implemented in 2022. She provided an overview of the current ordinance and stated the city has issued 20 licenses in 2023 with 22 active licenses in 2024. The city uses Host Compliance software to track licensed and unlicensed rentals within the city with the software costing \$3,303.83, offset by license revenue of \$1,600 with another \$3,000 in revenue expected. She reviewed complaints received in 2023, violation notices, and

violation types, and contrasted the City of Chanhassen's Ordinance with the cities of Golden Valley, Plymouth, and Eden Prairie. Staff is proposing a change to the maximum overnight vehicle parking standards to allow four vehicles across the board, and a second change that if the license is revoked, the period of revocation should be decreased from seven years down to one year, which would still be the most stringent of surrounding cities. In 2025, staff proposed that all licenses be renewed annually on the same day, February 1. Staff requests feedback regarding the revocation date aligning with the calendar year or the licensing period, as well as whether the City Council would like to continue monitoring through Host Compliance software.

Councilman Kimber asked whether the three strikes were based on the calendar year or within the license period. Ms. Jeske replied it was based on the license period.

Councilman McDonald asked if someone gets three strikes in a year, are they disqualified from receiving a license the following year? Staff replied in the current ordinance that if a license is revoked after three strikes, one cannot renew a license for seven years. Staff is proposing that changes to one year.

Mayor Ryan asked if a renter remedies a violation within 24 hours, is it still considered a violation? Planning Director Eric Maass explained the Host Compliance software is meant to gain near-immediate compliance. With a complaint, it notifies the 24-hour manager for that property who then responds through various apps and technologies. If the renter remedies the complaint, there is a resolution.

Mayor Ryan would like to discuss the matter further in the future to address renters who might continually disobey the rules.

Mayor Ryan opened the listening session on the short-term licensing program and invited the public to comment.

Jessica Bliss, 7333 Hazeltine Boulevard, commented on a neighboring short-term rental she has had issues with, noting the limit with overnight guests and the problem with daytime guests getting close to 20 people. One issue with her property is the shared driveway with no off-street parking; daytime guests blocking the driveway, parking in the turnout, and parking on Ms. Bliss' grass, which is all documented and has been sent to the city. In the evenings, the renters shuffle cars to other neighborhoods, which results in the constant moving of cars with headlights in her house causing her dog to bark. Ms. Bliss explained that she has young children and must get up early in the morning for work and school. She spoke about party buses in the driveway with inebriated people getting off the bus at the property at 2:00 a.m. Ms. Bliss noted two violations for overnight parking with one additional third complaint being made past 10 p.m. but a violation was not issued. Ms. Bliss asked for more clarity as she thought if she reported it, then it was a violation, but now it sounds like if it is reported and the renters fix it, then it is not a violation. At that point, Ms. Bliss felt like a property babysitter for the house and asked where the prevention is. She restated that the number of cars is an issue and asked what happens if she cannot get out

of her house or if emergency vehicles cannot get to her house. Currently, she has to log in to a web platform and then wait for the people to move their cars just so she can leave her house. Also, when a license is renewed, the violations will be wiped from their record and they will be able to do these things all over again the following year. Ms. Bliss believes short-term rentals devalue neighborhoods, noting the people renting are on vacation, hosting events, and likely do not have to get up early to get ready for work or take children to school. Renters do not care about disruptions such as noise, trash issues, and traffic coming to and from the rental. She suggested a daytime parking limit, changes to the number of individuals allowed to stay at the house, enforcing a minimum night stay such as three days, and that violations should be cumulative regardless of licensure year, so a property is not able to rent with violations year after year. Ms. Bliss noted the shared driveway must be kept clear, as she is on-call for emergency surgeries and does not have time to log on to a web platform to make a complaint as she must report for work within 30 minutes. She described off-leash dogs that come onto her property and defecate in her yard and noted the ordinance does not address these animals.

Bruce Geske, 7325 Hazeltine Boulevard, stated that he is a neighbor of Ms. Bliss and also has concerns. He stated that he recently saw a toddler on a scooter coming down the path as someone came barreling down the driveway and almost hit the toddler. Mr. Geske's concern is that the city will suffer the worst from someone being hit on the path as the renters are reckless, careless, and do not have one bit of concern over anything – they pay their fee to use the property and do not care. Mr. Geske believes this property has gotten out of hand and there are no tough consequences for the owners. He does not believe the city's restrictions are tough enough at this point.

Mayor Ryan closed the listening session.

Following the listening session, Mayor Ryan proposed a work session to look further into the short-term rental program and to evaluate some of the suggestions brought forth by the public.

Councilman von Oven noted the same property has been in question and he is 100 percent behind giving more teeth to the restrictions. He asked if the item is tabled tonight, what effect does that have on the property's ability to renew its license?

Mayor Ryan clarified it would not be tabled but brought to a work session for discussion and a recommendation may be made to Mr. Maass to go through the channels of updating the ordinance.

Mr. Mass clarified that upon adoption of a new ordinance or amendment, the ordinance at that time would apply to the licenses in place.

City Attorney Andrea McDowell-Poehler spoke about the current ordinance, which has language addressing three violations within a 365-day period. She clarified the minute one gets the first violation, the 365 days would start, which gives the most opportunity to catch the three

City Council Minutes – February 12, 2024

violations and move into the next licensed year. She advised that with each license, those violations would not go away.

Councilman Kimber clarified if a short-term rental renews their contract with two strikes, depending on the date of violations, those two strikes may still be active.

Attorney McDowell-Poehler replied in the affirmative.

The City Council agreed to bring the item to a work session.

#### **COUNCIL PRESENTATIONS.** None.

## **ADMINISTRATIVE PRESENTATIONS.**

1. Receive the 2023 Economic Development Annual Report

## **CORRESPONDENCE DISCUSSION.** None.

Councilwoman Schubert moved, Councilman McDonald seconded to adjourn the meeting. All voted in favor, and the motion carried unanimously with a vote of 5 to 0. The City Council meeting was adjourned at 7:39 p.m.

Submitted by Laurie Hokkanen City Manager

Prepared by Kim Meuwissen

City Clerk

## **City Council Item**

February 26, 2024



Item	Receive Planning Commission Minutes dated January 16, 2024				
File No.	Item No: D.2				
Agenda Section	CONSENT AGENDA				
Prepared By	Amy Weidman, Admin Support Specialist				
Reviewed By					

## 

## **SUMMARY**

## **BACKGROUND**

## **DISCUSSION**

## **BUDGET**

## **RECOMMENDATION**

## **ATTACHMENTS**

Planning Commission minutes dated January 16, 2024

CHANHASSEN PLANNING COMMISSION REGULAR MEETING MINUTES JANUARY 16, 2024

#### **CALL TO ORDER:**

Chair Noves called the meeting to order at 6:00 p.m.

**MEMBERS PRESENT:** Chair Eric Noyes, Erik Johnson, Kelsey Alto, Perry Schwartz, Ryan Soller, Edward Goff, Steve Jobe.

**MEMBERS ABSENT:** None.

**STAFF PRESENT:** Rachel Jeske, Planner; Eric Maass, Planning Director; Joe Seidl, Water Resource Engineer.

#### **PUBLIC PRESENT:**

Kevin Brueggeman2840 Tanagers LaneTiffany Brueggeman2840 Tanagers LaneHolly Bussell651 Bighorn Drive

#### **PUBLIC HEARINGS:**

# 1. ORDINANCE XXX: AMENDING LOT COVER STANDARDS IN THE RESIDENTIAL SINGLE FAMILY (RSF) ZONING DISTRICT

Eric Maass, Planning Director, gave a summary of the current ordinance for Residential Single-Family (RSF) zoning district and the proposed ordinance for RSF zoning district to increase the ordinance to 30 percent impervious lot cover.

Joe Seidl, Water Resources Engineer, provided background information to define impervious surfaces and highlighted problems for stormwater management. Mr. Seidl shared information regarding the best management practices to offset these problems along with government regulations of impervious surfaces. Mr. Seidl reviewed the potential impacts residents could experience, including increased pollutant loads, increased frequency and duration of street flooding and high water levels, increased erosion of natural and manmade stormwater conveyance systems, and an increased frequency and duration of nuisance drainage. He noted that increasing lot cover limits was inconsistent with the goals and policies adopted in the Local Stormwater Management Plan. Mr. Seidl shared that the Water Resources Department does not support the code amendments as written.

#### Chair Noyes opened the public hearing.

Kevin Brueggeman, 2840 Tanagers Lane, stated he built a new house in 2021 and considered using permeable pavers. He was informed by his builder that there were necessary certifications

to obtain to install permeable pavers and they were unable to locate an individual with these requirements. He questioned what brought the amendment into consideration.

Mr. Maass shared the background considerations of this ordinance. The City Council discussed this topic on various occasions and the Planning Commission discussed permeable pavers during 2023 sessions.

Mr. Brueggeman stated they would enjoy additional lot cover opportunities but also value water management issues.

Mr. Maass shared that the City Council has heard concerns from residents about the lot cover limitations.

Tiffany Brueggeman, 2840 Tanagers Lane, asked if there was data about the amount of pollution over time, based on a lot cover increase.

Mr. Seidl stated he did not have a certain answer. The city would need to hire a firm and complete many hours of modeling to find a concrete answer. Mr. Seidl explained there are standard models, such as the mids-model, which would allow a resident to consider the lot cover in a scenario to see how many average pollutants would be generated.

Holly Bussell, 651 Bighorn Drive, requested the city analyze the proposed changes. She constructed a shed and considered how it would impact her desire to expand her kitchen in the future. She stated if this change is made, all residents would use the additional 5 percent lot cover. Ms. Bussell stated that she and her daughter utilize the lakes in Chanhassen, and it would have a negative impact on the water quality of the lakes if this change was made.

#### Chair Noyes closed the public hearing.

Chair Noyes stated it is important to consider the why behind changing the lot cover. He stated residents can readily consider the lot cover requirements when purchasing the property.

Commissioner Alto said the Planning Commission considers variances for lot cover carefully and often says no so as not to set a precedent. She questioned the purpose of changing the ordinance.

Commissioner Goff asked about the new developments being built and the model used to consider the capacity of climate change for heavy rains. He asked how the old stormwater systems and new stormwater systems interact.

Ms. Seidl stated that city staff does not build the infrastructure for new developments. Those engineers design infrastructure based on current rules and regulations and reference an Atlas 2014 dataset. Those engineers use updated data and can consider climate change. When building infrastructure, engineers consider 10- and 100-year storms. Mr. Seidl asked if Commissioner Goff is wondering if there is built in room with existing best management practices to treat

excess lot cover. He explained the more impervious area that is built out, the more volume is conveyed and there is decreased performance.

Commissioner Goff asked about tying in other sites to increase capacity.

Commissioner Schwartz asked if the requested change to the ordinance is due to aligning Chanhassen with other cities.

Mr. Maass confirmed the City Council brought this change forward based on concerns from Chanhassen residents who observed Chanhassen is more restrictive than neighboring towns.

Commissioner Schwartz inquired what factors are motivating the city to consider the ordinance when staff has not recommended increased lot cover. He questioned whether there were additional factors aside from neighboring districts. He noted that increasing lot cover would negatively impact the red areas highlighted on the map.

Mr. Maass shared that the City Council took into account water resources, planning, future infrastructure, and other perspectives before providing direction to city staff.

Chair Noyes asked if the information presented to the Planning Commission was already seen by city staff and the City Council. He inquired about information flow.

Mr. Maass explained the City Council receives the Planning Commission packet. The City Council held a work session and provided direction for the basis of the ordinance. The ordinance specifications required coordination with the Minnesota Department of Natural Resources. Mr. Maass stated the City Council has seen approximately 75 percent of the ordinance presented tonight.

Commissioner Schwartz shared that if this ordinance is approved, the likelihood of a property owner maintaining permeable pavers is very low. He encouraged the City Council and the Planning Commission to take this information into account.

Chair Noyes recognized the proposed ordinance does not include a requirement to use permeable pavers. Property owners could install a bigger driveway or kitchen if they were under 30 percent lot coverage.

Commissioner Alto stated the Planning Commission previously did not agree to an additional five percent lot cover with permeable pavers. The ordinance focuses on 30 percent of lot cover.

Commissioner Soller clarified if the current ordinance allows for 25 percent lot cover with five percent additional coverage with permeable pavers. He questioned the current ordinance language if permeable pavers do not work long-term.

Chair Noyes shared a resident could increase lot coverage by five percent with permeable pavers but not other materials. The math is similar, but the materials are different.

Planning Commission Minutes – January 16, 2024

Commissioner Soller asked if there were different degrees of impervious surfaces. He noted that whether residents use pervious or impervious surfaces, the runoff increases.

Commissioner Alto stated the Planning Commission might not agree with permeable pavers. She wondered if the ordinance should consider allowing 25 percent lot cover and not allow additional permeable pavers.

Commissioner Goff referenced the difficulties of installing permeable pavers and wondered if the additional five percent of permeable pavers are not utilized due to costs.

Commissioner Schwartz asked if the property owner could not find a contractor to install permeable pavers and does city staff know of what steps the property owner takes.

Mr. Maass stated residents submit a lot cover calculation worksheet with an image of what they are proposing to build on their property. Staff reviews this worksheet to ensure the lot cover falls within the current ordinance. Mr. Maass agreed pervious pavers are expensive and difficult to maintain.

Commissioner Soller requested clarification about the map with different shades of red. He asked if they have the potential to get worse and whether they are trending towards a worse degree.

Mr. Seidl shared that if a water resource is below a threshold for its intended use, it is considered impaired water. The city is responsible for managing the resource.

Commissioner Soller asked if other agencies assist in maintaining water quality.

Mr. Seidl answered the local government agency is responsible for taking the lead on maintaining the bodies of water.

Commissioner Soller asked if the city can continue to improve water quality.

Mr. Seidl explained it is rare to take lakes off the impaired water list and many more lakes are added to the impaired water list than are being removed. The city has projects planned to improve the quality of local water resources.

Commissioner Schwartz questioned if there were metrics that defined the water quality level on the maps in red in comparison with neighboring communities.

Mr. Seidl did not have a direct answer and stated the information would have to be gathered through an extensive research project.

Commissioner Alto shared that without data from other cities, it is difficult to consider the impacts of this ordinance.

Mr. Seidl stated the lot cover is dependent on when the specific cities were built out. The concept of best management practices for stormwater regulations did not exist when older areas of the metro were being constructed.

Mr. Maass highlighted that new developments are designed according to the ordinances at the time of construction. New developments are more capable of satisfying stormwater runoff generation volumes. It is difficult to manage existing lots that would impact stormwater runoff generation. He stated they would need to manage and mitigate for both future and existing properties.

Commissioner Schwartz questioned if it would be easier for Chanhassen to develop construction if the lot cover was increased.

Mr. Maass shared that the Chanhassen development is strong and did not think the lot cover would be a determining factor for a developer.

Chair Noyes stated the new developments are creating stormwater management systems for lot sizes. The new developments can create an infrastructure for whatever current lot cover requirements are in place, but properties undergoing rebuilds do not have the infrastructure in place if there is a five percent increase so there would be further stress on the system.

Commissioner Soller asked for the lot cover restraint on commercial and industrial development.

Mr. Maass did not have a specific number available. In the downtown area, there is not a maximum lot cover requirement. Often, commercial and industrial have larger lot cover requirements.

Commissioner Soller questioned if new commercial developments can mitigate their impact with new infrastructure being built. He asked if these commercial developments are having an adverse impact on water resources or if they are fully mitigating their impact. Additionally, he wondered whether the 5 percent increase in residential lot cover is minimal when compared with these other properties.

Mr. Maass shared that commercial properties walk through the same process to determine the best water management practices and generate permitting with watershed districts. These properties also consider soil type and design a specific solution for their property that aligns with city ordinances and watershed district requirements. The five percent increase in lot cover is minimal compared with these properties, but these commercial properties create private best management practices on site. On a residential aspect, no offsetting best management practices are required to be installed. The exception is with subdivisions, which trigger the subdivision ordinance and requires stormwater mitigation such as rain gardens.

Commissioner Soller wondered if commercial properties with a majority of paved surfaces have a negative impact on water bodies to such a large degree, that the proposed five percent increase of lot cover for houses has negligible impact.

Mr. Maass shared that these commercial areas with large impervious surfaces manage their water runoff through onsite best management practices prior to being discharged into the city's systems. He stated the comparison between a commercial and residential lot are not even on the same scale.

Commissioner Schwartz asked if the pollutants generated by business parks significantly impact bodies of water or if they are mitigated on-site by best management practices.

Mr. Seidl explained the best management practices are designed to meet the removal requirements of pollutants in stormwater. There should be no net impact on the downstream water resource as the pollutants should be removed.

Commissioner Soller wondered if the lot cover increase would have an impact on water quality resources in the future. He also wondered what the appropriate balance between lot cover increase and water quality would be and stated it is difficult to decide.

Commissioner Alto referenced the number of current impaired waterways. She stated it does not make sense to increase lot cover requirements if there are already negative impacts on the waterways.

Commissioner Johnson asked why best management practices were not included in this section but were included in the Shoreland Overlay District.

Mr. Maass noted that best management practices were discussed originally. The priority was placed on the shoreland overland district for offsetting best management practices, as there is stormwater management infrastructure in place in these residential zoning districts.

Commissioner Alto moved, Commissioner Schwartz seconded that the Chanhassen Planning Commission recommends denial of the proposed ordinance amending lot cover standards in the RSF zoning district. All voted in favor and the motion carried unanimously with a vote of 7 to 0.

# 2. ORDINANCE XXX: AMDENDING LOT COVER STANDARDS IN THE SHORELAND OVERLAY DISTRICT

Eric Maass, Planning Director, gave a summary of the staff report, noting the proposed ordinance amendment for the Shoreland Overlay District that would allow lots platted before January 1, 1976, to have an increased impervious lot cover up to 30 percent. For riparian lots, there would need to be 25 percent or 20 feet of vegetative lake buffer of the shoreline. Mr. Maass shared that the city worked with the Minnesota Department of Natural Resources to establish the draft ordinance in accordance with the DNR's alternative approach method for deviating from the DNR's template shoreland ordinance.

Rachel Jeske, Planner, provided multiple examples so the Planning Commission could understand the diversity of the shoreline properties.

Mr. Maass stated the Minnesota Department of Natural Resources wanted to see one square foot of impervious area over 25 percent with one square foot of best management practices. There would be the ability to scale the width and the depth of the best management practices based on the lot and property owner's preferences with the guidance of the city.

#### Chair Noyes opened the public hearing. There were no public comments.

#### Chair Noyes closed the public hearing.

Chair Noyes understood the association of the platted lots with the ordinance. He asked if there were other considerations beyond the date to fall into the lots that are allowed to have a five percent impervious coverage increase, such as the lot grade. He gave an example that if a lot had a certain grade above a specific amount, they would be ineligible for increased impervious lot cover to protect the lakefront.

Mr. Maass shared that city staff consider the slope for erosion control measures in terms of construction. He stated the city could explore additional regulation options such as the rate of discharge in this measure.

Joe Seidl, Water Resources Engineer, stated the Minnesota Department of Natural Resources considers the aesthetics and characteristics of the lake with the goal of naturalizing the shoreline rather than the considerations of the slope.

Chair Noyes asked if a property owner was granted a five percent increase, if they would need to have the best management practices in place before project construction, or if it was a simultaneous requirement.

Mr. Maass answered the impervious lot cover and best management practices are all in one permit so city staff would investigate the information for both. The best management practices should be installed at the same time as the project completion.

Chair Noyes asked whether the Planning Commission should not allow the ordinance for Shoreland Overlay Districts considering the previous ordinance vote.

Commissioner Jobe asked why the plant species were selected for the buffer zone. He questioned whether the buffer zone was just for aesthetic reasons.

Mr. Seidl shared that native vegetation has deeper root systems, so there is more water and pollutant uptake they can take on. The deeper root system also better holds together the shoreline and helps stabilize the site.

Commissioner Schwartz shared that his neighborhood association is applying for a grant to install a vegetative buffer. Certain plants are required for the vegetative buffer. He asked for clarification about the vegetative buffer on the examples provided by Ms. Jeske and why it is not required to expand upon the entire shoreline.

Mr. Maass understood applicants might prefer options for a beach or a dock. There are requirements that the best management practice would be located where it would capture runoff directed towards the lake due to increased lot cover. He shared that vegetative buffers are beneficial as they provide a deep root system and would provide diversity in vegetation to capture pollutants.

Commissioner Schwartz asked if staff could direct and enforce the property owner to place the vegetative buffer in a certain place on the lot based on runoff.

Mr. Maass confirmed for a best management practice to work, it needs to be in a location that the stormwater runoff is moving towards.

Commissioner Schwartz asked who would monitor the compliance of this ordinance.

Mr. Mass stated this would be monitored through the building or zoning permit process. Property owners would need to complete the math and figure out the amount of run-off generated.

Commissioner Schwartz questioned who would monitor the vegetative buffers in future years after installation.

Mr. Maass shared that an operations and maintenance agreement would be established along with an easement and boundary markers would need to be installed.

Commissioner Schwartz asked if there would be passive or active enforcement of these vegetative buffers.

Mr. Seidl shared these best management practices could be turned into assets and placed into the assets management system. City staff will need to travel out to these sites to ensure they are maintained. If they are not maintained, city staff will need to work with the resident to reestablish the best management practice.

Chair Noyes asked if the 1-to-1 ratio was the minimum the Minnesota Department of Natural Resources required.

Mr. Seidl confirmed this was his understanding.

Chair Noyes asked why the city did not require larger buffer requirements to help protect the lakes. He questioned whether the city could go above and beyond what the Minnesota Department of Natural Resources required.

Mr. Maass stated the shoreland vegetative buffer could be used as the required best management practice if it is of an adequate scale to treat the additional stormwater. If the vegetative buffer is not adequate, there would still need to be a best management practice created to capture the increased stormwater runoff. The city staff did not discuss an additional requirement beyond the

1-to-1 ratio but could do so after discussions with the Minnesota Department of Natural Resources.

Mr. Seidl explained that part of his job is to consider the naturalization of the shoreline while still allowing property owners to utilize their properties. He considers reconstructed areas to ensure regulations are applied to improve water management options. He provided an example that a new home construction would allow for the potential for better water management options.

Commissioner Soller questioned whether the best management practice needs to create a net zero impact on the new construction. He wondered if there was an algorithm to determine this number.

Mr. Maass shared that Mr. Seidl's review of the design and calculations are effective and are the best solution.

Mr. Seidl explained the department reviews the permits and confirms they are good designs that operate properly.

Commissioner Soller wondered if a trade-off system in place with a net zero or a net positive impact would allow the Planning Commission to approve the proposed ordinance. He asked if there was any evidence that would support a net positive impact and increase lake health by requiring a larger trade-off above a 1-to-1 ratio.

Mr. Seidl answered any treatment beyond the current proposal would be a net positive but he would need to study the information further to understand different limitations.

Commissioner Schwartz asked if there could be language in the ordinance that stated the minimum trade-off for impervious lot cover and best management practices would be 1-to-1 to allow residents to go beyond the minimum requirements.

Chair Noyes questioned how the city would respond to a resident in the residential single-family district who desired to increase lot coverage to 30 percent and was willing to put a stormwater pond in their yard, as this would meet the requirements in the Shoreland Overlay District. He stated affirming the Shoreland Overlay District would potentially provide a variance route for residential single family district members.

Commissioner Soller stated a stormwater pond is not a vegetative buffer on a lake.

Chair Noves stated not all lots in the Shoreland Overlay District are on the lake.

Mr. Maass confirmed there are riparian and non-riparian lots in the district. The basis is the offsetting best management practice to mitigate the increase of stormwater. A vegetative buffer could be the best management practice if it meets the requirements and design needs.

Chair Noyes asked if the best management practices in the non-riparian lots could be employed in the residential single-family district as well. He thought there could be confusion for residents regarding this differentiation.

Commissioner Alto inquired whether Mr. Seidl engaged in a discussion with the Riley Purgatory Bluff Creek Watershed District regarding this topic and the letter sent and reviewed at the May 16, 2023, Planning Commission meeting.

Mr. Seidl stated staff did engage the Riley Purgatory Bluff Creek Watershed District in a conversation but did not hear back in a specific memo. He stated the information read in the letter still applies to the situation and the watershed district does not support the construction of impervious surfaces without offsetting best management practices.

Commissioner Alto stated it is more important not to have an increase in lot cover closer to the bodies of water that are already negatively impacted.

Commissioner Soller asked if there were differences between the residential single family district lots and the non-riparian Shoreland Overlay District lots and if the runoff with these lots would be similar.

Mr. Maass shared that the difference would be the distance to the resource. Lots farther away have a diminishing effect on the lake, as there are streets with stormwater infrastructure to assist in catching stormwater.

Commissioner Alto suggested the city should implement the best management practices without allowing increased lot cover.

Commissioner Soller asked if the water resources city staff had a negative impression of the first proposed ordinance tonight.

Mr. Seidl said the water resources city staff is not in favor of the code amendment for the residential single-family district because it does not have best management practice requirements. For the Shoreland Overlay District, he recognized there are impaired waterways in Chanhassen. The ordinance might not go far enough and there could be consideration to move towards a net positive rather than a net neutral.

Commissioner Schwartz asked how far the ordinance would need to go to be acceptable to the Water Resources Department.

Mr. Seidl did not have this information prepared for tonight.

Commissioner Goff stated this ordinance is designed for a very small portion of residents in Chanhassen. Residents can propose a variance if necessary.

Chair Noyes said residents can know the standards when purchasing the lots. By approving this proposed ordinance, residents might try to submit variances to move beyond 30 percent lot cover.

Commissioner Soller asked if the riparian lots could be significantly improved by this proposed ordinance. He questioned why the Minnesota Department of Natural Resources wanted to limit it to specific properties if it was truly beneficial to the lake.

Mr. Maass shared that the model ordinance of the Minnesota Department of Natural Resources does not require the naturalization of the shoreline for a certain percentage of impervious surfaces. The naturalization of the shoreline was viewed as a tradeoff for additional lot cover.

Commissioner Alto stated all roads lead to water, whether in the Shoreland Overlay District or in the residential single-family district. Both districts are responsible for the water moving towards the lakes.

Commissioner Soller stated improving natural vegetation along the shoreline helps improve the Shoreland Overlay District in ways other properties could not.

Chair Noyes said this idea is accurate, but there are additional ways to approach this topic. If the Planning Commission is trying to improve and protect the lakes, it would be beneficial not to tie it to the five percent impervious lot cover.

Commissioner Schwartz shared all residents are impacting a water resource, whether residents live on a lake or not. The Planning Commission should consider the total impact on water resources from all residents.

Mr. Maass stated variances in the past required naturalization of the shoreline as a condition.

Commissioner Goff moved, Commissioner Alto seconded that the Chanhassen Planning Commission recommends denial of the proposed ordinance amending lot cover standards in the Shoreland Overlay zoning district. The motion carried with a vote of 6 to 1. Commissioner Soller voted Nay.

**GENERAL BUSINESS:** None.

#### **APPROVAL OF MINUTES:**

#### 1. APPROVAL OF PLANNING COMMISSION MINUTES DECEMBER 5, 2023

Commissioner Goff moved, Commissioner Jobe seconded to approve the Chanhassen Planning Commission summary minutes dated December 5, 2023 as presented. All voted in favor, and the motion carried unanimously with a vote of 7 to 0.

#### **COMMISSION PRESENTATIONS:** None.

#### **ADMINISTRATIVE PRESENTATIONS:**

Planning Director Maass shared there will be an open house at the Chanhassen Recreation Center on January 17<sup>th</sup> to share about the improvements to the redevelopment of the Chanhassen Cinema and Country Inn & Suites.

Mr. Maass stated January 9<sup>th</sup> was Bob Generous Day. City staff ate beef jerky in honor of Bob Generous. He noted that Rachel Jeske accepted a full-time role with the city. Mr. Maass announced that Jamie Marsh had accepted the position of Environmental Resource Specialist.

## **CORRESPONDENCE DISCUSSION:** None.

#### **ADJOURNMENT:**

Commissioner Soller moved, Commissioner Alto seconded to adjourn the meeting. All voted in favor and the motion carried unanimously with a vote of 7 to 0. The Planning Commission meeting was adjourned at 8:17 p.m.

Submitted by Eric Maass Planning Director

# **City Council Item**

February 26, 2024



Item	Receive Economic Development Commission Minutes dated January 9, 2024				
File No.	Item No: D.3				
Agenda Section	CONSENT AGENDA				
Prepared By	Amy Weidman, Admin Support Specialist				
Reviewed By					

## **SUGGESTED ACTION**

"The Chanhassen City Council receives the Economic Development Commission minutes dated January 9, 2024."

<b>Motion Type</b>	Simple Majority Vote of members present					
Strategic Priority	N/A					

## **SUMMARY**

## **BACKGROUND**

## **DISCUSSION**

## **BUDGET**

## **RECOMMENDATION**

## **ATTACHMENTS**

Economic Development Commission minutes dated January 9, 2024

CHANHASSEN ECONOMIC DEVELOPMENT COMMISSION REGULAR MEETING January 9, 2024

Chair Anderson called the meeting to order at 5:39 p.m.

**MEMBERS PRESENT:** Chair Eric Anderson, Vice Chair Duke Zurek, Stacy Goff, Luke Bame, Cohen Lee

**MEMBERS ABSENT:** Chris Freeman

**STAFF PRESENT:** Samantha DiMaggio, Economic Development Manager; Eric Maass, Planning Director (remotely)

**PUBLIC PRESENT:** Nick Anhut, Ehlers, and Nick Asta and Peter Schroeder, Roers.

Commissioner Zurek moved, and Commissioner Goff seconded to approve the agenda. All voted in favor and the motion carried unanimously with a vote of 5 to 0.

#### **APPROVAL OF MINUTES:**

APPROVE ECONOMIC DEVELOPMENT COMMISSION MINUTES DATED DECEMBER 12, 2023

Commissioner Bame moved, and Commissioner Lee seconded to approve the Minutes of the Economic Development Commission meeting dated December 12, 2023, as presented. All voted in favor and the motion carried unanimously with a vote of 5 to 0.

#### **DISCUSSION/GENERAL BUSINESS ITEMS:**

## 1. West 78th Street Renewal and Renovation TIF District Application—Roers

Economic Development Manager, Samantha DiMaggio, reviewed the TIF application from Roers Companies for a TIF District for the redevelopment of the closed Chanhassen Cinema and the Country Inn & Suites.

Roers is proposing to construct two new vertical mixed-use buildings. Each building would include both residential and commercial space as well as underground parking. The total redevelopment is estimated to cost \$134.6 million. The developer is showing a financing gap of \$6.2 million which is why they are requesting TIF assistance. The funds generated from the TIF District will be used to pay for demolition and site work, including stormwater, utilities, and the extension of Laredo Drive. State statute establishes these expenses as eligible to be paid for through TIF.

This would be a "pay-as-you-go" TIF, which means that the taxes would be paid by the owner/developer and would be rebated once it is determined that the expenditures are valid, and the goals of the project are met. Pay-as-you-go financing relies on the private developer or property owner to initially finance the costs of the TIF improvements. A development agreement between the authority and the developer then provides the developer will be repaid as tax increments are collected. This form of TIF structuring removes financial risk to the city.

Commissioner Bame moved, and Commissioner Zurek seconded to recommend that the City Council, acting as the Economic Development Authority, approve the request to establish a renewal and renovation TIF district and enter into a development contract for TIF assistance with the applicant. All voted in favor and the motion carried unanimously with a vote of 5 to 0.

#### **ADJOURNMENT:**

Commissioner Bame moved, and Commissioner Goff seconded to adjourn the meeting. All voted in favor and the motion carried unanimously with a vote of 5 to 0. The Economic Development Commission meeting was adjourned at 6:45 p.m.

Submitted by Samantha DiMaggio Economic Development Manager

## **City Council Item**

February 26, 2024



Item	Receive Commission on Aging Minutes dated January 19, 2024			
File No.	Item No: D.4			
Agenda Section	CONSENT AGENDA			
Prepared By	Jenny Potter, Sr. Admin Support Specialist			
Reviewed By				

## 

## **SUMMARY**

## **BACKGROUND**

## **DISCUSSION**

## **BUDGET**

## **RECOMMENDATION**

## **ATTACHMENTS**

Commission on Aging Minutes dated January 19, 2024

January 19, 2024

**MEMBERS PRESENT:** Gwen Block, Jim Camarata, Ruth Lunde, Bhakti Modi, Beth Mason, Ruth Slivken, Kara Cassidy

MEMBERS ABSENT: Laura Baumtrog

STAFF PRESENT: Mary Blazanin, Senior Center Coordinator

GUESTS PRESENT: Patrick Jones, Chanhassen Library Branch Manager

**APPROVAL OF AGENDA** Commissioner Lunde made the motion to approve the agenda. Commissioner Cassidy seconded. All members voted in favor and the motion carried. Agenda was approved.

**COMMISSION ON AGING MINUTES November 17, 2023.** Commissioner Block made the motion to approve the minutes. Commissioner Mason seconded. All members voted in favor and the motion carried. Minutes were approved

#### **Visitor Presentations**

Carver County Health and Human Services was not able to attend the meeting but sent an email to Mary Blazanin to give an update. Carver County is offering a Move Mindfully class on Wednesdays from 9:45-10:15 on January 24, February 14 & 28, and March 12 & 27. Carver Community Connect will be on Wednesday, January 24, from 12-6 pm at Chaska Event Center for all ages that will be coordinating non-profits and services for people in the area. Carver County is seeing an increase in Covid cases and there are vaccinations available through Carver County.

<u>Patrick Jones</u>, Chanhassen Library Branch Manager, the library is putting more money into electronic books and large print books next year. He reported that 60% of the circulation is now in children's books and has increased from 48%. Digital books must be leased and are not less expensive than paper copies.

Commissioner Slivken gave an overview of the multigenerational book club which they have named Bridging Book Club. The group is limited to 12 people, and there is a wait list. The first book is *Lessons in Chemistry*. The first meeting will be on January 20, 2024 at the Chanhassen Library.

Discussion was had about finding ways to offer more Tech Help sessions for older adults using high school student volunteers, and about encouraging local schools to independently collaborate with The Humanity Alliance for more volunteer opportunities.

#### **Goals and Strategic Plans**

Housing is an ongoing goal and Ms. Blazanin is the liaison. Mary will continue to lead this and can ask for assistance as needed from the Commissioners. No changes were made to the housing section.

Transportation and Mobility was suggested as a title instead of just Transportation.

WeCab has been going through changes and the suggestion was made to have a COA commissioner on the board of WeCab. Commissioner Cassidy volunteered to be the contact with WeCab. There was a presentation about all the transportation options in Chanhassen and the commissioners would like to have another presentation. Ms. Blazanin and Commissioner Cassidy will work on setting up another presentation for transportation that is available within the city.

Under the heading Information, Education, and Outreach, Commissioner Modi discussed the things that she has been working on with the city communications staff. There will potentially be a rollout of the new web page in February.

Other updates to the Goals and Objectives were made and Ms. Blazanin will update the goals. The finalized list will need to be approved in February.

#### 2024 Open Commission on Aging Positions and Application Process

Jim Camarata, Gwen Block, and Laura Baumtrog all have terms that are up. The commission vacancies can be applied for online.

#### **Discussion: Senior Center Web Page Project**

Commissioner Modi has been working with communications to roll out the new webpage and once it goes live she will have updates for the Commission on Aging.

Chanhassen Villager Articles and Press Releases

Commissioner Camarata discussed using the Chanhassen Villager for better communication for seniors. Ms. Blazanin discussed that the Commission on Aging would have a sub-group of the commission that could work on articles that have relevance for seniors. Commissioners Camarata, Modi, and Slivken volunteered to be part of this group.

#### **Senior Center Program Updates**

Ms. Blazanin reported that there is a February 14 Valentine's Day Luncheon event that she could use help with setup at 10 am and assisting with guest check-in for the event. Commissioners Block, Slivken, Cassidy and Mason volunteered.

The new Connection was mailed in January with updated activities.

No new commission presentations.

#### **ADJOURNMENT:**

Commissioner Cassidy called for meeting adjournment. Commissioner Camarata seconded the motion. All voted in favor and the motion carried.

Meeting adjourned at 11:16a.m.

Minutes prepared by Jenny Potter, Senior Administrative Assistant

Minutes Submitted by Mary Blazanin, Senior Center Coordinator

# **City Council Item**

February 26, 2024



Item	Approve Claims Paid dated February 26, 2024			
File No.	Item No: D.5			
Agenda Section	CONSENT AGENDA			
Prepared By	Danielle Washburn, Assistant Finance Director			
Reviewed By	Kelly Grinnell			

## SUGGESTED ACTION

"The Chanhassen City Council Approves Claims Paid dated February 26, 2024."

<b>Motion Type</b>	Simple Majority Vote of members present
Strategic Priority	Financial Sustainability

## **SUMMARY**

## **BACKGROUND**

## **DISCUSSION**

The following claims are submitted for review and approval on February 26, 2024:

Total Claims \$480,235.97

## **BUDGET**

## **RECOMMENDATION**

ATTACHMENTS
Payment Summary Payment Detail

# Accounts Payable

## Checks by Date - Summary



Vendor Name	<b>Check Date</b>	Void Checks	<b>Check Amount</b>
CENTERPOINT ENERGY MINNEGASCO	02/07/2024	0.00	7,516.92
DeeAnn Triethart	02/07/2024	0.00	32.54
IUOE Local #49	02/07/2024	0.00	735.00
JERRY RUEGEMER	02/07/2024	0.00	521.80
Metropolitan Area Management Association	02/07/2024	0.00	45.00
MN DEPT OF HEALTH	02/07/2024	0.00	32.00
MN DEPT OF HEALTH	02/07/2024	0.00	32.00
MN DEPT OF HEALTH	02/07/2024	0.00	32.00
MN NCPERS LIFE INSURANCE	02/07/2024	0.00	144.00
MN VALLEY ELECTRIC COOP	02/07/2024	0.00	7,875.46
Thomas Erdmann	02/07/2024	0.00	152.93
VERIZON WIRELESS	02/07/2024	0.00	5,208.19
Abdo LLP	02/08/2024	0.00	12,000.00
ASPEN MILLS	02/08/2024	0.00	1,742.17
Boarman Kroos Vogel Group Inc	02/08/2024	0.00	63,199.06
Carver County	02/08/2024	0.00	1,275.00
Cleaning Solutions Services	02/08/2024	0.00	8,147.20
COMPUTER INTEGRATION TECHN.	02/08/2024	0.00	4,200.00
Diamond Snow & Ice Control	02/08/2024	0.00	1,920.00
DISPLAY SALES COMPANY	02/08/2024	0.00	2,211.00
Earl F Andersen Inc	02/08/2024	0.00	397.40
Enterprise FM Trust	02/08/2024	0.00	20,855.72
Escape Fire Protection LLC	02/08/2024	0.00	52.72
FACTORY MOTOR PARTS COMPANY	02/08/2024	0.00	524.54
GRAYBAR	02/08/2024	0.00	3,500.56
GREEN MEADOWS INC	02/08/2024	0.00	278.25
GS DIRECT INC	02/08/2024	0.00	1,022.15
Guard Guys, LLC	02/08/2024	0.00	389.80
HALLOCK COMPANY	02/08/2024	0.00	89.66
Innovative Office Solutions LLC	02/08/2024	0.00	61.90
INNOVATIVE WOODWORKING SOLUTIONS	02/08/2024	0.00	3,450.00
Juli Al-Hilwani	02/08/2024	0.00	285.00
KENNEDY & GRAVEN, CHARTERED	02/08/2024	0.00	1,200.00
KIMLEY HORN AND ASSOCIATES INC	02/08/2024	0.00	35,196.39
Lano Equipment	02/08/2024	0.00	14,962.16
LEAGUE OF MINNESOTA CITIES	02/08/2024	0.00	350.00
Matheson Tri-Gas, Inc.	02/08/2024	0.00	240.94
Metropolitan Area Management Association	02/08/2024	0.00	25.00
Metropolitan Council, Env Svcs	02/08/2024	0.00	2,460.15
MID COUNTY COOP	02/08/2024	0.00	93.39
Minnesota Pump Works	02/08/2024	0.00	1,200.00
MN DEPT OF LABOR AND INDUSTRY	02/08/2024	0.00	3,678.11
MN FIRE SERVICE CERTIFICATION BOARD	02/08/2024	0.00	535.50
Mobile Mini, Inc	02/08/2024	0.00	1,890.00
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Vendor Name	Check Date	Void Checks	Check Amount
NAPA AUTO & TRUCK PARTS	02/08/2024	0.00	135.60
Nuss Truck & Equipment	02/08/2024	0.00	98.86
NYSTROM PUBLISHING COMPANY INC	02/08/2024	0.00	6,954.00
O'Reilly Automotive Inc	02/08/2024	0.00	94.76
PILGRIM DRY CLEANERS	02/08/2024	0.00	363.29
Safe-Fast, Inc.	02/08/2024	0.00	1,482.00
Senja Inc	02/08/2024	0.00	96.00
Snow Kreilich Architects	02/08/2024	0.00	1,227.51
SOFTWARE HOUSE INTERNATIONAL	02/08/2024	0.00	7,271.56
SOUTHWEST NEWS MEDIA	02/08/2024	0.00	203.52
Sun Life Financial	02/08/2024	0.00	3,761.67
Teresa O'Neill	02/08/2024	0.00	20.00
TimeSaver Off Site Secretarial, Inc	02/08/2024	0.00	944.50
TOWN & COUNTRY FENCE	02/08/2024	0.00	1,955.00
True North Controls	02/08/2024	0.00	4,613.00
TWIN CITY GARAGE DOOR CO	02/08/2024	0.00	78.05
VIKING ELECTRIC SUPPLY	02/08/2024	0.00	35.13
Washington County	02/08/2024	0.00	8.07
CENTERPOINT ENERGY MINNEGASCO	02/14/2024	0.00	5,705.85
CenturyLink	02/14/2024	0.00	64.00
FLEX TITLE COMPANY	02/14/2024	0.00	39.49
FRANK & BONNIE FILKO	02/14/2024	0.00	34.23
JOSEPH & ANN DRAPCHO	02/14/2024	0.00	45.66
LAKE TITLE LLC	02/14/2024	0.00	51.23
LUIS PIGUILLEM	02/14/2024	0.00	47.23
Marco Inc	02/14/2024	0.00	1,010.00
MATTHEW & LISA CLIFFORD	02/14/2024	0.00	407.73
Metronet Holdings, LLC	02/14/2024	0.00	56.11
MN VALLEY ELECTRIC COOP	02/14/2024	0.00	327.58
NATHANIEL & ANGELA MAIER	02/14/2024	0.00	27.64
RESULTS TITLE	02/14/2024	0.00	22.65
TITLE MARK LLC	02/14/2024	0.00	50.57
WATERMARK TITLE AGENCY	02/14/2024	0.00	43.62
XCEL ENERGY INC	02/14/2024	0.00	2,943.58
Ador Bespoke Homes	02/15/2024	0.00	1,730.00
Ascensus	02/15/2024	0.00	2,500.00
ASPEN MILLS	02/15/2024	0.00	671.24
Barr Engineering Company	02/15/2024	0.00	2,343.00
Boarman Kroos Vogel Group Inc	02/15/2024	0.00	67,876.03
BS & A Software	02/15/2024	0.00	1,652.00
Carver County	02/15/2024	0.00	175.00
CDW GOVERNMENT LLC	02/15/2024	0.00	360.00
Compass Minerals America, Inc	02/15/2024	0.00	8,969.36
DEM-CON LANDFILL	02/15/2024	0.00	231.08
Edina Heating & Cooling Inc	02/15/2024	0.00	3,183.00
EMERGENCY AUTOMOTIVE TECH INC	02/15/2024	0.00	3,801.42
FACTORY MOTOR PARTS COMPANY	02/15/2024	0.00	122.22
FASTENAL COMPANY	02/15/2024	0.00	43.30
		0.00	949.48
Ferguson Waterworks #2518 JEFFERSON FIRE SAFETY INC	02/15/2024 02/15/2024	0.00	608.80
Juli Al-Hilwani	02/15/2024	0.00	56.00
	02/15/2024	0.00	115.00
Justin & Madeline Hayman		0.00	27,500.00
Lennar	02/15/2024	0.00	47,300.00

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Vendor Name	<b>Check Date</b>	Void Checks	<b>Check Amount</b>
MERLINS ACE HARDWARE	02/15/2024	0.00	1,218.51
Michael Henry	02/15/2024	0.00	150.00
MID COUNTY COOP	02/15/2024	0.00	1.42
Minnesota Safety Council	02/15/2024	0.00	713.00
MOSS & BARNETT	02/15/2024	0.00	2,074.50
MTI DISTRIBUTING INC	02/15/2024	0.00	56.36
NAPA AUTO & TRUCK PARTS	02/15/2024	0.00	203.20
NvoicePay	02/15/2024	0.00	771.50
Paul Young	02/15/2024	0.00	345.00
Pinnacle Pest Control	02/15/2024	0.00	200.00
PRAIRIE LAWN & GARDEN	02/15/2024	0.00	25.99
PRECISE MRM LLC	02/15/2024	0.00	273.00
SCOTT COUNTY TREASURER	02/15/2024	0.00	2,100.00
SMSC Organics Recycling Facility	02/15/2024	0.00	741.65
Sophia Martin	02/15/2024	0.00	227.50
SOUTHWEST NEWS MEDIA	02/15/2024	0.00	1,214.65
Spectrum Screen Printing Inc	02/15/2024	0.00	246.91
Springbrook	02/15/2024	0.00	74,610.05
Stephen Sundberg	02/15/2024	0.00	100.00
Stericycle, Inc	02/15/2024	0.00	248.00
SUMMIT FIRE PROTECTION	02/15/2024	0.00	420.00
The Mustard Seed, Inc.	02/15/2024	0.00	56.00
US Home Corporation	02/15/2024	0.00	5,000.00
Val Roder / Olivine Yoga LLC	02/15/2024	0.00	200.00
WSB & ASSOCIATES INC	02/15/2024	0.00	16,170.50
	Report Total:	0.00	480,235.97

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## AP

## Check Detail

User: dwashburn

Printed: 2/16/2024 8:01:44 AM



Last Name	Acct 1	Amount	Check Date	Description
Abdo LLP	101-1130-4301	12,000.00	2/8/2024	2023 Audit services
		12,000.00	2/8/2024	
Abdo LLP		12,000.00		
Ador Bespoke Homes	701-0000-3806	1,730.00	2/15/2024	Sewer Refund - Double Charge - 6681 Galpin Blvd
		1,730.00	2/15/2024	
Ador Bespoke Homes	•	1,730.00		
Al-Hilwani Juli	101-1530-4347	285.00	2/8/2024	Al-Hilwani 10 pack Koestler
	•	285.00	2/8/2024	
Al-Hilwani Juli	101-1539-4343	56.00	2/15/2024	2 Fit For Life Classes Jan/Feb
		56.00	2/15/2024	
Al-Hilwani Juli		341.00		
Ascensus	101-1130-4301	2,500.00	2/15/2024	GASB 75 Actuarial Valuation/Report
		2,500.00	2/15/2024	
Ascensus		2,500.00		
ASPEN MILLS	101-1220-4240	547.65	2/8/2024	Class A for Heger

AP - Check Detail (2/16/2024)

Last Name	Acet 1	Amount	Check Date	Description
ASPEN MILLS	101-1220-4240	219.34	2/8/2024	Thomas Erdmann-New Hire order
ASPEN MILLS	101-1220-4240	230.85	2/8/2024	Marissa Smith-DC Pants
ASPEN MILLS	101-1220-4240	576.65	2/8/2024	Andrew Heger-New Hire Order
ASPEN MILLS	101-1220-4240	167.68	2/8/2024	Thomas Erdman- Uniform Badges
		1,742.17	2/8/2024	
ASPEN MILLS	101-1220-4240	158.45	2/15/2024	Ray Bolger-Class B uniforms
ASPEN MILLS	101-1220-4240		2/15/2024	Mchael Hines-Class B uniforms
ASPEN MILLS	101-1220-4240	350.34	2/15/2024	D. Anderson High Viz Jackets
		671.24	2/15/2024	
ASPEN MILLS		2,413.41		
Barr Engineering Company	700-7025-4300	2,343.00	2/15/2024	Well #10 & 12 Rehab
		2,343.00	2/15/2024	
Barr Engineering Company		2,343.00		
Boarman Kroos Vogel Group Inc	414-4010-4300	63,199.06	2/8/2024	Chan Civic Campus/Senior Center & Park
		63,199.06	2/8/2024	
Boarman Kroos Vogel Group Inc	414-4010-4300	54,024.19	2/15/2024	Professional Services-November 2023
Boarman Kroos Vogel Group Inc	414-4010-4300		2/15/2024	Professional Services-December 2023
		67,876.03	2/15/2024	
Boarman Kroos Vogel Group Inc		131,075.09		
BS & A Software	101-1160-4236	1,652.00	2/15/2024	Online Permit Fees - Q4 of 2023
BS & A Software	101 1100 4250	1,032.00	2/13/2024	Ommic Permit Pees Q+ 01 2023
		1,652.00	2/15/2024	
BS & A Software		1,652.00		
Carver County	700-1160-4326	650.00	2/8/2024	Dark Fiber WWTP W3 W7 W8 LS24

AP - Check Detail (2/16/2024)

Last Name	Acct 1	Amount	Check Date	Description
Carver County	101-1160-4326	625.00	2/8/2024	500MB Internet + Dark Fiber City Hall FD1 FD2 PW
		1 275 00	2/9/2024	
		1,275.00	2/8/2024	
Carver County	101-1130-4301	175.00	2/15/2024	End of Year Tax Certificate
		175.00	2/15/2024	
		175.00	2/15/2024	
Carver County		1,450.00		
•	101 11/0 4121	ŕ	2/15/2024	G . THE PARK
CDW GOVERNMENT LLC	101-1160-4131	360.00	2/15/2024	Getac Tablet Ext Warranty
		360.00	2/15/2024	
CDW GOVERNMENT LLC		360.00		
CENTERPOINT ENERGY MINNEGASCO	101-1170-4321	1,714.14	2/7/2024	Gas Charges
CENTERPOINT ENERGY MINNEGASCO	700-0000-4321	90.74	2/7/2024	Gas Charges
CENTERPOINT ENERGY MINNEGASCO	700-0000-4321	3,040.01	2/7/2024	Gas Charges
CENTERPOINT ENERGY MINNEGASCO	101-1550-4321	511.87	2/7/2024	Gas Charges
CENTERPOINT ENERGY MINNEGASCO	700-7019-4321	641.84	2/7/2024	Gas Charges
CENTERPOINT ENERGY MINNEGASCO	700-7043-4321	1,469.98	2/7/2024	Gas Charges
CENTERPOINT ENERGY MINNEGASCO	701-0000-4321	26.24	2/7/2024	Gas Charges
CENTERPOINT ENERGY MINNEGASCO	101-1600-4321	22.10	2/7/2024	Gas Charges
		7 516 92	2/7/2024	
		ŕ		
CENTERPOINT ENERGY MINNEGASCO	701-0000-4321	384.87	2/14/2024	Gas Charges
CENTERPOINT ENERGY MINNEGASCO	700-0000-4321	384.87	2/14/2024	Gas Charges
CENTERPOINT ENERGY MINNEGASCO	101-1312-4321		2/14/2024	Gas Charges
CENTERPOINT ENERGY MINNEGASCO	101-1530-4321	364.38		Gas Charges
CENTERPOINT ENERGY MINNEGASCO	101-1170-4321		2/14/2024	Gas Charges
CENTERPOINT ENERGY MINNEGASCO	101-1220-4321	1,351.97	2/14/2024	Gas Charges
		5,705.85	2/14/2024	
CENTERPOINT ENERGY MINNEGASCO		13,222.77		
CenturyLink	701-0000-4310	32.00	2/14/2024	Telephone & Communication Charges
CenturyLink	700-0000-4310	32.00	2/14/2024	Telephone & Communication Charges Telephone & Communication Charges

Last Name	Acct 1	Amount	Check Date	Description
		(4.00	2/14/2024	
		64.00	2/14/2024	
CenturyLink		64.00		
Cleaning Solutions Services	700-0000-4511	64.27	2/8/2024	Cleaning services-January
Cleaning Solutions Services	101-1220-4511	257.09	2/8/2024	Cleaning services-January
Cleaning Solutions Services	101-1170-4511		2/8/2024	Cleaning services-January
Cleaning Solutions Services	701-0000-4511	64.27		Cleaning services-Janaury
Cleaning Solutions Services	101-1190-4511	4,049.23		Cleaning services-January
Cleaning Solutions Services	101-1312-4511	514.19	2/8/2024	Cleaning services-Janaury
		8,147.20	2/8/2024	
Cleaning Solutions Services		8,147.20		
CLIFFORD MATTHEW & LISA	720-0000-2020	98.29	2/14/2024	Refund Check 097452-000, 8900 AUDUBON ROAD
CLIFFORD MATTHEW & LISA	700-0000-2020	12.47	2/14/2024	Refund Check 097452-000, 8900 AUDUBON ROAD
CLIFFORD MATTHEW & LISA	700-0000-2020	296.97	2/14/2024	Refund Check 097452-000, 8900 AUDUBON ROAD
		407.73	2/14/2024	
CLIFFORD MATTHEW & LISA		407.73		
Compass Minerals America, Inc	101-1320-4156	8,969.36	2/15/2024	road salt
Compass Minorals Lineman, 1115	101 1020 1100		2,10,202.	
		8,969.36	2/15/2024	
Compass Minerals America, Inc		8,969.36		
COMPUTER INTEGRATION TECHN.	101-1160-4205	4,200.00	2/8/2024	Barracuda Email Archiver Annual Renewal
00 01	101 1100 1200		2, 0, 202 .	200.000 Mark 200.000 Annual 200.000 Mark 200
		4,200.00	2/8/2024	
COMMUTED DIFFERD TWO TESTS		4200.00		
COMPUTER INTEGRATION TECHN.		4,200.00		
DEM-CON LANDFILL	101-1320-4150	231.08	2/15/2024	street sweeping/illegal dumping

Last Name	Acct 1	Amount	Check Date	Description
		231.08	2/15/2024	
		231.00	2/13/2024	
DEM-CON LANDFILL		231.08		
Diamond Snow & Ice Control	101-1320-4156	1,920.00	2/8/2024	chemicals to treat road salt
		1,920.00	2/8/2024	
		1,920.00	2/8/2024	
Diamond Snow & Ice Control		1,920.00		
DISPLAY SALES COMPANY	101-1550-4120	2,211.00	2/8/2024	Flag Replacements (Restock)
		2,211.00	2/8/2024	
DISPLAY SALES COMPANY		2,211.00		
DRAPCHO JOSEPH & ANN	701-0000-2020	20.69	2/14/2024	Refund Check 098095-000, 8691 CHAN HILLS DR NO
DRAPCHO JOSEPH & ANN	720-0000-2020	11.20	2/14/2024	Refund Check 098095-000, 8691 CHAN HILLS DR NO
DRAPCHO JOSEPH & ANN	700-0000-2020	12.40	2/14/2024	Refund Check 098095-000, 8691 CHAN HILLS DR NO
DRAPCHO JOSEPH & ANN	700-0000-2020	1.37	2/14/2024	Refund Check 098095-000, 8691 CHAN HILLS DR NO
		45.66	2/14/2024	
DRAPCHO JOSEPH & ANN		45.66		
Earl F Andersen Inc	101-1320-4155	397.40	2/8/2024	street signs
Latt Pandersen me	101 1320 4133		2/0/2024	Succe signs
		397.40	2/8/2024	
Earl F Andersen Inc		397.40		
Edina Heating & Cooling Inc	101-1530-4510	289.00	2/15/2024	Warming House Furnace Repair
Edina Heating & Cooling Inc  Edina Heating & Cooling Inc	101-1390-4510	300.00	2/15/2024	Weekly Boiler Maint.
Edina Heating & Cooling Inc  Edina Heating & Cooling Inc	101-1190-4510		2/15/2024	Weekly Boiler Maint. 1.10.24
Edina Heating & Cooling Inc	101-1190-4510	340.00		Weekly Boiler Maint. 1.16.24 Weekly Boiler Maint. 1.16.24
Edina Heating & Cooling Inc	101-1312-4510	1,465.00		Rooftop Repair
Edina Heating & Cooling Inc	101-1190-4510	489.00		Boiler Repair

Last Name	Acct 1	Amount	Check Date	Description
		3,183.00	2/15/2024	
Edina Heating & Cooling Inc		3,183.00		
EMERGENCY AUTOMOTIVE TECH INC	400-4135-4704	3,801.42	2/15/2024	lighting and equipment
		3,801.42	2/15/2024	
		3,801.42	2/13/2024	
EMERGENCY AUTOMOTIVE TECH INC		3,801.42		
		ŕ		
Enterprise FM Trust	400-0000-4810	570.70	2/8/2024	202 - 23 Chev Tahoe #25WDVJ
Enterprise FM Trust	400-0000-4811	360.00	2/8/2024	505 - 23 Chev Silv #26RP8Z
Enterprise FM Trust	400-0000-4810	648.96	2/8/2024	403 - 23 Chev Silv #25XGMK
Enterprise FM Trust	700-0000-2317	282.03	2/8/2024	305 - 22 Chev Silv #25G5QR
Enterprise FM Trust	400-0000-4810	627.93	2/8/2024	402 - 23 Chev Silv #25XGMF
Enterprise FM Trust	400-0000-4811	367.26	2/8/2024	203 - 23 Chev Silv #26RPC3
Enterprise FM Trust	400-0000-4811	180.47		001 - 22 Ford Esca #26M3MH
Enterprise FM Trust	400-0000-4810	618.42	2/8/2024	401 - 23 Chev Silv #26RPBZ
Enterprise FM Trust	400-0000-4811	164.95		606 - 22 Ford Rang #25G23Z
Enterprise FM Trust	701-0000-2317	174.50		307 - 23 Chev Equinox #262P8K
Enterprise FM Trust	701-0000-4811	83.25	2/8/2024	305 - 22 Chev Silv #25G5QR
Enterprise FM Trust	400-0000-4810	560.43	2/8/2024	408 - 22 Chev Silv #25G89X
Enterprise FM Trust	400-0000-4811	178.00	2/8/2024	408 - 22 Chev Silv #25G89X
Enterprise FM Trust	700-0000-4811	83.25	2/8/2024	305 - 22 Chev Silv #25G5QR
Enterprise FM Trust	400-0000-4810	570.70	2/8/2024	204 - 23 Chev Tahoe #25WDVL
Enterprise FM Trust	400-0000-4810	652.95	2/8/2024	132 - 23 Chev Silv #25WNCN
Enterprise FM Trust	400-0000-4811	286.54	2/8/2024	419 - 23 Chev Silv #25XGMJ
Enterprise FM Trust	400-0000-4810	473.03	2/8/2024	412 - 22 GMC Sier #25H28F
Enterprise FM Trust	400-0000-4811	128.22	2/8/2024	412 - 22 GMC Sier #25H28F
Enterprise FM Trust	400-0000-4810	370.86		001 - 22 Ford Esca #26M3MH
Enterprise FM Trust	700-0000-2317	174.50	2/8/2024	307 - 23 Chev Equinox #262P8K
Enterprise FM Trust	400-0000-4811	148.71	2/8/2024	140 - 22 Chev Silv #25G5J6
Enterprise FM Trust	400-0000-4811	160.34	2/8/2024	605 - 22 Ford Rang #25G25M
Enterprise FM Trust	400-0000-4811	167.19	2/8/2024	411 - 22 Chev Silv #25G8CL
Enterprise FM Trust	400-0000-4811	281.29	2/8/2024	132 - 23 Chev Silv #25WNCN
Enterprise FM Trust	400-0000-4810	647.20	2/8/2024	420 - 23 Chev Silv #25XGMS
Enterprise FM Trust	400-0000-4811	164.02	2/8/2024	214 - 22 Chev Silv #25G5D2
Enterprise FM Trust	400-0000-4810	652.94	2/8/2024	134 - 23 Chev Silv #25WNKR
Enterprise FM Trust	400-0000-4810	549.90	2/8/2024	612 - 23 Chev Silv #26RL44
Enterprise FM Trust	400-0000-4811	357.99	2/8/2024	401 - 23 Chev Silv #26RPBZ

Last Name	Acct 1	Amount	Check Date	Description
Enterprise FM Trust	400-0000-4811	254.78	2/8/2024	502 - 23 Chev Blazer #25XQVB
Enterprise FM Trust	400-0000-4810	560.51	2/8/2024	140 - 22 Chev Silv #25G5J6
Enterprise FM Trust	400-0000-4810	611.48	2/8/2024	505 - 23 Chev Silv #26RP8Z
Enterprise FM Trust	400-0000-4810	464.85	2/8/2024	502 - 23 Chev Blazer #25XQVB
Enterprise FM Trust	400-0000-4811	318.00	2/8/2024	204 - 23 Chev Tahoe #25WDVL
Enterprise FM Trust	700-0000-4811	83.71	2/8/2024	307 - 23 Chev Equinox #262P8K
Enterprise FM Trust	701-0000-4811	83.71	2/8/2024	307 - 23 Chev Equinox #262P8K
Enterprise FM Trust	400-0000-4810	575.64	2/8/2024	203 - 23 Chev Silv #26RPC3
Enterprise FM Trust	701-0000-2317	282.03	2/8/2024	305 - 22 Chev Silv #25G5QR
Enterprise FM Trust	400-0000-4810	381.21	2/8/2024	606 - 22 Ford Rang #25G23Z
Enterprise FM Trust	400-0000-4811	223.88	2/8/2024	405 - 22 Chev Silv #25G5QQ
Enterprise FM Trust	400-0000-4811	318.00	2/8/2024	202 - 23 Chev Tahoe #25WDVJ
Enterprise FM Trust	400-0000-4810	568.05	2/8/2024	411 - 22 Chev Silv #25G8CL
Enterprise FM Trust	400-0000-4810	541.41	2/8/2024	214 - 22 Chev Silv #25G5D2
Enterprise FM Trust	400-0000-4811	286.51	2/8/2024	403 - 23 Chev Silv #25XGMK
Enterprise FM Trust	400-0000-4810	421.44	2/8/2024	605 - 22 Ford Rang #25G25M
Enterprise FM Trust	400-0000-4811	281.28	2/8/2024	134 - 23 Chev Silv #25WNKR
Enterprise FM Trust	400-0000-4810	665.42	2/8/2024	201 - 22 GMC Yuko #25MPSN
Enterprise FM Trust	400-0000-4810	649.04	2/8/2024	419 - 23 Chev Silv #25XGMJ
Enterprise FM Trust	400-0000-4811	185.06	2/8/2024	201 - 22 GMC Yuko #25MPSN
Enterprise FM Trust	400-0000-4811	370.92	2/8/2024	612 - 23 Chev Silv #26RL44
Enterprise FM Trust	400-0000-4810	647.49	2/8/2024	416 - 23 Chev Silv #25XGMC
Enterprise FM Trust	400-0000-4810	515.40	2/8/2024	405 - 22 Chev Silv #25G5QQ
Enterprise FM Trust	400-0000-4811	285.87	2/8/2024	416 - 23 Chev Silv #25XGMC
Enterprise FM Trust	400-0000-4811	307.76	2/8/2024	402 - 23 Chev Silv #25XGMF
Enterprise FM Trust	400-0000-4811	285.74	2/8/2024	420 - 23 Chev Silv #25XGMS
		20,855.72	2/8/2024	
Enterprise FM Trust		20,855.72		
Erdmann Thomas	101-1220-4240	152.93	2/7/2024	Duty crew Boot
		152.93	2/7/2024	
Erdmann Thomas		152.93		
Escape Fire Protection LLC	101-0000-2033	52.72	2/8/2024	Plan Review Refund -Permit 2024-00157 - 1709 Lake Dr W
Escape i no i rotocuon EEC	101-0000-2033	52.12	E, 0, 2027	Tan Acriew Reland Tellin 2021 00157 - 1707 Earc DI W
		52.72	2/8/2024	

Last Name	Acct 1	Amount	Check Date	Description
Escape Fire Protection LLC		52.72		
FACTORY MOTOR PARTS COMPANY	101-1320-4140	524.54	2/8/2024	batteries
		524.54	2/8/2024	
FACTORY MOTOR PARTS COMPANY	700-0000-4140	122.22	2/15/2024	Battery
		122.22	2/15/2024	
FACTORY MOTOR PARTS COMPANY		646.76		
FASTENAL COMPANY	101-1320-4560		2/15/2024	street signs supplies
		43 30	2/15/2024	
		43.30	2/13/2024	
FASTENAL COMPANY		43.30		
Ferguson Waterworks #2518	700-0000-4550	949.48	2/15/2024	curb box parts
		949.48	2/15/2024	
Ferguson Waterworks #2518		949.48		
FILKO FRANK & BONNIE	720-0000-2020	12.57	2/14/2024	Refund Check 012292-000, 550 BIGHORN DRIVE
FILKO FRANK & BONNIE	700-0000-2020	1.55	2/14/2024	Refund Check 012292-000, 550 BIGHORN DRIVE
FILKO FRANK & BONNIE	701-0000-2020	13.59		Refund Check 012292-000, 550 BIGHORN DRIVE
FILKO FRANK & BONNIE	700-0000-2020	6.52	2/14/2024	Refund Check 012292-000, 550 BIGHORN DRIVE
		34.23	2/14/2024	
FILKO FRANK & BONNIE		34.23		
FLEX TITLE COMPANY	701-0000-2020	23.31	2/14/2024	Refund Check 100642-008, 7513 WEST 77TH STREET
FLEX TITLE COMPANY	700-0000-2020	14.31	2/14/2024	Refund Check 100642-008, 7513 WEST 77TH STREET
FLEX TITLE COMPANY	700-0000-2020	1.87	2/14/2024	Refund Check 100642-008, 7513 WEST 77TH STREET

Last Name	Acct 1	Amount	Check Date	Description
		39.49	2/14/2024	
FLEX TITLE COMPANY		39.49		
GRAYBAR	101-1350-4120	768.40	2/8/2024	light bulbs
GRAYBAR	101-1350-4120	34.64	2/8/2024	250 watts light bulbs
GRAYBAR	101-1350-4120	2,697.52	2/8/2024	New LED streetlights
		3,500.56	2/8/2024	
GRAYBAR		3,500.56		
GREEN MEADOWS INC	101-1220-1193		2/8/2024	Snow Plowing
		278.25	2/8/2024	
GREEN MEADOWS INC		278.25		
GS DIRECT INC GS DIRECT INC	101-1120-4359 101-1120-4110	29.78 992.37	2/8/2024 2/8/2024	Toner for Plotter in Eng/LC Per MN Statute 471.425 Toner for Plotter in Eng/LC Per MN Statute 471.425
		1,022.15	2/8/2024	
GS DIRECT INC		1,022.15		
Guard Guys, LLC Guard Guys, LLC	700-0000-4300 101-1120-4352	318.00 71.80	2/8/2024 2/8/2024	DOT Screen Breath Test Background Checks
Guard Guys, EEC	101-1120-4332	71.00	2/0/2024	Background Checks
		389.80	2/8/2024	
Guard Guys, LLC		389.80		
HALLOCK COMPANY	701-0000-4551	89.66	2/8/2024	lift station supplies
		89.66	2/8/2024	
		07.50		

Last Name	Acct 1	Amount	Check Date	Description
HALLOCK COMPANY		89.66		
Hayman Justin & Madeline	101-1250-3305	113.75	2/15/2024	Duplicate Permit Refund P2024-00267
Hayman Justin & Madeline	101-0000-2022	1.25	2/15/2024	Duplicate Permit Refund P2024-00267
		115.00	2/15/2024	
Hayman Justin & Madeline		115.00		
Henry Michael	101-1560-4343	150.00	2/15/2024	Mike Henry Valentine Music Program
		150.00	2/15/2024	
Henry Michael		150.00		
Innovative Office Solutions LLC	101-1120-4110	61.90	2/8/2024	Receipt roll sheet protectors file jacket nametags (General)
		61.90	2/8/2024	
Innovative Office Solutions LLC		61.90		
INNOVATIVE WOODWORKING SOLUTIONS	101-1220-4140	3,450.00	2/8/2024	Truck Organizer design build install
		3,450.00	2/8/2024	
INNOVATIVE WOODWORKING SOLUTIONS		3,450.00		
IUOE Local #49	101-0000-2004	455.00	2/7/2024	Union dues-February 2024
IUOE Local #49 IUOE Local #49	701-0000-2004 700-0000-2004	106.97 173.03	2/7/2024 2/7/2024	Union dues-February 2024 Union dues-February 2024
		-		
		735.00	2/7/2024	
IUOE Local #49		735.00		
JEFFERSON FIRE SAFETY INC	101-1220-4120	608.80	2/15/2024	Helmets for Heger and Vance

Last Name	Acct 1	Amount	Check Date	Description
		600.00	2/15/2024	
		008.80	2/13/2024	
JEFFERSON FIRE SAFETY INC		608.80		
KENNEDY & GRAVEN, CHARTERED	605-6502-4300	1,200.00	2/8/2024	#14-08 Acquisition of ROW for CR-101
		1,200.00	2/8/2024	
KENNEDY & GRAVEN, CHARTERED		1,200.00		
KIMLEY HORN AND ASSOCIATES INC	605-6502-4300		2/8/2024	#14-08 TH101 Project @ 89.88%
KIMLEY HORN AND ASSOCIATES INC	605-6503-4300	182.87		#14-08 TH101 Project @ 10.12%
KIMLEY HORN AND ASSOCIATES INC	601-6057-4303	32,643.42		#25-02 Market Blvd Project
KIMLEY HORN AND ASSOCIATES INC	601-6059-4300	745.97	2/8/2024	#26-03 Pleasant View Rd -LRIP App.
		35,196.39	2/8/2024	
KIMLEY HORN AND ASSOCIATES INC		35,196.39		
LAKE TITLE LLC	720-0000-2020	0.12	2/14/2024	Refund Check 015349-000, 7676 BLUEBONNET BLVD
LAKE TITLE LLC	700-0000-2020	0.18	2/14/2024	Refund Check 015349-000, 7676 BLUEBONNET BLVD
LAKE TITLE LLC	701-0000-2020	35.91		Refund Check 015349-000, 7676 BLUEBONNET BLVD
LAKE TITLE LLC	700-0000-2020		2/14/2024	Refund Check 015349-000, 7676 BLUEBONNET BLVD
		51.23	2/14/2024	
LAKE TITLE LLC		51.23		
Lano Equipment	400-0000-4705	14,962.16	2/8/2024	street trailer
		14,962.16	2/8/2024	
Lano Equipment		14,962.16		
LEAGUE OF MINNESOTA CITIES	101-1120-4370	350.00	2/8/2024	2024 Elected Leaders Institute registration for Haley Schubert

Last Name	Acet 1	Amount	Check Date	Description
		350.00	2/8/2024	
LEAGUE OF MINNESOTA CITIES		350.00		
Lennar	101-0000-2072	2,500.00	2/15/2024	As Built escrow 7184 Pearl Drive -Receipt #00536758
Lennar	101-0000-2072	2,500.00	2/15/2024	As Built Escrow 1976 Paisley Path
Lennar	101-0000-2072	2,500.00	2/15/2024	As Built Escrow 7169 Purple Parkway -Receipt #00494098
Lennar	101-0000-2072	2,500.00	2/15/2024	As Built Escrow 7170 Purple Parkway -Receipt #00503152
Lennar	101-0000-2072	2,500.00		As Built Escrow 7101 Pearl Drive -Receipt #00536759
Lennar	101-0000-2072	2,500.00		As Built Escrow 7136 Pearl Drive -Receipt #00541890
Lennar	101-0000-2072	· ·	2/15/2024	As Built Escrow 7148 Pearl Drive -Receipt #00541891
Lennar	101-0000-2072	2,500.00	2/15/2024	As Built Escrow 1926 Fathers Song -Receipt #00503153
Lennar	101-0000-2072	· ·	2/15/2024	As Built Escrow 7310 Paisley Court -Receipt #00507278
Lennar	101-0000-2072	2,500.00		As Built Escrow - 7182 Purple Parkway -Receipt #00503147
Lennar	101-0000-2072	2,500.00	2/15/2024	As Built Escrow 1950 Visionary Court -Receipt #00549202
		27.500.00	2/15/2024	
		27,500.00	2/15/2024	
Lennar		27,500.00		
MAIER NATHANIEL & ANGELA	720-0000-2020	11.58	2/14/2024	Refund Check 100587-000, 8561 FLAMINGO DRIVE
MAIER NATHANIEL & ANGELA	700-0000-2020	1.42	2/14/2024	Refund Check 100587-000, 8561 FLAMINGO DRIVE
MAIER NATHANIEL & ANGELA	701-0000-2020	12.04	2/14/2024	Refund Check 100587-000, 8561 FLAMINGO DRIVE
MAIER NATHANIEL & ANGELA	700-0000-2020	2.60	2/14/2024	Refund Check 100587-000, 8561 FLAMINGO DRIVE
		27.64	2/14/2024	
		27.64	2/14/2024	
MAIER NATHANIEL & ANGELA		27.64		
Marco Inc	700-0000-4410	101.00	2/14/2024	Copier lease
Marco Inc	701-0000-4410	101.00	2/14/2024	Copier lease
Marco Inc	101-1170-4410	757.50	2/14/2024	Copier lease
Marco Inc	720-0000-4410	50.50	2/14/2024	Copier lease
		1,010.00	2/14/2024	
Marco Inc		1,010.00		
Marco IIIc		1,010.00		

- 101-1539-4343 - 101-1370-4170	227.50 227.50 227.50 240.94	2/15/2024 2/15/2024	Art Class Instruction
- 101-1370-4170 -	227.50	2/15/2024	
- 101-1370-4170 -	227.50	2/15/2024	
- 101-1370-4170 -			
101-1370-4170 <b>-</b>			
101-1370-4170	240.94		
-	2 10.7 T	2/8/2024	propane
	240.04	2/9/2024	
	240.94	2/8/2024	
_	240.94		
	240.94		
700-0000-4510	33.36	2/15/2024	Blk Slv Nbrs Adv
	3.99		Guard Switch Plastic CD2
	16.18		Electrical Tape
			Fasteners Magnetic Tape
101-1220-4142			Oil Absorbent Oil Dry
			Fasteners
			Fasteners Ice Melt
			Sawzall Blade Fasteners Earmuff
	54.39		Respirator Fasteners Sand Paper
			Cable Tie
701-0000-4510	33.36	2/15/2024	Blk Slv Nbrs
_	1,218.51	2/15/2024	
_			
	1,218.51		
700-7043-4310	56.11	2/14/2024	Telephone & Communication Charges
-	56.11	2/14/2024	
	36.11	2/14/2024	
_	56.11		
101 1100 1550		0/5/0004	W 1 1 W 1
101-1120-4360 -	45.00	2/7/2024	Membership-Hokkanen
	45.00	2/7/2024	
101-1120-4370	25.00	2/8/2024	Luncheon - L Hokkanen
1 7 1 7 7 7 7 1 1 7 7 7 7	101-1320-4150 701-0000-4150 101-1220-4290 101-1220-4142 101-1320-4155 700-7043-4150 101-1550-4120 700-7043-4120 700-0000-4550 701-0000-4510	101-1320-4150 3.99 701-0000-4150 16.18 101-1220-4290 4.94 101-1220-4142 749.50 101-1320-4155 69.00 700-7043-4150 117.15 101-1550-4120 117.46 700-7043-4120 54.39 701-0000-4550 19.18 701-0000-4510 33.36  1,218.51  56.11  56.11  101-1120-4360 45.00	700-0000-4510 101-1320-4150 101-1320-4150 701-0000-4150 116.18 2/15/2024 101-1220-4290 4.94 2/15/2024 101-1220-4142 749.50 2/15/2024 101-1320-4155 69.00 2/15/2024 101-1550-4120 117.46 2/15/2024 101-1550-4120 117.46 2/15/2024 700-7043-4120 54.39 2/15/2024 701-0000-4550 19.18 2/15/2024 1,218.51 2/15/2024  1,218.51 2/14/2024  56.11 2/14/2024  45.00 2/7/2024

Last Name	Acct 1	Amount	Check Date	Description
		25.00	2/8/2024	
Metropolitan Area Management Association		70.00		
Metropolitan Council, Env Svcs	101-1250-3816	-24.85		January 2024 SAC
Metropolitan Council, Env Svcs	701-0000-2023	2,485.00	2/8/2024	January 2024 SAC
		2,460.15	2/8/2024	
Metropolitan Council, Env Svcs		2,460.15		
MID COUNTY COOP	101-1320-4153	93.39	2/8/2024	spray for buckhorn
		93.39	2/8/2024	
MID COUNTY COOP	101-1320-4153	1.42	2/15/2024	spray for buckthorn
		1.42	2/15/2024	
MID COUNTY COOP		94.81		
Minnesota Pump Works	701-7015-4751	1,200.00	2/8/2024	custom lifting rings for new pump at LS24
		1,200.00	2/8/2024	
Minnesota Pump Works		1,200.00		
Minnesota Safety Council	101-1560-4343	713.00	2/15/2024	Driver Safety Class instructor/supply fees
		713.00	2/15/2024	
Minnesota Safety Council		713.00		
MN DEPT OF HEALTH	700-0000-4370	32.00	2/7/2024	Water Supply System Operator Exam-Wegner
MN DEPT OF HEALTH	700-0000-4370	32.00	2/7/2024	Water Supply System Operator Exam-Casebeer
MN DEPT OF HEALTH	700-0000-4370	32.00	2/7/2024	Water Supply System Operator Exam-McLellan

Last Name	Acct 1	Amount	Check Date	Description
		96.00	2/7/2024	
		70.00	2/ // 202 1	
MN DEPT OF HEALTH		96.00		
MN DEPT OF LABOR AND INDUSTRY	101-1250-3818	-75.06		January 2024 Surcharge
MN DEPT OF LABOR AND INDUSTRY	101-0000-2022	3,753.17	2/8/2024	January 2024 Surcharge
		3,678.11	2/8/2024	
MN DEPT OF LABOR AND INDUSTRY		3,678.11		
MN FIRE SERVICE CERTIFICATION BOARD	101-1220-4300	535.50	2/8/2024	Haz Mat Testing
WINTING SERVICE CERTIFICATION BOARD	101-1220-4300		2/0/2024	Tidz Mat Testing
		535.50	2/8/2024	
MN FIRE SERVICE CERTIFICATION BOARD		535.50		
	101 0000 2027		2/7/2024	Life In annual Edward 2004
MN NCPERS LIFE INSURANCE	101-0000-2037	144.00	2/7/2024	Life Insurance-February 2024
		144.00	2/7/2024	
MN NCPERS LIFE INSURANCE		144.00		
MN VALLEY ELECTRIC COOP	701-0000-4320	926.77	2/7/2024	Electric Charges
MN VALLEY ELECTRIC COOP	101-1600-4320	123.68		Electric Charges
MN VALLEY ELECTRIC COOP	101-1350-4320	49.89		Electric Charges
MN VALLEY ELECTRIC COOP	101-1350-4320	46.02		Electric Charges
MN VALLEY ELECTRIC COOP	101-1350-4320	6,093.70		Electric Charges
MN VALLEY ELECTRIC COOP	101-1350-4320		2/7/2024	Electric Charges
MN VALLEY ELECTRIC COOP MN VALLEY ELECTRIC COOP	700-0000-4320 101-1350-4320	208.19	2/7/2024 2/7/2024	Electric Charges Electric Charges
MIN VALLET ELECTRIC COOP	101-1530-4520	311.09	2/ //2024	Electric Charges
		7,875.46	2/7/2024	
MN VALLEY ELECTRIC COOP	101-1350-4320	327.58	2/14/2024	Electric Charges
		327.58	2/14/2024	

Last Name	Acct 1	Amount	Check Date	Description
MN VALLEY ELECTRIC COOP		8,203.04		
Mobile Mini, Inc	101-1617-4400	945.00	2/8/2024	January 16 - February 12 City Center warming house
Mobile Mini, Inc	101-1617-4400	945.00	2/8/2024	January 19 - February 15 warming houses
		1,890.00	2/8/2024	
Mobile Mini, Inc		1,890.00		
MOSS & BARNETT	210-0000-4300	2,074.50	2/15/2024	Professional Services - December 2023
		2,074.50	2/15/2024	
MOSS & BARNETT		2,074.50		
MTI DISTRIBUTING INC	101-1550-4120	56.36	2/15/2024	mower parts
		56.36	2/15/2024	
MTI DISTRIBUTING INC		56.36		
NAPA AUTO & TRUCK PARTS	101-1370-4120	61.35		antifreeze pump
NAPA AUTO & TRUCK PARTS	101-1550-4120	6.23		Fuel Primer
NAPA AUTO & TRUCK PARTS	101-1220-4120	68.02	2/8/2024	filters lights
		135.60	2/8/2024	
NAPA AUTO & TRUCK PARTS	101-1320-4120	133.04	2/15/2024	Filters & Belt
NAPA AUTO & TRUCK PARTS	101-1550-4120	70.16	2/15/2024	Spin-On Fluid Filters & Radial Seal Filter
		203.20	2/15/2024	
NAPA AUTO & TRUCK PARTS		338.80		
Nuss Truck & Equipment	101-1320-4140	98.86	2/8/2024	Quick Coupling
		98.86	2/8/2024	

Last Name	Acct 1	Amount	Check Date	Description
Nuss Truck & Equipment		98.86		
NvoicePay	101-1130-4300	771.50	2/15/2024	January 2024 AP Payments
		771.50	2/15/2024	
NvoicePay		771.50		
NYSTROM PUBLISHING COMPANY INC NYSTROM PUBLISHING COMPANY INC	101-1120-4330 101-1125-4335	2,143.21 4,810.79	2/8/2024 2/8/2024	Label Postage Carrier Route Postage Spring News & Rec 2024 Label Postage Carrier Route Postage Spring News & Rec 2024
		6,954.00	2/8/2024	
NYSTROM PUBLISHING COMPANY INC		6,954.00		
Olivine Yoga LLC Val Roder /	101-1560-4343	200.00	2/15/2024	olivine yoga class instructor fee
		200.00	2/15/2024	
Olivine Yoga LLC Val Roder /		200.00		
O'Neill Teresa	101-1611-3630	20.00	2/8/2024	refund of fishing contest entry fees by check
		20.00	2/8/2024	
O'Neill Teresa		20.00		
O'Reilly Automotive Inc	700-0000-4140	7.43	2/8/2024	Mini blub
O'Reilly Automotive Inc	700-0000-4140	17.63	2/8/2024	str whl cvr
O'Reilly Automotive Inc	101-1370-4140	19.39		Washer Pump
O'Reilly Automotive Inc O'Reilly Automotive Inc	701-0000-4140 701-0000-4140	17.63 32.68	2/8/2024 2/8/2024	Str whl cvr Flange Bolt Premium Grey
O Kemy Automotive me	701-0000-4140	32.00	2/8/2024	Plange Bott Premium Grey
		94.76	2/8/2024	
O'Reilly Automotive Inc		94.76		

Last Name	Acet 1	Amount	Check Date	Description
PIGUILLEM LUIS	720-0000-2020	47.23	2/14/2024	Refund Check 103460-000, 7500 FAWN HILL ROAD
		47.23	2/14/2024	
PIGUILLEM LUIS		47.23		
PILGRIM DRY CLEANERS	101-1220-4300	363.29	2/8/2024	Jan 2024 laundry services
		363.29	2/8/2024	
PILGRIM DRY CLEANERS		363.29		
Pinnacle Pest Control	101-1170-4510	200.00	2/15/2024	pest control services
		200.00	2/15/2024	
Pinnacle Pest Control		200.00		
PRAIRIE LAWN & GARDEN	101-1320-4120	25.99	2/15/2024	chainsaw parts
		25.99	2/15/2024	
PRAIRIE LAWN & GARDEN		25.99		
PRECISE MRM LLC	101-1320-4310	273.00	2/15/2024	AVL for plow trucks
		273.00	2/15/2024	
PRECISE MRM LLC		273.00		
RESULTS TITLE	701-0000-2020		2/14/2024	Refund Check 014922-000, 7659 CENTURY PLACE
RESULTS TITLE RESULTS TITLE	700-0000-2020		2/14/2024 2/14/2024	Refund Check 014922-000, 7659 CENTURY PLACE
RESULTS TITLE RESULTS TITLE	700-0000-2020 720-0000-2020	8.42	2/14/2024 2/14/2024	Refund Check 014922-000, 7659 CENTURY PLACE Refund Check 014922-000, 7659 CENTURY PLACE
RESOLIS IIIEE	720-0000-2020		<i>∠,</i> 17 <i>,</i> 2027	Reland Cheer 017/22-000, 7037 CLIVIURI I LACE
		22.65	2/14/2024	

Last Name	Acct 1	Amount	Check Date	Description
RESULTS TITLE		22.65		
RUEGEMER JERRY	101-1520-4381	521.80	2/7/2024	Flight-National P & R conf in Dallas
		521.80	2/7/2024	
		321.00	2/1/2024	
RUEGEMER JERRY		521.80		
Safe-Fast, Inc.	101-1550-4240	1,482.00	2/8/2024	Class 3 jacket (1 new hire 1 replacement). Winter safety boot
		1,482.00	2/8/2024	
Safe-Fast, Inc. SCOTT COUNTY TREASURER	101-1110-4360	1,482.00	2/15/2024	Southwest Metro Drug Task Force - 2024 Dues
SCOTT COUNTY TREASURER	101-1110-4300			Solutiwest Metro Drug Task Force - 2024 Dues
		2,100.00	2/15/2024	
SCOTT COUNTY TREASURER		2,100.00		
Senja Inc	101-1539-4343	96.00	2/8/2024	Tai Chi Payment
		96.00	2/8/2024	
Senja Inc		96.00		
SMSC Organics Recycling Facility	720-7201-4300	741.65	2/15/2024	brush/woodchip
		741.65	2/15/2024	
SMSC Organics Recycling Facility		741.65		
Snow Kreilich Architects	402-4003-4300		2/8/2024	Fire Station 1
		1,227.51	2/8/2024	
		1,227.31	0. 202 .	

Last Name	Acct 1	Amount	Check Date	Description
Snow Kreilich Architects		1,227.51		
SOFTWARE HOUSE INTERNATIONAL	101-1160-4203	733.86	2/8/2024	VMWare VSphere 8 Renewal - PW Host
SOFTWARE HOUSE INTERNATIONAL	101-1160-4218	3,419.20	2/8/2024	Adobe Acrobat Pro Renewals /Adobe Creative Cloud Renewal (4)
SOFTWARE HOUSE INTERNATIONAL	101-1160-4216	3,118.50	2/8/2024	Adobe Acrobat Pro Renewals /Adobe Creative Cloud Renewal (4)(27)
		7,271.56	2/8/2024	
SOFTWARE HOUSE INTERNATIONAL		7,271.56		
SOUTHWEST NEWS MEDIA	101-1110-4336	38.40	2/8/2024	Ordinance 720
SOUTHWEST NEWS MEDIA	410-4410-4300	138.24	2/8/2024	Bid for Lake Ann Park Project
SOUTHWEST NEWS MEDIA	101-1110-4375	26.88	2/8/2024	Notice - Wildlife Management
		203.52	2/8/2024	
SOUTHWEST NEWS MEDIA	101-1130-4336	138.24	2/15/2024	2024 Budget
SOUTHWEST NEWS MEDIA SOUTHWEST NEWS MEDIA	101-1120-4359	3.05	2/15/2024	Service Charge - Dec 2023 billing
SOUTHWEST NEWS MEDIA	101-1120-4340		2/15/2024	Display Advertising
SOUTHWEST NEWS MEDIA	101-1310-4336	161.20		Ad for Bid
SOUTHWEST NEWS MEDIA	101-1120-4340	391.60		Display Advertising
SOUTHWEST NEWS MEDIA	101-1310-4336	128.96	2/15/2024	Legal 2wks project
		1,214.65	2/15/2024	
SOUTHWEST NEWS MEDIA		1,418.17		
Spectrum Screen Printing Inc	101-1250-4240	236.91	2/15/2024	Sweatshirts/Tshirts/LC per MN Statute 471.425
Spectrum Screen Printing Inc	101-1250-4359	10.00	2/15/2024	Sweatshirts/Tshirts/LC per MN Statute 471.425
		246.91	2/15/2024	
Spectrum Screen Printing Inc		246.91		
Springbrook	700-1130-4227	7,109.86	2/15/2024	Annual Subscription Fees
Springbrook	101-1160-4227	,	2/15/2024	Annual Subscription Fees
Springbrook	720-1130-4227	3,554.94		Annual Subscription Fees
Springbrook	701-1130-4227		2/15/2024	Annual Subscription Fees

Last Name	Acct 1	Amount	Check Date	Description
		74 610 05	2/15/2024	
		74,010.03	2/13/2024	
Springbrook		74,610.05		
Stericycle, Inc	101-1120-4300	248.00	2/15/2024	Document Shredding
Sterieyere, me	101-1120-4300		2/13/2024	Document Sincading
		248.00	2/15/2024	
Stericycle, Inc		248.00		
SUMMIT FIRE PROTECTION	700-7043-4310	420.00	2/15/2024	service call communication trouble
		420.00	2/15/2024	
SUMMIT FIRE PROTECTION		420.00		
Sun Life Financial	720-0000-2011	19.34	2/8/2024	Life Insurance-February 2024
Sun Life Financial	720-0000-2015	38.26	2/8/2024	LTD February 2024
Sun Life Financial	701-0000-2037	108.28	2/8/2024	Life Insurance-February 2024
Sun Life Financial	101-0000-2015	1,297.15	2/8/2024	LTD February 2024
Sun Life Financial	101-0000-2011	656.87	2/8/2024	Life Insurance-February 2024
Sun Life Financial	701-0000-2011	31.31	2/8/2024	Life Insurance-February 2024
Sun Life Financial	700-0000-2011	48.56	2/8/2024	Life Insurance-February 2024
Sun Life Financial	700-0000-2037	108.28	2/8/2024	Life Insurance-February 2024
Sun Life Financial	101-0000-2011	119.74	2/8/2024	Life Insurance-February 2024
Sun Life Financial	101-0000-2037	1,175.83	2/8/2024	Life Insurance-February 2024
Sun Life Financial	701-0000-2015	61.98	2/8/2024	LTD February 2024
Sun Life Financial	700-0000-2015	96.07	2/8/2024	LTD February 2024
		3,761.67	2/8/2024	
		,		
Sun Life Financial		3,761.67		
Sundberg Stephen	700-7204-4901	100.00	2/15/2024	Water Wise Rebate- Dishwasher
		100.00	2/15/2024	
		100.00	2/15/2024	

The Mustard Seed, Inc.   101-1550-4300   55.00   215/2024   Falloween Setup   101-1550-4300   55.00   215/2024   Falloween Setup   101-125-4300   55.00   215/2024   Falloween Setup   101-125-4300   55.00   215/2024   Falloween Setup   101-125-4300   55.00   245/2024   Falloween Setup   101-125-4300   55.00   245/2024   Falloween Setup   101-125-4300   245/2024   101-125-4300   245/2024   101-125-4300   245/2024   101-125-4300   245/2024   101-125-4300   245/2024   101-125-4300   245/2024	Last Name	Acct 1	Amount	Check Date	Description
The Mustard Seed, Inc.   101-150-4300   56.00   2/15/2024   56.00   2/15/2024	Sundberg Stephen		100.00		
TimeSaver Off Site Secretarial, Ine		101-1550-4300		2/15/2024	Halloween Setup
TimeSaver Off Site Secretarial, Ine			56.00	2/15/2024	
TimeSaver Off Site Secretarial, Inc    101-1125-4300   944.50   2/8/2024   2/8/2024				2/13/2024	
TimeSaver Off Site Secretarial, Inc  944.50  TITLE MARK LLC TOU-0000-2020 13.05 2/14/2024 TITLE MARK LLC TOU-0000-2020 1.85 2/14/2024 Refund Check 102366-000, 7114 PONTIAC CIRCLE Refund Check 102366-00	The Mustard Seed, Inc.		56.00		
TimeSaver Off Site Secretarial, Inc  944.50  TITLE MARK LLC TO1-0000-2020 13.05 2/14/2024 Refund Check 102366-000, 7114 PONTIAC CIRCLE REfund Check 102366-0	TimeSaver Off Site Secretarial, Inc	101-1125-4300	944.50	2/8/2024	January Minutes Transcription
TITLE MARK LLC 701-0000-2020 1.85 714/2024 Refund Check 102366-000, 7114 PONTIAC CIRCLE  TITLE MARK LLC  TOWN & COUNTRY FENCE  101-1550-4300 1,955.00 1,955.00 1,955.00 2/8/2024  Fence repair  Town & COUNTRY FENCE  1,955.00 1,955.00 1,955.00 2/8/2024  Fence repair  Triethart DeeAnn  101-1120-4110 32.54 2/7/2024 Plates			944.50	2/8/2024	
TITLE MARK LLC 701-0000-2020 1.85 714/2024 Refund Check 102366-000, 7114 PONTIAC CIRCLE  TITLE MARK LLC  TOWN & COUNTRY FENCE  101-1550-4300 1,955.00 1,955.00 1,955.00 2/8/2024  Fence repair  Town & COUNTRY FENCE  1,955.00 1,955.00 1,955.00 2/8/2024  Fence repair  Triethart DeeAnn  101-1120-4110 32.54 2/7/2024 Plates					
TITLE MARK LLC TOWN & COUNTRY FENCE Title Mark LLC Title Mark LLC TOWN & COUNTRY FENCE Title Mark LLC Town & Country Fence Title Mark LLC Title Mark LLC Town & Country Fence Title Mark L			944.50		
TITLE MARK LLC TITLE MARK LLC TOWN & COUNTRY FENCE Title Mark Titl					
TITLE MARK LLC  700-0000-2020  23.27 2/14/2024  Fence repair  TOWN & COUNTRY FENCE  101-1550-4300  1,955.00  2/8/2024  TOWN & COUNTRY FENCE  101-1120-4110  32.54 2/7/2024  Plates					
TITLE MARK LLC  TOWN & COUNTRY FENCE  101-1550-4300  1,955.00  1,955.00  1,955.00  1,955.00  2/8/2024  Fence repair  TOWN & COUNTRY FENCE  1,955.00  Triethart DecAnn  101-1120-4110  32.54  2/7/2024  Plates					
TITLE MARK LLC  TOWN & COUNTRY FENCE  101-1550-4300  1,955.00  1,955.00  1,955.00  1,955.00  2/8/2024  Fence repair  TOWN & COUNTRY FENCE  1,955.00  Triethart DecAnn  101-1120-4110  32.54  2/7/2024  Plates					
TOWN & COUNTRY FENCE 101-1550-4300 1,955.00 2/8/2024 Fence repair  TOWN & COUNTRY FENCE 1,955.00 2/8/2024  Triethart DeeAnn 101-1120-4110 32.54 2/7/2024 Plates			50.57	2/14/2024	
TOWN & COUNTRY FENCE 101-1550-4300 1,955.00 2/8/2024 Fence repair  TOWN & COUNTRY FENCE 1,955.00 2/8/2024  Triethart DeeAnn 101-1120-4110 32.54 2/7/2024 Plates	TITLE MARK LLC		50.57		
TOWN & COUNTRY FENCE  1,955.00  1,955.00  Triethart DeeAnn  101-1120-4110  32.54 2/7/2024  Plates		101-1550-4300		2/8/2024	Fence repair
TOWN & COUNTRY FENCE 1,955.00  Triethart DeeAnn 101-1120-4110 32.54 2/7/2024 Plates  32.54 2/7/2024					•
Triethart DeeAnn 101-1120-4110 32.54 2/7/2024 Plates 32.54 2/7/2024			1,955.00	2/8/2024	
Triethart DeeAnn 101-1120-4110 32.54 2/7/2024 Plates 32.54 2/7/2024	TOWN & COUNTRY FENCE		1.955.00		
		101-1120-4110		2/7/2024	Plates
Triethart DeeAnn 32.54			32.54	2/7/2024	
7.10 mm 2 mm	Triethart DeeAnn		32.54		
True North Controls 701-0000-4551 4,613.00 2/8/2024 Radios /communications for lift station	True North Controls	701-0000-4551	4,613.00	2/8/2024	Radios /communications for lift station

Last Name	Acct 1	Amount	Check Date	Description
		4,613.00	2/8/2024	
T. N. d.C. e. l.		4.612.00		
True North Controls		4,613.00		
TWIN CITY GARAGE DOOR CO	101-1370-4150	78.05	2/8/2024	Brake Solenoid
		78.05	2/8/2024	
		78.03	2/8/2024	
TWIN CITY CARACE DOOR CO		70.05		
TWIN CITY GARAGE DOOR CO		78.05		
US Home Corporation	101-0000-2072	2,500.00	2/15/2024	As Built Escrow 7253 Rogers Court -Receipt #00441066
US Home Corporation	101-0000-2072	2,500.00	2/15/2024	As Built Escrow 7290 Purple Parkway -Receipt #00441067
		5 000 00	2/15/2024	
		3,000.00	2/13/2024	
US Home Corporation		5,000.00		
VERIZON WIRELESS	101-1540-4310	40.01	2/7/2024	Telephone & Communication Charges
VERIZON WIRELESS	101-1370-4310	89.52	2/7/2024	Telephone & Communication Charges
VERIZON WIRELESS	101-1250-4310	342.44	2/7/2024	Telephone & Communication Charges
VERIZON WIRELESS	101-1160-4310	138.72	2/7/2024	Telephone & Communication Charges
VERIZON WIRELESS	101-1310-4310	243.71	2/7/2024	Telephone & Communication Charges
VERIZON WIRELESS	101-1420-4310	278.67	2/7/2024	Telephone & Communication Charges
VERIZON WIRELESS	101-1120-4310	157.50	2/7/2024	Telephone & Communication Charges
VERIZON WIRELESS	101-1312-4310	128.72	2/7/2024	Telephone & Communication Charges
VERIZON WIRELESS	101-1600-4310	249.42	2/7/2024	Telephone & Communication Charges
VERIZON WIRELESS	720-0000-4310	467.46	2/7/2024	Telephone & Communication Charges
VERIZON WIRELESS	701-0000-4310	497.92	2/7/2024	Telephone & Communication Charges
VERIZON WIRELESS	101-1110-4310	40.01	2/7/2024	Telephone & Communication Charges
VERIZON WIRELESS	101-1520-4310	52.01	2/7/2024	Telephone & Communication Charges
VERIZON WIRELESS	101-1530-4310	41.24	2/7/2024	Telephone & Communication Charges
VERIZON WIRELESS	101-1170-4310	46.24	2/7/2024	Telephone & Communication Charges
VERIZON WIRELESS	101-1220-4310	840.43		Telephone & Communication Charges
VERIZON WIRELESS	700-0000-4310	674.99	2/7/2024	Telephone & Communication Charges
VERIZON WIRELESS	101-1320-4310	296.67	2/7/2024	Telephone & Communication Charges
VERIZON WIRELESS	101-1125-4310	41.24	2/7/2024	Telephone & Communication Charges
VERIZON WIRELESS	101-1550-4310	541.27	2/7/2024	Telephone & Communication Charges
				-

Last Name	Acct 1	Amount	Check Date	Description
		5.208.19	2/7/2024	
		3,200.19	2,7,202	
VERIZON WIRELESS		5,208.19		
VIKING ELECTRIC SUPPLY	701-0000-4551	35.13	2/8/2024	lift station parts
		35.13	2/8/2024	
VIKING ELECTRIC SUPPLY		35.13		
Washington County	101-0000-2033	8.07	2/8/2024	MESB Narcan Reimbursement-Shipping Overpayment
		8.07	2/8/2024	
Washington County		8.07		
WATERMARK TITLE AGENCY	700-0000-2020	13.00	2/14/2024	Refund Check 007121-001, 8712 OSPREY LANE
WATERMARK TITLE AGENCY	701-0000-2020	22.36	2/14/2024	Refund Check 007121-001, 8712 OSPREY LANE
WATERMARK TITLE AGENCY	700-0000-2020	0.90	2/14/2024	Refund Check 007121-001, 8712 OSPREY LANE
WATERMARK TITLE AGENCY	720-0000-2020	7.36	2/14/2024	Refund Check 007121-001, 8712 OSPREY LANE
		43.62	2/14/2024	
WATERMARK TITLE AGENCY		43.62		
WSB & ASSOCIATES INC	720-0000-4300		2/15/2024	Water Resources Support Services
WSB & ASSOCIATES INC	414-4011-4303	568.75	2/15/2024	Boundary Topo Survey-December
WSB & ASSOCIATES INC	101-1311-4306		2/15/2024	GIS Support Services
WSB & ASSOCIATES INC	414-4010-4303		2/15/2024	Boundary Topo Survey-December
WSB & ASSOCIATES INC	720-7025-4300	3,546.00	2/15/2024	2023 Pond Maintenance
WSB & ASSOCIATES INC	720-0000-4300	200.00	2/15/2024	Wetland Violation TEP work
		16,170.50	2/15/2024	
WSB & ASSOCIATES INC		16,170.50		
XCEL ENERGY INC	101-1550-4300	2,943.58	2/14/2024	Claim for damages to xcel energy property.

Last Name	Acct 1	Amount	Check Date	Description
		2 042 58	2/14/2024	
		2,943.36	2/14/2024	
XCEL ENERGY INC		2,943.58		
Young Paul	101-1701-4345	345.00	2/15/2024	Sweetheart Dance DJ Services 2024
		345.00	2/15/2024	
Young Paul		345.00		
		480,235.97		

# **City Council Item**

February 26, 2024



Item	Appoint Fire Chief Andrew Heger to the Fire Relief Association Trustees	on Board of
File No.		Item No: D.6
Agenda Section	CONSENT AGENDA	
Prepared By	Kim Meuwissen, City Clerk	
Reviewed By	Laurie Hokkanen	

#### **SUGGESTED ACTION**

"The Chanhassen City Council Appoints Fire Chief Andrew Heger to the Fire Relief Association Board of Trustees."

<b>Motion Type</b>	Simple Majority Vote of members present	
Strategic Priority	N/A	

#### **SUMMARY**

#### **BACKGROUND**

The Chanhassen Fire Relief Association Board of Trustees oversees all financial and pension matters for the association. This includes oversight of pension investments, amendments to bylaws, and a special discretionary fund that is raised through donations and fundraising. The Board meets quarterly. State statute requires that the Board have three municipal trustees, including one elected official, one elected or appointed official, and the Fire Chief.

#### **DISCUSSION**

On January 8, 2024, the City Council made the required annual appointments to the Chanhassen Fire Relief Association Board: Councilmember Haley Schubert, Finance Director Kelly Grinnell, and Fire

Chief Don Johnson.

Fire Chief Don Johnson will retire on February 28, 2024 and be replaced by new Fire Chief Andrew Heger, effective February 26, 2024.

#### **BUDGET**

## **RECOMMENDATION**

Staff recommends that the City Council appoint Fire Chief Andrew Heger to the Chanhassen Fire Relief Association Board effective February 26, 2024

## **ATTACHMENTS**

MN Statute 424A.04

#### 424A.04 VOLUNTEER RELIEF ASSOCIATIONS; BOARD OF TRUSTEES.

Subdivision 1. **Membership.** (a) A relief association that is directly associated with a municipal fire department must be managed by a board of trustees consisting of nine members. Six trustees must be elected from the membership of the relief association and three trustees must be drawn from the officials of the municipalities served by the fire department to which the relief association is directly associated. The bylaws of a relief association which provides a monthly benefit service pension may provide that one of the six trustees elected from the relief association membership may be a retired member receiving a monthly pension who is elected by the membership of the relief association. The three municipal trustees must be one elected municipal official and one elected or appointed municipal official who are designated as municipal representatives by the municipal governing board annually and the chief of the municipal fire department.

- (b) A relief association that is a subsidiary of an independent nonprofit firefighting corporation must be managed by a board of trustees consisting of nine members. Six trustees must be elected from the membership of the relief association, two trustees must be drawn from the officials of the municipalities served by the fire department to which the relief association is directly associated, and one trustee must be the fire chief serving with the independent nonprofit firefighting corporation. The bylaws of a relief association may provide that one of the six trustees elected from the relief association membership may be a retired member receiving a monthly pension who is elected by the membership of the relief association. The two municipal trustees must be elected or appointed municipal officials, selected as follows:
- (1) if only one municipality contracts with the independent nonprofit firefighting corporation, the municipal trustees must be two officials of the contracting municipality who are designated annually by the governing body of the municipality; or
- (2) if two or more municipalities contract with the independent nonprofit corporation, the municipal trustees must be one official from each of the two largest municipalities in population who are designated annually by the governing bodies of the applicable municipalities.
- (c) The municipal trustees for a relief association that is directly associated with a fire department operated as or by a joint powers entity must be the fire chief of the fire department and two trustees designated annually by the joint powers board. The municipal trustees for a relief association that is directly associated with a fire department service area township must be the fire chief of the fire department and two trustees designated by the township board.
- (d) If a relief association lacks the municipal board members provided for in paragraph (a), (b), or (c) because the fire department is not located in or associated with an organized municipality, joint powers entity, or township, the municipal board members must be the fire chief of the fire department and two board members appointed from the fire department service area by the board of commissioners of the applicable county.
- (e) The term of the appointed municipal board members is one year or until the person's successor is qualified, whichever is later.
- (f) A municipal trustee under paragraph (a), (b), (c), or (d) has all the rights and duties accorded to any other trustee, except the right to be an officer of the relief association board of trustees.
- (g) A board must have at least three officers, who are a president, a secretary and a treasurer. These officers must be elected from among the elected trustees by either the full board of trustees or by the relief association membership, as specified in the bylaws. In no event may any trustee hold more than one officer position at any one time. The terms of the elected trustees and of the officers of the board must be specified

in the bylaws of the relief association, but may not exceed three years. If the term of the elected trustees exceeds one year, the election of the various trustees elected from the membership must be staggered on as equal a basis as is practicable.

- Subd. 2. **Fiduciary duty.** The board of trustees of a relief association shall undertake their activities consistent with chapter 356A.
- Subd. 2a. Fiduciary responsibility. In the discharge of their respective duties, the officers and trustees shall be held to the standard of care specified in section 11A.09. In addition, the trustees shall act in accordance with chapter 356A. Each member of the board is a fiduciary and shall undertake all fiduciary activities in accordance with the standard of care of section 11A.09, and in a manner consistent with chapter 356A. No fiduciary of a relief association shall cause a relief association to engage in a transaction if the fiduciary knows or should know that the transaction constitutes one of the following direct or indirect transactions:
  - (1) sale or exchange or leasing of any real property between the relief association and a board member;
- (2) lending of money or other extension of credit between the relief association and a board member or member of the relief association;
  - (3) furnishing of goods, services, or facilities between the relief association and a board member; or
- (4) transfer to a board member, or use by or for the benefit of a board member, of any assets of the relief association. A transfer of assets does not mean the payment of relief association benefits or administrative expenses permitted by law.
- Subd. 3. Conditions on relief association consultants. (a) If a volunteer firefighter relief association employs or contracts with a consultant to provide legal or financial advice, the secretary of the relief association shall obtain and the consultant shall provide to the secretary of the relief association a copy of the consultant's certificate of insurance.
- (b) A consultant is any person who is employed under contract to provide legal or financial advice and who is or who represents to the volunteer firefighters relief association that the person is:
  - (1) an actuary;
  - (2) a certified public accountant;
  - (3) an attorney;
  - (4) an investment advisor or manager, or an investment counselor;
  - (5) an investment advisor or manager selection consultant;
  - (6) a pension benefit design advisor or consultant; or
  - (7) any other financial consultant.

**History:** 1979 c 201 s 14; 1980 c 607 art 15 s 12; 1981 c 224 s 210; 1983 c 219 s 8; 1989 c 319 art 8 s 27; 2000 c 461 art 15 s 10; 1Sp2001 c 10 art 16 s 1; 1Sp2005 c 8 art 9 s 14; 2009 c 169 art 10 s 38; 2012 c 286 art 12 s 16

# **City Council Item**

February 26, 2024



Item	Approve Site Plan Agreement for Affinitech located at 2451 Galpin Court	
File No.	Planning Case 2023-22	
Agenda Section	CONSENT AGENDA	
Prepared By	Rachel Arsenault, Associate Planner	
Reviewed By	Eric Maass	

#### **SUGGESTED ACTION**

"The Chanhassen City Council approves the site plan agreement for Affinitech subject to the conditions stated in the agreement."

<b>Motion Type</b>	Simple Majority Vote of members present	
Strategic Priority	Development & Redevelopment	

#### **SUMMARY**

Eden Trace Corporation is requesting a site plan agreement for the development of a 33,283-square-foot office and light industrial building.

#### **BACKGROUND**

Eden Trace Corporation brought a site plan for review at City Council on January 8, 2024, that received approval. They are now bringing forth a site plan agreement, this agreement is a standard template and staff recommends approval of the agreement.

#### **DISCUSSION**

#### **BUDGET**

# **RECOMMENDATION**

Staff recommends the City Council approve the Affinitech site plan agreement.

# **ATTACHMENTS**

Affinitech Site Plan Agreement

## CITY OF CHANHASSEN SITE PLAN AGREEMENT #2023-22 AFFINITECH SPECIAL PROVISIONS

SITE PLAN AGREEMENT ("Agreement") dated February 12, 2024, by and between the CITY OF CHANHASSEN, a Minnesota municipal corporation, (the "City"), and **EDEN TRACE CORPORATION**, a Minnesota corporation, (the "Developer").

- 1. **Request for Site Plan Approval.** The Developer has asked the City to approve a site plan for a 33,283 square foot building and associated site improvements to be located on land in Carver County, Minnesota legally described in Exhibit B ("Subject Property"), which buildings include the following: office and light industrial warehouse (referred to in this Agreement as the "project").
- 2. **Conditions of Site Plan Approval.** The City hereby approves the project on condition that the Developer enters into this Agreement and furnish the security required by it.
- 3. **Development Plans.** The project shall be developed and maintained in accordance with the following plans. The plans shall not be attached to this Agreement. If the plans vary from the written terms of this Agreement, the written terms shall control. The plans are:
  - Plan A Title Sheet prepared by Sambatek, dated 12/19/2023.
  - Plan B Construction Notes prepared by Sambatek, dated 12/19/2023.
  - Plan C Existing Conditions prepared by Sambatek, dated 12/19/2023.
  - Plan D Site Plan prepared by Sambatek, dated 12/19/2023.
  - Plan E Grading Plan prepared by Sambatek, dated 12/19/2023.
  - Plan F Erosion Control Plan Pages C5.01-C5.04 prepared by Sambatek, dated 12/19/2023.
  - Plan G Storm Water Pollution Prevention Plan Pages C5.05-C5.06 prepared by Sambatek, dated 12/19/2023.
  - Plan H Utility Plan prepared by Sambatek, dated 12/19/2023.
  - Plan I Detail Plan Pages C9.01-C9.05 prepared by Sambatek, dated 12/19/2023.
  - Plan J Tree Preservation Plan prepared by Sambatek, dated 12/19/2023.
  - Plan K Landscape Plan Pages L1.01-L1.02 prepared by Sambatek, dated 12/19/2023.
  - Plan L ALTA/NPS Land Title Survey prepared by Sambatek, dated 05/09/2023.
  - Plan M Stormwater Memo prepared by Sambatek, dated 12/19/2023.

Plan N – Architectural Perspectives prepared by Houwman Architects, dated 09/06/2023.

Plan O – Architectural Elevations prepared by Houwman Architects, dated 09/06/2023.

Plan P – Site Line Plan prepared by Houwman Architects, dated 09/06/2023.

Plan Q – Floor Plan prepared by Houwman Architects, dated 09/06/2023.

Plan R – Photometric Plan prepared by Pulse, dated 11/6/2023.

- 4. **Time of Performance.** The Developer shall install all required screening and landscaping by September 12, 2025. The Developer may, however, request an extension of time from the City. If an extension is granted, it shall be conditioned upon updating the security posted by the Developer to reflect cost increases and the extended completion date.
- 5. **Security.** To guarantee compliance with the terms of this Agreement and all of the Plans, payment of all the costs of all public improvements and construction of all public improvements, the Developer shall furnish the City with a letter of credit in the form attached hereto, from a bank acceptable to the City, cash escrow, or equivalent ("security") for \$2,224,234.00 (erosion control, grading, landscaping, stormwater, public improvements, etc.). The security shall be 110 percent of the following:

009.20
50.13
48.14
49.33
343.64
817.96

The City may draw down the security, on five (5) business days written notice to the Developer, for any violation of the terms of this Contract or without notice if the security is allowed to lapse prior to the end of the required term. If the required public improvements are not completed at least thirty (30) days prior to the expiration of the security, the City may also draw it down without notice. If the security is drawn down, the proceeds shall be used to cure the default. Upon receipt of proof satisfactory to the City that work has been completed and financial obligations to the City have been satisfied, with City approval the security may be reduced from time to time by ninety percent (90%) of the financial obligations that have been satisfied. Ten percent (10%) of the amounts certified by the Developer's engineer shall be retained as security until all improvements have been complete, all financial obligations to the City satisfied, the required "as constructed" plans have been received by the City, a warranty security is provided, and the public improvements are accepted by the City Council.

If the Developer requests a Certificate of Occupancy prior to the installation of site landscaping, then the Developer shall provide to the city an updated letter of credit or cash escrow in an amount sufficient to insure the installation of said landscaping.

# PROCEDURES FOR LETTER OF CREDIT REDUCTION

- a. Requests for reductions of Letters of Credit must be submitted to the City in writing by the Developer or Developer's Engineer.
- b. Partial lien waivers totaling the amount of the requested reduction shall accompany each such request.
- c. Any reduction shall be subject to City approval.
- **6. Notices.** Required notices to the Developer shall be in writing, and shall be either hand delivered to the Developer, its employees or agents, or mailed to the Developer by certified mail at the following address:

Eden Trace Corporation 8821 Sunset Trail Chanhassen, MN 55317

Notices to the City shall be in writing and shall be either hand delivered to the City Manager or mailed to the City by certified mail in care of the City Manager at the following address: Chanhassen City Hall, 7700 Market Boulevard, P.O. Box 147, Chanhassen, Minnesota 55317, Telephone (952) 227-1100.

7. Other Special Conditions. City Council hereby approves a site plan for a development of a 33,283 square foot office and light industrial warehouse subject to the conditions provided in this Agreement and the following conditions:

#### **Building**:

- 1. Building plans must be prepared and signed by design professionals licensed in the State of Minnesota.
- 2. Building plans must provide sufficient information to verify that the proposed building meets all requirements of the Minnesota State Building Code, additional comments or requirements may be required after plan review.
- 3. The building is required to have automatic fire extinguishing systems.
- 4. Structure proximity to property lines (and other buildings) will have an impact on the code requirements for the proposed buildings, including but not limited to; allowable size, protected openings, and fire-resistive construction. These requirements will be addressed when the complete building and site plans are submitted.
- 5. Building plans must include a code analysis that contains the following information: Key Plan, Occupancy group, Type of construction, Allowable height and area, Fire sprinklers,

Separated or non-separated, fire resistive elements (Ext walls, bearing walls - exterior or interior, Shaft, Incidental use), Occupant load, Exits required (Common path, Travel distance), Minimum plumbing fixture count.

- 6. Retaining walls (if present) more than four feet high, measured from the bottom of the footing to the top of the wall, must be designed by a professional engineer and a separate building permit must be obtained prior to construction. Retaining walls (if present) under four feet in height requires a zoning permit.
- 7. Accessibility to be provided in accordance with Minnesota State Building Code Chapter 1341.

#### **Engineering**

- 1. The north access shall either be relocated south to be wholly on Lot 3, Block 2, Chanhassen West Business Park, in accordance with Chanhassen City Code, or a private access agreement or cross-access easement shall be recorded against Lot 4, Block 2, Chanhassen West Business Park, benefiting the development, prior to or concurrently with recording of the site plan agreement.
- 2. All newly constructed water mains shall be privately owned and maintained.
- 3. Developer shall construct all sanitary sewer and water main improvements on the site in accordance with the latest edition of the City of Chanhassen's Standard Specifications and Detail Plates.
- 4. The Developer shall record public drainage and utility easements over all public utilities prior to or concurrently with the site plan agreement.
- 5. The Developer and their Engineer shall work with City staff in amending the construction plans, dated November 2, 2023, prepared by Brady D. Busselman, PE with Sambatek., to fully satisfy construction plan comments and concerns in accordance with the City code. Final construction plans will be subject to review and approval by staff prior to recording of the site plan agreement.
- 6. Developer shall obtain all required permits from all other agencies with jurisdiction over the project (i.e., Carver County, Carver County WMO, Board of Water and Soil Resources, US Army Corps of Engineers, etc.) prior to the commencement of construction activities.

#### **Natural Resources**

1. The tree survey shall include a delineation of existing canopy coverage on site which outlines all areas covered by tree canopy, including the Northeast side of the site. A canopy coverage percentage based off of current site conditions must be calculated. This

- percentage will be used to determine the minimum canopy coverage requirementsoutlined in the City Code- and therefore, the number of trees that must be replanted.
- 2. Developer shall include existing plantings on Outlot A in the plan set if they are being counted towards buffer yard planting requirements laid out in Chapter 20 Article 25.

### **Planning:**

1. The Developer shall enter into a proof of parking agreement with the city for 35 parking spaces that will not be constructed.

#### **Water Resources:**

- 1. The Developer shall provide a copy of conditional approval from the Carver County Water Management Organization ("CCWMO") as part of any future construction plan submittals.
- 2. The Developer shall update the models (HydroCAD and MIDS) per City any CCWMO comments and submit updated computations and models in their native forms with the final site plan and final construction plans.
  - a. An additional HydroCAD model for the PUD plans utilizing Atlas 14 conditions and discharge rate analysis shall be included in future submittals.
  - b. The Developer shall confirm the 90% and 60% removals of TSS and TP are being met with future plan submittals.
- 3. The Developer shall confirm the proposed stormwater design will not adversely impact adjacent and/or downstream properties and water resources through revising design to match existing high-water levels of downstream ponds, supplying a detailed analysis of downstream resources and adjacent properties, or an option deemed equivalent by the Water Resources Engineer.
- 4. The Developer shall enter into an Operations and Maintenance Agreement for any proposed privately owned stormwater facilities prior to or concurrently to recording of this agreement.
- 5. The Developer shall work with City staff and the CCWMO to confirm the ownership of the regional BMP and ensure that a plan is in place for its perpetual maintenance, prior to the recording of the Stormwater Operations and Maintenance Agreement.
- 8. **General Conditions.** The general conditions of this Agreement are attached as Exhibit "A" and incorporated herein.
- 9. **Counterparts.** This Agreement may be executed in any number of counterparts, each of which shall constitute one and the same instrument.

	CITY OF CHANHASSEN
	BY: Elise Ryan, Mayor
	AND:Laurie Hokkanen, City Manager
STATE OF MINNESOTA	) ( ss
COUNTY OF CARVER	)
by Elise Ryan, Mayor, and	ment was acknowledged before me thisday of, 20, by Laurie Hokkanen, City Manager, of the City of Chanhassen, a ation, on behalf of the corporation and pursuant to the authority granted
	NOTARY PUBLIC

		NOTARY PUBLIC
corporation, on behalf of the	entity.	
•		of Eden Trace Corporation, a Minnesota
		nowledged before me this day of
COUNTY OF	( ss. )	
STATE OF MINNESOTA	*	
	<b>\</b>	
		Its:
		BY:
		EDEN TRACE CORPORATION
		DEVELOPER:

DRAFTED BY: City of Chanhassen 7700 Market Boulevard P. O. Box 147 Chanhassen, MN 55317 (952) 227-1100

# FEE OWNER CONSENT TO SITE PLAN AGREEMENT

**2451 GALPIN, LLC**, a Minnesota limited liability company, fee owner of all or part of the subject property, the development of which is governed by the foregoing Site Plan Agreement, affirms and consents to the provisions thereof and agrees to be bound by the provisions as the same may apply to that portion of the subject property owned by it.

Dated this	day of	, 2024.	
	2	2451 GALPIN, LLC	
	]	Ву:	
			[print name]
		Its:	[title]
TATE OF	)		
OUNTY OF			
		acknowledged before me this _	
		, the	
51 Galpin, LLC,	a Minnesota limite	ed liability company, on behalf o	of said entity.
		NOTADA DI DI IC	
		NOTARY PUBLIC	

DRAFTED BY:
CAMPBELL KNUTSON
Professional Association
Grand Oak Office Center I
860 Blue Gentian Road, Suite 290
Eagan, Minnesota 55121
651-452-5000
AMP/smt

8

## CITY OF CHANHASSEN SITE PLAN AGREEMENT EXHIBIT "A" GENERAL CONDITION

- 1. **Right to Proceed.** Within the Subject Property, the Developer may not grade or otherwise disturb the earth, remove trees, construct improvements, construct public or private utilities, or any buildings until all the following conditions have been satisfied: 1) this Agreement has been fully executed by both parties, filed with the City Clerk and recorded with the County Recorder's Office or Registrar of Title's Office of the County of the Subject Property, 2) the necessary security and fees have been received by the City, 3) the necessary insurance for the Developer and its contractors has been received by the City, 4) a preconstruction meeting has been held by the Developer and the Developer's Engineer, and 5) the City has issued a building permit provided the foregoing conditions having been satisfied.
- 2. **Maintenance of Site.** The Subject Property shall be maintained in accordance with the approved site plan. Plants and ground cover required as a condition of site plan approval which die shall be promptly replaced.
- 3. **License.** The Developer hereby grants the City, its agents, employees, officers and contractors a license to enter the site to perform all work and inspections deemed appropriate by the City in conjunction with site plan development.
- 4. **Public Improvements.** The public improvements shall be installed in accordance with City Standard Specifications and Detail Plates and City Ordinance. The Developer shall submit plans and specifications which have been prepared by a competent registered professional engineer to the City for approval by the City Engineer. The Developer shall instruct its engineer to provide adequate field inspection personnel to assure an acceptable level of quality control to the extent that the Developer's engineer will be able to certify that the construction work meets the approved City standards as a condition of City acceptance. The Developer shall obtain all necessary permits from the Metropolitan Council Environmental Services and other pertinent agencies before proceeding with construction. In addition, the City may, at the City's discretion and at the Developer's expense, have one or more City inspectors and a soil engineer inspect the work on a full or part-time basis. The Developer's engineer shall provide for on-site project management. The Developer's engineer is responsible for design changes and contract administration between the Developer and the Developer's contractor. The Developer or its engineer shall schedule a pre-construction meeting at a mutually agreeable time at the City with all parties concerned, including the City staff, to review the program for the construction work. Within thirty (30) days after the completion of the improvements and before the security is released, the Developer shall supply the City with a complete set of reproducible "as constructed" plans and an electronic file of the "as constructed" plans prepared in accordance with City standards. After completion of the improvements, a representative of the contractor, and a representative of the Developer's engineer will make a final inspection of the work with the City Engineer. Before the City accepts the improvements, the City Engineer shall be satisfied that all work is satisfactorily completed in accordance with the approved plans and specifications and the Developer and his engineer shall submit a written statement to the City Engineer certifying that the project has been completed in accordance with the approved plans

and specifications. The appropriate contractor waivers shall also be provided. Final acceptance of the public improvements shall be by City Council resolution.

- A. Warranty. The Developer warrants all public improvements required to be constructed by it pursuant to this Contract against poor material and faulty workmanship. The Developer shall submit either 1) a warranty/maintenance bond for 100% of the cost of the improvement, or 2) a letter of credit for twenty-five percent (25%) of the amount of the original cost of the improvements. The required warranty period for materials and workmanship for the utility contractor installing public sewer and water mains shall be two (2) years from the date of final written City acceptance of the work.
- 5. **Erosion Control.** Before the site is rough graded, and before any building permits are issued, the erosion control plan, Plan B, shall be implemented, inspected, and approved by the City. The City may impose additional erosion control requirements if they would be beneficial. All areas disturbed by the excavation and backfilling operations shall be reseeded forthwith after the completion of the work in that area. Except as otherwise provided in the erosion control plan, seed shall be certified seed to provide a temporary ground cover as rapidly as possible. All seeded areas shall be fertilized, mulched, and disc anchored as necessary for seed retention. The parties recognize that time is of the essence in controlling erosion. If the Developer does not comply with the erosion control plan and schedule or supplementary instructions received from the City, the City may take such action as it deems appropriate to control erosion at the Developer's expense. The City will endeavor to notify the Developer in advance of any proposed action, but failure of the City to do so will not affect the Developer's and City's rights or obligations hereunder. No development will be allowed and no building permits will be issued unless there is full compliance with the erosion control requirements. Erosion control shall be maintained until vegetative cover has been restored. After the site has been stabilized to where, in the opinion of the City, there is no longer a need for erosion control, the City will authorize removal of the erosion control measures.
- 6. **Clean up.** The Developer shall maintain a neat and orderly work site and shall daily clean, on and off site, dirt and debris, including blowables, from streets and the surrounding area that has resulted from construction work by the Developer, its agents or assigns.
- 7. **Warranty.** All trees, grass, and sod required in the approved Landscaping Plan, Plan C, shall be warranted to be alive, of good quality, and disease free at the time of planting. All trees shall be warranted for twelve (12) months from the time of planting. The Developer or his contractor(s) shall post a letter of credit or cash escrow to the City to secure the warranties at the time of final acceptance.

#### 8. Responsibility for Costs.

- A. The Developer shall hold the City and its officers and employees harmless from claims made by itself and third parties for damages sustained or costs incurred resulting from site plan approval and development. The Developer shall indemnify the City and its officers and employees for all costs, damages, or expenses which the City may pay or incur in consequence of such claims, including attorneys' fees.
- B. The Developer shall reimburse the City for costs incurred in the enforcement of this Agreement, including engineering and attorneys' fees.
- C. The Developer shall pay in full all bills submitted to it by the City for obligations incurred under this Agreement within thirty (30) days after receipt. If the bills are not paid on time,

- the City may halt all development work and construction. Bills not paid within thirty (30) days shall accrue interest at the rate of 8% per year.
- D. The Developer shall pay all costs incurred by it or the City in conjunction with the development of the site and installation of public improvements, including but not limited to legal, planning, engineering and inspection expenses incurred in connection with approval of the site plan, the preparation of this Agreement, review of any other plans and documents.
- E. In addition to the charges and special assessments referred to herein, other charges and special assessments may be imposed such as, but not limited to, sewer availability charges ("SAC"), City water connection charges, City sewer connection charges, and building permit fees.
- 9. **Developer's Default.** In the event of default by the Developer as to any of the work to be performed by it hereunder, the City may, at its option, perform the work and the Developer shall promptly reimburse the City for any expense incurred by the City, provided the Developer is first given written notice of the work in default, not less than four (4) days in advance. This Agreement is a license for the City to act, and it shall not be necessary for the City to seek a Court order for permission to enter the land. When the City does any such work, the City may, in addition to its other remedies, assess the cost in whole or in part.

#### 10. Miscellaneous.

- A. <u>Construction Trailers</u>. Placement of on-site construction trailers and temporary job site offices shall be approved by the City Engineer. Trailers shall be removed from the subject property within thirty (30) days following the issuance of a certificate of occupancy unless otherwise approved by the City Engineer.
- B. <u>Postal Service</u>. The Developer shall provide for the maintenance of postal service in accordance with the local Postmaster's request.
- C. Third Parties. Third parties shall have no recourse against the City under this Agreement.
- D. <u>Breach of Contract</u>. Breach of the terms of this Agreement by the Developer shall be grounds for denial of building permits.
- E. <u>Severability</u>. If any portion, section, subsection, sentence, clause, paragraph, or phrase of this Agreement is for any reason held invalid, such decision shall not affect the validity of the remaining portion of this Agreement.
- F. <u>Occupancy</u>. Unless approved in writing by the City Engineer, no one may occupy a building for which a building permit is issued on either a temporary or permanent basis until the streets needed for access have been paved with a bituminous surface and the utilities tested and approved by the city.
- G. <u>Waivers/Amendments</u>. The action or inaction of the City shall not constitute a waiver or amendment to the provisions of this Agreement. To be binding, amendments or waivers shall be in writing, signed by the parties and approved by written resolution of the City Council. The City's failure to promptly take legal action to enforce this Agreement shall not be a waiver or release.
- H. <u>Recording</u>. This Agreement shall run with the land and may be recorded against the title to the Subject Property. The Developer covenants with the City, its successors and assigns, that the Developer has fee title to the Subject Property and/or has obtained consents to this Agreement, in the form attached hereto, from all parties who have an interest in the property; that there are no unrecorded interests in the property; and that the Developer will

- indemnify and hold the City harmless for any breach of the foregoing covenants.
- I. Remedies. Each right, power or remedy herein conferred upon the City is cumulative and in addition to every other right, power or remedy, express or implied, now or hereafter arising, available to City, at law or in equity, or under any other agreement, and each and every right, power and remedy herein set forth or otherwise so existing may be exercised from time to time as often and in such order as may be deemed expedient by the City and shall not be a waiver of the right to exercise at any time thereafter any other right, power or remedy.
- J. Construction Hours. The normal construction hours under this Agreement shall be from 7:00 a.m. to 9:00 p.m. on weekdays, from 9:00 a.m. to 5:00 p.m. on Saturdays, with no such activity allowed on Sundays or any recognized legal holidays. Construction activities in conjunction with new developments and City improvement projects, including but not limited to grading, utility installation and paving, requiring the use of heavy equipment shall be permitted between the hours of 7:00 a.m. and 6:00 p.m. on any weekday and 9:00 a.m. and 5:00 p.m. on Saturdays. No such activity is permitted on Sundays or public holidays. Operation of all internal combustion engines used for construction or dewatering purposes beyond the normal working hours will require City Council approval.
- K. <u>Soil Treatment Systems</u>. If soil treatment systems are required, the Developer shall clearly identify in the field and protect from alteration, unless suitable alternative sites are first provided, the two soil treatment sites identified during the site plan process for each lot. This shall be done prior to the issuance of a Grading Permit. Any violation/disturbance of these sites shall render them as unacceptable and replacement sites will need to be located for each violated site in order to obtain a building permit.
- L. <u>Compliance with Laws, Ordinances, and Regulations</u>. In the development of the site plan, the Developer shall comply with all laws, ordinances, and regulations of the following authorities:
  - 1. City of Chanhassen;
  - 2. State of Minnesota, its agencies, departments and commissions;
  - 3. United States Army Corps of Engineers;
  - 4. Watershed District:
  - 5. Metropolitan Government, its agencies, departments and commissions.
- M. <u>Proof of Title</u>. Upon request, the Developer shall furnish the City with evidence satisfactory to the City that it has the authority of the fee owners and contract for deed purchasers to enter into this Agreement.
- N. <u>Soil Conditions</u>. The Developer acknowledges that the City makes no representations or warranties as to the condition of the soils on the Subject Property or its fitness for construction of the improvements or any other purpose for which the Developer may make use of such property. The Developer further agrees that it will indemnify, defend, and hold harmless the City, its governing body members, officers, and employees from any claims or actions arising out of the presence, if any, of hazardous wastes or pollutants on the Subject Property, unless hazardous wastes or pollutants were caused to be there by the City.
- O. <u>Soil Correction</u>. The Developer shall be responsible for soil correction work on the Subject Property. The City makes no representation to the Developer concerning the nature of suitability of soils nor the cost of correcting any unsuitable soil conditions which may exist.
- P. <u>Insurance</u>. Developer shall take out and maintain until six (6) months after the City has accepted the public improvements, public liability and property damage insurance covering personal injury, including death, and claims for property damage which may arise out of

Developer's work or the work of its subcontractors or by one directly or indirectly employed by any of them. Limits for bodily injury and death shall be not less than \$500,000 for one person and \$1,000,000 for each occurrence; limits for property damage shall be not less than \$500,000 for each occurrence; or a combination single limit policy of \$1,000,000 or more. The City shall be named as an additional insured on the policy, and the Developer shall file with the City a certificate evidencing coverage prior to the City signing the Agreement. The certificate shall provide that the City must be given ten (10) days advance written notice of the cancellation of the insurance. The certificate may not contain any disclaimer for failure to give the required notice.

# **EXHIBIT B**

# Legal Description:

Lot 3, Block 2 Chanhassen West Business Park

# IRREVOCABLE LETTER OF CREDIT

	No
TO:	City of Chanhassen 7700 Market Boulevard, Box 147 Chanhassen, Minnesota 55317
Dear S	Sir or Madam:
W	e hereby issue, for the account of(Name of Developer) and in your favor, our Irrevocable Letter of Credit in the amount of \$, available to you by your draft drawn on sight on the undersigned bank.
Th	e draft must:
a)	Bear the clause, "Drawn under Letter of Credit No, dated, 2, of(Name of Bank);
b)	Be signed by the Mayor or City Manager of the City of Chanhassen.
c)	Be presented for payment at(Address of Bank), on or before 4:00 p.m. on November 15, 2
Th	forty-five (45) days prior to the next annual renewal date (which shall be November 15 of each year), the Bank delivers written notice to the Chanhassen City Manager that it intends to modify the terms of, or cancel, this Letter of Credit. Written notice is effective if sent by certified mail, postage prepaid, and deposited in the U.S. Mail, at least forty-five (45) days prior to the next annual renewal date addressed as follows: Chanhassen City Manager, Chanhassen City Hall, 7700 Market Boulevard, P.O. Box 147, Chanhassen, MN 55317, and is actually received by the City Manager at least thirty (30) days prior to the renewal date.
Th	is Letter of Credit sets forth in full our understanding which shall not in any way be modified, amended, amplified, or limited by reference to any document, instrument, or agreement, whether or not referred to herein.
Th	is Letter of Credit is not assignable. This is not a Notation Letter of Credit. More than one draw may be made under this Letter of Credit.
Th	is Letter of Credit shall be governed by the most recent revision of the Uniform Customs and Practice for Documentary Credits, International Chamber of Commerce Publication No. 600.
W	e hereby agree that a draft drawn under and in compliance with this Letter of Credit shall be duly honored upon presentation.
	BY:
	Its

# **City Council Item**

February 26, 2024



Item	Approve Proof of Parking Agreement for Affinitech located at 2451 Galpin Court	
File No.	Planning Case 2023-22	
Agenda Section	CONSENT AGENDA	
Prepared By	Rachel Arsenault, Associate Planner	
Reviewed By	Eric Maass	

#### **SUGGESTED ACTION**

"The Chanhassen City Council approves the proof of parking agreement for Affinitech subject to the conditions stipulated in the agreement."

<b>Motion Type</b>	Simple Majority Vote of members present
Strategic Priority	Development & Redevelopment

#### **SUMMARY**

Eden Trace Corporation is requesting deferment for constructing 35 parking spaces as permitted by city code section 20-1124.5. The development will construct 74 parking spaces, which the developer, owner, and tenant believe to be sufficient for the needs of the building in terms of use. This parking agreement ensures that if the city deems it necessary, additional parking spaces are constructed in the future. If approved, the agreement would be recorded to the property.

#### **BACKGROUND**

This agreement is in addition to the site plan agreement for Affinitech located at 2451 Galpin Court.

#### **DISCUSSION**

# **BUDGET**

# **RECOMMENDATION**

Staff recommends the City Council approve the Affinitech proof of parking agreement.

# **ATTACHMENTS**

Affinitech Proof of Parking Agreement

#### PROOF OF PARKING AGREEMENT

THIS PROOF OF PARKING AGREEMENT (the "Agreement") dated \_\_\_\_\_\_\_, 2024, is entered into by and between the CITY OF CHANHASSEN, a Minnesota municipal corporation ("City"), and 2451 GALPIN LLC, a Minnesota limited liability company, hereinafter referred to as ("Owner").

#### RECITALS

- A. Owner is the fee owner of certain real property located in the City of Chanhassen,
   Carver County, Minnesota and legally described as:
   Lot 003, Block 002 Chanhassen West Business Park
   (the "Subject Property").
- B. Owner is allowing construction of a 33,283 square foot office and light industrial warehouse on the Subject Property.
- C. Pursuant to Section 20-1124.5 of the City Zoning Ordinance in and for the City of Chanhassen, 109 parking spaces are required on the Subject Property. The Owner is constructing 74 parking spaces on the Subject Property. The Owner is requesting deferment for 35 parking spaces.
- D. Owner has demonstrated that: (i) the proposed use of the Subject Property will have a parking demand less than the required parking under Section 20-1124.5 of the

Zoning Ordinance and (ii) the Subject Property has sufficient property area under the same ownership to accommodate expansion of parking facilities to meet minimum requirements of the Zoning Ordinance if the parking demand exceeds the actual on-site supply.

**NOW, THEREFORE**, in consideration of the recitals set forth above and the terms and conditions herein, Owner and the City agree as follows:

- 1. Parking shall only occur in areas designated and constructed for parking in accordance with the Zoning Ordinance.
- 2. Owner hereby unconditionally guarantees to City that it shall construct additional parking spaces upon the Subject Property in accordance with the Zoning Ordinance if the parking demand for the Subject Property exceeds the actual on-site parking supply and that concrete curb and gutter must be installed at the time the additional spaces are striped for parking.
- 3. When the City, in its sole discretion, determines that the parking demand exceeds the number of constructed parking spaces, the City may terminate the parking deferment granted herein and require Owner, upon written notice from the City, to construct 35 additional parking spaces, the construction of which has been deferred pursuant to this Agreement, and install concrete curb and gutter at the time those additional 35 spaces are striped for parking. If the Developer fails to construct the 35 deferred parking spaces (including concrete curb and gutter) within six (6) months after so requested by the City, the City may rescind the certificate of occupancy for the building located on the Subject Property.
  - 4. Miscellaneous.
  - A. Third parties shall have no recourse against the City under this Agreement.
- B. If any portion, section, subsection, sentence, clause, sentence, paragraph, or phrase of this Agreement is for any reason held invalid, such decision shall not affect the validity of the remaining portion of this Agreement.
- 5. The action or inaction of the City shall not constitute a waiver or amendment to the provisions of this Agreement. To be binding, amendments or waivers shall be in writing, signed

by the parties and approved by written resolution of the City Council. The City's failure to

promptly take legal action to enforce this Agreement shall not be construed as a waiver or release

of any term or condition herein.

6. This Agreement shall run with the land and may be recorded against the title to the

Subject Property.

7. Required notices shall be in writing and shall be either hand delivered to 2451

Galpin LLC, its successors, and assigns, or mailed to 2451 Galpin, LLC by certified mail at the

following address: 1930 Edgewater Place Victoria, MN 55386. Notices to the City shall be in

writing and shall be either hand delivered to the City Administrator or mailed by certified mail in

care of the City Administrator at the following address: 770 Market Boulevard, Chanhassen MN

55317.

{The remainder of this page is intentionally left blank. Signature pages to follow.}

3

	CITY OF CHANHASSEN
	BY: Elise Ryan, Mayor
	AND:
STATE OF MINNESOTA	) ( ss
COUNTY OF CARVER	)
Ryan, Mayor, and by Laurie	ent was acknowledged before me thisday of, 20, by Elise Hokkanen, City Manager, of the City of Chanhassen, a Minnesota municipal proporation and pursuant to the authority granted by its City Council.
	NOTARY PUBLIC

	OWNER:
	2451 GALPIN, LLC
	By:
	Its:
STATE OF MINNESOTA	)
	( ss.
COUNTY OF	)
	ument was acknowledged before me this day of
	, the Chief Manager of 2451 Galpin, LLC, a Minnesota limit
liability corporation, on bel	alf of said entity.
	NOTARY PUBLIC

DRAFTED BY: City of Chanhassen 7700 Market Boulevard P. O. Box 147 Chanhassen, MN 55317 (952) 227-1100

# **City Council Item**

February 26, 2024



Item	Resolution 2024-XX: Approving the City of Chanhassen's 2024 Private Property Inflow and Infiltration Grant Program and Execution of Metropolitan Council's Grant Agreement No. SG-20597	
File No.	PW257 I&I Item No: D.9	
Agenda Section	CONSENT AGENDA	
Prepared By	Erik Henricksen, Project Engineer	
Reviewed By	Charlie Howley	

#### **SUGGESTED ACTION**

"The Chanhassen City Council adopts a resolution approving the establishment and execution of the Grant Program for infiltration and inflow mitigation, as presented in the provided guidelines and eligibility criteria, and execution of Metropolitan Council's Grant Agreement No. SG-20597."

<b>Motion Type</b>	ype Simple Majority Vote of members present	
Strategic Priority	Financial Sustainability	

#### **SUMMARY**

Mitigating infiltration and inflow (I/I) is an important task for the city. This newly created Grant Program will allow for reimbursement of costs for work performed in abating infiltration and inflow located on <u>private</u> property, which typically has not been eligible for grant money.

#### **BACKGROUND**

Infiltration and inflow refers to "clean" water entering the sanitary sewer system. Since all of the flow into the sanitary sewer system gets conveyed to the Metropolitan Council Environmental Services (MCES) conveyance system and wastewater treatment plants, the quantity of the flow has a direct relationship with cost. The city pays for all of the flow in the sanitary sewer system we discharge into the MCES system, and therefore only paying for actual sanitary waste, rather than "clean" water, is a

priority.

It has been estimated that at least half the I/I in the wastewater conveyance system comes from private property. Investment in reducing private property I/I remains an underfunded area and would benefit from consistent financial support. The 2024 MCES pilot grant program is an attempt to address this need, and in response, the City of Chanhassen has developed our 2024 Private Property Grant Program for Infiltration and Inflow (I/I) Mitigation to administer the allocated funds to the city.

#### **DISCUSSION**

The Met Council has set aside funds to help private property owners with costs related to repairs that remove I/I from the wastewater collection system. For 2024, the Met Council is making \$1.5 million of wastewater revenue available to help with this important work. The City of Chanhassen has been allocated \$130,000.00 of the available revenue.

In this pilot grant program, a city or township is eligible to participate if the Met Council has designated it an excessive I/I contributor or the community has had a measurable flow rate within 20% of the permitted peak flow limit, such as Chanhassen. Cities and townships pre-applied for grant funding and to participate in the program. The City of Chanhassen was approved and was awarded \$130,000.00 which is now available to distribute to private property owners who have eligible expenses. This grant is for work covered in 2024 only, and due to the larger number of already interested applicants, it is anticipated the 2024 program will utilize all allocated funds.

#### **Eligibility**

Grant reimbursement for residents is to be 50% of eligible costs, up to \$5,000, for applicants not meeting the equity criteria set by the City of Chanhassen. Eligible work includes:

- Private lateral repair and/or replacement
- Foundation drain disconnections and new sump pump, if associated with the foundation drain disconnect
- Lateral televising and cleaning costs if:
  - Applicant meets the equity need or
  - Televising and cleaning result in repair or replacement of sewer lateral

#### **Equity**

The Met Council allows higher grant funds for property owners in participating communities who meet equity criteria. The equity criteria for the city's Grant Program is for properties that are currently being or will be, assessed in association with an MS 429 project (typically a local road project). The reasoning for this is twofold; 1) to not burden a property owner with both an assessment for the road project and an I/I improvement; and 2) to capitalize on the disruption of the actual road project construction.

If a property owner meets the equity criteria, up to a \$10,000 grant may be awarded to that property owner for eligible work, rather than the \$5,000 cap with no equity consideration.

#### **Application**

Once an application is completed and approved by the city (see the attached *Application Form* and *Guidelines and Criteria* documents for full details), and defects associated with I/I identified through televising the private sewer service, homeowners must complete eligible work between 1/1/2024 and 12/31/2024. The city provides a pre-approved contractor list while offering flexibility for property

owners to obtain quotes from other contractors if desired (a minimum of two quotes will be required to commence work). The Grant Program will operate on a first-come, first-served basis until the allocated funds are exhausted.

The Grant Program overview, guidelines, eligibility criteria, and program documents are attached for additional reference.

#### **BUDGET**

At this time, the city will not provide any funding that would impact the budget. All incurred costs are either covered by the grant program or paid directly by the private property owner to their selected contractor should they elect to make the improvement.

#### **RECOMMENDATION**

Staff recommends the City Council approve the establishment and execution of the 2024 Private Property Inflow and Infiltration Grant Program and enter into Metropolitan Council's Grant Agreement No. SG-20597.

#### **ATTACHMENTS**

Resolution

Metropolitan Council's Grant Agreement No. SG-20597

MCES - PPII Program Guidelines

2024 Grant Program Guidelines and Criteria

2024 Grant Program Application Form

2024 Grant Program Pre-Approved Contractor List

2024 Grant Program Certificate of Completeness

2024 Grant Program Subgrant Agreement

2023 PPII Task Force Report

# CITY OF CHANHASSEN CARVER AND HENNEPIN COUNTIES, MINNESOTA

DATE:	February 26, 2024	RESOLUTION NO:	2024-XX
MOTION I	BY:	SECONDED BY:	
	NFILTRATION GRANT PR		5 2024 PRIVATE PROPERTY INFLOW N OF METROPOLITAN COUNCIL -20597
million in fo		vate property owners to help	s (MCES) Division has committed \$1.5 with repairs that will remove and prevent em; and
WI private prop	•	sen was awarded \$130,000 in	n grant funds from MCES to address I/I on
the preserva		maintenance of efficient san	e I/I in private properties, contributing to itary service lines, and enhancing the
			f initiating this Grant Program on a first- g equitable access to interested residents,
	HEREAS, the implementation astructure and environmental s		with the City's objectives to enhance the nunity,
hereby appr		ecution of the Grant Program	ncil of the City of Chanhassen, Minnesota for infiltration and inflow (I/I) mitigation,
assignee, w		authorized representative and	Vorks/City Engineer, or their successor or point of contact for this Grant Program 77.
PA	SSED AND ADOPTED by the	e Chanhassen City Council on	this 26 <sup>th</sup> day of February 2024.
ATTEST:			
Kim Meuwi	issen, City Clerk	Elise Ryan, M	ayor
	<u>YES</u>	<u>NO</u>	ABSENT

#### **METROPOLITAN COUNCIL**

# 2024 PRIVATE PROPERTY INFLOW AND INFILTRATION (I/I)

#### **GRANT AGREEMENT NO. SG-20597**

This Council (MCES) Funded Grant Agreement ("Grant Agreement") is entered into this <u>[date of signature by both parties]</u> between the Metropolitan Council, a public corporation and political subdivision of the State of Minnesota ("Met Council") and the City of <u>Chanhassen</u>, a municipal corporation ("Grantee").

#### **RECITALS**

- 1. In 2022, Minnesota Statutes 2020, section 471.342 was amended to authorize towns and political subdivisions to establish inflow and infiltration prevention programs and make loans or grants to property owners.
- 2. The Metropolitan Council Environmental Services (MCES, Council) calculates the peak hourly flow discharge limit (I/I Goal) for each community connected to the metropolitan sanitary sewer disposal system. Wastewater flow that exceeds the respective I/I Goal is considered excessive flow. Communities that have a measured wastewater flow rate greater than 80 percent of the I/I Goal are eligible to apply for the Grant.
- 3. The Council authorizes its staff to enter into a private property inflow and infiltration grant agreement with local municipalities that are eligible for this grant program.

#### **GRANT AGREEMENT**

#### 1. Term of Grant Agreement.

- 1.1. Effective Date. The effective date of this Grant Agreement is the date on which the Grant Agreement has been duly executed by both parties.
- 1.2. Grant Activity Period. <u>The first day of the month following the Effective Date</u> through and including the expiration date.
- 1.3. Expiration Date. The latter of (i) 2 years after final distribution of funds to Grantee; or (ii) until all obligations have been satisfactorily fulfilled, whichever occurs first.
- 1.4. Survival of Terms. The following clauses survive the expiration, termination, or cancellation of this Grant Agreement; 9. Liability and Insurance; 10. Audits; 11. Government Data Practices; 13. Data Availability; 14. Governing Law, Jurisdiction and Venues; 16. Data Disclosure; 18. Future Eligibility.

#### 2. Duties, Representations and Warranties of Grantee and Use of Grant Funds.

2.1. The Grantee agrees to conduct, administer, and complete in a satisfactory manner the program ("Grantee Program") which is described in Grantee's application to Met Council for assistance under the Met Council's Private Inflow and Infiltration grant program, which application is incorporated into this Grant Agreement as **Exhibit A (Grant Application)**, and in accordance with the terms and conditions of this Grant Agreement. Specifically, the Grantee agrees to perform the "Grant Program" in accordance with a specific timeline, all as described in **Exhibit A (Grant Application)** and to undertake the financial

responsibilities described in **Exhibit A (Grant Application)** to this Grant Agreement. The Grantee has the responsibility for and obligation to complete the "Grant Program" as described in **Exhibit A (Grant Application)**. The Met Council makes no representation or warranties with respect to the success and effectiveness of the "Grant Program". The Met Council acknowledges that "Grant Program "work may be limited to soliciting participation by building owners in the "Grant Program" and requires additional work by the Grantee only to the extent that building owners choose to participate in the "Grant Program", all as described in the Grantee's application attached as **Exhibit A (Grant Application)**.

The Grant Funds cannot be used for:

- Normal municipal operating or overhead costs, including such related to the Grant Program;
- Grantee's own public sewer infrastructure costs;
- The cost of studies;
- Engineering costs;
- Planning costs; and
- For equipment, machinery, supplies or other property to conduct the Grant Program, except for equipment, supplies or other property which is used primarily for the Grant Program and is specifically listed in **Exhibit A (Grant Application)**.
- 2.2. Grantee Representations and Warranties. The Grantee further covenants with and represents and warrants to Met Council, as follows:
- A. It has the legal authority to enter into, execute and deliver this Grant Agreement and all documents referred to herein, has taken all actions necessary to its execution and delivery of such documents and has provided to Met Council a copy of the resolution by its governing body which authorizes Grantee to enter into this Agreement, to undertake the Private Property I/I Grant Program, including the Grantee financial responsibilities as shown in **Exhibit A (Grant Application)** and which also designates an authorized representative for the Grant Program who is authorized to provide certifications required in this Grant Agreement and submit pay claims for reimbursement of Grantee Program costs.
- B. It has legal authority to conduct and administer the Grant Program and use the Grant Funds for the purpose or purposes described in this Agreement.
- C. This Grant Agreement and all other documents referred to herein are the legal, valid and binding obligations of the Grantee enforceable against the Grantee in accordance with their respective terms.
- D. It will comply with all the terms, conditions, provisions, covenants, requirements, and warranties in this Agreement, and all other documents referred to herein.
- E. It has made no materially false statement or misstatement of fact in connection with the Grant Funds, and all the information it has submitted or will submit to the Council relating to the Grant Funds or the disbursement of any of the Grant Funds is and will be true and correct. It agrees that all representations contained in its application for the Private I/I Grant are material representations of fact upon which the Council relied in awarding this Grant and are incorporated into this Agreement by reference.

- F. It is not in violation of any provisions of its charter or of the laws of the State of Minnesota, and there are no material actions, suits, or proceedings pending, or to its knowledge threatened, before any judicial body or governmental authority against or affecting it and is not in default with respect to any order, writ, injunction, decree, or demand of any court or any governmental authority which would impair its ability to enter into this Grant Agreement or any document referred to herein, or to perform any of the acts required of it in such documents.
- G. Neither the execution and delivery of this Grant Agreement or any document referred to herein nor compliance with any of the terms, conditions, requirements, or provisions contained in any of such documents is prevented by, is a breach of, or will result in a breach of, any term, condition, or provision of any agreement or document to which it is now a party or by which it is bound.
- H. The Grantee will not violate any applicable zoning or use statute, ordinance, building code, rule or regulation, or any covenant or agreement of record relating thereto.
- J. The Grant Program will be conducted in full compliance with all applicable laws, statutes, rules, ordinances, and regulations issued by any federal, state, or other political subdivisions having jurisdiction over the Grant Program.
- K. It has complied with the financial responsibility requirements contained in **Exhibit A** (Grant Application).
- L. The Grant Program will be conducted substantially in accordance with **Exhibit A (Grant Application)** by the Completion Date as stated in **Exhibit A (Grant Application)**.
- M. It shall furnish such satisfactory evidence regarding the representations described herein as may be required and requested by the Met Council.

#### 3. Time.

Grantee must comply with all time requirements described in this Grant Agreement.

#### 4. Eligible Costs.

Eligible costs are those costs incurred by parties within the jurisdiction of the Grantee generally only for sewer service lateral repairs or replacements and foundation drain disconnections as described in **Exhibit A (Grant Application)**. The Grantee shall not be reimbursed for non-eligible costs. Any cost not defined as an eligible cost or not included in the Grant Program or approved in writing by the Council is a non-eligible cost.

#### 5. Consideration and Payment.

- 5.1 The Met Council will reimburse Grantee for eligible costs performed by the Grantee during the Grant Period in an amount of up to the prequalified work's grant amount ("Grant Amount"). The Met Council shall bear no responsibility for any cost overruns that may be incurred by the Grantee or subrecipients of any tier in the performance of the Grantee Program. The initial Grant amount to Grantee under this Grant Agreement is \$130,000.
- 5.2. **Advance.** The Met Council will make no advance of the Grant Amount to Grantee. The disbursement of the Grant Amount shall be in the form of reimbursement for eligible costs as provided ahead in this Section 5.

5.3. Payment. To obtain payment under this Grant Agreement, the Grantee shall submit a Reimbursement Request/Progress Report on forms provided by or acceptable to the Met Council. Reimbursement Request/Progress Reports may be submitted once per quarter after this grant agreement has been executed. The Grantee shall describe its compliance with its the financial requirements and construction work completed and specific addresses where work was undertaken in connection with the grant and shall provide sufficient documentation of grant eligible expenditures and such other information as the Met Council's staff reasonably requests. The Met Council will promptly pay the Grantee after the Grantee presents to the Met Council a Reimbursement Request/Progress Report and an itemized invoice for all eligible services actually performed and the Met Council's Authorized Representative accepts the invoiced services.

#### 6. Conditions of Payment.

- 6.1. The Grantee must certify to the Council that work at each site for which payment is requested is done, that Grantee has received receipts for such work, that the work was not performed in violation of federal, Met Council, or local law or regulation and that Grantee has issued the appropriate permits for the work completed in the Grant Program.
- 6.2. Conditions Precedent to Any Reimbursement Request. The obligation of the Met Council to make reimbursement payments hereunder shall be subject to the following conditions precedent:
- A. The Met Council shall have received a Reimbursement Request/Progress Report for such amount of funds being requested for which the amounts for each individual site have been pre-qualified by Met Council.
- B. The Met Council shall have received evidence upon request, and in form and substance acceptable to the Met Council, that (i) the Grantee has legal authority to and has taken all actions necessary to enter into this Agreement and (ii) this Agreement is binding on and enforceable against the Grantee.
- C. No Event of Default under this Grant Agreement or event which would constitute an Event of Default but for the requirement that notice be given or that a period of grace or time elapse shall have occurred and be continuing.
- D. The Grantee has supplied to the Met Council all other items that the Met Council may reasonably require to assure good fiscal oversight of this grant program.

## 7. **Authorized Representative.**

The Met Council's Authorized Representative is:

Name: Ward Brown or successor

Title: Financial Analyst, MCES Pretreatment & Finance

Mailing Address: 390 North Robert Street

St. Paul, MN 55101

Phone: (651) 602-1263

E-Mail Address: ward.brown@metc.state.mn.us

or his successor, and has the responsibility to monitor the Grantee's performance and the authority to accept the services provided under this grant contract. If the services are satisfactory, the Met Council's Authorized Representative will certify acceptance on each invoice submitted for payment.

The Grantee's Authorized Representative is:

Name: Erik Henricksen

Mailing Address: 7700 Market Boulevard, Chanhassen, MN 55317

Phone: (952) 227-1165

E-Mail Address: ehenricksen@chanhassenmn.gov

If the Grantee's Authorized Representative changes at any time during this Grant Agreement, the Grantee must immediately notify the Met Council and within 30 days provide a new City resolution (if such resolution is necessary) specifying the new Representative.

#### 8. Assignment, Amendments, Waiver, and Grant contract Complete.

- 8.1 Assignment. The Grantee may neither assign nor transfer any rights or obligations under this Grant Agreement without the prior consent of the Met Council and a fully executed Assignment Agreement, executed and approved by the same parties who executed and approved this Grant Agreement, or their successors in office.
- 8.2 Amendments. Any amendment to this Grant Agreement must be in writing and will not be effective until it has been executed and approved by the same parties who executed and approved the original Grant Agreement, or their successors, or their delegatee in office.
- 8.3 Waiver. If the Met Council fails to enforce any provision of this Grant Agreement, that failure does not waive the provision or its right to enforce it.
- 8.4 Grant Contract Complete. This Grant Agreement contains all negotiations and agreements between the Met Council and the Grantee. No other understanding regarding this Grant Agreement, whether written or oral, may be used to bind either party.

#### 9. Liability and Insurance.

- 9.1 The Grantee and the Met Council agree that they will, subject to any indemnifications provided herein, be responsible for their own acts and the results thereof to the extent authorized by law, and they shall not be responsible for the acts of the other party and the results thereof. The liability of the Met Council is governed by the provisions contained in Minn. Stat. Chapter 466 as it may be amended, modified or replaced from time to time. The liability of the Grantee, including but not limited to the indemnification provided under Section 9.2 is governed by the provisions contained in such Chapter 466.
- 9.2 Indemnification by the Grantee. The Grantee shall bear all losses, expenses (including attorneys' fees) and damages in connection with the Grant Program and agrees to indemnify and hold harmless the Met Council, its agents, servants and employees from all claims, demands and judgments made or recovered against the Met Council, its agents, servants and employees, because of bodily injuries, including death at any time resulting therefrom, or because of damages to property, or others (including loss of use) from any cause whatsoever, arising out of, incidental to, or in connection with the Grant Program whether or not due to any act of omission or commission, including negligence of the Grantee or any contractor or his or their employees, servants or agents, and whether or not due to any act of

omission or commission (excluding, however, negligence or breach of statutory duty) of the Met Council, its employees, servants or agents.

Grantee further agrees to indemnify, save and hold the Met Council, its agents and employees, harmless from all claims arising out of, resulting from, or in any manner attributable to any violation by the Grantee, its officers, employees, or agents, or any provision of the Minnesota Government Data Practices Act, including legal fees and disbursements paid or incurred to enforce the provisions contained in Section 11.

The Grantee's liability hereunder shall not be limited to the extent of insurance carried by or provided by the Grantee, or subject to any exclusions from coverage in any insurance policy.

The Grantee shall maintain or require to be maintained adequate insurance coverage for the Grant Program in such amounts with such limits as it determines in good faith to be reasonable or in such amounts and with such limits as may be reasonably required for participating cities by the Met Council from time to time.

9.3 Relationship of the Parties. Nothing contained in this Grant Agreement is intended or should be construed in any manner as creating or establishing the relationship of co-partners or a joint venture between the Grantee and the Met Council, nor shall the Grantee be considered or deemed to be an agent, representative, or employee of the Met Council in the performance of this Grant Agreement, or the Grant Program.

The Grantee represents that it has already or will secure or cause to be secured all personnel required for the performance of this Grant Agreement and the Grant Program. All personnel of the Grantee or other persons while engaging in the performance of this Grant Agreement the Grant Program shall not have any contractual relationship with the Met Council related to the work of the Grant Program and shall not be considered employees of the Met Council. In addition, all claims that may arise on behalf of said personnel or other persons out of employment or alleged employment including, but not limited to, claims under the Workers' Compensation Act of the State of Minnesota, claims of discrimination against the Grantee, its officers, agents, contractors, or employees shall in no way be the responsibility of the Met Council. Such personnel or other persons shall not require nor be entitled to any compensation, rights or benefits of any kind whatsoever from the Met Council, including but not limited to, tenure rights, medical and hospital care, sick and vacation leave, disability benefits, severance pay and retirement benefits.

#### 10. Audits.

Under Minn. Stat. § 16C.05, subd. 5, the Grantee's books, records, documents, and accounting procedures and practices relevant to this grant contract are subject to examination by the Met Council and/or the State Auditor or Legislative Auditor, as appropriate, for a minimum of six years from the termination date of this Grant Agreement.

#### 11. Government Data Practices.

The Grantee and Met Council must comply with the Minnesota Government Data Practices Act, Minn. Stat. Chapter 13, as it applies to all data provided by the Met Council under this grant contract, and as it applies to all data created, collected, received, stored, used, maintained, or disseminated by the Grantee under this Grant Agreement. The civil remedies of Minn. Stat. § 13.08 apply to the release of the data referred to in this clause by either the Grantee or the Met Council. If the Grantee receives a request to release the data referred to in this Clause, the Grantee must immediately notify the Met Council.

#### 12. Workers' Compensation.

The Grantee certifies that it is in compliance with Minn. Stat. § 176.181, subd. 2, pertaining to workers' compensation insurance coverage. The Grantee's employees and agents will not be considered Met Council employees. Any claims that may arise under the Minnesota Workers Compensation Act on behalf of these employees and any claims made by any third party as a consequence of any act or omission on the part of these employees are in no way the Met Council's obligation or responsibility.

#### 14. Governing Law, Jurisdiction, and Venue.

Minnesota law, without regard to its choice-of-law provisions, governs this Grant Agreement. Venue for all legal proceedings out of this grant contract, or its breach, must be in the appropriate state or federal court with competent jurisdiction in Ramsey County, Minnesota.

#### 15. Termination.

The Met Council may cancel this Grant Agreement at any time, with or without cause, upon 30 days' written notice to the Grantee. Upon termination, the Grantee will be entitled to payment for services prequalified and satisfactorily performed before the termination notice.

#### 16. Data Disclosure.

Under Minn. Stat. § 270C.65, subd. 3, and other applicable law, the Grantee consents to disclosure of its federal employer tax identification number, and/or Minnesota tax identification number, already provided to the Met Council, to federal and state tax agencies and Met Council personnel involved in the payment of Met Council obligations. Grantee will require compliance with this Section 16 by Grantee's subrecipient of Grant funds and shall submit evidence of such compliance to Met Council as requested.

#### 17. Notices.

In addition to any notice required under applicable law to be given in another manner, any notices required hereunder must be in writing and shall be sufficient if personally served or sent by prepaid, registered, or certified mail (return receipt requested), to the business address of the party to whom it is directed. Such business address shall be that address specified below or such different address as may hereafter be specified, by either party by written notice to the other:

To the Grantee at:

City of Chanhassen 7700 Market Boulevard Chanhassen, MN 55317 Attention: Erik Henricksen

#### To the Met Council at:

Metropolitan Council 390 Robert Street North St. Paul, MN 55101 Attention: Regional Administrator

With copy to:

MCES General Manager Metropolitan Council Environmental Services 390 Robert Street North St. Paul, MN 55101

MCES Finance Director Metropolitan Council Environmental Services 390 Robert Street North St. Paul, MN 55101

# 18. Prevailing Wages

The Grantee agrees to comply with all applicable provisions contained in chapter 177 of the Minnesota Statutes, and specifically those provisions contained in Minn. Stat. §§ 177.41 through 177.435, as they may be amended, modified or replaced from time to time with respect to the Grantee Program. By agreeing to this provision, the Grantee is not acknowledging or agreeing that the cited provisions apply to the Grantee Program.

#### 19. Default and Remedies.

- 19.1 Defaults. The Grantee's failure to fully comply with all of the provisions contained in this Grant Agreement shall be an event of default hereunder ("Event of Default").
- 19.2. Remedies. Upon an event of default, the Met Council may exercise any one or more of the following remedies:
  - a. Refrain from disbursing the Grant;
  - b. Demand that all or any portion of the Grant already disbursed be repaid to it, and upon such demand the Grantee shall repay such amount to the Met Council.
  - c. Enforce any additional remedies the Met Council may have at law or in equity.

**IN WITNESS WHEREOF**, the parties have caused this agreement to be executed by their duly authorized representatives on or as of the date first above written.

# METROPOLITAN COUNCIL

By:
By:
Date:
GRANTEE:
The Grantee certifies that the appropriate person(s) have executed the grant contract on behalf of the Grantee as required by applicable articles, bylaws, resolutions, or ordinances.
By:
Printed Name and Title
Date:



#### PRIVATE PROPERTY INFLOW & INFILTRATION GRANT PROGRAM

Grant Requirements, Guidelines & Timeline - 2024

#### **Information**

The Metropolitan Council Environmental Services (Met Council, ES) is implementing a private property inflow and infiltration (I/I) grant program beginning January 2024. The goal of the program is to assist private property owners with financial assistance to remove I/I from the regional interceptor system through repairs of the sewer lateral or foundation drain on the property. ES has committed to assigning funds every year from the PayGo fund for this grant program.

#### **Council Guidelines**

#### **Eligible Municipalities**

Eligible municipalities include those that have been designated excessive I/I contributors by the Met Council or that have had a measurable flow rate within 20 percent of the permitted flow limit.

#### **Eligible Work**

- Grants to private property owners shall be for a percentage of actual, reasonable, and verifiable I/I mitigation costs. No costs of studies, engineering, or planning shall be eligible.
- Grant reimbursement shall be 50% of eligible costs, up to \$5,000, for applicants not meeting
  equity criteria set by the participating municipalities. Eligible work includes:
  - o Private lateral repair and/or replacement
  - Foundation drain disconnections and new sump pump, if associated with the foundation drain disconnect
  - Lateral televising and cleaning costs if:
    - Applicant meets the equity criteria or
    - Televising and cleaning result in repair or replacement of sewer lateral
- Grants of up to \$10,000 may be given to private property owners meeting the municipality's equity criterion.
- The private service line or foundation drain must be active and serving an occupied building.
- All repairs and replacements must be made with materials and methods consistent with local codes and permit requirements.
- Qualified spending on eligible work must occur between January 1, 2024, and December 31, 2024.

#### **Grant Process**

#### **Application**

- ES will notify all eligible municipalities and request grant applications.
- Eligible municipalities will apply for the program and request a total grant amount for anticipated grant reimbursement to private property owners.
- Applying municipalities must submit the Application for Participation and a resolution from City Council authorizing application and execution of the grant.
- After all applications are received, ES will review requested grant amounts for proposed work and encumber a grant amount for each participating municipality. It is anticipated that more

grant funds will be requested than what is available, meaning applicants may not receive their full request. Grant awards will be encumbered to each municipality by this process:

- Half of the available grant funds will be divided equally among participants.
- The remaining half will be distributed to participants based on the size of their grant request.
- Municipalities will be informed of their total grant amount for the program year at the start of the program year.
- ES will send grant agreements to municipalities for signature and, upon return, will sign, and will create purchase orders payable to the applicant municipality.
- Signed agreements and application must be returned to ES prior to participation in the program.

#### **Reporting Requirements and Reimbursement**

- Each quarter, municipalities will submit the PPII Reporting Form Excel workbook of work completed, invoices, and certificates of completeness to certify the work for each grant was done and records auditable. Only one grant per property may be awarded.
  - ES has provided a list of verified Metropolitan Council Underutilized Business (MCUB) contractors able to perform water and sewer work (attached). It is not required to use the contractors on that list, but it is provided as an option. More information on the Met Council MCUB program can be found here: <a href="https://metrocouncil.org/About-Us/What-We-Do/DoingBusiness/Small-Business-Programs/mcub.aspx">https://metrocouncil.org/About-Us/What-We-Do/DoingBusiness/Small-Business-Programs/mcub.aspx</a>
- ES will review the **PPII Reporting Form** Excel workbook and supporting documentation and issue grant reimbursement. Municipalities have until March 31 of the following year to submit all paperwork for work performed during the program year.
- Any funds encumbered to a municipality and not spent during the program year will remain in ES's PayGo fund.
- The Council reserves the right to change these guidelines if, in its sole discretion, the results of the process do not equitably allocate the funds.

# **Equity Component**

Thrive MSP 2040 is the Met Council's vision for the region through the year 2040. It reflects concerns, needs, and aspirations for the region and addresses our responsibility to future generations. Thrive MSP 2040 has five outcomes that reinforce and support each other to produce greater benefits for the region. Those outcomes are Stewardship, Prosperity, Equity, Livability, and Sustainability.

Thrive MSP 2040 provides the following definition of equity: "Equity connects all residents to opportunity and creates viable housing, transportation, and recreation options for people of all races, ethnicities, incomes, and abilities so that all communities share the opportunities and challenges of growth and change. For our region to reach its full economic potential, all of our residents must be able to access opportunity. Our region is stronger when all people live in communities that provide them access to opportunities for success, prosperity and quality of life." (Metropolitan Council, 2014).

The equity component of allowing grant reimbursement up to a \$10,000 cap for private property owners meeting a municipality's equity criterion is one way equity is incorporated into this program. It is acknowledged that each municipality has different equity considerations and knows the needs of their residents the best; therefore, it is up to the municipality to determine if a resident has an equity need and up to the municipality to determine the resident's final grant award, up to \$10,000.

If a repair is higher than the program cap of \$10,000, options, among others, to cover that cost include a municipality match, assessing the property for the remaining amount, or requesting payment from the resident. The means of collection are up to each municipality. Be advised, if grant awards are paid directly to the private property owner, it is recommended to speak with a tax professional, as the municipality may have to provide a 1099 tax form.

#### Calendar

Send notice of grant program guidelines to municipalities, requesting applications	November 20, 2023
Grant applications due from municipalities	December 15, 2023
ES notifies municipalities of their grant amount	December 29, 2023
Municipalities submit pay claims for completed work	April 30, July 31, October 31, 2024; January 31, 2025
ES processes reimbursement upon receipt of signed agreement	Quarterly

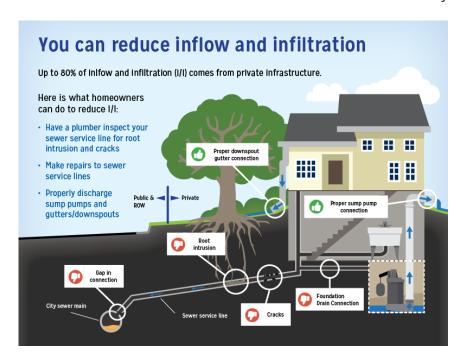
# Links/References

https://metrocouncil.org/Wastewater-Water/Planning/Wastewater/Inflow-and-Infiltration.aspx

Metropolitan Council. *Thrive MSP 2040: One Vision, One Metropolitan Region.* (2014). https://metrocouncil.org/Planning/Thrive-2040/Thrive-MSP-2040-Plan.aspx?source=child.

# **OBJECTIVE:**

The Met Council has set aside funds to help private property owners with costs related to repairs that remove inflow and infiltration (I/I) from the wastewater collection system. I/I is clear water (stormwater and



groundwater) that enters the wastewater collection system. This clear water can overload the system causing costly sewer backups into homes and buildings all the while creating undue costs that the city and residents pay for to convey and treat clear water, among other environmental and community impacts. Areas where I/I can enter the system on private property are illustrated in the accompanying figure.

For 2024, the Met Council is making \$1.5 million of wastewater revenue available to help with this important work. The City of Chanhassen's application to participate in this pilot grant program was accepted and the city was awarded \$130,000 to offer to its residents. The eligibility

criteria to enter into the program, the application process, and other requirements and information regarding the City of Chanhassen's Private Property Grant Program for I/I Mitigation can be found below.

# **ELIGIBILITY CRITERIA:**

- 1. Qualified spending on Eligible Work must occur between 1/1/2024 12/31/2024.
- 2. The private sanitary service line or foundation drain must be active and serving an occupied building.
- 3. Applicants must enter into a sub-grant agreement with the city and submit a W-9 form along with the application as the grant disbursement will be directly made to the applicant and a 1099 may be required to be issued to the applicant.
- 4. If Eligible Work is identified through a lateral televising inspection, a minimum of two (2) quotes from contractors will be required to be obtained by the applicant. Applicants are encouraged to utilize the preapproved contractor list provided by the city, however they may obtain quotes from other contractors (approval of contractor from city required) if desired.

## **Eligible Work includes:**

- » Private lateral repair and/or replacement as determined necessary by the city
- » Foundation drain disconnections



- » New sump pump installation (if associated with the foundation drain disconnect).
- » Lateral televising and cleaning costs if the applicant meets the equity criteria or if televising/cleaning results in the repair or replacement of the sewer lateral.

# **GRANT REIMBURSEMENT:**

- 1. Grant reimbursement is 50% of eligible costs, up to \$5,000.
- 2. If the applicant meets the equity criteria of the program, grant reimbursement is 100% of eligible costs, up to \$10,000.

#### **Equity Criteria:**

» An applicant meets the equity portion of the grant program if the property owned by the applicant is currently under MS 429 assessment or is planned to be assessed within one (1) year as identified on the most recent 5-Year CIP Pavement Management Plan. The city's maximum financing term for assessments per the most recent Assessment Policy will be used to determine if the property is currently under assessment.

# **APPLICATION PROCESS:**

- Submit a completed Private Property Grant Program for Infiltration and Inflow (I/I) Mitigation Application Form to the city along with all required submittals:
  - » Executed Sub-Grant Agreement
  - » W-9 Form
  - » Documentation meeting the Eligibility Criteria (if applicable)
  - » Proof of Property Ownership
- 2. Once the application is approved (first come, first served), applicants must conduct a televised inspection of their sanitary service line from inside the house to the public sanitary main to identify I/I-related defects.
- 3. Video recordings from the televised inspection must be submitted to the city for review.
- 4. If defects contributing to I/I are identified (Eligible Work), applicants must obtain two quotes from contractors to address the necessary repairs or replacements. Quotes must be submitted to the city for review and approval of Eligible Work and approval of the selected contractor.
- 5. Upon completion of Eligible Work, applicants and contractors must sign a Certificate of Completeness, submit a video recording of the completed work, and provide the final inspection associated with the required Plumbing Permit.
- 6. Submit the Certificate of Completeness to the city for grant reimbursement.

#### Note:

The city reserves the right to review and approve all documentation and all completed work before granting reimbursement.

#### **Contact Information:**

For inquiries and submissions, please contact: Erik Henricksen, Project Engineer, 952-227-1165 or ehenricksen@chanhassenmn.gov





Private Property Grant Program for Infiltration and Inflow (I/I) Mitigation

APPLICANT'S INFORMATION:		
Applicant's Name:		
First Name:	Last Name:	
Property Address:		
Street Address:		
City:	State:	Zip Code:
Contact Information:		
Phone Number:	Email:	
Eligibility Criteria Confirmation:		
I confirm that I have reviewed and me	eet the eligibility criteria f	or the grant program.
I confirm that I don't meet the eligibili	ity criteria for the grant p	rogram.
Preferred Contractor:		
I plan to obtain quotes from a contrac	ctor on the city's pre-appı	roved list if eligible work is identified.
I plan to obtain quotes from other cor	ntractors if eligible work i	s identified.
Video Recording Submission:		
I understand that upon approval of m	ov application I must subr	mit video recordings of the televised
inspection of my sanitary service line	J 11	The video recordings of the televised
APPLICANT'S SIGNATURE:		
Signature:		Date:
CHDMICCION CUFCYLICT.		
SUBMISSION CHECKLIST:		
Completed Application Form	Grant Eligibilit (e.g. an asses	ty Documentation sment letter)
Executed Sub-Grant Agreement		erty Ownership
Attached W-9 Form		



# **Submit the Completed application to:**

City of Chanhassen Attn: Erik Henricksen, Project Engineer 7700 Market Boulevard Chanhassen, MN 55317

#### Note:

The Private Property Grant Program for Infiltration and Inflow (I/I) Mitigation is a first come, first served program, and an approved application is not an approval of disbursement of grant funds. The city reserves the right to review and approve all documentation and all completed work before granting reimbursement.

# **INTRODUCTION:**

The City of Chanhassen is committed to helping residents participate in the 2024 Private Property Grant Program for I/I Mitigation by providing access to pre-approved lists of contractors. These lists include city-verified businesses that perform water and sewer work, verified Metropolitan Council Underutilized Businesses (MCUB), and businesses that ensure homeowners have reliable professionals available to undertake necessary repairs and improvements to their sanitary service lines and foundation drains as covered under the Grant Program.

Once an application is approved, a televised inspection of the sanitary service line from inside the house to the public sanitary main **must be conducted and submitted to the city for review**. If defects contributing to I/I are identified, applicants **must obtain two quotes** from contractors to address the necessary repairs or replacements.

Quotes must be submitted to the city for review and approval of eligible work and approval of the selected contractor (if not on the Pre-Approved Contractor List).

# WHAT TO EXPECT:

Property owners participating in the Grant Program can expect the following benefits from utilizing the city's preapproved contractor list:

- » **Trusted professionals:** Access to a curated list of contractors vetted and approved by the city, ensuring reliability and quality workmanship.
- » **Expertise in I/I Mitigation:** Contractors on the pre-approved list possess expertise in addressing Infiltration and Inflow (I/I) issues, ensuring effective solutions tailored to the needs of participating homeowners
- **Streamlined process:** Working with pre-approved contractors streamlines the process for homeowners, facilitating smoother communication, scheduling, and completion of eligible work.



# CITY PRE-APPROVED CONTRACTOR CONTACT INFORMATION

Services	Company	Contact	Phone	E-Mail
T & E	Highview Plumbing	Kyle Swanson	952-933-8600	office@highviewplumbing.com
T & E	Diversified Plumbing	Collin King	952-334-2794	collin@diversifiedph.com
E	Ouverson Sewer & Water	Kelli Ouverson	612-751-6888	office@linemysewer.com
T	Drain Busters, Inc.	Nicole Sowada	952-925-9583	drainbusters@msn.com

- » T & E = contractor can complete both the initial television inspection and eligible work
- » E = contractor can complete eligible work and repairs
- » T = contractor can complete initial television inspection

# MCUB PRE-APPROVED CONTRACTOR CONTACT INFORMATION

Services	Company	Contact	Phone	E-Mail
T & E	PWS, Inc.	Estimating Team	763-515-7428	bids@pwsmn.com
E	BKJ Excavating	Estimating Team	952-496-1060	amahowald@bkj-ajt.com tjohnson@bkj-ajt.com
Е	Quad E Companies, Inc.	Liz Ennenga	612-462-0629	elizabeth.ennenga@quadecompanies.com

- » T & E = contractor can complete both the initial television inspection and eligible work
- » E = contractor can complete eligible work and repairs
- » **T** = contractor can complete initial **television inspection**

For more information about the pre-approved contractor list or inquiries regarding the Grant Program for I/I Mitigation, please contact Erik Henricksen, Project Engineer, at 952-227-1165 or <a href="mailto:ehenricksen@chanhassenmn.gov">ehenricksen@chanhassenmn.gov</a>

Private Property Grant Program for Infiltration and Inflow (I/I) Mitigation

PROJECT INFORMATION	<u>:</u>	
Applicant's Information:		
First Name:	Last Name:	
Property Address:		
Street Address:		
City:	State:	Zip Code:
Contractor's Information:		
Company Name:	Primary Contact	t's Name:
Street Address:		
City:	State:	Zip Code:
Grant Approval Number (to be fil	led out by the city):	
Final Cost of Eligible Work to be	Reimbursed (to be filled out by the ci	ту): 
Final Plumbing Inspection (to be	e filled out by the city):  Ided the final inspection for the associat	ted Plumbing Permit.
COMPLETION VERIFICATION	ΓΙΟΝ:	Ç
I, the undersigned, hereby certify Program for Infiltration and Inflov application and the terms outline ensure completeness and compli	that the eligible work under the City over the City of	accordance with the approved t the eligible work was re-televised to has been submitted to the city with this
APPLICANT'S SIGNATUR	<u>E:</u>	
		Date:
CONTRACTOR'S SIGNATI	JRE:	
		Date:
CIT OF CHANHASSEN R	EPRESENTATIVE'S SIGNATUI	RE:
Signature:		Date:

# **SUBGRANT AGREEMENT**

AGREEMENT made this day of, 2024, by and between the
City of Chanhassen, a Minnesota municipal corporation ("City") and
City of Chanhassen, a Minnesota municipal corporation ("City") and ("Subgrantee").
A. Subgrantee is the fee owner of certain real property situated in the City of Chanhassen, Carver County, Minnesota, with a street address of and legally described as follows:
("Subject Property").
B. The City applied for and received a 2024 Private Property Inflow and Infiltration (I/I) grant from the Metropolitan Council ("Met Council") to be used in accordance with the Grant Agreement No. SG-20597, which includes as an attachment, the Grant Program Application for Participation and terms of the program contained at the following link: <a href="https://metrocouncil.org/Wastewater-Water/Funding-Finance/Available-Funding-Grants/Private-Property-Inflow-and-Infiltration-Grants.aspx">https://metrocouncil.org/Wastewater-Water/Funding-Finance/Available-Funding-Grants/Private-Property-Inflow-and-Infiltration-Grants.aspx</a> (collectively, the "Grant Agreement").
C. The City established a Grant Program related to the use of the grant funds received under the Grant Agreement by Resolution No ("City Program").
D. The City desires to subgrant a portion of the Metropolitan grant funds to Subgrantee on the terms and conditions set forth in this Agreement.
<b>NOW, THEREFORE</b> , in consideration of their mutual covenants the parties hereto agree as follows:
1. <u>Incorporation of Documents</u> . The Grant Agreement and the City Program are incorporated herein. In the event of a conflict between the Grant Agreement, the City Program and this Agreement, the documents shall be deemed to be controlling in the following order: 1) Grant Agreement, 2) the City Program, and 3) this Agreement.
2. <u>Award.</u> Subject to the terms of this Agreement, the City agrees to reimburse Subgrantee a portion of the Grant received by the City under the Grant Agreement for the activities described in the Grant Agreement, City Program, as further identified in this Agreement. The amount to be reimbursed to Subgrantee is as follows:
50% of eligible costs as defined in the Grant Agreement, up to \$5,000; or 100% of eligible costs as defined in the Grant Agreement, up to \$10,000, if the Subgrantee meets the equity portion of the City Program.

Subgrantee shall not be reimbursed for non-eligible costs. In the event that the City does not receive the grant funds under the Grant Agreement, no reimbursement will be made to the Subgrantee.

#### 3. **Performance.**

- A. In order to be eligible for the reimbursement of grant funds under this Agreement, Subgrantee shall complete the Eligible Work on the Property as defined and authorized under the Grant Agreement and the City Program.
- B. The Subgrantee shall comply with the City Program and requirements that are applicable to the Subgrantee and City in the Grant Agreement. Any action or inaction of Subgrantee which could result in a default under the Grant Agreement or City Program will constitute noncompliance with this Agreement.
- C. Qualified spending on Eligible Work by Subgrantee must occur between January 1, 2024 and December 31, 2024 or the City will not make any payment to the Subgrantee. In order to ensure that all funds are drawn prior to the Grant Agreement term end date, all payment requests from the Subgrantee must be received by the City at least thirty (30) days prior to January 31, 2025. The City is not obligated to provide funds for any Eligible Work or reimbursement requests that do not comply with this subparagraph.
- D. Subgrantee agrees to use the Subgrant funds solely for the Eligible Work only at the Property. The Subgrant shall not be used for costs not included in or allowed by this Agreement, the Grant Agreement, or the City Program. The Subgrant funds may be used for labor costs related to any Eligible Work only if the labor is done by a third-party who has no financial interest in the Property, other than the value of such work, and the contractor has been determined to be acceptable by the City. Subgrantee must not contract with vendors who are suspended or debarred in Minnesota.
- 4. <u>Conditions Precedent to Disbursement</u>. Subgrantee acknowledges that the sole source of the Subgrant funds is the Grant Amount from the Met Council and that the City is not responsible for any funding under this Agreement. The following requirements are conditions precedent to the City's disbursement of any of the Subgrant funds to Subgrantee.
- A. The Subgrantee must have provided evidence satisfactory to the City Engineer, or their designee, showing that Subgrantee has title in fee simple and site control of the Property.
- B. The Subgrantee must have provided to the City Engineer, or their designee, such evidence of compliance with all of the provisions of this Agreement, the Grant Agreement, and the City Program as the City or Met Council may reasonably request or require, including, but not limited to, the following:

- (1) certification of completion of the Eligible Work on the Property and that work was not performed in violation of federal, Met Council, or local law or regulations and appropriate permits were issued and finalized for the work on the Property;
- (2) invoices for Eligible Work in accordance with the Grant Agreement and City Program.
- (4) if applying to meet the eligibility criteria of the City Program, documentation of being assessed through the MS 429 process in accordance with the City Program
- (5) a complete W-9 form
- C. Subgrantee is not in default of the Grant Agreement, City Program or this Agreement.
- D. Neither the City nor the Met Council has suspended its performance under the Grant Agreement or this Agreement based on a determination that a default has occurred under the terms of the Grant Agreement or this Agreement.
- E. The Subgrantee has supplied to the City all other items that the Met Council or the City reasonably require under the terms of the Grant Agreement, the City Program or this Agreement.
- 5. <u>Disbursement</u>. It is expressly agreed and understood that the total amount to be disbursed to Subgrantee by the City under this Agreement shall not exceed the amount identified in Paragraph 2. The City will make disbursements only upon receipt of a written Reimbursement Request/Progress Report to the Met Council in a form provided by or acceptable to the City and Met Council (**Reimbursement Request**) and all necessary supporting invoices from Subgrantee acceptable to the City and Met Council. Payment requests must be accompanied by invoices supporting the reimbursement of the Subgrantee for the Eligible Work, the City will disburse the approved amount of Subgrant funds in accordance with the information provided in the Reimbursement Request.
- 6. <u>Notices</u>. Communication and details concerning this Agreement must be directed to the following Agreement representatives:

If to Subgrantee:	
If to City:	City of Chanhassen Attn: Erik Henricksen, Project Engineer
	7700 Market Boulevard Chanhassen, MN 55317

#### 7. **General Conditions.**

- A. <u>General Compliance</u>. The Subgrantee agrees to comply with all applicable federal, state, county, and local laws and regulations governing the Project and Subgrant funds provided under this Agreement, including without limitation all applicable OSHA regulations.
- B. <u>Subcontracts</u>. The Subgrantee shall require that contractors performing work being paid with the Subgrant funds comply with all applicable federal, state, and local laws and regulations governing the Eligible Work on the Property. Subgrantee shall require that contractors performing work being paid with the Subgrantee funds be in compliance with all applicable OSHA regulations.
- C. <u>Termination</u>. In the event the Grant Agreement is terminated, this Agreement shall contemporaneously terminate.
- D. <u>Indemnification and Hold Harmless</u>. The Subgrantee shall hold harmless, defend and indemnify the City and Met Council from any and all liability, claims, actions, suits, charges, damages, losses, costs, expenses, and judgments whatsoever, including reasonable attorneys' fees, that arise directly or indirectly out of the Subgrantee's, its contractor's, or subcontractors' performance or nonperformance under this Agreement and any of its operations or activities related thereto, excluding the willful misconduct or the gross negligence of the person or entity seeking to be defended, indemnified, or held harmless. The provisions of this paragraph shall survive the termination of this Agreement. This indemnification shall not be construed as a waiver on the part of either the City or Met Council of any immunities or limits on liability provided by applicable State law.

#### 8. <u>Miscellaneous.</u>

- A. <u>Assignability</u>. The Subgrantee may not assign or transfer any interest in this Agreement (whether by assignment or novation) without the prior written consent of the City.
- B. <u>No Additional Waiver Implied by One Waiver</u>. In the event any agreement contained in this Agreement should be breached by the Subgrantee and thereafter waived by the City, such waiver shall be limited to the particular breach so waived and shall not be deemed to waive any other concurrent, previous or subsequent breach hereunder.
- C. <u>No Remedy Exclusive</u>. No remedy herein conferred upon or reserved to the City is intended to be exclusive of any other available remedy or remedies, but each and every such remedy shall be cumulative and shall be in addition to every other remedy given under this Agreement or now or hereafter existing at law or in equity or by statute. No delay or omission to exercise any right or power accruing upon any breach or default shall impair any such right or power or shall be construed to be a waiver thereof, but any such right and power may be exercised from time to time and as often as may be deemed expedient. In order to entitle the

City to exercise any remedy reserved to it, it shall not be necessary to give notice, other than such notice as required under this Agreement.

- D. <u>Time</u>. Time is of the essence in the performance of the terms and conditions of this Agreement.
- E. <u>Governing Law and Venue</u>. This Agreement will be governed by, and construed in accordance with, the laws of the State of Minnesota. The appropriate venue and jurisdiction for any litigation hereunder shall be in a court located in Carver County, Minnesota or as otherwise provided under the Grant Agreement.
- F. <u>Data Disclosure</u>. Subgrantee agrees to disclose to the City and consents to disclosure of its federal employer tax identification number and/or Minnesota tax identification number to the City, City Personnel involved in processing Reimbursement Requests, to the Met Council, federal and state tax agencies and Met Council personnel involved in the payment of Met Council obligations.
- G. <u>Counterparts</u>. This Agreement may be executed in two or more counterparts, each of which is deemed an original, but all of which taken together constitute one and the same agreement.
- H. <u>Survival.</u> Any terms of this Agreement which by their nature extend beyond termination of this Agreement shall survive and bind the parties and their successors and assigns.

#### I. <u>Default and Remedies.</u>

- (1) <u>Defaults</u>. The Subgrantee's (a) failure to fully comply with all of the provisions contained in this Agreement, the Grant Agreement and the City Program, or (b) Subgrantee providing a false statement in Subgrantee's application for the subgrant or any documentation provided to the City, shall be an event of default hereunder ("Event of Default").
- (2) <u>Remedies</u>. Upon an Event of Default, the City may exercise any one or more of the following remedies:
  - a. Terminate this Agreement by written notice;
  - b. Refrain from disbursing the subgrant funds;
  - c. Demand that all or any portion of the subgrant already disbursed be repaid to it, and upon such demand the Subgrantee shall repay such amount to the City.
  - d. Pursue whatever action, including legal, equitable or administrative action, which may appear necessary or desirable to collect any amounts due under this Agreement or to enforce the performance and observance of any obligation, agreement, or covenant of the Agreement, including refusal to disburse additional funds and requiring the return of all or part of the funds already disbursed.

If action to correct substandard performance is not taken by the Subgrantee within thirty (30) calendar days, or such longer period specified by the City Engineer, or their designee, after written notice, the City may terminate this Agreement.

- J. <u>Audit.</u> Under Minn. Stat. Section 16C.05, subd. 5, the Subgrantee's books, records, documents, and accounting procedures and practices relevant to this Agreement are subject to examination by the City, the Met Council and/or the State Auditor or Legislative Auditor, as appropriate for a minimum of six (6) years from the termination date of this Agreement.
- K. <u>Government Data Practices.</u> The Subgrantee must comply with the Minnesota Government Data Practices Act, Minnesota Statutes Chapter 13, as it applies to all data provided to the City under this Agreement and as it applies to all data created, collected, received, stored, used, maintained, or disseminated by the Subgrantee under this Agreement. The civil remedies of Minnesota Statutes § 13.08 apply to the release of the data referred to in this clause. If the Subgrantee receives a request to release the data referred to in this clause, the Subgrantee must immediately notify the City. The City will give the Subgrantee instructions concerning the release of the data to the requesting party before the data is released. The Subgrantee's response to the request shall comply with applicable law.
- L. <u>Severability</u>. In the event any provision herein shall be deemed invalid or unenforceable, the remaining provisions shall continue in full force and effect and shall be binding upon the parties to this Agreement.
- M. <u>Entire Agreement.</u> This Agreement and documents incorporated herein by reference, constitutes the entire agreement between the City and Subgrantee and supersedes all prior written and oral agreements and negotiations between the parties relating to the subject matter hereto.

[Signature pages to follow]

IN WITNESS WHEREOF, the parties hereto have caused this document to be executed as of the day and year first above written.

CITY OF CHANHASSEN

By: Elise Ryan, Mayor				
By:				
SUBGRANTEE				
Print Name				

# 2023 PRIVATE PROPERTY INFLOW & INFILTRATION TASK FORCE REPORT

**JUNE 2023** 



# The Council's mission is to foster efficient and economic growth for a prosperous metropolitan region

#### **Metropolitan Council Members**

Charlie Zelle	Chair	Diego Morales	District 9
Judy Johnson	District 1	Peter Lindstrom	District 10
Reva Chamblis	District 2	Susan Vento	District 11
Tyronne Carter	District 3	Gail Cederberg	District 12
Deb Barber	District 4	Chai Lee	District 13
Anjuli Cameron	District 5	Toni Carter	District 14
John Pacheco Jr.	District 6	Tenzin Dolkar	District 15
Robert Lilligren	District 7	Wendy Wulff	District 16
Yassin Osman	District 8		



The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The Met Council operates the regional bus and rail system, collects and treats wastewater, coordinates regional water resources, plans and helps fund regional parks, and administers federal funds that provide housing opportunities for low- and moderate-income individuals and families. The 17-member Council board is appointed by and serves at the pleasure of the governor.

On request, this publication will be made available in alternative formats to people with disabilities. Call Metropolitan Council information at 651-602-1140 or TTY 651-291-0904.

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# **Executive Summary**

In late 2022, the Metropolitan Council appointed a task force of local community representatives to discuss and define a grant program to assist private property owners with costs to mitigate inflow and infiltration from their private property. The task force, consisting of previous task force members, public works directors, finance professionals, engineering staff, and city administrators, met in early 2023. This 2023 Private Property Inflow and Infiltration Task Force Report (Report) is a summary of the discussions and recommendations made to the Metropolitan Council.

The task force discussed whether I/I is still an issue in the metro area and whether there is a need for this grant program. They agreed that I/I is still impacting the wastewater conveyance and treatment system and that I/I from private property sources is an untouched area needing mitigation.

In addition to the grant program, the task force revisited the current peaking factors used to determine an acceptable level of I/I into the wastewater system.

In summary, the task force recommended the following guidance for a grant program:

- 1. Any municipality that has exceeded their I/I goal or come within 20% of that goal may apply to participate in the program.
- 2. Eligible work for reimbursement includes:
  - a. Private lateral repair and/or replacement
  - b. Foundation drain disconnections and new sump pump, if associated with the foundation drain disconnect
  - c. Lateral televising and cleaning costs if:
    - i. Applicant meets the equity need of the participating municipality or
    - ii. Televising and cleaning result in repair or replacement of sewer lateral
- 3. Grant reimbursement will be 50% of eligible costs, up to \$5,000, for applicants not meeting any equity criteria set by the participating municipalities.

#### Introduction

#### Formation of task force

This task force was formed in response to a recommendation from the 2016 Inflow & Infiltration (I/I) Task Force and the amendment of an existing state statute. The 2016 task force made a recommendation to "Support efforts to secure funding for public and private I/I mitigation projects including State Bond and Clean Water Legacy Funds. Consider the provision of financial assistance through regional sources, such as a portion of the wastewater fee, to provide assistance to communities for private property I/I mitigation." After two legislative session efforts to change the existing statute that allows "cities" the authority to offer private property owners grants for I/I mitigation work, the statute was modified to include: "...a home rule charter or statutory city, township, or any political subdivision of the state with statutory sewer ownership or operational responsibilities." (Minn. Stat. § 471.342, subd. 1) to offer grants.

The amended statute was signed into law by Governor Walz in April 2022 and allowed the Metropolitan Council (Met Council) and other political subdivisions of the state to "provide loans and grants to property owners to assist the owners in financing the cost of abating inflow and infiltration on their property" (Minn. Stat. § 471.342, subd. 3).

The 2023 Private Property Inflow & Infiltration (PPII) task force was assembled and met four times in 2023 to design a grant program using Met Council funds to provide financial assistance to property owners for mitigating private property I/I. The membership consisted of previous task force members, public works directors, finance professionals, engineering staff, and city administrators. The task force represented the range of geographical locations and municipality sizes across the metro area. The task force was chaired by Metropolitan Council Member Wendy Wulff.

#### **Task Force Chair**

• Wendy Wulff, Council Member, District 16, Metropolitan Council

#### **Task Force Members**

- Ron Hedberg, Finance Director, Apple Valley
- Scott Anderson, Utilities Superintendent, Bloomington
- Erik Henricksen, Project Engineer, Chanhassen
- Jim Hauth, Public Works Superintendent, Columbia Heights
- Jennifer Levitt, City Administrator, Cottage Grove
- Russ Matthys, Public Works Director, Eagan
- Chad Millner, Engineering Director, Edina
- RJ Kakach, Assistant City Engineer, Golden Valley
- Heather Butkowski, City Administrator, Lauderdale
- Angie Craft, Director of Surface Water and Sewers, Minneapolis
- Eric Hoversten, City Manager/Director of Public Works, Mound
- Matt Yokiel, Public Works Superintendent, Newport
- Shelly Rueckert, Finance Director, St. Anthony
- Bruce Elder, Sewer Utility Manager, Saint Paul
- Eldon Rameaux, I/I Inspector, West St. Paul
- Dale Reed, Public Works Director, White Bear Township
- Patricia Nauman, Executive Director, Metro Cities

#### **Metropolitan Council Representatives**

- Kyle Colvin, Manager, Wastewater Planning & Community Programs
- Anna Bessel, Assistant Manager, Wastewater Planning & Community Programs
- Emily Steinweg, Principal Engineer, Wastewater Planning & Community Programs
- Ned Smith, Director, Pretreatment & Finance
- Dan Schueller, Principal Financial Analyst, Pretreatment & Finance
- Andrea Kaufman, Program Coordinator, Workforce & Equity
- Angela Mazur, Senior Administrative Specialist, Wastewater Planning & Community Programs
- Jana Larson, Senior Outreach Coordinator, Administration & Communication

# **Background, History, Milestones**

I/I is clear water – stormwater and groundwater – that enters the wastewater system. It overloads the system and can cause costly sewer backups into homes and buildings. I/I can also cause sewer overflows into rivers and lakes. Common sources are shown in Figure 1.

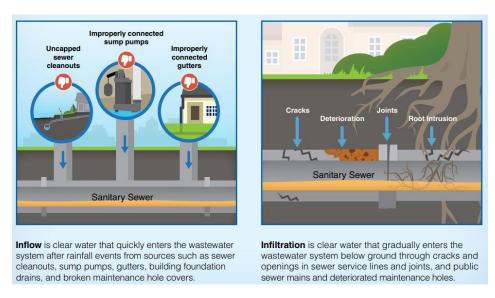


Figure 1: Sources of I/I

#### Inflow & infiltration mitigation efforts

Met Council and communities across the region have invested significant time and money into mitigation of public I/I sources. The Ongoing I/I Mitigation Program, which identifies areas in the region where I/I is excessive by Met Council definition and works with communities to mitigate the excess I/I, has been in place since 2004 with good success. From 2004 to 2020, communities invested over \$170 million in their public system and Met Council invested over \$100 million in the interceptor system. The efforts have been impactful, with the Met Council able to defer capacity improvements that are estimated at \$1 billion. Despite all the work, I/I is still present in the system, evident by flow exceedances during wet weather events.

Communities also agree that I/I from private property is a major, largely unaddressed source. Local communities, through their 2040 Comprehensive Sewer Plan (CSP) submittals, indicate that at least 50% of I/I comes from private property. In their plans, they also have identified a need for funding to promote I/I mitigation for private property sources. Figure 2 shows common contributors of I/I from private property.

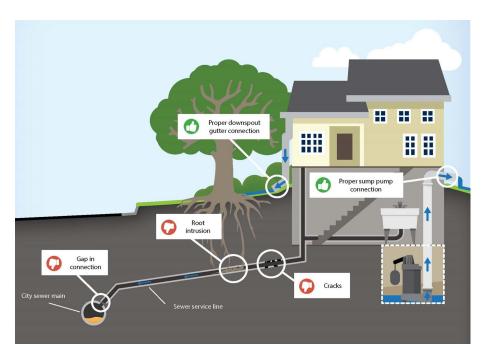


Figure 2: Sources of I/I from private property

Studies do not align on the exact amount of I/I from private property. It is a challenging estimation, with many contributing factors, including topography, stormwater infrastructure, soil type and moisture at the time of the rainfall, and intensity of precipitation events. The Environmental Protection Agency cites a study from 1972 by Field and Struzeski that proposes that "inflow from roof leaders, sumps, yard and area drains, foundation drains, cooling water discharges, manhole covers, cross connections from storm sewers and combined sewers, catchbasins, surface runoff, street washwater, and drainage... can contribute as much as 70 to 80% of the I/I load" (EPA, 2008). Note this number includes more than only private property sources. The Water Environment Research Federation performed a study of 58 US water agencies and 3 foreign water agencies. Of the reporting agencies, the average I/I from the private side ranged from 7% to 80% (WERF, 2006).

The Met Council estimates that each private connection that contributes I/I increases the peak hour flow by 6 gallons per minute (Metropolitan Council, 2005). I/I is not measured or metered from the private property from which it comes. The expense of conveyance and treatment is shared among all rate paying customers, not only the customer at the source. Increases in flow over time can be costly and could eventually necessitate the construction of an additional treatment plant as well as lead to a higher frequency of spills during extreme wet weather events. Continued efforts are still needed to remove I/I from the system to maintain system hydraulic capacity to allow for the planned growth of the region.

In 2016, Brown and Caldwell, in partnership with Met Council, performed a Meter Review and Analysis for I/I mitigation documentation (Brown and Caldwell, 2016). The study used measured rainfall and wastewater flows in a model to determine the amount of flow reduction attributable to I/I mitigation efforts. The analysis was performed for four communities with varied I/I mitigation programs and types of mitigation activities.

Table 1: 2016 Meter Review and Analysis Summary

#### Reductions

	I/I Activities	Base Flow	Peak Flow	I/I Flow
Shoreview	Extensive public I/I mitigation	24%	17%	11%
Minneapolis	Extensive public and private I/I mitigation	11%	69%	75%
Golden Valley	Public and private I/I mitigation	5%	24%	28%
Burnsville	Baseline – no I/I mitigation	6%	4%	0%

The reductions in Table 1 are the percent reductions from the pre-rehabilitation (2004 to 2007) and post-rehabilitation (2013 to 2015) flows for the study areas. The results show greater I/I flow reduction for communities addressing private I/I mitigation in addition to public mitigation. This study continues to support the need for a focused effort on private sources.

Another effort supported by the Met Council that may illustrate the impact of private I/I mitigation on flow rates is the I/I study in Saint Paul. The City of Saint Paul was awarded a grant from the Met Council to better understand the effects of service lateral repair on I/I flow. The study focuses on the West Side Flats area in Saint Paul and will measure flow pre-and post- service lateral rehabilitation. Work is ongoing with much interest from the Met Council. More information can be found on Met Council's website: <a href="https://metrocouncil.org/News-Events/Wastewater-Water/Newsletters/I-I-project-effectiveness-grant-2019.aspx">https://metrocouncil.org/News-Events/Wastewater-Water/Newsletters/I-I-project-effectiveness-grant-2019.aspx</a>.

#### **Climate Action Work Plan**

In December 2022, the Met Council approved the Climate Action Work Plan, which details Met Council efforts designed to respond to the impacts of climate change. This is an internal-facing effort outlining vision and action for the next five years. The Climate Action Work Plan recognizes the impact climate change may have on I/I, both through changing precipitation patterns and a potential increase in more intense rainfall events. While more extreme rainfall events may increase the stress on aging infrastructure, changing precipitation patterns may result in higher volumes of I/I, especially if the groundwater tables rise.

The Climate Action Work Plan proposes to "evaluate the impacts of climate change on inflow and infiltration to the regional wastewater collection system and develop recommendations to respond accordingly" (Metropolitan Council, 2022).

#### Past Met Council private property grant programs

The Met Council has implemented two private property I/I mitigation programs in the past. Historically, only a small amount of available funding has been put toward private property I/I mitigation. Funding and mitigation have been very intermittent due to the unreliable funding sources which posed challenges to local communities to commit to the work.

#### **Foundation Drain Disconnection and Service Line Repair**

This grant program was established in 2008 with unallocated funding from the Metropolitan Environmental Partnership and the Twin City Water Quality Initiative. Total grant funding was \$800,000.

Eligible work to receive grant funding included foundation drain disconnections and service line repairs. Four municipalities participated in the program.

This grant program reimbursed applicants 50% of costs up to \$1,000 for foundation drain work and 50% of costs up to \$2,000 for service line work.

#### **Private Property Grant Program**

The second grant program, executed from 2013 to 2014, was funded by the Clean Water Land & Legacy Amendment. Total grant funding was \$1,000,000. This program focused on repairs or replacements on active, non-municipal sewer infrastructure. Most of the completed work included service line repair and replacement. This program was very popular, with all funds being encumbered within nine months of implementation.

This grant program reimbursed applicants one third of actual, reasonable and verifiable repairs costs, limited to \$2,000 per project.

Both programs were very successful and sought after, with funds being allocated in a short amount of time. The following are the lessons learned from these two programs that will be considered in the development of this PPII grant program:

- Encumber funds on application, to ensure availability of funds for future applicants
- Process for grant application and reimbursement should be streamlined and made as easy as possible
- Improve grant announcements to municipalities to increase participation in the program
- Communication in different languages and modes will be essential to communicate the benefits of the program. Communication and application process must be accessible as well.
- One-time funding sources make it challenging to make an impact in private property I/I sources

#### Task Force 1 - Inflow/Infiltration Task Force

Based on the recommendations of the Interceptor Master Plan, the first I/I Task Force of community public works directors, city engineers, city managers, and finance directors met in 2003 and 2004. The 2004 Task Force concluded that:

- The capacity of regional wastewater conveyance and treatment facilities is exceeded during significant rainfalls because of excessive I/I.
- Overloaded wastewater conveyance and treatment facilities result in unacceptable conditions such as private property damage, spills, and sanitary sewer overflows.
- Environmental Services (ES), as the regional wastewater utility and National Pollutant Discharge Elimination System (NPDES) permittee, must take action to reduce the risk of overloading the regional wastewater facilities.
- It is not feasible to enlarge ES facilities to accommodate all of the I/I from tributary communities.
- ES has a fiduciary responsibility to not expend funds to convey and treat clear water from illegal connections associated with private property sources such as sump pumps and rain leaders.
- The ES design allowance (based on the Ten State Standards) for I/I in the interceptor system is reasonable as many local communities meet this standard.

Based on the Task Force conclusions, ES developed an I/I Mitigation Program.

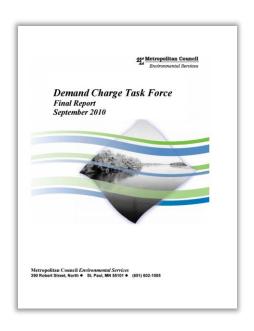
In fall 2005, a significant rain event occurred in the region that resulted in 47 communities exceeding their I/I goal peak flows. Based on the program guidelines, these communities were given the option of working on I/I mitigation activities or paying a surcharge that could be used for I/I mitigation within the surcharged community. With one exception, all local communities chose to perform I/I mitigation work. Council staff worked with the surcharged community, which identified and mitigated the I/I source, allowing funds to be returned to the community upon completion of the work.



#### Task Force 2 - Demand Charge Task Force

The Met Council's 2030 Water Resources Management Policy Plan called for the implementation of a wastewater demand charge in 2013 for communities with excessive I/I. The intent of the demand charge was to help fund the cost of providing storage of excessive I/I to avoid overloading downstream facilities. In 2009, the Met Council appointed a Demand Charge Task Force to develop recommendations for the program, including specific features and a 2013 implementation date. The Task Force sought a balanced approach to foster continued progress for I/I mitigation and recommendations for the next phase of the program, including implementing an ongoing program rather than a demand charge. As a result, ES developed an Ongoing I/I Program, with the following goals:

- Effective in achieving I/I policy goals
- Equitable among served communities
- Defensible using measured flow data
- Fiscally responsible: consistent with cost of service and other policies, accounts for regional economics
- Reasonable, uniform rules and procedures
- Flexible, to deal with uncertainties and change
- Understandable



Based on the Task Force conclusions, ES developed an Ongoing I/I Program.

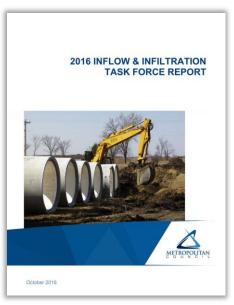
In spring 2014, much higher than normal rainfall resulted in saturated soils and elevated surface water features. Those factors, combined with the precipitation received in June 2014, resulted in 46 communities exceeding their I/I goal peak flows and subsequently participating in work plans. Communities had four years to complete work plan assignments.

#### Task Force 3 - Inflow & Infiltration Task Force

The 2016 task force was convened to discuss and identify areas of improvement for the existing Ongoing I/I Program and the potential for future inflow and infiltration mitigation strategies for both public and private infrastructure. The task force reviewed the existing program, mitigation actions undertaken across the region, and system responses to wet weather. They also discussed the challenges, means, and methods to address private I/I.

The Task Force recommended that ES continue to work with local communities to:

- Maintain the regional planning policy of balancing regional standards with the needs of local communities to tailor programs to individual circumstances.
- 2. Develop a robust public outreach program for I/I and wastewater system maintenance that would include target audiences such as elected officials, the real estate community, public works professionals, and the public. Topics would include proper maintenance of wastewater collection systems, ownership of sanitary sewer service laterals, and impacts of excessive I/I during wet weather events. Public information toolkits would be developed that could be customized for use by local communities.
- 3. Pursue consistent funding sources for public and private I/I projects.
  - a. Continue to advocate on behalf of metropolitan communities for State Bond Fund allocation for I/I mitigation in the local collection system.
  - b. Assist Metro Cities in advocating for funds from Clean Water Legacy or other state sources for private property I/I mitigation.
  - c. Consider the provision of financial assistance through regional sources, such as a portion of the wastewater fee, to provide assistance to communities for private property I/I mitigation.
- 4. Develop a model ordinance for a private property sewer service lateral inspection program in conjunction with the League of Minnesota Cities, Metro Cities, and local communities.
- 5. Develop best practices for a private property I/I inspection program in conjunction with representatives from local communities and Metro Cities. The best practices toolkit would include inspection standards and training for community personnel using methods such as record keeping and performance standards for repair and rehabilitation of private service laterals
- 6. Investigate the ability to develop master contracts held by ES that could be used by communities for private property I/I inspections and service lateral repairs. Communities would have the option of using the inspection service on a fee basis but would be required to schedule the inspection and keep records of the inspection results.
- 7. Provide technical assistance to communities on sub-metershed flow metering to better quantify the impact of private property I/I mitigation. Design and implement a private property I/I mitigation demonstration project that would provide additional opportunity for measurement of impact on wastewater base and peak flows. These results will help in identifying strategies for private property I/I mitigation and public outreach.
- 8. Review the exceedance peak hour factors used to develop I/I goals currently in place at the time that the 2050 Water Resources Policy Plan is prepared.



#### 2023 PPII Task Force Discussion

#### Private property I/I grant program

The task force was assembled in early 2023 and met four times to provide guidance and input on what a private property I/I grant program should entail. Discussions centered on the topics below.

#### **Challenges and concerns**

The task force discussed some challenges and concerns with implementing a private property grant program and discussed solutions or ways to remove some challenges.

- Ease of application process for applicants It can be time consuming to apply for grants. Challenges could be the number of documents needed to provide or fill out, language of the application, lack of plain language on the application, and time to fill out the application in the timeline of the grant. Task force members noted that first-come, first-served grant programs are difficult for certain populations to take advantage of for many reasons, including those listed above.
- Staff time for processing applications The task force noted that not all communities in the region have staff available to review and process grant applications. They suggested the required documents and process be as streamlined and simple as possible, to allow those smaller communities with fewer resources to still participate.
- Incentivizing program use Sewer lateral repair costs have been increasing. An average lateral repair can cost \$8,000 or more, a large sum of money. It could be challenging to convince a resident to undertake a lateral repair if they have not experienced a clogged lateral or back up. It will be important to emphasize the environmental benefits of a repair, the future cost savings of not building another wastewater treatment plant, and the benefit of reducing the likelihood of sewer backups into the residence.

#### **Eligible work**

The task force discussed various activities for private property I/I mitigation that could be eligible for grant reimbursement. It was noted that foundation drain rehabilitation is very effective at reducing I/I and costs less than service lateral replacement. Many communities across the metro have already established I/I mitigation programs and began with foundation drain disconnections. These programs are also useful in identifying areas of high I/I in the community.

#### **Funding source**

When the statute was changed, ES Finance committed to assign funding from the PAYGO fund for this grant program. The PAYGO consists of funds from user fees and is used to fund capital expenses in lieu of debt-created funding sources, such as General Obligation bonds or Public Facilities Authority loans. The use of PAYGO funds for private property I/I mitigation grants is considered consistent with its intent, as eliminating the capacity robbing effects of I/I will defer the need for system capacity improvements or construction of system flow storage facilities.

The first year of the program is estimated to have \$1 million in funding, from the PAYGO fund. Assuming an average repair cost of \$8,000, a total of 125 service lines could be repaired, at full grant reimbursement. If half of the 111 communities and townships served by ES apply for the grant program, each municipality that applied would receive enough grant funding for approximately two service line repairs, at the full grant amount. If the program continues to be desired and successful, it would be advantageous to find ways to increase the grant funding amount to have a greater impact on I/I mitigation.

#### **Tax impacts**

In past grant programs, the grant funds were considered taxable income to the resident. The task force wanted to avoid any negative impact this may have on a resident's personal finances, such as creating additional taxable income that may render an applicant ineligible for other need-based assistance. One way to administer the grants without tax impact to the resident is for the municipality to directly pay the bill for the work. If there are remaining expenses owed by the resident, municipalities have multiple options for recouping those costs, including setting up an assessment on the home for the remaining grant amount. Municipalities also have the option to provide the grant to the resident and then would provide the appropriate tax form.

#### **Equity**

Thrive MSP 2040 is the Met Council's vision for the region through the year 2040. It reflects concerns, needs, and aspirations for the region and addresses our responsibility to future generations. Thrive MSP 2040 has five outcomes that reinforce and support each other to produce greater benefits for the region. Those outcomes are Stewardship, Prosperity, Equity, Livability, and Sustainability.

To further support the goals in Thrive MSP 2040, there was a specific ask for the task force to include a component of equity in the program. Thrive MSP 2040 provides the following definition of equity: "Equity connects all residents to opportunity and creates viable housing, transportation, and recreation options for people of all races, ethnicities, incomes, and abilities so that all communities share the opportunities and challenges of growth and change. For our region to reach its full economic potential, all of our residents must be able to access opportunity. Our region is stronger when all people live in communities that provide them access to opportunities for success, prosperity and quality of life." (Metropolitan Council, 2014).

A representative from the Met Council's Workforce and Equity department participated in task force meetings to provide expertise in this area. The task force discussed many different options for an equity metric for the program, including housing cost burden, age of housing stock, income, marginalized and vulnerable populations, and promoting Disadvantaged Business Enterprise (DBE) contractors. Task force members also shared information about programs in their communities that promote and encourage equity. These examples helped facilitate a discussion on the feasibility of including an equity component in this program.

During the task force meetings, a bill was proposed in the Minnesota Legislature pertaining to the public inflow and infiltration grant program. This bill suggested that higher grant amounts be given to cities for work in specific areas of the city that meet at least three of the "Affordability Criteria" listed in the bill. That criterion is:

"Affordability criteria" means an inflow and infiltration project service area that is located, in whole or in part, in a census tract where at least three of the following apply as determined using the most recently published data from the United States Census Bureau or United States Centers for Disease Control and Prevention:

- 1. 20 percent or more of the residents have income below the federal poverty thresholds;
- 2. the tract has a United States Centers for Disease Control and Prevention Social Vulnerability Index greater than 0.80;
- 3. the upper limit of the lowest quintile of household income is less than the state upper limit of the lowest quintile;
- 4. the housing vacancy rate is greater than the state average; or
- 5. the percent of the population receiving Supplemental Nutrition Assistance Program (SNAP) benefits is greater than the state average (Minn H.F. 1514 (Proposed)).

The task force thought that for this program, these criteria are complicated and would be a challenge to verify, especially for smaller communities that may not have staff capacity to review the criteria. It was suggested that each municipality implement equity in their own way. Task force members shared that each community is in the best position, given local knowledge, of where residents are in need of extra financial support, as well as where areas of higher or potential I/I are.

The task force also expressed a desire to continue this program every year, with funds from the PAYGO account. With stable and reliable funding, the region can continue to support residents with financial assistance and take system capacity back to allow for growth. Consistent funding also allows the program to grow and reach a broader audience. The task force also volunteered to continue supporting this program and provide feedback on any modifications needed to create something beneficial and impactful to the region.

#### **Communication and outreach**

The task force discussed the challenges with incentivizing residents to participate in this program. Many residents do not know the condition of their sewer lateral and would not see a need to fix something that doesn't cause them any issues. It was also noted by the task force that it is much cheaper to clean roots out of a pipe, even if it must be done every few years, rather than line or replace the lateral. Many residents also may not understand the impact of I/I on the regional wastewater system and why the Met Council and municipalities are working hard to remove it.

Task force members requested assistance from Met Council to create informational flyers, social media content, and other presentation material as requested to share this grant program and the importance of this work with residents. Met Council committed to helping create these communication materials.

Another action to incentivize this work was shared by a task force member. In that community, residents that repair their sewer lateral get a reduced sewer bill. This could be implemented by other communities looking for ways to increase participation.

#### Peak hour factor and I/I goal calculation

Another recommendation from the 2016 I/I task force was to review the peak hour factors used in sewer design and I/I exceedance calculations in preparation of the 2050 Water Resources Policy Plan. The 2016 task force modified the existing peak hour factors to account for the lower regional average flow per capita by adjusting the design flow variation factors upward (divided by 0.85), to reflect available capacity for I/I.

The question was raised to the 2023 task force of whether to keep or modify the adjusted peak hour factors. The task force had no issues with the adjusted peak hour factors and agreed to maintain as is. The maintained peak hour factors are included in Appendix A, Table A-2, of the 2040 Water Resources Policy Plan.

#### **Task Force Recommendations**

The task force supported and recommended the following guidelines for a private property I/I grant program:

<u>Participation</u>: Any municipality that has exceeded their I/I goal or come within 20% of their I/I goal may participate. A pre-application will be required, and municipalities must apply each year for funding.

<u>Grant Amount</u>: The grant amount for each community will vary year to year, depending on how much is available in the PAYGO account and how many municipalities apply. Funding will be distributed in a similar fashion to the Municipal I/I Grant Program fund distribution. This method allows communities to

know how much grant funding they will receive that year and will help them with communication and outreach efforts. The distribution method is described below, with more detail provided in the program documents:

After all applications with requested grant amounts are received, Met Council will review eligibility of proposed grant request amounts and determine a Preliminary Minimum Allocation (PMA) of grant funds based on number of participating municipalities. The remaining grant funding will be distributed to participating applicants proportional to their grant request. Participating municipalities will be informed of their total grant amount before the start of the program year.

The Met Council recommends the following for eligible work for grant reimbursement:

- 1. Private lateral repair and/or replacement
- 2. Foundation drain disconnections and new sump pump, if associated with the foundation drain disconnect
- 3. Lateral televising and cleaning costs if:
  - a. Applicant meets the equity need of the participating municipality or
  - b. Televising and cleaning result in repair or replacement of sewer lateral

Grant reimbursement will be 50% of eligible costs, up to \$5,000, for applicants not meeting any equity criteria set by the participating municipalities. This increase in funding amount, from previous program caps, considers the increase in prices for repairs. It was also recommended to increase the cap reimbursement amount for applicants meeting their municipalities' equity criteria. After reviewing average repair costs from 2020 to 2023 provided by the task force members, the cap was recommended to be two times the non-equity applicant grant amount, setting a \$10,000 cap.

Municipalities are not required to follow the recommendations from the Met Council in choosing how to distribute their grant funding. Municipalities may distribute funds differently if the funds are specifically used for private property efforts. Many on the task force supported the flexibility to use money to repair sewer laterals in conjunction with pavement projects. This may result in lower costs due to efficient mobilization and better prices with contractors. It also prevents needing to return to an area to fix a sewer lateral when it could have been fixed with the road project. In these scenarios, it was noted that the grant money would only be spent on private property repairs. Municipalities using funds with street projects will need to submit documentation to show that the grant funds were used as intended.

Another example of a repair that could use grants funds, if the municipalities have flexibility, are sump pump disconnections. This was not included in previous programs because sump pump connections are already illegal, per the state plumbing code. Sump pumps are still a major source of I/I, and addressing the problem could be a cost-effective way of reducing I/I. There has never been a region-wide requirement that homes be inspected for sump pumps, so whether municipalities have done so depended on the priorities of their local elected officials. It can be left up to the applying municipalities whether to provide grant reimbursement for sump pump disconnection work.

Equity: The task force recommended that each participating municipality have the flexibility to determine how to implement equity in their grant distribution. This gives the ability to provide full grants for those meeting the municipality's equity standards/goals. The task force shared that each municipality knows what areas in their communities could use extra financial assistance for this type of work.

The task force shared many instances of how they could implement equity considerations, if given the flexibility. They shared examples of elderly residents unable to sell their home because of an expensive sewer lateral repair. This would be an example where the city would have provided a full grant for the repair cost.

The task force also recognized that not having the resident directly accept the grant monies, which would increase their taxable income, opens the program up for widespread participation. Residents can apply without impact on their taxes or other programs they may be enrolled in.

Another example of a benefit of flexibility was the use of funds to repair laterals during street reconstruction projects. The grant funds could be used to repair all the sewer laterals in the project area, offsetting any potential assessment on the resident as well as improve the efficiency of grant money use. In the long run, the more I/I removed from a municipality's system results in lower wastewater charges for the municipality and residents.

This also allows municipalities to target areas that are known for I/I or have the potential for high I/I, no matter the resident equity eligibility or needs. This can support the municipality's I/I work plan as the municipality may know where the I/I is coming from or the areas that have certain characteristics that may lead to I/I, like clay service laterals.

#### **Equity Advisory Committee**

In May 2023, this program was presented to the Metropolitan Council Equity Advisory Committee (EAC). The EAC advises the Met Council in its work to advance equity in the metropolitan region, with a goal to create more equitable outcomes for the people who live and work in the region.

The EAC was consulted regarding equity in the program. One suggestion from the committee was for this program to provide Met Council's list of underutilized businesses (MCUB) that would be able to perform this work so that a resident or applicant municipality may choose to support an MCUB business. The EAC also suggested including rental properties in the grant eligibility.

#### Pilot program

The task force and Met Council staff acknowledge that this is the first year of implementation and modifications to the program and application process may need to be changed for future years. The task force membership was supportive of continuing to participate and advise the Met Council and help decide what, if any, modifications should be made for future years.

Other items that came up in discussion that may be revisited as the program progresses are whether to allow grant reimbursement to other property owners, including landlords and commercial properties. Any repair of a sanitary sewer lateral provides a benefit to the regional system and maintains capacity for future growth. This first year, due to limited funds and the uncertainty of municipality participation, it was decided to focus eligibility on homeowners. The task force did discuss rental properties, and a component that was discussed by the task force and will need further discussion is how municipalities can verify that any cost to repair a rental sewer lateral does not get passed on to the renters, as that is counteractive to the goal of equitable fund distribution.

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#### Resources

2016 Inflow and Infiltration Task Force Report

https://metrocouncil.org/Wastewater-Water/Publications-And-Resources/WASTEWATER/Inflow-Infiltration-Task-Force-Report,-2016.aspx

Demand Charge Task Force Report

**Upon Request** 

Inflow/Infiltration Task Force Report

**Upon Request** 

I/I Toolbox

https://metrocouncil.org/Wastewater-Water/Planning/Wastewater/Inflow-and-Infiltration.aspx

2040 Water Resources Policy Plan

https://metrocouncil.org/Wastewater-Water/Planning/2040-Water-Resources-Policy-Plan.aspx

Municipal I/I Grant Program

https://metrocouncil.org/Wastewater-Water/Funding-Finance/Available-Funding-Grants.aspx

# **Appendix**

**Private Property I/I Task Force Meeting Minutes** 

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# **Minutes**

Private Property I/I Grant Program Task Force



Meeting Date: January 13, 2023 Time: 9:30 AM Location: Teams - Virtual

#### **Members Present:**

Wendy Wulff, Chair Ron Hedberg, Apple Valley Scott Anderson, Bloomington Erik Henricksen, Chanhassen Jim Hauth, Columbia Heights Jennifer Levitt, Cottage Grove Chad Millner, Edina Heather Butkowski, Lauderdale Angie Craft, Minneapolis Eric Hoversten, Mound Matt Yokiel, Newport Shelly Rueckert, St. Anthony Eldon Rameaux, West St. Paul Dale Reed, White Bear Twp Patty Nauman, Metro Cities

**Members Absent:** 

Russ Matthys, Eagan

RJ Kakach, Golden Valley

Bruce Elder, St. Paul

#### **Metropolitan Council Staff Present:**

Emily Steinweg (facilitator) Kyle Colvin Anna Bessel Ned Smith
Dan Schueller
Andrea Kaufman

Angela Mazur Jana Larson

#### Other Attendees:

Kelly Moriarity, Minneapolis

#### Welcome and Introductions

Wendy Wulff (task force chair) welcomed the task force and began the meeting. Emily Steinweg (MCES) recorded the meeting and gave a welcome on behalf of Kyle Colvin (MCES), who was having some technical difficulties.

Patty Nauman (Metro Cities) gave a welcome and background on what Metro Cities does and the role played over the years relating to I/I.

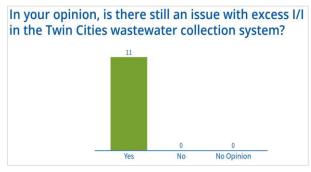
Emily Steinweg led the group through introductions.

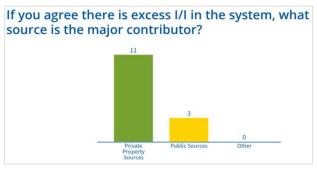
#### **Overview of Inflow and Infiltration Efforts**

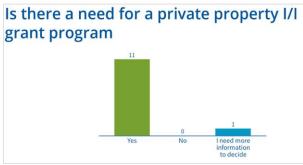
Emily Steinweg shared a PowerPoint presentation on the history of the I/I program, the previous private property grant programs supported by the Met Council and explained the need for a concerted effort to mitigate private property I/I (PPII). She shared the recommendations from the previous I/I Task Forces and explained the statute change that allows for Met Council to establish a PPII grant program.

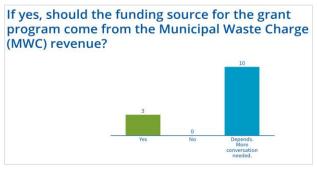
#### **Consensus Discussion**

Chair Wulff led the group through a consensus discussion. The task force needed to determine whether a PPII program should be pursued. The following questions and comments were presented to the task force through Mentimeter:









Chair Wulff stated that 100% agreement was not needed, only clear support to continue this conversation to establish an PPII grant program. <u>Poll results indicated a strong support to continue developing a PPII grant program.</u>

Heather Butkowski raised the concern that the last grant program was most beneficial to someone who had a sewer issue at the moment of the grant program. She expressed support for doing this program differently, so it is not only convenience for grant fund reimbursement. She stated she had residents asking for grant money for years after the funds ran out. Chair Wulff agreed for the desire for an ongoing program, so that funds are not depleted.

At the end of the four questions, the space was opened for general discussion. Scott Anderson asked what a private property owner's motivation is to do this work. He stated a big challenge will be getting people to engage, even with full reimbursement. Scott also raised concern on enforcing ordinances in cities (ex: point of sale).

Chair Wulff asked what steps would be needed to get to point of sale across the region.

Eric Hoversten agreed and noted there is also an education component to the work, educating residents that this is or could be a problem for them. And then providing support for why they should fix something that isn't an issue for them or is cheaper to maintain (ex: clean roots yearly) than pay for a full fix. He noted that now is a good time because we are unsure what will happen in the economy. It might be less expensive to fix now rather than later.

Angie Craft suggested a sliding scale based on need. She also mentioned that the City of Minneapolis has a number of private sewer mains and wondered if those would be included in the program.

Jim Hauth shared that Columbia Heights began a project to televise 200 service lines but no follow up has occurred. He shared that raising utility rates is already a challenge so any request to add cost or work to a community to provide a service will be a tough sell.

Heather Butkowski shared that she has seen higher rehabilitation and repair costs for sewer laterals. Residents of Lauderdale have seen repairs ranging from \$8,000 - \$15,000, using both excavation/PVC repairs and lining repairs. She also shared that new technology exists for lateral repair and there are preferred and non-preferred repair options.

Eldon Rameaux agreed and sees the average cost closer to \$7,800 (in West St. Paul). When West. St. Paul started their I/I program the hardest hurdle was the cost and residents asking why they had to pay repair costs. Eldon told residents this was a shared responsibility, and we all have to work together for a benefit.

Erik Henricksen shared that each city is at a different point in their ability to implement a PPII program. Some cities already have inspection ordinances, some don't.

#### Break (10 minutes)

#### **Program Design Brainstorming Session**

Emily Steinweg led the group through a brainstorming session using Mural, an online collaboration tool. She walked the task force through 4 questions.

- 1. What, if any, private I/I work are you seeing in your community?
- 2. What work should be eligible for this private I/I grant program?
- 3. What work should NOT be eligible for this private property I/I grant program?
- 4. What other information do you need to help design this program?

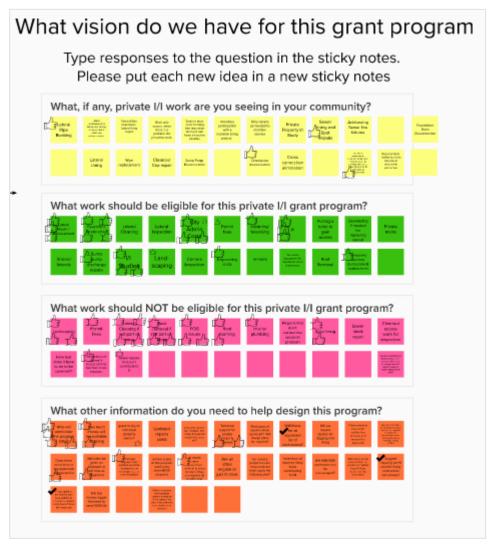


Figure 1: Mural board from PPII grant program meeting.

The 'thumbs up' or check mark icon over the sticky notes mean another task force member liked or agreed with that was in the sticky note.

The text on the sticky notes for each question, with the number of 'thumbs up' or repeated statements, are as follows:

#### 1. What, if any, private I/I work are you seeing in your community?

- Lateral sewer lining and spot repairs (at failure point) 6
- Voluntary replacement with:
  - Street reconstruction by allowing them to put the cost on the PID with special assessments - 2
  - Mainline lining project
- Lateral replacement during scrap/demo-rebuild residential redevelopment 2
- Lateral pipe bursting 2
- Downspout disconnection 2
- Foundation drain disconnection
- Sump pump disconnection
- Cross connection elimination
- Private property I/I study
- Recommendation of pre-sale lateral inspection from realtors
- Cleanout cap repair
- Wye replacement
- Point of sale inspections

#### 2. What work should be eligible for this private I/I grant program?

- Pavement restoration 4
- City administration costs 4
- Lateral repair/replacement 3
- I/I studies 3
- Cleaning/televising 3
- Temporary services during lateral replacement 2
- Sump pump discharge repairs
- Landscaping
- Permit fees
- Shared laterals
- Engineering costs
- Re-lining
- Pulling a toilet to gain access
- New sump equipment for foundation drain disconnect
- Root removal
- Dewatering if needed for replacing lateral
- Private mains

#### 3. What work should NOT be eligible for this private property I/I grant program?

- Lateral cleaning (without lining) 5
- Root removal (without lining) 4
- Root foaming 4
- Landscaping 4
- FOG issues 4
- Spot lining 3
- Permit fees 2
- Interior plumbing 2
- Drywall restoration (if removed for access) 2
- Sewer repairs that don't contribute to I/I 2
- Projects that don't correct whole I/I problem
- Sewer stack repair

- Cleanout access work for inspection
- Routine maintenance that may have been needed prior to the televising work (shut off valve for water supply to the toilet)

#### 4. What other information do you need to help design this program?

- Who will administer program (the city?) 5
- Will there be an approved list of contractors? Or pre-approved contractor list? 4
- How much money will be available ongoing? 3
- Technical support for private property owners 3
- Whether the grant is to the city or individual property owners? 2
- Will cities be given an allotment or will funds be as requested? 2
- What legal language/code updates would be required on the municipal side to protect liabilities? 2
- Will MCES create educational material to share for cities if they are responsible to administer? 2
- Suggest capping the per foot cost that lining contractors can charge 2
- If municipalities administer, it may take additional resources... what if a city doesn't have the resources? 2
- Updated repair costs.
- How will requests be prioritized first come first serve or greatest need, etc?
- What types of repairs will be approved? Will design plans be required?
- Will we require quotes for digging and lining?
- There needs to be a solid justification process and ensure it is equitable.
- How much say will a homeowner/contractor have on the repair to be conducted (homeowner wants new lateral when a short liner would suffice)
- Will the scope of this program restrict any other MCES programs?
- Are all cities eligible or just I/I cities?
- Can private properties who have received funds apply the following year?
- Inventory of services likely to be contributing to I&I?
- Will MBE/DBE contractor use be encouraged?
- Will warranties be provided for the repairs completed (e.g., if failure occurs 1 or two years later)?
- Will this money trigger the need to send 1099-Gs?
- Will communities with residents below the median HH income of the state have different considerations or amounts?

Items brought up in conversation include private sewer main, how much of a lateral in city right of way is owned by a resident, and restoration costs. Scott Anderson raised the point that landscaping and restoration will vary site to site, depending on whether the restoration is in a yard or street, or if a homeowner had unique landscaping or retaining walls.

Jim Hauth suggested that costs covering things in violation of the plumbing code should not be allowed.

Emily Steinweg and Kyle Colvin shared that funds for this round of grant funding will come from the PAYGO account, which is revenue set aside from the municipal waste charge and is associated with funding capital projects. Each year, MCES has on average \$1-1.5 million left over each year in the PAYGO fund.

Chair Wulff also brought up a study that is going on in St. Paul. This project will compare flow rates from a specific neighborhood before and after repair of all deficient sewer laterals. The project has been delayed due to COVID.

Scott Anderson revisited the challenge of getting participation. He asked what the driver for PPII is.

If Met Council does not address PPII, a plant capacity upgrade would be needed and that would increase rates for all. He asked if there could be a fee on homeowners until they inspect their lateral. Scott acknowledged that this idea would not be the best option.

Wendy reiterated the goal to make this an ongoing program. Progress may be slow, but each fix lowers a community's bill.

A question was raised whether the Met Council could reimburse residents directly, and therefore remove some additional costs or inefficiencies. Chair Wulff shared that she can't think of any Met Council grant programs that are not pass through grants.

Erik Henricksen then suggested that cities are better setup to tackle I/I with data: set up submetersheds, meter the flow, and identify areas to target for PPII mitigation. He asked if identification of I/I hotspots or an established I/I program should be a prerequisite for communities to receive grant funds.

Kyle Colvin shared some data the Met Council has, collected through the Comprehensive Plans, that could help target I/I. The Comprehensive Plans had specific questions to estimate excess I/I, the percentage of housing stock built prior to 1970, geology, pipe material, and how much work the community has undertaken with I/I. Note that is data for the public system. Housing age is the closest proxy for lateral pipe material. The task force echoed the importance of targeting I/I, either through a community having a program or using data to dial in to hotspots. Some data when collected was deemed sensitive and was stripped from the dataset.

Kyle Colvin raised another question the task force will have to decide. There are 81 communities in the metro area that have excessive I/I or come within 20% of their I/I goals. Should only those communities be eligible for grants? Two task force members shared their preference to target communities that already have excessive I/I or come within 20% of their I/I goals. The other communities may not have I/I issues because they are newer construction, new pipe material, therefore less I/I overall. The communities that have I/I work plans already have costs added to them, so the grant program could be an added benefit/assistance to them. It is possible that communities without work plans contribute excessive amounts of I/I, they just aren't metered.

Patty Nauman shared that on the bonding side of I/I and Metro Cities, Metro Cities has focused efforts for bonding bills for those communities with excessive I/I or within 20% of I/I goals. If cities with excessive I/I continue to do work to address it, all communities benefit.

#### **Wrap-Up and Next Steps**

At the end of the meeting, another Mentimeter question was shared: **Anything you'd like more information on for the next meeting? Any specific topics you'd like to address? Any last comments?** 

#### Responses:

- Define who is eligible.
- Outline how equity plays into program.
- Eventually... when and how we'll engage community engagement/relations folks in the municipalities that have them and communities groups/nonprofits elsewhere
- How will recipients be selected? Works issue? Greatest need? First come? Will cities with a greater percentage of flow receive a greater percentage of grant funding?
- If we had answers to some of the questions posed in the mural exercise (orange stickys)
- For communities that have a well established I&I program, at what point should the program end?
- Discuss allotment vs. first come first serve to allow cities the ability to develop and scale their program to what they have available.
- How we can prioritize equity in the eligibility, outreach efforts, and weighting/scoring of applications

- Incentivize cities to take on the televising of private lines if that is of interest to them. As
  Kyle said, that could be done through the city-side grants. Share that option to cities.
   Then we could steer those with poor lines to the private program
- Ensure cities are supported with education, technical support, draft program ideas, keep program requirements simple in order to not be a heavy administration burden.
- Are there higher priority areas for MCES interceptors that are near or over capacity? Would these be higher priority areas?
- What key talking points are needed as we roll this out what decisions do we anticipate needing to defend or further explain to municipalities not on this committee and property owners who may not be eligible.
- What about the property owners we didn't fund last time would we reach back out proactively to let them know when the application opens that they may be eligible?
- Kyle touched on an interesting defining concept... using known soils, asset conditions, past performance, etc. to create risk "heat map" for the service area to guide investments.
- More information on an estimate of private lateral contribution and an estimate or other surrogate for identifying hot spots. Equity analysis/impact on disadvantaged communities. Estimated impact from program implementation – estimated vol reduction.
- Will timing be considered? Many cities may require city council approval prior to accepting funding.
- To help identify in which areas to focus, should one of the initial efforts be to complete "sub metershed" metering in areas of the MCES system that are having capacity problems.
- Say grants are \$2000 per household, which would fund about 600 homeowners, would we do first come first served, or allocate so much to qualified cities?
- Since the majority of communities do not have a point of sale requirement at this time would that put the communities who do at an advantage for a larger share of the grant \$\$\$?

## Adjournment

Chair Wendy Wulff adjourned the meeting at 11:30 am



Emily Steinweg, Principal Engineer <a href="mailto:Emily.Steinweg@metc.state.mn.us">Emily.Steinweg@metc.state.mn.us</a>

## **Minutes**

Private Property I/I Grant Program Task Force



Meeting Date: February 9, 2023 Time: 9:30 AM Location: 145 University Ave. W., Saint Paul, MN 55103

**Members Present:** 

Wendy Wulff, Chair Ron Hedberg, Apple Valley Scott Anderson, Bloomington Erik Henricksen, Chanhassen Russ Matthys, Eagan Chad Millner, Edina Heather Butkowski, Lauderdale Angie Craft, Minneapolis Eric Hoversten, Mound Shelly Rueckert, St. Anthony Dale Reed, White Bear Twp Patty Nauman, Metro Cities

**Members Absent:** 

Jim Hauth, Columbia Heights Jennifer Levitt, Cottage Grove RJ Kakach, Golden Valley Matt Yokiel, Newport

Bruce Elder, Saint Paul
Eldon Rameaux, West St. Paul

**Metropolitan Council Staff Present:** 

Emily Steinweg (facilitator) Kyle Colvin Ned Smith Andrea Kaufman Angela Mazur Jana Larson

#### **Welcome and Introductions**

Wendy Wulff (task force chair) welcomed the task force and began the meeting. After brief introductions, members were asked if anyone had comments or revisions to the meeting notes; there were no comments.

Emily Steinweg noted a change to the agenda order, with the eligibility discussion moved before the break to accommodate some attendees' scheduling needs.

#### **Overview of Inflow and Infiltration Efforts**

Emily Steinweg shared a PowerPoint presentation reviewing the I/I program goals, the need for private property I/I (PPII) funding, and a recap of the results of the Mural exercise and Mentimeter questions from Meeting #1. The group did not have any additional comments on these when asked.

Kyle Colvin reminded the group that the recent statute change allows Metropolitan Council Environmental Services to use Municipal Wastewater Charge (MWC) funds for PPII and explained that the intent was to use funds from "PAYGO", a capital program funding source.

PAYGO is revenue set aside for small projects and system studies for which it doesn't make sense to take on long-term debt. Historically there is approximately \$1M to \$1.5M in leftover funds in the PAYGO account. At the end of each year, the balance is applied to specific projects to offset debt that would otherwise be incurred. There should be adequate capacity in the PAYGO program to fund a grant program in that range, as Council staff explained during committee hearings last year when asked about the impact of a PPII program on rates.

Ned Smith added that Finance staff are comfortable with this because the purpose of PAYGO funds is to reduce the amount of debt that would otherwise be incurred from using GO Bonds.

Reduction of I/I from the system maintains hydraulic capacity and reduces the need for future capital investments. Therefore, the use of PAYGO for PPII is an appropriate use of those funds.

Group members commented on the Mentimeter question from meeting 1, which asked "In your opinion, is there still an issue with excess I/I in the Twin Cities wastewater collection system?", pointing out that the existence of excess I/I is a matter of fact, not opinion, and requesting that this statement either be quantified or rephrased to reflect the group's knowledge of the I/I problem, particularly for outreach and public communications.

Chair Wulff mentioned that the current Saint Paul study could offer one source for solid numbers, but Kyle Colvin added that due to COVID-19-related delays, that information may not be available until late 2024 or early 2025. Council metering data used by cities that had already done PPII work, such as Chanhassen and Eagan, was also mentioned as a possible data source.

Further details were offered on what was learned from PPII work that had already taken place in some cities: in Eagan, most of the work needed was related to sump pumps, and Russ Matthys suggested that this could be a good starting point for work done elsewhere, while also acknowledging that that systems differ in other cities like Minneapolis. Chair Wulff noted that this depends upon when a community was built and what soil types it has.

The issue of tax liability for grant funds received was discussed. This topic arose in recent years related to lead line replacements which received federal funding. Grants or forgiven loans are recognized as additional income for tax purposes, which a member noted could significantly impact the equity discussion for a program. Angie Craft said that Minneapolis offers up to 20-year assessments for needed repairs, which spreads the cost out over time, but involves a fee and low interest. Edina also uses assessments spread out over time for affordability; residents must sign a waiver and get two estimates for the work, which are reviewed and approved by the city, which pays the contractor.

## **Eligibility Discussion**

Emily Steinweg led the group through a discussion on work items that should and should not be eligible for funding, and what the priority level should be for eligible types of work.

Examples were given from past PPII grant programs:

For the 2008 PPII grant program, eligible work included foundation drains, non-municipal service lines, and service line repairs, rehabilitation, or replacement. Reimbursement was 50% of up to \$2,000 for a service line or \$1,000 for a foundation drain.

For the 2013 PPII grant program, eligible work included non-municipal sewer infrastructure, any rehabilitation or service line replacement, foundation drain disconnections, or city-owned service laterals under "Right of Way" (as long as the full connection to the service line is repaired.) Reimbursement was of repair costs only (performed by a licensed contractor, not by the homeowner), and inspection costs only if the service line inspection resulted in eligible repairs. Reimbursement was up to one third of actual, reasonable, and verifiable eligible repair costs, limited to \$2,000 per site.

Ned Smith inquired whether the group thought sump pump problems were continuing to occur despite their discharge to sanitary sewer being illegal, and the group responded that yes, it is still occurring. This problem is resolved by disconnecting the pump from the sanitary sewer and either connecting it to a storm sewer or discharging out in the yard.

Russ Matthys said that the rate of prohibited reconnections in his community is low; the city inspects about 800-1,200 connections per year out of 21,000 and find 1-2 pumps annually that are no longer in compliance. Eric Hoversten agreed and said that while ongoing attention to this problem is needed, the fix has a good half-life between the low rate of reconnections and the issue not occurring in new construction because of inspections. Russ Matthys noted that there are surcharges for the 1-2 pumps per year that are out of compliance.

The group identified the following work types as high priority:

- Pavement restoration
- Lateral repair/replacement
- Sump pumps when associated with foundation drain disconnections

The following work types were not a priority:

- City administrative costs
  - Members noted that funds spent on this are funds not being spent on repairs, thus counteracting the motivation the program is intended to create.
- New sump pumps
  - Sump pumps that are non-functioning due to general wear and tear or due to negligence of the homeowner are not eligible
- Temporary conveyance during sewer repair
  - The group did not believe this would usually be needed, as repairs typically take a few hours or one day.

The following work types generated further discussion:

- Landscaping
  - o If we're including pavement, we should also restore green space.
  - Clarify as "restoration" rather than "landscaping", consider limiting scope of restoration (e.g., only grass)
- Additional repairs where work was previously done
  - It was agreed that if a lateral had a new defect unrelated to a previous repair, the work to fix the new defect would be eligible for reimbursement
  - Could be an insurance issue if first repair was not done correctly
- Requirement of identification of "active or evident" I/I to prevent use of program to upgrade
  antiquated infrastructure that isn't contributing to I/I (e.g., old clay pipe with no water
  currently coming in.)
- I/I studies, cleaning/televising, root removal
  - More definition was desired for these related items.
  - Kyle Colvin noted that all these activities are eligible work credits in the current public I/I program; the question here is whether they'd be eligible in the PPII program.
  - Members were concerned that studies should lead to repair work, for the intent of the program to be realized, but there was discussion about there being a need to identify a problem and its extent before it can be repaired – if we don't find the problem, we don't get the shared benefit of reduced I/I. Various suggestions were made to address this:
    - Including an "only if" clause reimbursement only for cleaning or root removal "required for televising" or if it's part of a repair.
    - Focusing on older construction where these problems are more prevalent.
    - Pay only a portion of televising costs, as is done in the public I/I program.
    - Limiting eligibility for reimbursement of these costs to low-income households.
  - There were differing opinions about what the priority of this work should be, with some members rating it "low" or "no" priority, while others felt it was an important equity consideration, and that having an initial inspection covered makes the program more appealing.
  - The complexity and data privacy implications of making inspections eligible only for low-income households was discussed, and other metrics were suggested, such as

- assessed home value, Census data, and the presence of vulnerable people in the home (such as children, senior citizens, or disabled residents).
- Chair Wulff proposed revisiting the practical side of how this item could be structured at a later time.
  - It was suggested that identifying how these projects would be initiated could be a starting point for this conversation.
- It was noted that while most PPII work done in the area so far took place in point of sale programs, not all cities have these.

The conversation shifted to incentivization. Shelley Rueckert said that her city offers a percent discount on sewer rate for a set number of years after the repair work is done. These savings show on customers' bills and generate word-of-mouth discussion among neighbors. She expressed the need to find some way to show people that there is a benefit – a return on investment – for this work, rather than just emphasizing the environmental benefits. Ned Smith noted that avoiding sewage backups into one's basement is another visible benefit.

While some cities have tried surcharges in the past, this has not always been successful, and in some cases, cities have had to later repay the surcharges as a result of legal litigation.

## Break (10 minutes)

## **Equity Discussion**

Andrea Kaufman led the group through an equity discussion, starting with a PowerPoint slide with the Thrive outcomes of Stewardship, Prosperity, Equity, Livability, and Sustainability. The Equity outcome from Thrive MSP 2040 was defined, and discussion guestions were introduced.

- 1. Is your community integrating equity in decision making? If so, how?
- 2. What are ways equity can be incorporated into this grant program?
- 3. What equity metrics pertain to this program and program goals?
- 4. What would successful implementation of equity look like for this program? For the first year? (This question was not specifically addressed in the group's conversation.)

#### Question 1:

- Edina had an equity task force in 2016 after a contentious sidewalk project and has been looking at equity more since then. That task force developed scoring criteria and a values tool that asks questions about equity, sustainability, public health, and engagement. The city has approached a recent project from the viewpoints of the public, staff, and elected officials. Chad Millner suggested some of those ideas could be used for this project.
- Angie Craft said that Minneapolis incorporates racial and economic equity in many
  decisions and just refreshed the racial equity framework for project prioritization in
  transportation. Her department uses an equity lens when looking at flood mitigation
  projects. She noted that those approaches are more community-based vs. the individual
  resident approach this program would take, and also emphasized the importance of
  keeping the program simple for accessibility.

#### Questions 2 and 3:

Suggested metrics included city-identified green zones in Minneapolis, areas where smoke
testing or other methods have already established there is a PPII problem, household
income as percentage of poverty line, households that qualify for EBT, housing cost burden
(more information available at <a href="https://stats.metc.state.mn.us/profile/Default.aspx">https://stats.metc.state.mn.us/profile/Default.aspx</a>), and age
of housing

- Patty Nauman supported the need for an equity lens to include ranking criteria for grant fund awards for cities across the region – however, the equity ranking should not result in any eligible city being unable to apply and receive funds.
  - Heather Butkowski asked if there were a way to identify each city's percentage of the problem, and Kyle Colvin said that the Council has the data for each community's wet weather related peak flow which could be used to identify severity of impact. Heather also suggested that impact could be weighted using population, such as excess flow per capita.
  - Kyle Colvin pointed out that cities' potential to contribute to excess I/I could change over time as weather patterns change and work is completed, so ranking on the list would likely change year to year.
  - Angie noted that the 30-some cities that have not been identified as having an I/I problem or being near the threshold of an I/I problem are not represented on the task force.

Andrea Kaufman asked what concerns the group might have with regard to using an equity lens, and the need to be able to explain the reasoning behind the equity-based decisions to the public and to elected officials was noted as important.

Russ Matthys pointed out that in a previous infrastructure improvement initiative, equity-based approaches reflected the neighborhoods with the worst infrastructure condition, so the equity-based approach seems to help ensure the highest impact for the investment – though members expressed a desire to have the data to support this observation.

Age of housing overlaid with flow data was mentioned as a potential approach; Kyle Colvin explained that 1970 is a common cutoff date due to improvements in materials and technology and plumbing code changes around that date.

Eric Hoversten noted that a map-based eligibility standard has the potential to create situations where one house may be eligible, but its neighbor would not be – and that the group has to recognize that as a potentially unpopular outcome of using this approach rather than using applications reviewed with equity, performance, and condition scoring.

Emily Steinweg offered examples of programs with rubric scoring where up to 50% of cost of certain work might be eligible for reimbursement for everyone, but meeting certain criteria might increase the potential reimbursement percentage. Group members expressed support for this style of program and noted that it is both simple and resembles past programs presented to city councils.

Chair Wulff noted the need to make the program objective enough to be fair, rather than rewarding talent/experience at writing applications. Chad Millner suggested basing it on data that already exists, such as Census data, with regard to the previously-mentioned equity considerations.

Andrea Kaufman discussed the use of outreach to community organizations and city community engagement staff as a means to make the program more accessible, including potentially including a couple of members with these backgrounds in the task force if there is interest.

Angie Craft asked whether the program would be "first-come, first served" or distributed based on criteria, and added that community groups could be engaged to help residents complete applications. Andrea Kaufman suggested that MCES could assist with this.

Chair Wulff cautioned that past experiences have emphasized the importance of making sure funds are available for work before the work is completed. Patty Nauman agreed and added that it takes time for cities to set up programs, and if they do so, they want to know that funds will still be available at the time they request them - some kind of guarantee for cities that they will receive the funds they are eligible for. She pointed out that statutory authority exists currently but could be taken away in the future. Chair Wulff suggested setting a minimum per-city threshold, after which unused funds could be returned to the pot and redistributed for other cities to request.

Erik Henricksen asked whether the program will dictate how much each city is eligible for based on metrics, or if cities will be required to do outreach to assess how much work is needed. Eric

Hoversten noted that cities will want to know that funds are available before putting in the effort of outreach. Chad Millner asked for information at the next meeting about how many people might need to be contacted based on the distribution of the I/I problem. He suggested that this might help inform how much work to put into criteria and outreach, since some cities might only need to talk to a few people.

Throughout the meeting, community eligibility was discussed. In the public Ongoing I/I Program, only communities that have exceeded their I/I goals or come within 20% of their goal receive a work plan and are eligible for reimbursement through the program. Communities with work plans have measured I/I exceedances. The task force discussed whether all communities in the region should be eligible for this PPII grant money or only communities that have a work plan because that community has measured I/I exceedances. The task force appeared to support the PPII grant funding for communities who already have I/I exceedances and an I/I work plan.

Chair Wulff asked if most cities know how big their service lateral problem is, and members replied that it differs from city to city. Kyle Colvin added that during the comprehensive plan update process, communities were asked to include information to quantify and characterize the amount of I/I within their system from private and public portions of the collection systems. Most communities found it difficult to quantify or characterize the susceptibility of I/I on the private part of the system.

Previous grant programs and surcharges were discussed, including the 2008 grant program, during which funds ran out before work was completed, and the demand charge from the 2004-2005 task force, which allowed cities to pay a surcharge in lieu of doing I/I work. Kyle Colvin noted the surcharge was phased out around 2013 as the Council saw the impact of the I/I work that had been completed, though the option still exists for a demand charge to be implemented in the future.

## **Wrap-Up and Next Steps**

At the end of the meeting, another Mentimeter question was shared: **Anything you'd like more information on for the next meeting? Any specific topics you'd like to address? Any last comments?** 

One response was received: "Each city needs to decide where they are with I&I. Only spend money you can get or believe in I&I program as right thing to do. That will guide your communication plan and effort. The investment will pay for itself. I'm happy to share our efforts."

### **Adjournment**

Chair Wendy Wulff adjourned the meeting at 11:34 am

### **Meeting Facilitator and Contact:**

Emily Steinweg, Principal Engineer Emily.Steinweg@metc.state.mn.us

## **Minutes**

Private Property Inflow/Infiltration (I/I) Grant Program Task Force



Meeting Date: March 7, 2023 Time: 1:30 PM Location: 145 University Ave. W., Saint Paul, MN 55103

#### **Members Present:**

Wendy Wulff, Chair Patty Nauman, Metro Cities Scott Anderson, Bloomington Erik Henricksen, Chanhassen Jim Hauth, Columbia Heights Jennifer Levitt, Cottage Grove Chad Millner, Edina RJ Kakach, Golden Valley Heather Butkowski, Lauderdale Angie Craft, Minneapolis Eric Hoversten, Mound Matt Yokiel, Newport Shelly Rueckert, St. Anthony Bruce Elder, Saint Paul Eldon Rameaux, West St. Paul Dale Reed, White Bear Twp

#### **Members Absent:**

Ron Hedberg, Apple Valley

Russ Matthys, Eagan

#### **Metropolitan Council Staff Present:**

Emily Steinweg (facilitator) Kyle Colvin Ned Smith Andrea Kaufman Dan Schueller Anna Bessel Jana Larson Angela Mazur

#### **Welcome and Introductions**

Wendy Wulff (task force chair) welcomed the task force and began the meeting. Emily Steinweg asked for comments on the Meeting #2 minutes; there were none. She then recapped last meeting's discussion to ensure there was consensus and to take any additional comments.

Key points were:

- Program would include municipalities eligible for the public program: those that already had an I/I work plan or were within 20% of their I/I goal.
- Eligible work listed as high priority would include private lateral repair/replacement, foundation drain disconnection (including new sump pump costs when associated with a drain disconnection), restoration (including but not limited to turf and pavement), and lateral televising and cleaning costs (when resulting in repair/replacement of the sewer lateral).

In response to a question from Ned Smith, Kyle Colvin clarified that eligibility for the public program includes any community that was eligible in any year since the inception of the program in 2004.

Emily continued the recap by summarizing the equity questions discussed: how communities are currently integrating equity, which ways equity might be incorporated into this program, what metrics to use, and what successful equity implementation would look like for the first year.

Emily mentioned a few additional topics from the meeting #2 minutes:

- Incentivization
- Prioritizing outreach to certain areas
- Pre-allocation of funds to communities vs. "first-come, first-serve" approach

- o If pre-allocating, should it be by I/I needs/response?
- What equity metrics should be used for this program, and how should it be implemented?

Patty Nauman added that on the public side with I/I bonding, funding has been pre-allocated, which means any eligible city can apply and be sure of receiving some funding. Chair Wulff clarified that this means a minimum amount per community is set, with any additional funds divided up based on requests. Ned commented that this could be more problematic with a private program, as cities get less work funded than they would like, and homeowners are less likely to accept that situation – if they do work, they will want to know they will receive funds. For the Clean Water Fund money that was previously available for private property work, there was about \$1 million, and because it was first-come, first-serve, most funds went to a small number of cities. This was unpopular, and it would be expected that future programs would allow people across the region to have a chance to receive funds.

Chair Wulff asked those in the group who might apply for such a program if they know the size of the problem regarding sewer laterals needing replacement. Many group members nodded, indicating that they suspected significant problems, especially in older neighborhoods.

Erik Henricksen noted that this ties into incentivization: it's hard to know how to best do that without knowing how much funding is available. Jim Hauth added that it could be dependent on a city council's willingness to require repairs: it's less likely that a resident will choose to pay half the cost of a repair unless they're told they must, but cities requiring repairs could eliminate more I/I.

Ned and Kyle clarified that cities that have done a good job of repairing public I/I would still qualify, in response to an equity concern about whether a robust work plan on the public side might prevent that community's residents from qualifying for the program. Cities that have never had a work plan, like Cottage Grove, would not qualify based on the eligibility discussed. Jennifer Levitt questioned whether that's equitable, when older neighborhoods in that city still have many laterals needing repair or replacement.

Angie Craft added that she expects that uncertainty about funds, such as in a reimbursement-based, first-come, first-serve program, would greatly reduce participation by Minneapolis residents, particularly since many might qualify for the higher percentage of reimbursement based on equity measures. These residents are unlikely to proceed until they have confirmation of funding and might be at a disadvantage if needing language assistance slowed their application submittal.

Kyle said a wait list could be possible with this program, which had not happened with the previous program. He also believed that residents could be provided with confirmation that reimbursement will occur. Matt Yokiel asked whether this would include a repair deadline to avoid long delays between receiving funding and completing the work. Emily and Kyle believed there was a one-year deadline before, and residents needed to submit a quote from a contractor. Jim asked whether that level of administration work for the program is something that the Metropolitan Council is willing to take on, and Emily and Kyle said yes.

Erik Henricksen asked if unused funds would roll over or be returned to the general fund for others to apply for. Ned said that PAYGO funds such as the program would use typically don't roll over, but he could ask the CFO about whether it's possible to set up a reserve for that purpose. Eric Hoversten suggested looking at how MnDOT does capital with MSA funding as an example of program with predictability and consistency on the funding end and flexibility on the user end.

Chair Wulff expressed support for all applying communities receiving at least a minimum amount, with the overage distributed based on need. This could also include communities not on the list doing a street reconstruction where this work could be done, since all cities ultimately pay into the funding source for the program. Shelly Rueckert commented that this aspect of the existing public program has worked well; communities feel they're being treated fairly and are getting a proportional share of the overage. This allows them to do a certain amount of planned work, then choose how much risk to take on while applying for a share of overage funds.

Heather Butkowski pointed out that for the vast majority of homeowners doing private lateral work

at this point, it's an emergency situation rather than a choice. Therefore, this program is likely to be oversubscribed, as similar programs have been. She recommended the task force members consider that emergency repairs alone could consume available funding. Members noted that this varies by city, with West St. Paul estimating 10-12 in the last 7 years, out of 200+ inspections. Minneapolis, on the other hand, had 2,000 repaired in a recent 2-year period.

Emily gave an example calculation of how grant funds might be allocated (Figure 1). If the program had \$1 million divided by 81 communities currently on the public I/I grant eligibility list, and the average award were \$5,000 (approximately 50% of the typical repair cost), each city would be able to give two awards. In 2022, 10 communities had an I/I exceedance or were within 20% of their I/I goals. If the funding were focused on those 10 communities, each could give 20 awards.

Total Pot	\$1,000,000.00	]	# Grants Distributed per Community		
		Award/Community	Ave. Grant Award \$2,000.00	Ave. Grant Award \$5,000.00	Ave. Grant Award \$10,000.00
All Eligible Communities	81	\$12,345.68	6	2	1
2022 Communities*	10	\$100,000.00	50	20	10
2021 Communities*	9	\$111,111.11	56	22	11
2020 Communities*	24	\$41,666.67	21	8	4
2019 Communities*	47	\$21,276.60	11	4	2
Total Individual Receipents (all communities)#			500	200	100

Comparison - 2013 CWF PPII program reimbursed 707 projects, max amount per grant was \$2000

#### Notes:

- ^The number of communities that currenlty have a work plan
- \*Number of communities that exceeded or came within 20% of their I/I goal in that year

Figure 1: Sample calculations for a \$1,000,000 grant program

Erik Henricksen asked how many of the 81 communities applied for the 2020 public grant. MCES staff weren't sure, but Kyle said that the 2008 grant of \$800,000 had four applicants.

Patty said the bonding program has had strong participation, and even though the Council doesn't currently have a demand charge, communities are still required to deal with their I/I. This may be a reason for broader eligibility vs. focusing on communities with exceedances, because solving the problem in as many cities as possible is important. However, group members expressed concern that it will be difficult to get cities excited about a program where they might receive only \$9,000.

Chair Wulff asked if it makes sense to focus on the biggest bang for the buck first. Scott Anderson thought so, particularly earlier in the program. This might mean prioritizing cities with current exceedance problems, then if they don't want the funding, making it available to other cities. Jim agreed and added that the group's mandate is to allocate the money for maximum impact reducing I/I in the metro area, so an even allocation may not be the best option, given limited funds.

Kyle was asked by Chair Wulff if it was known what proportion of the recent exceedances were due to private I/I vs. public I/I. He estimated around 50% to 60%, but noted that it varies by community. Chair Wulff continued that cities on that list are likely motivated to be taken off of it, and Scott added that that could make those cities more aggressive about dealing with the public I/I first, and then figuring out where the rest is coming from. Erik Henricksen asked if that doesn't change the goal of the program. Shelly was concerned that focusing on just the heaviest I/I areas would concentrate the benefits of the savings in only a few communities. Ned pointed out that in the long run, everyone benefits from reducing flow capacity.

Patty asked about the difference between being on the exceedance list for 2022 vs. 2021. Kyle explained that it's a measurement of flow vs. a community's goal and doesn't characterize location of flow source. Eric Hoversten added that it varies based on precipitation across the metro area and the age of construction, and that there is some integration between allocation of these funds and work plan penalty cost. A community can reduce the sewerage rate to all of its residents by

<sup>\*</sup>Total number of grants that could be distributed, at varying grant amounts

seeking out private properties with an I/I problem and getting them to participate in the program. In response to a question about this being for proven, rather than suspected, cases of I/I, Eric noted that use for unproven cases would be counter to equity goals.

Patty asked how you'd compare the priority of funding for two cities if one had a big exceedance problem in 2021 and the other in 2022. Five-year rolling eligibility or intermittent eligibility with 25 or so cities eligible per year were both mentioned as a possibility, but both would be challenging to administrate. However, the more money that is available in the program, the greater the political sensitivity is to all communities having a chance at funding.

Heather wondered if it might be better to focus the program on more significant sources of I/I such as exterior drains, rather than lining or replacing laterals. Chad Millner suggested that each eligible city should decide what to target. Angie wondered if starting with communities that meet affordability criteria would work, assuming that groups that don't meet those criteria will make repairs anyway, and Chair Wulff noted that they still needed to discuss those criteria.

Bruce Elder asked whether the intent was to exclude properties making repairs unless they could demonstrate significant I/I. Kyle said that was a question the task force is here to figure out. For past grants, the Council relied on local communities' interpretation of televised lines, with the application describing the problem. Bruce noted that video review is subjective due to fluctuations in groundwater throughout the year.

Chair Wulff thought that as long as cracks are found by smoke testing or televising, that could be eligible – just so long as intact pipes weren't being replaced. Chad noted that just repairing a cracked pipe doesn't meet the task force's goal, particularly if each community could do only a couple per year. Jim agreed that pipe assessment doesn't necessarily prove I/I, so we need to be discriminating in how funds are allocated. Erik Henriksen thinks that cities should make that determination, because it's difficult in some areas to know whether a crack will contribute to I/I.

Scott was still concerned about the ease and cost of finding private property I/I problems -- who's televising the lines to look for deposits, and what is the motivation to convince property owners to split the cost of that work with the grant, when they might say that this isn't affecting them? Chad replied that that goes to Angie's point about 100% reimbursement and affordability.

Erik Henricksen suggested that's where a city council's willingness to require repairs comes in – would they say, "It's our ordinance that you can't discharge this water, but luckily there's funding"? Scott noted that it's hard to gear up a program like that when you can only offer two grants.

Based on past programs, Chair Wulff didn't think everyone would sign up. She asked if members generally agreed that cities should decide, and Chad responded that it should require evidence of I/I, and then the cities should have the latitude to decide what that means. There was broad consensus among the group on this point.

Bruce had concerns about having to demonstrate active I/I or a history of I/I because part of this is proactive, to avoid future problems. Service replaced will be affected for 70 years, during which we don't know what will happen with climate. Requiring active I/I for eligibility could lead to situations where one person isn't eligible, but their neighbor is. He also noted that it takes a large amount of resources to make a determination of whether there's an I/I problem. He agreed with the consensus of letting cities decide, but felt that pipes with the potential for I/I should be included. Chair Wulff asked if anyone disagreed, and no one did.

The group took a short break, after which Emily proposed they discuss affordability criteria.

## Break (10 minutes)

Emily introduced the draft public I/I bond bill language sent out before the meeting and noted that it mirrors what the group has discussed with regard to using an equity focus to target funding. The task force could choose to use the same or different equity criteria. Chair Wulff pointed out that we don't yet know if the bill will pass.

The draft public I/I bill uses a 50% reimbursement rate, with up to 100% possible for applicants meeting 3 of 5 eligibility criteria. Erik Henricksen asked how this ties into the conversation about how funds will be allocated to cities, and if the Council or individual communities will decide the equity portion. Chad and Eric Hoversten noted that the eligibility map for the public bill doesn't include all the communities, and that the criteria are based on neighborhood rather than individual qualifications. Chair Wulff added that many areas on the map have more renters than homeowners, so using this approach could target funds at landlords rather than residents.

Jim commented that using geographic data for public funding might make sense, but these criteria are very restrictive and may not be the best choice for a private property program targeted at individuals. Members noted that you could get to a finer level of detail by using applications, but cities haven't previously done that level of detail work for I/I programs.

Patty asked if it would be possible to map out eligibility, and Emily said yes. Kyle asked Andrea Kaufman if some of the criteria previously mentioned, such as presence of a vulnerable individual in the home, are public information, and she said that it's not. Some mapping could be done using public information like SNAP usage or reduced-rate lunch usage in schools. Staff were unsure what information the Council is allowed to request and retain related to these applications.

Eric Hoversten asked how cities with robust COVID-19 relief programs for financially distressed households filtered those requests, suggesting that similar methods could be used here. Andrea added that some cities, such as Minneapolis, and counties, are able to accept individual income information, but she wasn't sure what's needed to be able to do that. Angie offered to explore how that works, but noted that it needs to be as simple as possible on the application: perhaps a checkbox asking whether a household receives any of a list of benefits.

Chair Wulff asked if the program should be used for homesteaded homes rather than rental properties, and the group agreed that it should.

The group then discussed how to include residents who might make too much to qualify for benefit programs, but still live in poverty. Possible methods of identifying this population included looking at percent of federal poverty level, if using income, or looking at home values – though it was pointed out that market volatility makes that measure difficult.

Jim brought up a potential problem discussed at the last meeting, when it was clarified that the reimbursement would be taxable and could potentially increase residents' tax liability or even make them ineligible for benefits they had previously received. Andrea said this would need to be a disclaimer in the application. Chair Wulff questioned whether people would be willing to share their personal information with a city, and Andrea acknowledged that that is their choice.

Chad suggested that city staff have a good idea of which areas of their city particularly need this help. He proposed the program could lay out a goal, suggest equity factors to consider, but ultimately let the city decide. This would allow for local knowledge to identify areas where housing price may not be a good indicator of financial need.

Erik Henricksen returned to the tax topic and asked if residents participating in the program would receive a 1099 form from their community. Heather said that her community's financial software would generate one, but recommended each member speak to their finance staff to confirm that's the case for them as well. Erik pointed out again that the consequences of receiving a taxable reimbursement could be significant for some homeowners, and Chair Wulff agreed, offering examples of how other reimbursement programs had affected eligibility for the Earned Income Tax Credit in the past. Angie suggested that using assessments to spread the cost out over time could be an option, though Chair Wulff questioned whether this would reduce the impact or just spread it out over a longer period.

Bruce observed that his staff specialize in public works, and the financial and administrative nuances of a complex program are outside their area of knowledge, since these issues are generally handled by other city departments. He was concerned about the security needed and risks involved in handling private information, and also the possibility that a complex program could discourage cities from pursuing the 100% reimbursement option. Chair Wulff noted that the base

50% reimbursement combined with assessing the work over time could at least offer a less complicated first-year option, particularly for cities with fewer staff.

The possibility of using liens to defer impact until there is income from the sale of a home was also raised, but there was consensus from the group that this issue as a whole would require specific tax expertise to solve, as it has the potential to complicate both administrating the program and meeting equity goals. Heather suggested asking the Department of Revenue.

Jennifer asked how this program's reimbursement might compare with programs cities already run to subsidize businesses, particularly given the much smaller dollar amounts involved in individual reimbursements. She expressed concern over the impression that individuals would fare worse than developers, despite receiving less money. Others noted that these programs are structured in a variety of ways that may waive fees rather than giving funds directly, and that forgivable loans used in these programs probably also have a tax impact on the recipient.

Chair Wulff asked how West St. Paul handled it when they received grants for private property I/I work during a 2008 program. Eldon Rameaux explained that he was not with the city at that time, but that the city currently uses a point-of-sale program. The buyer and seller can negotiate with each other, put money in escrow, and pay the contractor, after which the city reimburses at 50%. He wasn't sure about the tax implications because that's outside his area of expertise.

Chair Wulff asked whether a pilot study being conducted in Saint Paul should impact the city's eligibility for the first year of this program. Kyle noted that the money for that study was from a levy. Bruce didn't think eligibility should be impacted because the city chose to partner with the Council on a study to determine feasibility and effectiveness of a PPII program. He added that the study was not yet far enough along to demonstrate that or show a citywide meaningful reduction in I/I, since they were only now entering contracts for lining services. He also pointed out that the study had cost Saint Paul \$750,000. Scott asked how the study was handling the tax issue, but Bruce wasn't sure, and said he'd need to follow up with his legal department. He explained that the city is doing the work in the pilot study, so the situation is different from the proposed program. Angie suggested that having the city pay the contractor could offer an option for the proposed program, if that has worked during the Saint Paul study.

Bruce added that their study has offered perspective on the difficulty of persuading property owners to participate when they don't perceive a problem with their existing service. Even the study, which replaced or lined services from the sewer main to the house at no cost to the property owner, required a significant amount of outreach and follow-up to get participants. He emphasized the importance of not overlooking the difficulty of communicating technical and financial aspects to property owners. Chair Wulff asked whether the neighborhood was primarily comprised of renters or homeowners, and Bruce confirmed it was largely owner-occupied, and that notices went to the owner rather than the occupants in the case of rentals.

Scott returned to the tax question, noting that it could be a significant disinvestment to participation in the program if a homeowner would need to both pay for half the work and have a tax burden for the other half. How could such a program be attractive and successful? The group agreed again that expert opinion is needed on this topic before the next meeting, and that work on a disclaimer should wait until these questions are resolved.

Andrea asked whether city finance staff could help with these questions. Angie committed to connecting with Minneapolis finance and real estate staff and getting back to Andrea; she thought asking about CPED loans could offer some insight. Andrea asked other task force members to ask the relevant staff at their cities, and said staff would do the same at the Council. Shelley Rueckert again suggested involving the Department of Revenue.

Jim expressed concerns that he doesn't have enough information to make well-informed decisions about what equity criteria should be part of the program, and suggested inviting an expert to guide the group through that conversation so they could be sure that the program is fair and equitable, but also that it had the intended impact in focusing funds on the most vulnerable residents.

Erik Henricksen asked if cities would have the ability to implement their own equity criteria above

and beyond that specified by the program. Emily noted that cities have the option of reimbursing additional funds beyond the baseline 50%, using their own criteria, and that that investment could count towards a city's I/I work plan. Erik added that if the whole program used this approach, it would essentially drop equity at the program level unless the city included something in its application that affects prioritization for those funds based on equity criteria. Dale Reed was concerned about the impact of each city determining its own equity criteria. Jim said that he supports including equity if the Council wants to, since that's where the funds are coming from, but Council staff noted that it is ultimately ratepayer money.

Bruce offered thoughts on approaching private property I/I work from another angle, by considering where other road or utility work is already being done and using those opportunities to target private property I/I work in the same area at the same time. The city could document the I/I problem in the area ahead of time, initially focus on the public work, and then propose private I/I work in the same area that would significantly reduce I/I. The equity component could be considered as part of the process, and the public and private work could be completed at the same time, which would be more cost-effective. This approach would minimize the daunting administrative burden of working with individual properties, but would still allow cities to do private-property I/I mitigation work they'd previously not had funding for. It would also offer good data to show the effectiveness of the work in reducing I/I. Chair Wulff liked the idea, and thought that it probably costs less to do a whole neighborhood at once, but wanted communities that have a small number of individual properties with problems to also be able to address those.

The group briefly discussed differences from city to city on where owner responsibility for a sewer lateral begins. Typically the property owner owns it from the house to the connection to the sewer main in the street, but in some cities it may only be from the house to the boulevard. Eldon noted that the plumbing code states that it's the homeowner's responsibility to maintain their sewer line in its entirety. Chair Wulff asked that we seek clarification on the issue.

Chair Wulff asked for final comments from the group. Eldon said he wouldn't be able to attend the next meeting. He added that he envisioned this program being able to help citizens such as an elderly woman in his community who had to sell her modest midcentury house when she moved into assisted living. He would hope that the program would retain the ability to help individuals who needed it, rather than only focusing on work that covers a whole neighborhood.

### **Wrap-Up and Next Steps**

Emily confirmed that she would gather the maps and information requested during the meeting and send them to the group quickly. She reminded the group that the next meeting will be at the same time and same location on April 4. Erik Henricksen asked how the group was tracking progress toward attaining its goals from meeting to meeting, particularly as the focus became more granular. Would they start with the draft language presented and update it?

Kyle gave the example of the Council's I/I program: at its past task force, the group discussed elements and reached consensus on eligibility, after which Council staff developed a draft manual. The manual was sent to the task force members, who could submit comments or meet to discuss it. He envisions this process working similarly. Chair Wulff ensured members that they would have the chance to comment on the final product.

## Adjournment

Chair Wendy Wulff adjourned the meeting at 3:31 pm.

### **Meeting Facilitator and Contact:**

Emily Steinweg, Principal Engineer Emily.Steinweg@metc.state.mn.us

## **Minutes**

Private Property Inflow/Infiltration (I/I) Grant Program Task Force



Meeting Date: April 4, 2023 Time: 1:30 PM Location: 145 University Ave. W., Saint Paul, MN 55103

**Members Present:** 

Wendy Wulff, Chair Patty Nauman, Metro Cities Scott Anderson, Bloomington Erik Henricksen, Chanhassen Jim Hauth, Columbia Heights Chad Millner, Edina RJ Kakach, Golden Valley Heather Butkowski, Lauderdale Angie Craft, Minneapolis Matt Yokiel, Newport Shelly Rueckert, St. Anthony Dale Reed, White Bear Twp

Members Absent:

Jennifer Levitt, Cottage Grove Eric Hoversten, Mound Ron Hedberg, Apple Valley Russ Matthys, Egan

Bruce Elder, Saint Paul Eldon Rameaux, West St. Paul

Metropolitan Council Staff Present:

Emily Steinweg (facilitator) Kyle Colvin Ned Smith
Dan Schueller

Jana Larson Angela Mazur

#### Welcome

Wendy Wulff (task force chair) welcomed the task force and began the meeting. She asked for any comments or revisions to the previous meeting's minutes, and there were none.

## **Peaking factors**

Kyle Colvin gave background from the 2016 I/I task force, which recommended a secondary set of peaking factors to determine the threshold for community peak flow. This considered the decrease in base flow from water conservation and I/I mitigation and gave communities flexibility to use more of the reclaimed capacity. Staff recommended continuing with this adjustment and reevaluating it in the future. There were no objections from the task force to this approach.

## Program potential tax impact

Emily Steinweg said staff spoke with grant administrators about tax implications of the program, and the easiest option was determined to be having the city pay the contractors directly for the work. West St. Paul used this approach for its program. In this model, the resident gets bids, the city reviews those bids, and the city pays for the work. The grant is given to the city, which has the option of assessing any remaining balance or using other methods like forgivable loans. Emily noted that this is an administrative effort from the community receiving the grant, and asked whether any task force members had discussed the topic with their finance staff.

Scott Anderson had had preliminary conversations with finance staff and confirmed that the model Emily described has been used before, but could be onerous from a staffing perspective. This included keeping track of the financials, finding applicants, and probably an inspection component. Jim Hauth thought many communities probably had a system for this, since cities may pay for urgent repairs and assess the homeowner, even if that's not their preferred approach.

Dan Schueller wondered whether this would necessitate excluding restoration costs. The group

thought it might not be important because in most cases the maximum grant amount would be reached by other work.

Chair Wulff suggested parking that topic until the group reached the survey agenda item. She then asked if it matters whether the city or resident chose the contractor. Heather Butkowski said her city requires the resident to have an agreement with the contractor in case something goes wrong, even if the city is paying. The contractor knows the city will pay, but the agreement is with the resident. Scott agreed, and noted that if the city chose the contractor, they'd have to go out to bid. Chad Millner agreed and added that his city requires the resident to get at least two estimates.

Angie Craft said that with this approach, the city would need to know ahead of time how much money would be available, and Chair Wulff agreed that they would know that.

## **Survey results**

Discussion shifted to the results of the survey sent out before the meeting, which are shown below.

1. The task force determined that no municipality staff time will be compensated with grant program funds.



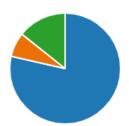




2. Municipalities must fill out a pre-application form to be eligible for grant funding and funding will only go to residents in those pre-approved municipalities.

#### More Details





3. Homeowners/homesteaded single family homes and owner-occupied duplex properties are eligible for grant funds.

#### More Details





4. What municipalities should be eligible?

#### More Details





5. Should this program utilize the grant fund distribution method used in the public I/I Grant Program that uses bonding funds? Each municipality that applies is eligible to receive a baseline grant award and if any funding remains, receive an allocation that is proportional to the municipality's requested funding amount.

More information: <a href="https://metrocouncil.org/Wastewater-Water/Funding-Finance/Available-Funding-Grants.aspx">https://metrocouncil.org/Wastewater-Water/Funding-Finance/Available-Funding-Grants.aspx</a>

Note: the "Other" option allows text entry

#### More Details



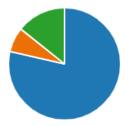


## Responses with additional comments:

- No application allocate funding to ~20 of the 81 communities per year
- Maybe. It would be a small amount but the cities would then be able to focus the money where they saw fit.
- More discussion on this would be helpful
- I like: All cities that have applied to the program by May 1 of each year, are allocated a
  proportion of that year's grant money (e.g. \$1.5M) based on either flow or number of single
  family homes.
- For Bonding dollars we have to certify that the location and facility of use are public... This would be exception to that normal part of the public I/I process
- 6. Awards are only given for lateral repairs for laterals with evidence of I/I, as determined by a community representative.

#### More Details





7. Awards may also be given for pipes with the potential for I/I, as determined by a community representative.

#### More Details





- 8. "Eligible Repairs" for grant awards include:
  - Private lateral repair and/or replacement (private laterals are non-municipal pipes between a building and the municipal pipes under the street);
  - Foundation drain disconnections and new sump pump when associated with the disconnection;
  - Site restoration (including but not limited to turf and pavement)
  - · Lateral televising and cleaning costs if:
    - o Applicant meets the "Affordability Criteria" defined below; or
    - o Televising and cleaning result in the repair or replacement of the sewer lateral

#### More Details





#### Responses with additional comments:

- Are private sewers included in definition of private lateral? If so, I agree with these statements
- Agree except don't think site restoration should be included because this is a separate project which is unnecessary to include since most times the maximum grant will be given without adding this cost. Plus it adds extra admin work and the timing messes things up since it could be done months later. Also it adds a judgement element because someone could add extra landscaping costs. In effect including it doesn't accomplish much except extra work, confusion and delay.

- Average repair costs have increased. (See image below.)
   What should the maximum grant award be? Should it utilize award limits in the public program legislation (HF 1514/SF 1896)?
  - o A minimum grant of 50% up to \$5,000

#### More Details





## Responses with additional comments:

- Should it read "A maximum grant of 50% up to \$5,000?
- Need to think about this one more
- Would this be better determined by the municipality?
- 10. What communication information can Met Council assist with? What resources do you need to communicate with your residents?

More Details

9

Responses

Latest Responses

"Benefits of the program; help sell the "buy-in" from the public to act."

"Fact sheets that we can distribute to potential users"

## **Responses:**

- Providing program details and benefits.
- One pager about program to send out to residents or put on our website
- Produce a pamphlet or sheet explaining the process
- If the money will be allocated to each city to direct as they please, then I think we would be looking for more general information about I/I?
- Language for inclusion in a letter that clearly states the requirements. A city will determine
  the process through which they will accept applications, but the requirements should be
  uniform.
- A summarized brochure and a web site for reference would be helpful.
- General promotion materials and a website. Application site or forms.
- Fact sheets that we can distribute to potential users
- Benefits of the program; help sell the "buy-in" from the public to act.

11. Met Council can update the toolbox and resources online. What is missing that would be helpful?

More Details

4 Responses Latest Responses

## **Responses:**

- This may seem simple or may already be somewhere else on your website but defining 'clear water'
- I think it looks pretty good. I like the videos.
- 12. Would you interested in continuing to serve in an advisory role for the private property I/I grant program? We anticipate unique cases and questions to come up as this program gets started. As a member of this advisory group, we would ask for input on those unique cases, first through email, only meeting if necessary.

#### More Details





#### Responses with additional comments:

If needed

## **Survey discussion**

Question four generated discussion. Ned Smith asked if communities with too little I/I to be on the list of 81 might still have areas with more I/I due to their topography, and the group said yes.

Heather agreed with Patty Nauman's previous comments about wider eligibility raising fewer objections and possibly resulting in more funding. She thought that cities not in the I/I program might not request many funds anyway. Chair Wulff agreed. Erik noted that everyone pays into the funding source used for this program. RJ Kakach asked about public grant eligibility, and Chair Wulff confirmed it was the 81 cities mentioned, and that that count includes threshold cities. Ned added that 69 cities participated in the most recent program – about an 85% application rate.

Erik Henricksen asked what the justification was for previous programs including only the 81 cities, and Kyle said those cities had work plans, but didn't think only including them was a task force recommendation. Erik asked if the logic used previously would follow through with this program.

Members discussed how the ultimate goal impacts the answer to this question. Scott was torn between prioritizing the program goal vs. addressing largest need; Jim said that if the goal was to reduce I/I overall, all cities should be eligible, while a goal of removing cities from I/I work plans would require a different approach. Shelly Rueckert pointed out that city staff know where the problem is on the public side, but not as much on the private side.

Erik thought this was a good opportunity to include everyone. Scott asked if it would be possible to prioritize the 81 cities, since it could be a good incentive to participate if a community still had a

problem after working on public I/I. Chair Wulff asked if the group was suggesting that the initial allocation be to the 81 communities in the I/I program, with any remaining funds distributed among the wider group. Patty noted that requirements from the Council for communities to address I/I has provided a reason to secure funding, and asked whether a city would need to have a private property inflow and infiltration (PPII) program to be eligible for this funding. Chair Wulff responded that in some cities, PPII only comes up if there's a blockage. Jim questioned whether an emergency repair would automatically be I/I work.

Shelly described two different approaches: reducing the burden on individuals, or helping cities lessen the overall burden of PPII on ratepayers. Chair Wulff thought the latter approach was the program's goal, but that the program could be broadened later if there were more funding.

Jim brought up the \$1M annual figure from the previous meeting and expressed hope that there could be more funding through the legislature. Chair Wulff said not this year, and Patty added that while there are proposals, they are unlikely to pass. Jim asked whether either proposed approach to the program would improve the chances of securing additional PPII funding from the legislature. Patty didn't think so and noted that funding from the legislature would also come with its own requirements. She added some context that while there is more understanding of I/I at the legislature than in the past, it has always been difficult to secure reliable I/I funding, and having another source of funding available could actually make it more difficult. Chair Wulff thought the benefits of a reliable funding source would outweigh this concern. Erik Henricksen added that he thought the Saint Paul study results might help in the future.

Chad thought starting with the 81 communities could make it more attractive to cities to participate, because they could get more properties done per city, and that this could always be expanded later. RJ asked whether there were likely to be more than 81 communities in the I/I program in the future, and Kyle said hopefully not. Chair Wulff thought it would be easier to expand eligibility than to narrow it, so she leaned toward starting with the 81 communities.

Chair Wulff asked the group if a consensus had been reached on starting the program with the 81 communities. There were no objections, though Patty requested that the program documentation include wording about revisiting that issue on an annual basis.

Jim asked if larger cities were prioritized over smaller ones. Emily said no, but that they do more work, so they might receive more funding. Shelley asked whether communities would need to submit expenditures before applying for leftover funds, and Kyle confirmed that that was the case.

Chad suggested allocating leftover funds to 20 communities per year with no application process, with the requirement that they be used for PPII mitigation, and that documentation be submitted proving that. Chair Wulff thought that would create perception problems with residents who would be upset that their neighbor had received funding the previous year for the same work while they were ineligible. Chad acknowledged this concern, but said the approach could still save time.

Angie expressed concern about the riskiness of a second allocation because communities wouldn't know how much funding they'd receive, and timing messaging to residents appropriately in that situation would be difficult. Kyle clarified that the second allocation is just a way to distribute the remaining balance, and it would occur right after the first allocation, not months later, so the community would know how much funding it would receive up front.

Chair Wulff raised the question of what to do if a community doesn't spend all of its funds in a year, and task force members expressed support for a program that allows them to roll the funds over.

Erik asked if it would help if communities applying were required to gauge interest from homeowners. He thought it could help cities manage the risk of not knowing the scope of the problem when asking for funds.

Matt Yokiel suggested that in a smaller community like his, they could use the funding to reduce the cost-of-service replacements assessed to residents during a larger reconstruction project, which would reduce the effort of searching for individual interested residents. He expected larger cities with more reconstruction projects could get a lot of work done in this way. Erik noted that it would have to be I/I work, and Matt said he knew that any work in certain parts of town would

address I/I. He thought that this funding could encourage reconstruction work, vs. just lining.

Heather proposed allocating extra funds per service line but was concerned the amounts available are small compared to the project cost. She did think it helped if cities could roll over funds. She said that it was difficult to find the middle ground, and a way to balance the size of the city. Chair Wulff agreed that it's an art to figure out a fair balance, and that we won't be sure until we receive the first year's applications, so it may be best to find a starting point and revisit next year.

Patty asked if Council staff had a sense of how many communities might apply. Kyle recalled around 13 applicants for the Clean Water program and four in the 2008 program, so fewer than 81. Chair Wulff thought there might be around 20 applicants initially. Kyle thought the predictability and sustainable funding for this program could increase the number of applicants over time.

Chad returned to Matt's idea and asked if the funds could be inserted into a street reconstruction program. Chair Wulff asked Matt to expand on that, and he said that in his city of fewer than 4,000 people, they do an approximately \$3M construction project every four to five years. They replace out to the edge of the right-of-way and residents are assessed a portion of that value. They're not fixing the entire line but are fixing the part most likely to have I/I problems. Chad liked the idea of cities having the option to use the funding in this way. Chair Wulff thought that was okay but wanted the funding to be proportionate to the work addressing I/I, not just funding city programs. Erik thought work specific to I/I could be broken out, but if groundwater was raised by the work, the problem could spread if the whole line wasn't fixed. Matt said the cast-iron joints farther up the line do a better job than the clay being replaced, so there would still be vast I/I improvements.

Angie asked if the expectation was that all cities would implement the program the same way, or would there be flexibility, including for affordability criteria?

Chair Wulff questioned whether it was decided to not do the 100% reimbursement option this year, and Kyle said that that hadn't been decided yet.

Kyle recalled that at the program start in 2008, there were projects where a city replaced part of the service line, and then the homeowner applied for funding to repair the rest. He questioned whether one property should be awarded two grants, particularly since the combined total exceeded the maximum amount for grant eligibility. Should there be a "one grant per property" rule?

Chair Wulff thought a maximum of \$5,000 per property was appropriate, and also thought Matt's suggestion to let cities offset the cost of I/I-addressing reconstruction projects to residents seemed reasonable. Angie expressed concern over the \$5,000 amount resulting in homeowners electing not to proceed with repairs, especially if the total cost is higher and the repairs are not required. Jim agreed that this would also be a problem in his city – most people would not do the work if the 100% funding option were not available. Based on conversation at the last meeting, he expected that there would be more discussion of the equity aspect. He acknowledged that it would increase the administrative complexity of the program, but thought that for many residents, having the option would make the difference between the work being done or not.

Scott noted that the model suggested by Matt looked more like the public model and asked if that changed how the Council views it, since it's supposed to be for PPII. Kyle thought it was fine, since the purpose of having a PPII program is to fill the gap, since public funding cannot be used to address private-property I/I issues. However, cities using the funds that way would need to submit service addresses and amounts with their documentation.

The group revisited concerns over tax liability in this model, and Chair Wulff reminded them that the earlier information about the city paying the contractor directly would still apply here.

Returning to Angie's earlier question, Chair Wulff agreed that it was better to allow cities flexibility. Chad and RJ also expressed support for letting cities decide.

Chad noted that equity would still need to be considered and was concerned that the application-per-household model could lead to the previously discussed issues where one neighbor's repair was funded at 100%, but the person next door only received 50%. Kyle thought that since the

publicly available information is by Census block, this would be unusual, though it could still occur.

Chair Wulff raised the concern that using Census block data could lead to inadvertently rewarding communities that concentrate poverty into smaller geographic areas.

Jim referenced the public I/I bill currently moving through the legislative process and described its equity requirements as being difficult to meet. Only two areas of his city met those requirements, and no other areas outside Minneapolis in his part of the metropolitan area did, that he could recall. He said that the strictness of the requirements is good if the focus is equity, and his community would benefit under that model, but if the goal is to address the maximum amount of PPII, these may not be the ideal metrics. In response to Patty's question, Kyle confirmed that Council staff were working on a map with this information.

Chair Wulff questioned the option of using assessed home value, and Chad thought that would go back to the "neighbor vs. neighbor" comparison problem. Matt preferred to break down the funding between the properties being rehabilitated, rather than giving just one or two homeowners money.

Scott thought that brought the group back to the original problem: it's a hard sell to get homeowners to complete a \$10,000 project where they'll only receive \$5,000 of funding, especially when the homeowner doesn't perceive that there's a problem. He wasn't sure there was a way around that aside from offering the program the first year, seeing who applies, and using that information to inform future program changes.

Dan asked about focusing only on those with backups, and Chad said that those are not always I/I-related. Matt said that in his city, I/I is where the roots are, but that might not be true for everyone.

Jim thought Matt's idea was a great way to reduce PPII. He asked if his city could use the money to install T-liners to cover the first two joints in a lateral, which are the homeowner's responsibility. He noted that since the work is done to avoid cleaning roots out of city-owned lines, and isn't normally charged to the homeowners, he wouldn't have initially considered using the funds for this work and was not sure if doing so would fit the purpose of the program. Chad replied that the city would be reducing I/I if more of that work was done, and that would meet the program goal.

Angie mentioned residents calling her to ask about how to handle this. Ned asked if the calls were disproportionately from wealthier residents, and Angie said that she's received calls from residents who don't have much money and are at a loss for ways to find funding so they can flush their toilet.

Jim said that the conversation had convinced him that allowing cities flexibility could be beneficial, so long as there was documentation that the funds were used on private service lateral issues. Chad added that the flexibility could always be revisited in a few years, if needed. Chair Wulff asked for confirmation that the group meant to give each city the opportunity to create its work plan and then decide where to use 100% funding. Jim said he thought it took the burden off of MCES of defining equity and puts it on local experts who are familiar with what equity looks like in their specific communities. Matt suggested that wording could be added to the application to require cities to consider equity in the distribution of funds, and then show that they did so. Jim agreed and said that it's in cities' best interest to document that to avoid liability. Matt added that it only helps secure future funding if you can show that 85% of the funding went to qualified residents.

Erik commented that he liked the flexibility that had been discussed but wasn't sure we had enough information yet to show where to spend the minimal dollars available for maximum impact.

Dan proposed allocating based on single-family home count, so big industries didn't skew the numbers. Kyle asked what data set would be used to determine number of households, and Chad thought Census data would be close enough. Erik asked if the date of lateral construction would be considered as a way to allocate funds, and Kyle said that while we can get date for housing stock older than 1970, we don't have information about which areas have been reconstructed since then. Matt thought repairs done by individual homeowners wouldn't make a big difference in that consideration, but big city reconstruction projects would have.

Chair Wulff thought newer communities were less likely to apply for funding and noted that some communities have already done reconstruction in their older neighborhoods. She proposed using

these metrics and addressing any outliers when they come up.

Matt asked if the amount of overage (of wastewater flow) should be considered. Emily said that the challenge is how precipitation varies across the metropolitan area. Chair Wulff said that minimum amount plus number of households seems to be the best way to go for now, plus households constructed prior to 1970 for the second allocation, and the group agreed.

Heather asked for clarification that allocation wouldn't occur until cities had applied, and staff confirmed that that was the case. She asked when communities would know about the funding, and Emily said the schedule would still need to be determined. Chair Wulff asked whether the intent was to get the first year of the program allocated this calendar year, and Emily said that allocating it this year for expenditure next year was the goal. In response to a question from Ned, Chair Wulff confirmed that backup documentation for costs would be required.

Angie thought that the city paying the contractor directly and getting reimbursement could work for larger cities like hers because they have the money, but questioned if it would work for everyone. Matt asked how fast reimbursement would be and noted that having one reimbursement per year would be best for bookkeeping purposes. Ned said that's how the current program is handled.

Angie noted that capital programming numbers for 2024 were already submitted for her city, so that could complicate things, but discussions with finance staff would be needed.

Heather thought auditors would be okay with the suggested approach if there's a commitment for reimbursement, and Shelly agreed. Patty suggested that whatever plan is chosen, fiscal staff should be evaluating it and making sure it's sound. Chair Wulff added that municipalities would receive their full amount at once since allocations are decided at the same time.

Erik asked if MCES would provide boilerplate documents to help communities make agreements with homeowners, particularly to help cities that might not already have those documents developed. Emily said MCES would have contracts between the Council and communities, but Kyle thought it would be best if municipalities developed those agreements. Chad noted that his city already has legal documents used when homeowners were assessed for work done during street reconstruction, and that they could share them.

Kyle added that MCES would create a standard reporting form, and Ned said that MCES could also help with promotional materials. Jana Larson was interested in how communities intend to promote the program, since that could impact MCES's materials. Angle said that she would write text that could easily be added to her city council members' regular newsletters to constituents. Chair Wulff suggested that outreach could be targeted to certain parts of communities.

Jim thought targeting sump pumps would be much faster than repairing or replacing sewer lines, and asked if others thought plumbing work to disconnect sump pumps should be included for that reason. This was not included in previous programs because it's already illegal per the state plumbing code, but Jim would like it considered despite that, since sump pumps are still a major source of I/I, and addressing the problem could be a cost-effective way of reducing I/I. Dale Reed asked if these should have been discovered previously by communities inspecting homes. Jim and Kyle explained that there was never a region-wide requirement that homes be inspected for sump pumps, so whether cities did so depended on the priorities of their city council members.

Angie asked if the group had agreed to a \$10,000 reimbursement cap, or if 100% could mean 100% reimbursement for a larger amount at a city's discretion. Emily said that question is up to the task force, and that the amounts originally proposed were just examples based on the average cost of the work. The legislation being considered on the public side doesn't have a cap. Angie wanted the cities to have the option of covering 100% of costs without a cap, because for residents who really need the assistance, an extra few thousand dollars not covered would likely result in the work not being done at all. She thought the process of the city reviewing bids for the work would help avoid unreasonable costs for the work.

Chair Wulff asked what the cap should be if the group decided to impose one. Scott suggested it could be based on the dataset from West St. Paul's prior PPII work, adjusted for inflation. Kyle noted that that data includes the lining work, not restoration or other work that might be covered.

Erik asked if there should be a minimum allocation, as well.

Patty asked if communities would be determining equity criteria independently and pointed out the potential perception problem if this led to one homeowner receiving reimbursement for expensive work while a neighbor couldn't get reimbursed for less expensive work. She emphasized the importance of criteria being defensible across the region and at the legislature, since the ability to create this program was given by the legislature and could be taken away if it were perceived to be unfair. Erik agreed and said that if there were a cap, it couldn't be an arbitrary number, but should rather be based on data. Angie thought more data would be helpful, and that communities could provide their own. Chair Wulff asked if the task force agreed that the municipalities would submit their information and that would be used to propose a cap number, and there were no objections.

## **Wrap-Up and Next Steps**

Emily explained that over the next couple of months, she would draft a report for the group to review. She thanked members for taking the survey prior to this meeting and discussed a survey question about taking part in a continuing advisory group, reminding task force members to let her know if they didn't want to participate in that group, or if they had other questions.

## **Adjournment**

Chair Wulff thanked the task force members for their input and adjourned the meeting at 3:29 p.m.

## **Meeting Facilitator and Contact:**

Emily Steinweg, Principal Engineer Emily.Steinweg@metc.state.mn.us



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## **City Council Item**

February 26, 2024



Item	Resolution 2024-XX: Approve Construction Materials Testing Agreement for Construction of the Galpin Boulevard Improvement Project		
File No.	PW176	Item No: D.10	
Agenda Section	CONSENT AGENDA		
Prepared By	Erik Henricksen, Project Engineer		
Reviewed By	Charlie Howley		

### **SUGGESTED ACTION**

"The Chanhassen City Council adopts a resolution awarding a consulting agreement for construction materials testing to Braun Intertec for the Galpin Boulevard Improvement Project."

<b>Motion Type</b>	Simple Majority Vote of members present
Strategic Priority	Asset Management

### **SUMMARY**

The Galpin Boulevard Improvement Project requires a consultant for construction materials testing and associated engineering services to provide the required quality assurance testing set forth in the project documents and city specifications.

## **BACKGROUND**

#### **DISCUSSION**

The Engineering Department solicited proposals from American Engineering Testing, Inc. and Braun Intertec Corporation for the materials testing and associated engineering services required to facilitate the construction of the project. Both firms submitted proposals.

The proposals were reviewed to compare the proposed work scopes, testing rates, and estimated costs. This also included review of the level of effort and clarity of each firm's proposal in meeting the specifications of the project. As needed, assumed quantity and/or testing rate amounts in the proposal were adjusted to facilitate a comparison of equal amounts. The proposals were analyzed and the results are as follows:

- Braun Intertec \$112,710.00
- American Engineering Testing \$121,220.00

Both firms have the required certified personnel, are capable of completing the required work, and have successfully completed past work for the city. Based on the review of the proposals, staff recommends that Braun Intertec be selected for the work.

Braun Intertec's proposal is on a unit-cost basis and billed per personnel hours and/or tests at set rates provided in their proposal. Staff recommends an agreement amount of \$124,000.00 be awarded to allow for minor adjustments to the testing quantities without the need for processing a contract modification.

Braun will submit monthly invoices that staff will review before processing. Staff will review the invoices for accuracy and conformance with the contract.

#### **BUDGET**

Funding for the Galpin Boulevard Improvement Project will be through the budgets established by the City and County.

#### **RECOMMENDATION**

Staff recommends the City Council adopt a resolution to approve entering into the contract with Braun Intertec for construction material testing services for \$124,000.00 which includes a small contingency for additional services that routinely arise during construction.

#### **ATTACHMENTS**

Resolution Professional Services Agreement Braun Intertec Proposal AET Proposal

## CITY OF CHANHASSEN CARVER AND HENNEPIN COUNTIES, MINNESOTA

DATE:	February 12, 2024	RESOLU	TION NO:	2024-XX
MOTION BY	<b>:</b>	SECOND	ED BY:	
				OR CONSTRUCTION OVEMENT PROJECT
Boulevard Imp	• •			naterial testing for Galpin eceived and evaluated that
	Bidder		Quote Amou	nt
	Braun Intertec		\$112,710.00	
	American Engineerin	g and Testing	\$121,220.00	
NOW, Mayor and City with Braun Inte Galpin Bouleva	THEREFORE, BE IT  y Manager are hereby autertec in the name of the Card Improvement Project  fice of the City Engineer	RESOLVED by thorized and directity of Chanhasser according to the	the Chanhassen C ted to enter into a n for the material	a consulting agreement s testing services for the
<b>PASSE</b> 2024.	CD AND ADOPTED by	the Chanhassen (	City Council on th	nis 12 <sup>th</sup> day of February
ATTEST:				
Kim Meuwisse	n, City Clerk	 Elis	se Ryan, Mayor	
	YES	<u>NO</u>	ABS	<u>ENT</u>

#### PROFESSIONAL SERVICES AGREEMENT

AGREEMENT ma	ade this day	of	, 2024, by an	d between
the CITY OF CHANH	ASSEN, a Minneso	a municipal corpo	ration ("City") and	BRAUN
INTERTEC CORPORAT	<b>ΓΙΟΝ</b> "Consultant").	_	-	

# IN CONSIDERATION OF THEIR MUTUAL COVENANTS, THE PARTIES AGREE AS FOLLOWS:

- **1. SCOPE OF SERVICES.** The City retains Consultant for construction materials testing and evaluation services.
- **2. CONTRACT DOCUMENTS.** The following documents shall be referred to as the "Contract Documents," all of which shall be taken together as a whole as the contract between the parties as if they were set verbatim and in full herein:
  - A. This Professional Services Agreement;
  - B. Request for Proposal for Construction Materials Testing for Galpin Boulevard Improvements City Project No. PW 176B dated January 2, 2024;
  - C. Insurance Certificate:
  - D. Consultant's January 19, 2024 proposal for Construction Materials Testing Services (S.A.P. 194-115-0040) ("Proposal").

In the event of conflict among the provisions of the Contract Documents, the order in which they are listed above shall control in resolving any such conflicts, with Contract Document "A" having the first priority and Contract Document "D" having the last priority.

- 3. COMPENSATION. Consultant shall be paid by the City for the services described in the Proposal a not to exceed fee of One Hundred Twenty Four Thousand Dollars (\$124,000.00), inclusive of expenses. Services performed directly by Consultant shall be paid at an hourly rate in accordance with the Proposal, subject to the not to exceed fee. The not to exceed fees and expenses shall not be adjusted if the estimated hours to perform a task, the number of required meetings, or any other estimate or assumption is exceeded. Consultant shall bill the City as the work progresses. Payment shall be made by the City within thirty-five (35) days of receipt of an invoice.
- **4. DOCUMENT OWNERSHIP.** All reports, plans, models, diagrams, analyses, and information generated in connection with performance of this Agreement shall be the property of the City. The City may use the information for its purposes.

- **5. CHANGE ORDERS**. All change orders, regardless of amount, must be approved in advance and in writing by the City. No payment will be due or made for work done in advance of such approval.
- **6. COMPLIANCE WITH LAWS AND REGULATIONS.** In providing services hereunder, Consultant shall abide by all statutes, ordinances, rules and regulations pertaining to the provisions of services to be provided.
- 7. STANDARD OF CARE. Consultant shall exercise the same degree of care, skill, and diligence in the performance of the services as is ordinarily possessed and exercised by a professional consultant under similar circumstances. No other warranty, expressed or implied, is included in this Agreement. City shall not be responsible for discovering deficiencies in the accuracy of Consultant's services.
- **8. INDEMNIFICATION.** Consultant shall indemnify and hold harmless the City, its officers, agents, and employees, of and from any and all claims, demands, actions, causes of action, including costs and attorney's fees, arising out of or by reason of the execution or performance of the services provided for herein and further agrees to defend at its sole cost and expense any action or proceeding commenced for the purpose of asserting any claim of whatsoever character arising hereunder.
- **9. INSURANCE.** Consultant shall secure and maintain such insurance as will protect Consultant from claims under the Worker's Compensation Acts, automobile liability, and from claims for bodily injury, death, or property damage which may arise from the performance of services under this Agreement. Such insurance shall be written for amounts not less than:

Commercial General Liability \$2,000,000 each occurrence/aggregate

Automobile Liability \$2,000,000 combined single limit

Professional Liability \$2,000,000 each occurrence/aggregate

The City shall be named as an additional insured on the general liability policy on a primary and non-contributory basis. Before commencing work, the Consultant shall provide the City a certificate of insurance evidencing the required insurance coverage in a form acceptable to City.

10. INDEPENDENT CONTRACTOR. The City hereby retains Consultant as an independent contractor upon the terms and conditions set forth in this Agreement. Consultant is not an employee of the City and is free to contract with other entities as provided herein. Consultant shall be responsible for selecting the means and methods of performing the work. Consultant shall furnish any and all supplies, equipment, and incidentals necessary for Consultant's performance under this Agreement. City and Consultant agree that Consultant shall not at any time or in any manner represent that Consultant or any of Consultant's agents or employees are in any manner agents or employees of the City. Consultant shall be exclusively responsible under this Agreement for Consultant's own FICA payments, workers compensation payments, unemployment compensation payments,

withholding amounts, and/or self-employment taxes if any such payments, amounts, or taxes are required to be paid by law or regulation.

- 11. SUBCONTRACTORS. Consultant shall not enter into subcontracts for services provided under this Agreement without the express written consent of the City. Consultant shall comply with Minnesota Statutes § 471.425. Consultant must pay subcontractors for all undisputed services provided by subcontractors within ten (10) days of Consultant's receipt of payment from City. Consultant must pay interest of one and five-tenths percent (1.5%) per month or any part of a month to subcontractors on any undisputed amount not paid on time to subcontractors. The minimum monthly interest penalty payment for an unpaid balance of One Hundred Dollars (\$100.00) or more is Ten Dollars (\$10.00).
- 12. CONTROLLING LAW/VENUE. This Agreement shall be governed by and construed in accordance with the laws of the State of Minnesota. In the event of litigation, the exclusive venue shall be in the District Court of the State of Minnesota for Carver County Minnesota.
- 13. MINNESOTA GOVERNMENT DATA PRACTICES ACT. Consultant must comply with the Minnesota Government Data Practices Act, Minnesota Statutes Chapter 13, as it applies to (1) all data provided by the City pursuant to this Agreement, and (2) all data, created, collected, received, stored, used, maintained, or disseminated by Consultant pursuant to this Agreement. Consultant is subject to all the provisions of the Minnesota Government Data Practices Act, including but not limited to the civil remedies of Minnesota Statutes Section 13.08, as if it were a government entity. In the event Consultant receives a request to release data, Consultant must immediately notify City. City will give Consultant instructions concerning the release of the data to the requesting party before the data is released. Consultant agrees to defend, indemnify, and hold City, its officials, officers, agents, employees, and volunteers harmless from any claims resulting from Consultant's officers', agents', city's, partners', employees', volunteers', assignees' or subcontractors' unlawful disclosure and/or use of protected data. The terms of this paragraph shall survive the cancellation or termination of this Agreement.
- 14. COPYRIGHT. Consultant shall defend actions or claims charging infringement of any copyright or software license by reason of the use or adoption of any software, designs, drawings or specifications supplied by it, and it shall hold harmless the City from loss or damage resulting therefrom.
- 15. PATENTED DEVICES, MATERIALS AND PROCESSES. If the Contract requires, or the Consultant desires, the use of any design, devise, material or process covered by letters, patent or copyright, trademark or trade name, the Consultant shall provide for such use by suitable legal agreement with the patentee or owner and a copy of said agreement shall be filed with the City. If no such agreement is made or filed as noted, the Consultant shall indemnify and hold harmless the City from any and all claims for infringement by reason of the use of any such patented designed, device, material or process, or any trademark or trade name or copyright in connection with the services agreed to be performed under the Contract, and shall indemnify and

defend the City for any costs, liability, expenses and attorney's fees that result from any such infringement.

- **16. RECORDS.** Consultant shall maintain complete and accurate records of hours worked and expenses involved in the performance of services.
- 17. **ASSIGNMENT.** Neither party shall assign this Agreement, or any interest arising herein, without the written consent of the other party.
- **18. WAIVER.** Any waiver by either party of a breach of any provisions of this Agreement shall not affect, in any respect, the validity of the remainder of this Agreement.
- 19. ENTIRE AGREEMENT. The entire agreement of the parties is contained herein. This Agreement supersedes all oral agreements and negotiations between the parties relating to the subject matter hereof, as well as any previous agreements presently in effect between the parties relating to the subject matter hereof. Any alterations, amendments, deletions, or waivers of the provisions of this Agreement shall be valid only when expressed in writing and duly signed by the parties, unless otherwise provided herein.
- **20. TERMINATION.** This Agreement may be terminated by the City for any reason or for convenience upon written notice to the Consultant. In the event of termination, the City shall be obligated to the Consultant for payment of amounts due and owing including payment for services performed or furnished to the date and time of termination.

Dated:, 2024.	CITY OF CHANHASSEN			
	BY:Elise Ryan, Mayor			
	BY: Laurie Hokkanen, City Manager			
Dated:, 2024.	BRAUN INTERTEC			
	BY:			
	Its			



Braun Intertec Corporation 11001 Hampshire Avenue S Minneapolis, MN 55438 Phone: 952.995.2000 Fax: 952.995.2020 Web: braunintertec.com

January 19, 2024

Proposal QTB190390

George Bender, PE City of Chanhassen 7700 Market Boulevard PO Box 147 Chanhassen, MN 55317

Re: Proposal for Construction Materials Testing Services Chanhassen - Galpin Boulevard Improvements S.A.P. 194-115-004, City Project No. PW 176 Chanhassen, MN 55317

Dear Mr. Bender:

Braun Intertec Corporation is pleased to submit this proposal to provide construction materials testing services for Galpin Boulevard Improvements in Chanhassen, Minnesota.

We have completed the geotechnical evaluation report for this project, so we have a unique understanding of the site and construction challenges. We can aid the construction team by applying this experience and transferring our knowledge developed during the design phase which will provide professional continuity to the construction. Our work on the project to date gives us familiarity with the project team and design development, which allows us to understand some of the considerations used when developing the project's design. We propose to use our same engineer Chad Lukkarila that wrote the geotechnical report during the design phase of this project to be available to address any soil related questions during construction. In addition to Chad, we have over 30 engineers in our Twin Cities offices that can help support this project as needed.

Since our inception in 1957, we have grown into one of the largest employee-owned engineering firms in the nation. With more than 1,000 employee owners, retaining our firm gives you access to a diverse range of services and professionals you can consult with if the unforeseen occurs. The size of our company also allows us to respond quickly when schedule constraints occur.

## **Our Understanding of Project**

We understand this project will include the construction of pavement subgrade preparation, aggregate base placement, new concrete curb and gutter, sidewalk, median, and driveways along with a new bituminous pavement. Improvements to the sanitary, storm, and water main utilities will also be part of this project.

This project is a City of Chanhassen project with state-aid funding. Projects that are constructed with state-aid funding are required to perform Quality Control and Quality Assurance (QC/QA) testing in accordance with the Minnesota Department of Transportation's (MnDOT's) 2020 Standard Specifications for Construction and MnDOT's Schedule of Materials Control. This project is using MnDOT's 2023 State

AA/EOE

Aid for Local Transportation (SALT) Schedule of Materials Control. Personnel with MnDOT certifications must complete the monitoring and testing. Braun Intertec will perform the QA field testing on the project as listed in our scope of services and as shown on our attached cost estimate table. The contractor will be responsible for performing all of the required QC testing and submitting all the documentation upon completion of the project. An audit of the project could be conducted upon completion. The audit may include reviewing tests and paperwork provided by your QC/QA representative.

# **Available Project Information**

This proposal was prepared using the following documents and information.

- Project plans prepared by WSB, dated August 14, 2023.
- Project specifications prepared by WSB, dated August 10, 2023.
- Project Addendum numbered 1 through 4, dated through August 24, 2023, September 12, September 15, and September 18, 2023, respectively.
- Request for Proposals prepared by the City of Chanhassen, dated January 2, 2024.
- A geotechnical evaluation report prepared by Braun Intertec, Project Number B2208701 and dated June 8, 2023.

## Project Team

For this project we propose to use Tom Loosbrock as our lead senior technician and Jacob Collins as our project manager. Tom and Jacob will be supported by account leader, Andrew Valerius, geotechnical engineer Chad Lukkarila and principal engineer, Charles Cadenhead. The project team has provided services on many City of Chanhassen projects in the past including: 2023 Mill and Overlay Project, Orchard Lane Area Improvements, Minnewashta Manor Neighborhood Street Reconstruction, and the 2023, 2022, 2017, and 2016 Street Resurfacing and Rehabilitation Projects and state-aid projects Lake Lucy Road Rehabilitation, Lake Drive Improvements, and Minnewashta Parkway Rehabilitation.

Tom Loosbrock is a senior engineering assistant with more than 20 years of experience in materials testing and is responsible for field operation coordinating, general project management; soil density testing using nuclear and sand cone methods; soil excavation observations; DCP testing, concrete testing and bituminous testing. Tom has worked on many state-aid projects throughout his career and is familiar with MnDOT specification, and the schedule of materials control.

Jacob Collins is a project manager and will be the main point of contact for this project. Jacob has more than 16 years of experience with special inspections and testing. His extensive on-site testing and special inspection experience related to concrete, masonry, structural steel, fireproofing, soils as well as with MnDOT testing for transportation will help any project as project manager. Jacob also assists technicians on-site with training to help ensure the tests and observations are done properly in accordance with the project at hand.



Andrew Valerius is a senior project manager with more than 18 years experience who is responsible for overseeing the quality control and day-to-day operations of engineering technicians involved in roadway and bridge projects, especially for state-aid and federally-funded projects. He has extensive experience working with the Minnesota Department of Transportation's (MnDOT) Schedule of Materials Control and MnDOT's Standard Specifications for Construction. Internally, he help leads the Braun Intertec transportation construction materials testing group for the State of Minnesota. Andrew also helps organize and presents at many educational sessions that focus on MnDOT's specifications and procedures. Andrew's past experience providing field services, such as soil density testing, concrete testing, bituminous and concrete batch plant observations, and testing services has allowed him to gain the necessary knowledge of field testing practices and practical site experience to perform his senior project manager role at a high level and deliver quality results safely.

As stated previously we propose to use Chad Lukkarila as our lead geotechnical engineer during construction as soil recommendations are needed and to observe the soils are similar to those encountered during the geotechnical evaluation. In addition to Chad we have a group of over 30 engineers to assist if needed for this project.

Charles Cadenhead has more than 27 years of experience in the transportation industry and more than 20 years of experience in delivering construction projects for owners (MnDOT and Anoka County) and other clients. With every project, from design-bid-build to design-build Charles has been one of the primary individuals entrusted with quality oversight from all aspects. While working for MnDOT his primary focus was on the construction side of projects, however with his experience at Anoka County and as a consultant he has been involved in both design and construction quality management. At Anoka County he was involved as early as the right-of-way process and used his expertise in construction to help manage risks associated with the design of projects. Projects have been various in size from simple span bridges and mill and overlays to large design-build projects with over \$200 million in construction. Charles brings years of contract administration and change management experience to bear in order to arrive at a successfully completed project.

Resumes for Tom Loosbrock, Jacob Collins, Andrew Valerius, Chad Lukkarila and Charles Cadenhead are attached to highlight their expertise and experience with projects similar to this one.

# **Braun Intertec Project Personnel**

In addition to Tom Loosbrock as our lead technician, we will provide additional technicians that are MnDOT certified in each specialized field. For the proposed scope of services, our staff will have the following certifications:

- Aggregate Production
- Grading & Base Tester
- Concrete Field Tester
- Bituminous Street Inspector
- Bituminous Plant Tester
- MnDOT or ACI Strength Tester



## **Accredited Laboratory**

In the 2023 MnDOT SALT Schedule of Materials Control requires laboratories performing acceptance tests for payment to be accredited by the AASHTO Resource (formerly AASHTO Materials Reference Laboratory [AMRL]) for all test procedures performed.

Braun Intertec is one of the few independent testing companies that is accredited in the Minneapolis and St. Paul metro area. With the Braun Intertec Metro Material Laboratory typically operating 24 hours a day, laboratory test results are delivered in a timely manner.

# **Scope of Services**

Testing services will be performed on an on-call, as-needed basis as requested and scheduled by you or your on-site project personnel. Based on our understanding of the project, we propose the following services.

#### **Soil Related Services**

- Perform nuclear gauge density tests on sub-grade, embankment, and utility backfill materials.
- Perform Dynamic Cone Penetrometer (DCP) tests on aggregate base material.
- Perform moisture content tests at time of compaction on utility backfill, embankment, and aggregate base materials.
- Perform gradation tests on select granular embankment, aggregate base, aggregate backfill, fine filter aggregate, and aggregate bedding materials.
- Perform laboratory standard Proctor tests on backfill and fill materials.
- Observe and evaluate the soils exposed in the bottoms of excavations to determine if the soils are similar to those encountered with the geotechnical evaluation and suitable for support of pavements. Our engineer can provide consultation for conditions that appear to differ from the geotechnical evaluation.
- Prepare the preliminary and final grading and base report along with assembling the random sampling locations reports for the aggregate base according to MnDOT Specifications.

#### **Concrete Field Testing Related Services**

- Sample and test the plastic concrete for slump, air content, temperature prior to placement. We assume that we will be able to appropriately dispose of excess concrete (and associated wash water) on site at no additional cost to us.
- Prepare 4-inch by 8-inch cylinders for compressive strength testing. A set of four cylinders will be tested with 1 cylinder at 7 days and 3 cylinders at 28 days for each set cast. If field cure cylinders are requested, each additional cylinder will be charged at the unit price listed in our cost estimate.



Laboratory compressive strength testing of cylinders.

#### **Bituminous Related Services**

- Collect verification samples per MnDOT's 2360 specification and randomly select one sample per day per mix to run quality assurance tests on. Perform quality assurance tests on the verification samples which include the following tests: Rice specific gravity, asphalt content, extracted aggregate gradation, gyratory density, coarse aggregate angularity, and fine aggregate angularity. Compare agency test results with contractor's test results for compliance with MnDOT 2360 specification.
- Randomly determine bituminous core locations by using MnDOT's random core worksheet and mark pavement core locations.
- Collect companion cores and test for thickness and density of pavement cores. Compare agency test results with contractor's test results for compliance with MnDOT 2360 specification. Review incentive and disincentive sheets completed by contractor.

## **Reporting and Project Management**

Test results will be issued weekly for the project as the various tasks are performed. If, at any time, there are failing tests which do not appear to be in accordance with the plans and specifications or MnDOT's 2023 SALT Schedule of Materials Control, we will notify the engineer's representative and any others that we are directed to notify.

Before the final project closeout, we will issue a final report. The report will include the following:

- Braun Intertec technician roster for technicians that conducted testing on the project.
- Completed MnDOT Materials Certification Exceptions Summary for items tested by Braun Intertec.
- Completed Preliminary and Final Grading and Base Report.
- Moisture, Density, DCP, Proctor and Gradation tests.
- Concrete compressive strength results.
- Completed test reports for samples sent to the MnDOT Materials Lab.
- Bituminous mix designs.
- Bituminous verification test results.
- Bituminous contractor's summary sheets.
- Random core log location worksheets.



- Completed density incentive/disincentive worksheets.
- Copies of concrete and bituminous plant certifications

# **Basis of Scope of Work**

The costs associated with the proposed scope of services were estimated using the following assumptions. If the construction schedule is modified or the contractor completes the various phases of the project at different frequencies or durations than shown in this proposal, we may need to adjust the overall cost accordingly. The scope of work and number of trips required to perform these services are as shown in the attached table. Notable assumptions in developing our estimate include:

- We understand, per the RFP, the soils and aggregate testing portion of the project is estimated at 130 hours of technician time with 65 total trips. In the technician hours nuclear density testing, material sampling, and DCP testing will be conducted.
- We understand, per the RFP, laboratory testing of 40 gradation samples and 40 proctor samples will be conducted as well as 5 samples for topsoil testing.
- We understand, per the RFP, the concrete testing portion of the projects will involve 65 hours of technician time for testing and 25 hours for sample pick up with a total of 50 trips. We also understand that a total of 110 cylinders are estimated to be needed with each set being four cylinders with an additional 20 field-cured cylinders to be cast as directed by Engineer.
- We understand, per the RFP, the bituminous testing portion of the projects will include a total of 100 hours of technician time for sampling and/or receiving bulk samples, nuclear density testing for roll patterns, and receiving bituminous cores for paving. We also understand that 20 bulk samples of the bituminous mixes will be tested for MnDOT gyratory mix properties with 25 bituminous cores tested for thickness and density.
- We understand, per the RFP, that an additional \$10,000 allowance of effort is potentially needed for geotechnical and/or pavement evaluation and only be used if very poor soils or unstable base is encountered during excavations or if questions regarding pavements arise.
- We assume the project engineer of record will review and approve the contractor's quality control submittals and test results.
- You, or others you may designate, will provide us with current and approved plans and specifications for the project. Modification to these plans must also be sent to us so we can review their incorporation into the work.
- We will require a minimum of 24 hours' notice for scheduling inspections for a specific time. Shorter than 24 hours' notice may impact our ability to perform the requested services, and the associated impacts will be the responsibility of others.



If the work is completed at different rates than described above, this proposal should be revised.

# **Cost and Invoicing**

We will furnish the services described herein for an estimated fee of \$112,710. Our estimated costs are based on industry averages for construction production. Depending on the contractor's performance, our costs may be significantly reduced or slightly higher than estimated. A tabulation showing our estimated hourly and/or unit rates associated with our proposed scope of services is also attached. The actual cost of our services will be based on the actual units or hours expended to meet the requirements of the project documents.

This cost estimate was developed with the understanding that the scope of services defined herein will be required and requested during our normal work hours of 6:00 a.m. to 6:00 p.m., Monday through Friday. Services that we are asked to provide to meet the project requirements or the contractor's construction schedule **outside** our normal business hours will be invoiced using an overtime rate factor. The factor for services provided outside our normal work hours or on Saturday will be 1.25 times the listed hourly rate for the service provided. The factor for services provided on Sunday or legal holidays will be 1.5 times the listed hourly rate for the service provided. We have not included premiums for overtime in our cost estimate; however, we recommend that allowances and contingencies be made for overtime charges based on conversations with the contractor. You will be billed only for services provided on a time and materials basis.

Because our services are directly controlled by the schedule and performance of others, the actual cost may vary from our estimate. It is difficult to project all of the services and the quantity of services that may be required for any project. If services are required that are not discussed above, we will provide them at the rates shown in the attached table or, if not shown, at our current Schedule of Charges. We will invoice you on a monthly basis.

#### **General Remarks**

We will be happy to meet with you to discuss our proposed scope of services further and clarify the various scope components.

We appreciate the opportunity to present this proposal to you. After reviewing this proposal, please sign and return one copy to our office as notification of acceptance and authorization to proceed. If anything in this proposal is not consistent with your requirements, please let us know immediately. Braun Intertec will not release any written reports until we have received a signed agreement.

The proposed fee is based on the scope of services described and the assumption that our services will be authorized within 30 days and that others will not delay us beyond our proposed schedule.



We understand if selected for this project a professional services agreement will executed with this proposal as an attachment.

To have questions answered or schedule a time to meet and discuss our approach to these projects further, please contact Jacob Collins at 612.418.8570 (jacollins@braunintertec.com) or Andrew Valerius at 952.995.2242 (avalerius@braunintertec.com).

Sincerely,

**BRAUN INTERTEC CORPORATION** 

Jacob D. Collins
Project Manager

Andrew M. Valerius

Account Leader, Senior Project Manager

Jeffrey A. Gebhard., PE

Vice President, Principal Engineer

Attachments:

Cost Estimate Table

City of Chanhassen Provided – Quantity Item Price List

Resumes:

Tom Loosbrock

**Jacob Collins** 

Chad Lukkarila

**Andrew Valerius** 

Charles Cadenhead



# **Project Proposal**

# QTB190390

Chanhassen - Galpin Boulevard Improvements SAP 194-115-004

Client:

City of Chanhassen George Bender 7700 Market Blvd PO Box 147 Chanhassen, MN 55317 (952) 227-1100

#### Work Site Address:

Galpin Boulevard Between TH5 and Mayflower Road Chanhassen, MN 55317

## **Service Description:**

Construction Materials Testing SAP 194-115-004 City Project No. PW176

	Description		Quantity	Units	Unit Price	Extension
ase 1	Construction Materials Testing					
Activity 1.1	Soils Testing					\$38,110.
1308	Nuclear moisture-density meter charge, per hour		110.00	Each	26.00	\$2,860.
	Work Activity Detail	Qty Units	Hı	s/Unit	Extension	
	Soils	80.00 Hours		1.00	80.00	
1001	Granular Charac	30.00 Hours	GE 00	1.00	30.00	¢2.600
1861	CMT Trip Charge		65.00		40.00	\$2,600
207	Compaction Testing - Nuclear		110.00		90.00	\$9,900
217	Compaction Testing - DCP		20.00	Hour	90.00	\$1,800
1318	Moisture Density Relationship (Standard), per sam	ple	40.00	Each	200.00	\$8,000
1228	Topsoil Testing with nutrients, per sample		5.00	Each	390.00	\$1,950
1162	Sieve Analysis with 200 wash, per sample		40.00	Each	150.00	\$6,000
1230	Geotechnical Evaluation Allowance		1.00	Each	5,000.00	\$5,000.
Activity 1.2	Concrete Testing					\$25,310.
1364	Compressive strength of concrete cylinders (ASTN	/I C 39), each	460.00	Each	36.00	\$16,560
	Work Activity Detail	Qty Units	Hı	s/Unit	Extension	
	Cylinders for Sets	110.00 Sets		4.00	440.00	
	Field Cure Cylinders	20.00 Cylind	ers	1.00	20.00	
1861	CMT Trip Charge		50.00	Each	40.00	\$2,000
261	Concrete Testing		50.00	Hour	90.00	\$4,500.
278	Concrete Cylinder Pick up		25.00	Hour	90.00	\$2,250
Activity 1.3	Pavement Testing					\$33,090.
2689	MnDOT Asphalt Verification, per sample		20.00	Each	740.00	\$14,800
209	Sample pick-up		60.00	Hour	90.00	\$5,400
	Work Activity Detail	Qty Units	Hı	s/Unit	Extension	
	Verification Samples	40.00 Hours		1.00	40.00	
	Core Samples	20.00 Hours		1.00	20.00	
1861	CMT Trip Charge		45.00		40.00	\$1,800
	Work Activity Detail	Qty Units	Hi	s/Unit	Extension	
	Verification Samples	20.00 Trips		1.00	20.00	
	Core Samples	5.00 Trips		1.00	5.00	
207	Roll Pattern	20.00 Trips	40.00	1.00	20.00	¢2 c00
207	Compaction Testing - Nuclear		40.00		90.00	\$3,600
1308	Nuclear moisture-density meter charge, per hour		40.00		26.00	\$1,040
1542	Thickness and Density of Bituminous Core		25.00		58.00	\$1,450.
1230	Pavement Evaluation Allowance		1.00	Each	5,000.00	\$5,000.
Activity 1.4	Project Management and Review					\$16,200.
226	Project Manager		30.00	Hour	170.00	\$5,100.
138	Project Assistant		90.00	Hour	90.00	\$8,100.

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# **Project Proposal**

# QTB190390

Chanhassen - Galpin Boulevard Improvements SAP 194-115-004

228	Senior Project Manager		Hour	200.00	\$.00
1230	Evaluation, Reporting, & Analysis Documentation - Billed as Codes 138, 226, and 228	1.00	Each	3,000.00	\$3,000.00
			Ph	ase 1 Total:	\$112,710.00

	*
Proposal Total:	\$112,710.00

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City Project No. PW 176 - Galpin Boulevard Improvements - SAP 194-115-004

ITEM NO.	ITEM	UNITS	QUANTITY	UNIT PRICE	TOTAL PRICE	COMMENTS
1A	Project Management & Oversight	HR	30	\$170	\$5,100	Activity 1.4, code 226
1B	Project Administration	HR	90	\$90	\$8,100	Activity 1.4, code 138
2	Compaction Testing on Soils (Nuclear Density Test)	EA	155	\$13	\$2,015	Billed per hour of Density Gauge Usage, code 1308
3	Compaction Testing on Granular Materials (Nuclear Density Test)	EA	65	\$13	\$845	Billed per hour of Density Gauge Usage, code 1308
4	Soils & Granular Materials Testing Trip Charge	EA	65	\$40	\$2,600	Activity 1.1, code 1861
5	Soils & Granular Materials Testing Hours	HR	130	\$90	\$11,700	Activity 1.1, codes 207, 217, and 209
6	Proctor Sample & Testing (including Moisture Content)	EA	40	\$200	\$8,000	Activity 1.1, code 1318, Lab Test Unit Charge Only
7	Topsoil Borrow Sample & Testing	EA	5	\$390	\$1,950	Activity 1.1, code 1228, Lab Test Unit Charge Only
8	Gradation Sample and Testing	EA	40	\$150	\$6,000	Activity 1.1, code 1162, Lab Test Unit Charge Only
9	DCP Tests for Aggregate Base (Class 5)	EA	60	\$0	\$0	DCP Testing billed only per hour, no unit cost
10	Concrete Testing & Casting Cylinder Sets (Compressive Strength, Curing, & Handling)	EA	110	\$144	\$15,840	Activity 1.2, 4 cylinders per Set, code 1364 per cylinder
10A	Concrete Testing and Cylinder Pickup Trip Charge	EA	50	\$40	\$2,000	Activity 1.2, code 1861
10B	Concrete Testing & Casting Field-Cured Cylinders (Compressive Strength, Curing, & Handling)	EA	20	\$36	\$720	Activity 1.2, code 1364
11A	Concrete Testing Hours	HR	50	\$90	\$4,500	Activity 1.2, code 261
11B	Cylinder Pick Up Hours	HR	25	\$90	\$2,250	Activity 1.2, code 278
12A	MnDOT Gyratory Bituminous Mix Properties Verification Testing & Rice Testing	EA	20	\$740	\$14,800	Activity 1.3, code 2689, Lab Test Unit Charge Only
12B	Bituminous Verification Sample Pickup and Testing Hours	HR	40	\$90	\$3,600	Activity 1.3, code 209
12C	Bituminous Verification Sample Pickup Trip Charge	EA	20	\$40	\$800	Activity 1.3, code 1861
13A	Roll Pattern Testing Hours	HR	40	\$116	\$4,640	Activity 1.3, code 207 (hours) and 1308 (nuke gauge)
13B	Roll Pattern Testing Trip Charges	EA	20	\$40	\$800	Activity 1.3, code 1861
14A	Bituminous Compaction and Maximum Density Testing (Cores)	EA	25	\$58	\$1,450	Activity 1.3, code 1542, Lab Test Unit Charge Only
14B	Bituminous Compaction and Maximum Density Testing (Hours)	HR	20	\$90	\$1,800	Activity 1.3, code 209
14C	Bituminous Compaction and Maximum Density Testing Trip Charge	EA	5	\$40	\$200	Activity 1.3, code 1861
15	Evaluation, Reporting, & Analysis Documentation	LS	1	\$3,000	\$3,000	Activity 1.4, billed as codes 138, 226, and 228
16	Geotechnical and Pavement Evaluation Allowance	Allowance	1	\$10,000	\$10,000	Activities 1.1 and 1.3, will be billed as Time & Materials
	TOTAL				\$112,710	

# BRAUN INTERTEC

# THOMAS R. LOOSBROCK

Field Operations Coordinator

#### **EDUCATION**

B.S., Agricultural Systems Technology, South Dakota State University

#### **CERTIFICATIONS**

International Code Council (ICC) Certified: Reinforced Concrete Special Inspector Structural Masonry Special Inspector Prestressed Concrete Special Inspector Soils Special Inspector No. 1136593

American Concrete Institute (ACI)
Concrete Field Testing Technician Grade I
No. 00936257

#### MnDOT Certified:

Aggregate Production
Grading & Base Level I & II
Bituminous Street Level I
Bituminous Plant Inspection Level I
Concrete Field Level I & II
Concrete Plant Inspection Level I
Bridge Construction Level I & II
No. 07515

#### **CERTIFICATIONS**

40-Hour HAZWOPER Certification and Annual Refresher Training

OSHA 29 CFR 1910.120 Hazmat Training

OSHA 29 CFR 1910.132 Personal Protective Equipment Training

OSHA 29 CFR 1910.134 Respiratory Protection Training

OSHA 29 CFR 1910.146 Confined Space Entry Training

Hazardous Materials Transportation

**Radiation Safety** 

Mr. Loosbrock is a Field Operations Coordinator responsible for field scheduling; general project management; soil excavation observations; soil density testing; reinforced concrete observations & testing; reinforced masonry observations & testing and pre-stressed concrete inspections. Tom is familiar with MnDOT Specifications, and MnDOT's Schedule of Materials Control and has been the lead technician on many state-aid and federal projects throughout his career.

Tom was responsible for managing, performing field observations and testing on the following projects and has more than 20 years of experience:

#### **PROJECT EXPERIENCE**

- 2023 City of Chanhassen Mill & Overlay Projects, Chanhassen, MN (Summer 2023 to Fall 2023)
- 2023 City of Chanhassen Pavement Rehabilitation Project, Chanhassen, MN (Summer 2023)
- 2023 City of Chaska Street Reconstruction, Chaska, MN (Summer 2023)
- 2022 Lake Lucy Road Rehab Project, Chanhassen, MN (Summer 2022)
- 2022 City of Chanhassen Pavement Rehabilitation Project, Chanhassen, MN (Summer 2022)
- 2022 City of Chanhassen Reconstruction, Chanhassen, MN (Summer 2022)
- 2022 City of Chaska Street Reconstruction, Chaska, MN (Summer 2022)
- 2021 City of Chanhassen Street Reconstruction, Chanhassen, MN (Summer 2021)
- 2021 City of Chaska Street Reconstruction, Chaska, MN (Summer 2021)
- 2020 City of Chanhassen Reconstruction, Chanhassen, MN (Summer 2020)
- Creek Road Phase 1 & 2, Chaska, MN (Summer 2023 to Present)
- 2020 City of Chaska Street Reconstruction, Chaska, MN (Summer 2020)
- 2019 City of Chaska Street Reconstruction (Summer 2019)
- City of Chanhassen Lake Drive Improvements, Chanhassen, MN (Summer 2019)
- 2018 City of Chaska Street Reconstruction (Summer 2018)
- CSAH 83, Shakopee, MN (Summer 2016 to Fall 2017)
- 2016 City of Chanhassen Street Reconstruction, Chanhassen, MN (Summer 2016)
- TH 5 Reconstruction, Waconia, MN (Summer 2015 to Spring 2016)
- 2015 City of Chaska Street Reconstruction, Chaska, MN (Summer 2015 to Fall 2015)
- Vicksburg Lane Reconstruction, Plymouth, MN (Summer 2015 to Fall 2015)
- 2014 City of Chaska Street Reconstruction, Chaska, MN (Summer 2014 to Fall 2014)
- 2014 Minnewashta Shores & Bandimere Heights Reconstruction, Chanhassen,
   MN (Summer 2014 to Fall 2014)
- Lyman Blvd. Reconstruction, Chanhassen, MN (Summer 2014)
- TH 101 Reconstruction, Chanhassen, MN (Spring 2013-Summer 2014)

# JACOB D. COLLINS

Project Manager



#### **EDUCATION**

University of Minnesota - Civil Engineering

#### **CERTIFICATIONS**

PTI Level 2 Unbonded PT Inspector
ICC Structural Steel 1 Framing and Bolting
ICC Structural Steel 2 Welding
ICC Steel Reinforced Concrete
ICC Fireproofing
ICC Soils
ACI Field Technician 1
MnDOT Aggregate Production
MnDOT Concrete Field Tester
MnDOT Bituminous Street Inspector
MnDOT Bituminous Plant Tester
MnDOT Grading & Base Tester

Mr. Collins recently joined Braun Intertec in early 2022 as a project manager. Jacob has more than 16 years of experience with special inspections and testing. He now acts as a project manager for commercial and transportation projects. His extensive on-site testing and special inspection experience related to concrete, masonry, structural steel, fireproofing, soils as well as with MnDOT testing for transportation will help any project as project manager. Jacob also assists technicians on-site with training to help ensure the tests and observations are done properly in accordance with the project at hand.

#### PROJECT EXPERIENCE

- Chanhassen 2023 City Pavement Rehabilitation CP 23-01 Chanhassen, MN
- Chanhassen 2023 Mill and Overlay Project CP 23-04 Chanhassen, MN
- Chanhassen 2022 Lake Lucy Road Rehabilitation SAP 253-102-001 Chanhassen, MN
- Chanhassen 2022 City Pavement Rehabilitation Chanhassen, MN
- Cottage Grove E Point Douglas and Jamaica Avenue SAP 180-110-014,
   Cottage Grove, MN (2023-Current)
- City of Brooklyn Center 2023 Street and Utility Improvements CP 23-01, CP 23-02, and CP 23-03 Brooklyn Center, MN (2023)
- Cottage Grove 100<sup>th</sup> Street, 105<sup>th</sup> Street, & Ideal Avenue Improvements –
   Cottage Grove, MN (2022-2023)
- City of Maple Grove Lakeview Knolls Site Pickleball Maple Grove, MN (2023)
- Cottage Grove Low Zone Water Treatment Plant Cottage Grove, MN (2023-Current)
- Farmington 2022 Street and Utility Improvements Farmington, MN (2022)
- Robbinsdale Water System Improvements Water Treatment Facility Robbinsdale, MN – (2020-2022) \*
- Northfield 2022 NW Area Mill and Overlay Project Northfield, MN (2022)
- Brooklyn Center Woodbine Area Improvements / 53<sup>rd</sup> Avenue Mill & Overlay
   SAP 109-116-003, SAP 109113-002 Brooklyn Center, MN (2022)
- Edina Community Center 2022 Improvements Edina, MN (2022)
- City of Cottage Grove Glacial Valley Park Improvements (2022-2023)
- City of Carver Ironwood Park Improvements Carver, MN (2022-2023)
- Carver Elementary 2022 Addition Carver, MN (2022-2023)
- St. Therese Senior Community Corcoran, MN (2022-Current)
- Cottage Grove South District Street and Utility Improvements Cottage Grove, MN (2022-Current)
- Preska Hall Mankato State University Mankato, MN (2011-2012) \*
- St. Cloud State University Integrated Science and Engineering Laboratory Facility (ISELF) – St. Cloud, MN (2012-2013) \*
- Herb Brooks National Hockey Center Entrance Expansion St. Cloud, MN 2012-2013) \*

<sup>\*</sup>While employed by another firm.

# BRAUN INTERTEC

# CHAD R. LUKKARILA, PE

# Technical Leader, Senior Engineer

Mr. Lukkarila has over 23 years of experience in geotechnical engineering. As a senior engineer at Braun Intertec, Chad is responsible for developing and managing **EDUCATION** subsurface exploration programs to develop geotechnical recommendations and M.S., Geological Engineering, design parameters for municipal, transportation, water, energy, and commercial projects.

> Chad's field experience includes coordination, supervision and performance of subsurface exploration programs, in-situ testing, geologic mapping, construction observation, and emergency response.

> Chad has extensive engineering experience in the evaluation of shallow and deep foundations, evaluation of soil slope stability and stabilization design, and geotechnical project management.

#### **SELECT PROJECT EXPERIENCE**

- Galpin Boulevard (MSAS 115) Improvements, City Project No. PW176B, Chanhassen, MN – Geotechnical evaluation for a road widening and improvements project including multiple modular block retaining walls, roundabout, pedestrian trails, utilities, and numerous infiltration ponds.
- CSAH26-63 Realignment, Dakota County, MN Geotechnical evaluation for a road widening and new road alignment including multiple retaining walls, box culverts, and infiltration ponds.
- TH169 Redefine Elk River Project, Elk River, MN Geotechnical evaluation for the design and construction of TH169 through Elk River, MN including four bridges, numerous retaining walls, and roadway section.
- TH10/75 11<sup>th</sup> Street Underpass Project, Moorhead, MN Geotechnical evaluation for the design and construction of Th10/75, 11th Street which includes two new bridges, multiple retaining walls, cut slopes, and roadway section.
- Eden Prairie Road, Eden Prairie, MN Geotechnical evaluation and construction field review for a new road alignment including big block retaining walls and soil cut slopes.
- Jordan Interchange Project, Jordan, MN Geotechnical evaluation for a road reconstruction project including numerous bridge crossings and retaining walls.
- Pillsbury Bridge Replacement, Minneapolis, MN Geotechnical evaluation for the Pillsbury Avenue bridge over the Midtown Greenway including soil borings, evaluation of shallow and deep foundations, associated wingwalls, and a geotechnical evaluation report.
- CSAH70 Gull River Crossing, East Gull Lake, MN Geotechnical evaluation for a new road alignment including a bridge crossing Gull River.
- City of Carver 3<sup>rd</sup> Street West Bridge Replacement, Carver, MN Geotechnical evaluation for a bridge replacement project over Spring Creek including shallow and deep foundation analyses, wingwalls, and roadway section.

Michigan Technological University B.S., Geological Engineering, Michigan Technological University

#### **PROFESSIONAL REGISTRATIONS**

Professional Engineer:

CO No. 39627

HI No. 12626

IA No. 17520

ID No. 14385

LA No. 47648 MN No. 54438

MT No. 90197

NV No. 17539 OR No. 85341

TX No. 102998

WA No. 40848

WY No. 19938

Principals

#### **CERTIFICATIONS**

OSHA 40-hour Hazwoper OSHA 8-hour Annual Refresher Troxler Nuclear Gauge Safety Training **ERailSafe UPRR/BNSF Contractor Safety Training** ACEC Washington Core Competencies for

**ISEE Practical Blasting Fundamentals** Certification Programs, Levels 1 and 2

#### **PROFESSIONAL AFFILIATIONS**

American Society of Civil Engineers (ASCE/GeoInstitute)

Minnesota Geotechnical Society (MGS)

# BRAUN INTERTEC

# ANDREW M. VALERIUS

# Account Leader, Senior Project Manager

#### **EDUCATION**

B.S., Technology Assessment and Management St. Cloud State University

#### **PROFESSIONAL CERTIFICATIONS**

MnDOT Certified Aggregate Production Level I No. 13631

MnDOT Certified Concrete Field Level I & II No. 13631

MnDOT Certified Grading and Base Level I & II No. 13631

MnDOT Certified Concrete Plant Level I No. 13631

MnDOT Certified Bituminous Plant Level I No. 13631

MnDOT Certified Bituminous Street Level I No. 13631

**Radiation Safety** 

49 CFR Part 172

Mr. Valerius is a senior project manager responsible for overseeing the quality control and day-to-day operations of engineering technicians involved in roadway and bridge projects, especially for state-aid and federally-funded projects. Andrew has more than 18 years of experience and more specifcally has extensive experience working with the Minnesota Department of Transportation's (MnDOT) Schedule of Materials Control and MnDOT's Standard Specifications for Construction. As a result of past work, he has a working relationship with MnDOT staff and is able to get timely responses to questions and resolve issues to keep projects on schedule. Internally, he helps lead the Braun Intertec transportation construction materials testing group for the State of Minnesota. Andrew also helps organize and presents at many educational sessions that focus on MnDOT's specifications and procedures. Andrew's past experience providing field services, such as soil density testing, concrete testing, bituminous and concrete batch plant observations, and testing services has allowed him to gain the necessary knowledge of field testing practices and practical site experience to perform his senior project manager role at a high level and deliver quality results safely.

#### MUNICIPAL PROJECT EXPERIENCE

Andrew has worked on numerous municipal projects including many MnDOT stateaid and federally funded projects while with Braun Intertec. He has provided material testing oversight and review for the following cities:

- City of Chanhassen, Chanhassen, MN- Oversaw the Construction Material
   Testing for a number of City of Chanhassen's state aid/federal projects since
   2008. \*
- City of Chaska, Chaska, MN Oversaw the Construction Material Testing for the City of Chaska's state aid/federal projects since 2009. \*
- City of Bloomington, Bloomington, MN Oversaw the Construction Material Testing for the City of Bloomington's projects during the 2019, 2017, 2016, 2015, 2014, and 2011 construction season. \* Also provided oversight of the Normandale Boulevard Reconstruction Project and the Old Cedar Avenue Roadway and Trail Improvement Project during the 2017 and 2018 Construction Seasons for the City of Bloomington.
- City of Lakeville, Lakeville, MN Oversaw the Construction Material Testing for the City of Lakeville's projects since 2009.
- City of Apple Valley, Apple Valley, MN Oversaw the Construction Material
   Testing for the City of Apple Valley's projects since 2010. \*
- City of Edina, Edina, MN Oversaw the Construction Material Testing for the City of Edina's state aid/federal projects since 2009. \*
- City of Plymouth, Plymouth, MN Oversaw the Construction Material Testing for various City of Plymouth's state aid/ federal projects since 2009. \*

<sup>\*</sup>Multiple projects can be furnished upon request.



# CHARLES M. CADENHEAD, PE

Vice President, Principal Engineer

#### **EDUCATION**

MS, Infrastructure Systems Engineering University of Minnesota- 2004

**BSCE** 

University of Minnesota - 1993

REGISTRATIONS

Professional Engineer: #40416 Minnesota

YEARS OF EXPERIENCE: 27

Mr. Cadenhead has more than 27 years of experience in the transportation industry and more than 20 years of experience in delivering construction projects for state, county, cities, and private clients. With every project Charles has been one of the primary individuals entrusted with quality oversight and problem solving for all aspects. While working for Minnesota Department of Transportation (MnDOT) his primary focus was on the construction of infrastructure projects, however with his experience at Anoka County and as a consultant he has been involved in both design and construction quality management. At Anoka County he was involved as early as the right-of-way process and used his expertise in construction to help manage risks associated with the design of projects. Projects have been various in size from simple span bridges, street reconstruction, mill and overlays to large design-build projects with over \$200 million in construction.

#### PROJECT EXPERIENCE

- Braun Intertec Principal Engineer, Transportation Charles is a principal engineer and vice president responsible for overseeing the transportation market sector at Braun Intertec and provides oversight review of projects and day to day operations of senior engineers and project managers. Charles' vast experience working with the MnDOT Schedule of Materials Control and MnDOT's Standard Specifications for Construction, and his experience in working with varying sizes of organizations allow him to solve issues as they arise and find quick solutions for owners.
- MnDOT, I-94 Design-Build, Maple Grove, MN The expansion of I94 between Maple Grove and Rogers is being completed as a Design-Build project. Charles is the Quality Manager for the project responsible for oversite of the design and construction activities for the contractor. MnDOT has a high level of quality requirements in order to deliver their design-build projects and Charles has been entrusted to make sure the requirements are met and carried out throughout the project. Charles is the Braun Intertec's principal project manager for the quality on this project that is slated to be completed in the fall of 2021.
- MnDOT, I-35W/4th Street Design-Build, Minneapolis, MN This MnDOT project incorporated the realignment of an overpass bridge, additional lane construction, retaining walls and contaminated material removal management. Charles performed the duties of contract administrator and consultant project manager for the entirety of the project. This busy urban project necessitated tight time controls on the traffic impacts on the interstate system and design modifications from the initial proposed layout. Charles was heavily involved in the weekly construction meetings and helping staff new to the design-build project delivery method.
- Washington County, CSAH Reconstruct, Cottage Grove, MN The intersections of CSAH 19/20/22 in Cottage Grove were realigned to incorporate the construction of a new roundabout and accommodate the construction of an overflow drainage system for the South Washington Watershed District. Charles was the consultant project manager for the construction inspection services used by Washington County to augment in house staff during the construction of this new infrastructure.

January 23, 2024

City of Chanhassen 7700 Market Boulevard Chanhassen, MN 55317



Attn: George Bender, PE – Assistant City Engineer

gbender@chanhassenmn.gov

RE: Quality Assurance Testing Proposal

Galpin Boulevard Improvements

City Proj. No. PW 176 Chanhassen, Minnesota AET Proposal No. P-0030067

Dear Mr. Bender:

Thank you for the opportunity to provide a proposal to perform testing services on the referenced project. This proposal has been prepared in response to Erik Henricksen's request on January 2, 2024, and describes our understanding of the project, our anticipated scope of services, our unit rates, and an estimated total fee to perform these services.

# PROJECT INFORMATION

The City of Chanhassen (the City) will be performing a street and utility reconstruction project during the 2024 construction season. Construction is anticipated to begin in Spring 2024 and be substantially completed by November 2024. The project area will include Galpin Boulevard from TH 5 to the north end of the Chanhassen/Shorewood border. The project will be funded with a mix of state aid and municipal funds.

Plans and Specifications were prepared by WSB. We understand Construction Inspection and Contract Management of the project will be performed by the City.

# **GEOTECHNICAL INFORMATION**

A geotechnical exploration and analysis was performed for this project by Braun Intertec. The results were presented in their Geotechnical Evaluation Report, dated June 8, 2023 (Braun Project No. B2208701). In the report, the site soil profile is generalized as fill underlain by glacial till. Reference should be made to that report for more details regarding site conditions and recommendations.



# PROJECT APPROACH

During the construction improvements, AET will provide experienced MnDOT certified Engineering Technicians to perform sampling and material testing services in accordance with the City's 2023 Street Construction Specifications, the 2023 State Aid for Local Transportation Schedule of Materials Control (2023 SALT SMC) and/or project specific testing requirements referenced in the project manual. For this project, Ryan Schaefer will be AET's contact. He can be reached at 651-603-6639 (office). AET requires a minimum of 24 hours' notice of the need for Services.

# SCOPE OF SERVICES

Based on our review of the available plans and our experience with the City on similar projects the scope of services requested in the RFP, our anticipated scope of services is outlined below. These services will be provided on an on-call basis coordinated through authorized City field personnel.

# Soils Sampling and Testing

Our estimate of the sampling and testing to be performed on the grading and base items is based on the cost breakdown attached in the RFP. AET will perform MnDOT Relative Density testing (Proctor) as well as in-place density and moisture testing on the following materials:

- Utility Trench Backfill
- Embankment Fill
- Subgrade Preparation

The MnDOT Dynamic Cone Penetrometer will be used to test compaction on the Class 5 Aggregate Base sections of the project following the MnDOT Penetration Index procedures in accordance with the 2023 SALT SMC.

AET will perform the sampling of the soils and Class 5 Aggregate Base materials and transport the samples to our St. Paul, Minnesota laboratory. City personnel will update AET on the schedule of material placement, material sources (including changes in source), and changes in quantities.



# Cast-in-Place Retaining Wall Soil Testing

During placement of fill behind the retaining wall, an Engineering Technician will visit the site on an on-call basis to test the compaction of the fill. The technician will perform the following services:

- In-place field density tests to evaluate the compaction of the fill soils using a nuclear density gauge.
- Standard Proctor tests for each different type of fill encountered at the test locations.
- Obtain samples of sand fill and/or aggregate base materials for sieve analysis tests and direct shear test (if requested).

# **Bituminous Testing and Observations**

When placement of the bituminous base and wear layers begins, an experienced Engineering Technician II will make site visits on an on-call basis (be at the site on a full-time basis) to observe the placement and rolling of the bituminous layers and to perform testing of the bituminous. The technician will perform the following services:

- Measure the temperature of the bituminous as it is placed and while it is being rolled.
- Help to establish a rolling pattern each day by observing the number of passes the roller makes over the bituminous, and measuring the density of the bituminous during the rolling to evaluate how many passes are needed to reach the maximum density.
- Obtain samples of the bituminous for laboratory testing.

The samples retrieved from the site will be tested in our laboratory for MnDOT Gyratory properties, including:

- Gyratory density, Rice specific gravity, Asphalt Film Thickness (AFT), Coarse Aggregate Angularity (CAA), and Fine Aggregate Angularity (FAA).
- Asphalt extraction and aggregate gradation.

AET assumes that City personnel will utilize the MnDOT program to determine random core locations of bituminous based on information regarding tonnage (lot sizes) and pavement placement patterns. We also assume City personnel will mark the core locations in the field. This proposal does not incorporate the time and cost to mark the core locations or to determine random core locations. These services will be provided at your request. The City will coordinate the removal of both the contractor and companion cores with the contractor.



After the completion of the coring, AET will retrieve companion core samples from the project contractor for laboratory testing. This testing will include the following:

- The thickness of each layer of the core sample
- The density of each layer of the core sample

# **Concrete Sampling and Testing**

During the placement of concrete, AET will perform field testing consisting of slump, air content, temperature of the plastic concrete, and casting of cylinders for compression testing. The 2023 SALT SMC requires field testing for slump, air content, and temperature per every 100 cubic yards of each type of concrete placed each day. Compressive strength cylinders (1 set of 4 cylinders) are required once per every 100 cubic yards of each type of concrete placed each day; the cylinders will be retrieved the following day for curing and testing in our laboratory. The 3 cylinders are to be tested at 28-days. We are proposing to cast sets of 4 cylinders, with compressive strength testing as follows: 3 at 28 days, and the 4th cylinder will be held in reserve for future testing if the 28-day strength requirement is not met.

During placement of the concrete pavement, AET will perform field testing of the plastic concrete alongside the Contractor's QC personnel consisting of slump, air content, and temperature. AET will provide cylinder molds for the Contractor's QC personnel to cast cylinders. AET will also pick-up and deliver the cylinders to AET's laboratory for final curing and compressive strength testing at 28 days. Any control cylinders which are cast by the Contractor's QC personnel will also be tested at the requested age in AET's laboratory.

We have assumed City personnel will be compiling the concrete batch tickets, certificates of compliance, and AET's field test results of the plastic concrete, which we will provide each day we are on-site performing testing services.

# REPORTING

AET staff will prepare reports for the City to review. These reports will include the results of our field and laboratory testing as performed per the 2023 SALT SMC and testing frequencies referenced in the project documents. AET will complete the Preliminary Grading and Base Report and the Final Grading and Base Report, once provided with final project quantities. Daily field reports will also be prepared and made available upon request. A final project report will be prepared after project completion.



# **ESTIMATED FEES**

Our services will be provided on a unit cost basis according to the unit rates provided in the attached Materials Testing Estimate. Our invoices will be determined by multiplying the number of personnel hours or tests by their respective unit rates. The rates are from the annual fee schedule for 2024 projects.

Our services will be provided on a unit cost basis according to the unit rates provided in the attached Fee Schedule tabulation. Our monthly invoices will be determined by multiplying the number of personnel hours or tests by their respective unit rates. We have also estimated a total cost which we anticipate will be required to complete the previously described observations and testing services. This estimated total cost is based on the cost breakdown attached to the RFP. Our estimated total cost is \$121,220.00.

We caution that this is only an estimated cost. Often, variations in the overall cost of the services occur due to reasons beyond our control, such as weather delays, changes in the contractor's schedule, unforeseen conditions, or retesting. These variations will affect the actual invoice totals, either increasing or decreasing our total costs for the project from those estimated in this proposal. If more time or tests are required, additional fees may be needed to complete the project testing services. If less time or tests are needed, a cost savings will be realized. We will not, however, exceed the estimated total cost for the project without first obtaining your authorization.

# TERMS AND CONDITIONS

Our services will be provided subject to a signed Professional Services Subconsultant Agreement between the City of Chanhassen and American Engineering Testing, Inc.

# **ACCEPTANCE**

AET requests written acceptance of this proposal in the Proposal Acceptance box below, but the following actions shall constitute your acceptance of this proposal together with the Terms and Conditions: 1) issuing an authorizing purchase order for any of the Services described in this proposal, 2) authorizing AET's presence on site, or 3) written or electronic notification for AET to proceed with any of the Services described in this proposal. Please indicate your acceptance of this proposal by signing below and returning a copy to us. When you accept this proposal, you represent that you are authorized to accept on behalf of the Client.



# **GENERAL REMARKS**

AET appreciates the opportunity to provide this service for you and looks forward to working with you on this project. If you have any questions or need additional information, please contact me.

Sincerely,

**American Engineering Testing** 

Ryan S. Schaefer Geologist I/Project Manager rschaefer@teamAET.com 612-618-8066

Justin L. Staker, PE (MN) Senior Engineer jstaker@teamAET.com 651-523-1265

# SIGNATURE: PRINTED NAME: COMPANY: ADDRESS: PHONE NUMBER AND EMAIL: DATE: INVOICING INFORMATION (Provide Company AP Department Information, if present.) AP CONTACT NAME: BILLING/MAILING ADDRESS: AP PHONE NUMBER AND INVOICE EMAIL:

ACCEPTANCE AND AUTHORIZATION: AET Proposal No. P-0030067

P.O. NO./ PROJECT NO.:

Attachments: Materials Testing Estimate

ITEM NO.	ITEM	UNITS	QUANTITY	UNIT PRICE	TOTAL PRICE
1A	Project Management & Oversight	HR	30	<sub>\$</sub> 190	<sub>\$</sub> 5,700
1B	Project Administration	HR	90	<sub>\$</sub> 85	<sub>\$</sub> 7,650
2	Compaction Testing on Soils (Nuclear Density Test)	EA	155	s 42	s 6,510
3	Compaction Testing on Granular Materials (Nuclear Density Test)	EA		<sub>s</sub> 42	2,730
4	Soils & Granular Materials Testing Trip Charge	EA		\$60	3,900
5	Soils & Granular Materials Testing Hours	HR		s 115	¸14,950
	-			, 184	57,360
6	Proctor Sample & Testing (including Moisture Content)	EA	40	341	\$ \$1,705
7	Topsoil Borrow Sample & Testing	EA	5	\$ \$ 135	5,400
8	Gradation Sample and Testing	EA		\$ \$63	\$3,780
9	DCP Tests for Aggregate Base (Class 5)  Concrete Testing & Casting Cylinder Sets (Compressive	EA			- Y
10	Strength, Curing, & Handling)	EA	110	<sub>\$</sub> 168	<sub>\$</sub>
10A	Concrete Testing and Cylinder Pickup Trip Charge	EA	50	<sub>\$</sub> 100	<sub>\$</sub> 5,000
	Concrete Testing & Casting Field-Cured Cylinders			<sub>s</sub> 42	¸840
10B	(Compressive Strength, Curing, & Handling)	EA			· Y
11A	Concrete Testing Hours	HR	50	<sub>\$</sub> 115	\$ 5,750
11B	Cylinder Pick Up Hours	HR	25	, NA	\$
12A	MnDOT Gyratory Bituminous Mix Properties Verification Testing & Rice Testing	EA	20	<sub>\$</sub> 625	<sub>\$</sub> 12,500
12B	Bituminous Verification Sample Pickup and Testing Hours	HR	40	<sub>\$</sub> NA	\$
12C	Bituminous Verification Sample Pickup Trip Charge	EA	20	<sub>\$</sub> 60	<sub>\$</sub> 1,200
13A	Roll Pattern Testing Hours	HR	40	<sub>s</sub> 115	<sub>s</sub> 4,600
13B	Roll Pattern Testing Trip Charge	EA	20	\$ 60	\$ 1,200
14A	Bituminous Compaction and Maximum Density Testing (Cores)	EA	25	<sup>56</sup>	,1,400
14B	Bituminous Compaction and Maximum Density Testing Hours	HR	20	NA	¢
146	Bituminous Compaction and Maximum Density Testing	HK		s 60	§ 300
14C	Trip Charge	EA		'	т
15	Evaluation, Reporting, & Analysis Documentation	LS	1	ş <u>265</u>	ş <u>265</u>
16	Geotechnical and Pavement Evaluation Allowance	Allowance	1	\$10,000	\$10,000

TOTAL \$\frac{121,220}{}

# **City Council Item**

February 26, 2024



Item	Resolution 2024-XX: Approve Purchases for Annual Lift Station Maintenance		
File No.		Item No: D.11	
Agenda Section	CONSENT AGENDA		
Prepared By	Alison Albrecht, Public Works Support Specialist		
Reviewed By	Charlie Burke		

#### **SUGGESTED ACTION**

"The Chanhassen City Council adopts a resolution authorizing purchases for annual maintenance work for sanitary sewer lift stations."

<b>Motion Type</b>	Simple Majority Vote of members present
Strategic Priority	Asset Management

#### **SUMMARY**

The city annually rehabilitates public sanitary sewer lift stations to keep this critical infrastructure in reliable and proper working order.

#### **BACKGROUND**

The city has a total of 32 public sanitary sewer lift stations. A city map showing all of the lift stations is attached for reference. Lift stations collect and pump sewage from low points up to higher-elevation gravity lines. All sewage eventually enters the Met Council Interceptors for conveyance and treatment.

#### **DISCUSSION**

N/A

#### **BUDGET**

The annual Lift Station maintenance is included in the 5-year CIP (Project #SS-017). The CIP budget is \$100,000 for 2024. The Utility Division of the Public Works Department solicited quotes for lift station maintenance. The additional funding will come from the Sanitary Sewer Enterprise Fund line item for Sewer Repair & Maintenance.

## Item #1

Lift Station 24 - Pump Replacement

Contractor	Quote
Minnesota Pump Works	\$64,735.00

## Total \$64,735.00

#### Item #2

Lift Station 28 - Panel and Pipe Upgrades

Contractor	Quote
Minnesota Pump Works	\$6,779.48

This item also includes \$10,000 of in-house work.

# Total \$16,779.48

#### Item #3

Lift Station 30 - Arc Flash Upgrade

# Total \$5,000.00

#### Item #4

Lift Station 9 - Arc Flash Upgrade

## Total \$5,000.00

#### Item #5

Lift Station 7 - Replacement Check Valve

Contractor	Quote
Quality Flow	\$3,257.00

## Total \$3,257.00

#### Item #6

Lift Station 26 - Wet Well Wizard

Contractor	Quote
Northwestern Power Equipment Co., Inc	\$12,909.00
Holton Electric	\$860.00
Hallock Company	\$239.99

# Total \$14,008.99

The total cost is \$108,780.47

# **RECOMMENDATION**

Staff recommends Council approval of the identified lift station maintenance purchases.

# **ATTACHMENTS**

Resolution Sanitary Lift Stations Map CIP SS-017 Quotes

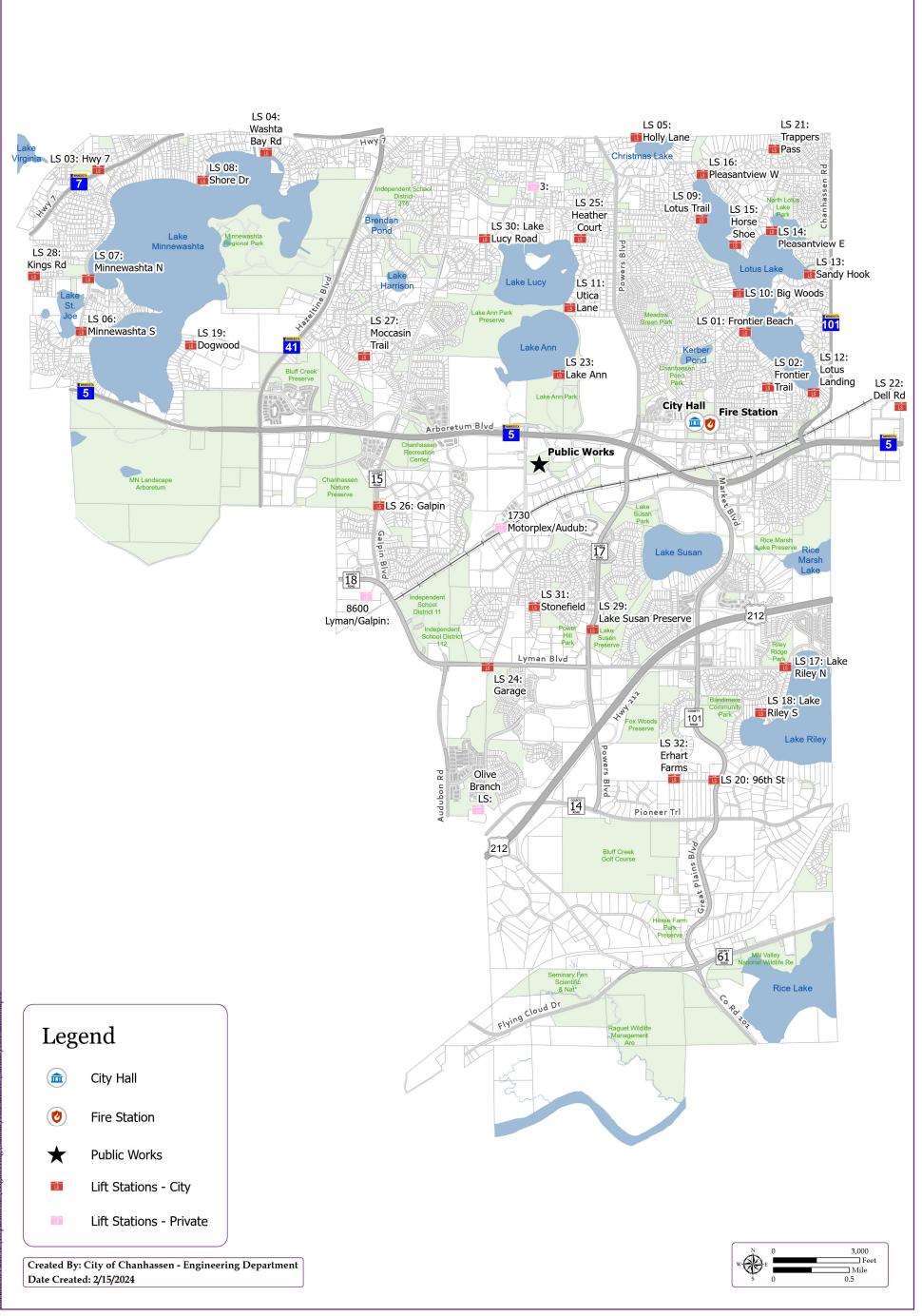
# CITY OF CHANHASSEN CARVER AND HENNEPIN COUNTIES, MINNESOTA

DATE:	February 26, 2024	RESOLUTION N	NO: 2024-XX
MOTION	BY:	SECONDED BY	<b>:</b>
A RES	SOLUTION AUTHORIZIN WORK FOR PUBLIC		ANNUAL MAINTENANCE LIFT STATIONS
WI	HEREAS, there are 32 public	sanitary sewer lift statio	ns in the City; and
WI working or		d rehabilitation from tim	e to time to keep them in proper
WI and	HEREAS, the City obtained c	competitive quotes for the	e applicable portions of the work;
	HEREAS, the annual lift station rovements are within the identity		3
	W, THEREFORE, BE IT Fourthases for annual maintena		anhassen City Council hereby wer lift stations.
<b>PA</b> 2024.	SSED AND ADOPTED by t	the Chanhassen City Cou	ancil on this 26 <sup>th</sup> day of February
ATTEST:			
Kim Meuw	rissen, City Clerk	Elise Ryan	Mayor
	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>



# City of Chanhassen

# City Water Wells and Sewer Lift Stations



This requests information is generated from Final Adopted CIP 2024-2028 CIP 2024-2028 FINAL ADOPT, Adopted Version.

# **Sewer - Annual Sanitary Sewer Lift Station Rehabilitation**

Overview

Request Owner Charlie Howley, PW Director/City Engineer

**Department** Sanitary Sewer Gen Operations

Type Capital Improvement

Project Number SS-017

#### Description

The sanitary sewer lift station rehabilitation program is designed to minimize sewer backups and emergency calls due to failed lift station equipment. The City currently owns and maintains 32 lift stations, with at least 4 more with ultimate build-out. Many of these lift stations need frequent servicing due to their multiple components. The program will service or replace pumps, piping, valves, and electrical components as needed.

#### Details

Type of Project Improvement

#### **Capital Cost**

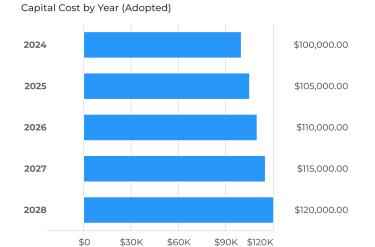
FY2024 Budget **\$100,000** 

Total Budget (all years)

Project Total

\$550K

\$550K





Capital Cost for Budgeted Years (Adopted)



Construction/Maintenance (100%) \$550,000.00TOTAL \$550,000.00

Construction/Maintenance

Capital Cost Breakdown									
Capital Cost	FY2024	FY2025	FY2026	FY2027	FY2028	Total			
Construction/Maintenance	\$100,000	\$105,000	\$110,000	\$115,000	\$120,000	\$550,000			
Total	\$100,000	\$105,000	\$110,000	\$115,000	\$120,000	\$550,000			

## **Funding Sources**

Utility Fund - Sewer

FY2024 Budget **\$100,000** 

Total Budget (all years)

\$550K

Project Total \$550K

Funding Sources by Year (Adopted)

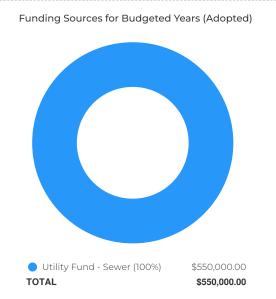
2024 \$100,000.00

2025 \$105,000.00

2026 \$110,000.00

2027 \$115,000.00

\$120,000.00



Funding Sources Breakdown								
Funding Sources FY2024 FY2025 FY2026 FY2027 FY2028 Total								
Utility Fund - Sewer	\$100,000	\$105,000	\$110,000	\$115,000	\$120,000	\$550,000		
Total	\$100,000	\$105,000	\$110,000	\$115,000	\$120,000	\$550,000		



**Quote** #QTE005306

Minnesota Pump Works 1 Cannon St W Dundas, MN 55019

Bill To Chanhassen MN, City of 7901 Park Place Chanhassen MN 55317 United States Phone: Ship To Chanhassen MN, City of 7901 Park Place Chanhassen MN 55317 United States

#### **Details**

Quote for the Installation of Customer provided piping and base elbows at Lift Station 28. Note: Freight is NOT included. \*City Responsible for Vac Truck/Bypass while work in progress\*.

<b>Prepared By</b> Dillon Braith	Phone 877-645-8004	Email info@minnesotapumpworks.com
Sales Rep	Expires	Terms
Jason Draeger	12/09/2023	Net 30

Item	Comment	QTY	Rate	Amount
<b>23427</b> QUOTE ITEM	Lot of Equipment; to include: Additional SS Guide Rail; Intermediate Guide Rail Brackets; Eccentric Reducers; Adapters; and all required Gaskets, Fasteners, and Misc. Materials.	1	\$3,173.60	\$3,173.60
<b>23427</b> QUOTE ITEM	Lot of Installation; to include: On-Site Service Labor; Service Drive Time; Mileage; and Confined Space Entry	1	\$3,605.88	\$3,605.88
23427 QUOTE ITEM	SCOPE OF WORK: Re-Pipe City Lift Station 28 with city provided piping. Replace existing 4" diameter piping with 3" diameter piping removed from another lift station in town. This reduction in diameter WILL increase discharge head pressure. Due to this increase in head, the existing pumps MAY NOT discharge at the same rate. *Pump replacement is HIGHLY RECOMMENDED, replacement will require electrical changes.*	1	\$0.00	\$0.00

Thank you for your business.
Toll Free: 877-645-8004 | Email: <u>info@minnesotapumpworks.com</u> | Website: <u>http://www.minnesotapumpworks.com</u>





Quote #QTE005306

Minnesota Pump Works 1 Cannon St W Dundas, MN 55019

Subtotal

\$6,779.48

**Total** 

\$6,779.48

Pricing is valid for 10 days and does not include freight charges or applicable taxes.

Items quoted for repair and leftover 30 days, without a decision to repair, will be discarded.

Signature:	Data
signature	Date:

Thank you for your business. Toll Free: 877-645-8004 | Email: <u>info@minnesotapumpworks.com</u> | Website: <u>http://www.minnesotapumpworks.com</u>



Minnesota Pump Works 1 Cannon St W Dundas, MN 55019

# Sales Order

#SO005606

12/14/2023

**Bill To** 

Chanhassen MN, City of 7901 Park Place Chanhassen MN 55317 United States Ship To

Chanhassen MN, City of 7901 Park Place Chanhassen MN 55317 United States TOTAL

\$64,735.00

#### **Details**

Sale of 2 - ABS/Sulzer 70HP pump to replace an existing pump at your Lift Station 24.

Sales Rep Jason Draeger	<b>PO #</b> Signe	d Quote 12/8/23	<b>Ship Date</b> 12/14/2023	Si	nipping Method	
Item		Comment		QTY	Rate	Amount
<b>12007</b> ABS XFP155J CB2 PE520/4 70/ 49' XP 6" D/C	460/3	Discount Applied. Duty TDH	Point: 1295GPM at 121'	1	\$31,565.00	\$31,565.00
<b>25383</b> CUSTOM LIFTING BAIL ABS/S PE4 FRAME - ANGLED LIFT	ULZER			1	\$1,200.00	\$1,200.00
<b>12007</b> ABS XFP155J CB2 PE520/4 70/ 49' XP 6" D/C	460/3	Additional Discount Ap	plied for Second Pump.	1	\$30,770.00	\$30,770.00
25383 CUSTOM LIFTING BAIL ABS/S PE4 FRAME - ANGLED LIFT	JLZER			1	\$1,200.00	\$1,200.00
				Su	btotal	\$64,735.00
					Тах	\$0.00
					Total	\$64,735.00

Thank you for your business.
Toll Free: 877-645-8004 | Email: info@minnesotapumpworks.com | Website: http://www.minnesotapumpworks.com



1 of 1

# Northwestern Power. Equipment Co., Inc.

Client: City of Chanhassen

779 County Road B2 , St. Paul, MN 55113

**Contact: Greg Fasching** 

**Terry Estenson** 

Project: Lift station NO 26 Odor abatement

Quote Date: February 6th, 2024

TEstenson@nwpeco.com

**Quote Number:240206TE Modified 2-7-24** 

**Ref Reliant number 2924** 

(P) 651.628.0683

(F) 651-447 2158

(C) 612-940-3033

Item	tem Qty. Unit		Description	Unit Price [\$]	Value [\$]
1	1	Each Each	Reliant Wet Well Wizard with 40 feet three ply hose and cam lock fittings Reliant 3 hp 460 volt 3 phase blower ,skid		
			mount with two cam lock connections,non hazardous location duty.Includes PRV, air filter ,pressure gauge and mag starter.		\$12,909.00
3	1	Each	For exterior mounting, one FRP "hut" for weather protection, silencing and vandalism.	Optional	
4	10	feet	Extra hose to make it 45 feet each	\$1912.00 \$65.00	
				TOTAL PRICE	

#### **Pricing Comments**

Taxes not included Freight not included PP and added

Quote valid for 60 days

Submittals 1-3 Days after receipt of order,

Delivery: TBD-- weeks after receipt of approved drawings

Term: Net 30 Days

FOB: Shipping point: New Orleans, LA

# Northwestern Power. Equipment Co., Inc.

Client: City of Chanhassen

779 County Road B2 , St. Paul, MN 55113

**Contact: Greg Fasching** 

Terry Estenson

Desirate lift station NO

Project: Lift station NO 26 Odor abatement

Quote Date: February 6th, 2024

TEstenson@nwpeco.com

Quote Number:240206TE Modified 2-7-24

**Ref Reliant number 2924** 

(P) 651.628.0683 (F) 651-447 2158

(C) 612-940-3033

# Terry Estenson

Note: add \$4.00 per foot if required extra hose.

# Wet Well Wizard Estimate PR 6508

# Ted LaFrance <tlafrance@holtonelectric.com>

Tue 2/6/2024 2:32 PM

To:Fasching, Greg <gfasching@chanhassenmn.gov> Cc:Holton Electric Contractors <office@holtonelectric.com>

Hi Greg,

Thank you for the call on this one. Please see the below based on a more recent replacement of the aerator at LS 10.

- Verify where to stub conduit
- Wire blower/aerator and controls
- Test operation
- Permit and inspections

ESTIMATED COST: \$860

Thank you!

Ted



#### Ted LaFrance

Holton Electric Contractors **651.769.4110** A-1 Electric Services **952.442.5332** 

tlafrance@holtonelectric.com





# ALLOCK COMPANY

7185 WASHINGTON AVE S. **EDINA MN 55439** PHONE: 952-941-9111 / FAX: 952-941-9693

# ORDER ACKNOWLEDGEMENT

270992-0 Number Invoice Date 11/14/2023 Ordered Date Page 1

Bill to: CITY OF CHANHASSEN PUBLIC WORKS DEPARTMENT

7901 PARK PLACE

CHANHASSEN, MN 55317

CITY OF CHANHASSEN Ship to:

JERRY JOHNSON 612-369-3461

7901 PARK PLACE

CHANHASSEN, MN 55317

Cust Code	Cust Code C		Ordered By		Salesmar	1	Job/Rel#	Cus	tomer PO	Wanted Date
CITYO5		OPEN TERRITORY SW		LIFT S	TATION #10	N #10 11/14/2023				
Entered By Sh		ip Via	Terms		1	Ship Vi	a Account			
black		PICK U	IP			NET 30	DAYS			
Quanti	ty	U/M	Item	#	Des	criptio	n		Price	Extension
order Ship	er Ship Back									
1 1	0	EACH	FAZ-D10/3-NA GT3W-A11AF20N		480 EAT	Y/277V 15	P D CURVE KA UL489		81.266	81.2
1 1	0	EACH			IDE		PLUG-IN DPDT 5A		68.557	68.56
1 1	0	EACH	SR2P-06		IDE		OUNT SCREW TYPE	NT SCREW TYPE		4.40
1 1	0	EACH	CEP7-ED1CB		CEP7-ED1CB O/L 3PH MAN CLASS10 1.0-5.0A MANUAL RESET ONLY Your Item:			48.560	0 48.56	
1 1	0	EACH	CA7-23-10-120		SPR	TACTOR 23 ECHER & S r Item:	120VAC 1NO HUH		37.200	0 37.20
SUPPLIERS AF PREPAID AND COLLECT SHIE CLAIMS FOR I	IS: ST RE F.C ADDED MENTS OSS C TH TH	ANDARD SOLUTION OF THE SOR SPECTOR DAMAGE	SHIPMENT PPING PO INVOICE CIFY SPE E IN TRA ER. CLAI	TS FROM HALLO DINT. FREIGHT E. PURCHASER : ECIFIC CARRIE ANSIT MUST BE IMS FOR SHORT	CHARGES MAY REQUE RS AS REQ FILED BY AGES MUST	ARE ST UIRED. THE BE	SubTo	tal		239.99
MADE WITHIN				UNLESS AUTHO						

# **City Council Item**

February 26, 2024



Item	Resolution 2024-XX: Authorizing 2024 Fleet Purchase				
File No.	CIP F-103	Item No: D.12			
Agenda Section	CONSENT AGENDA				
Prepared By	Alison Albrecht, Public Works Support Specialist				
Reviewed By	Charlie Howley				

#### **SUGGESTED ACTION**

"The Chanhassen City Council adopts a resolution authorizing the purchase of a plow/dump truck chassis."

<b>Motion Type</b>	Simple Majority Vote of members present
Strategic Priority	Asset Management

#### **SUMMARY**

This approval request is to authorize a fleet replacement purchase for a Tandem Axle Dump/Plow Truck Chassis (CIP# F-103). The equipment and plow were ordered separately and approved previously.

#### **BACKGROUND**

Dump/plow truck 103 is a 2007 Sterling with 99,970 miles on it. The truck has reached it's recommended useful life and is proposed to be replaced with a new Mack truck body. We're proposing to add an underbody plow to better clear iced up mainline roads, which would be the first truck in the fleet with this type of plow.

#### **DISCUSSION**

N/A

#### **BUDGET**

This purchase is included in the approved 2024-2028 Capital Improvement Plan (CIP) as Project F-103 for \$352,000.

The overall dump/plow truck budget is \$352,000, which includes both the truck chassis and accessories. The truck chassis came in at \$118,990. The accessories previously approved was quoted at \$183,891, bringing the total for the truck at \$302,881.

# **RECOMMENDATION**

Staff recommends authorizing the plow/dump truck purchase.

# **ATTACHMENTS**

Resolution CIP F-103 Plow Truck Quote

# CITY OF CHANHASSEN CARVER AND HENNEPIN COUNTIES, MINNESOTA

DATE:	February 26, 2024	RESOLUTION NO:_	2024-XX
MOTION	BY:	SECONDED BY:	
A RE	SOLUTION AUTHORIZI	NG PURCHASE OF A PLO	OW TRUCK CHASSIS
WI	<b>IEREAS</b> , the City manages	a fleet of vehicles and equipn	nent; and
	HEREAS, the approved 2024 #103 as part of annual fleet a	Capital Improvement Plan incasset management; and	cludes the replacement of
WI Bid; and	HEREAS, the City obtained a	a quote from the dealer who ho	olds the State Contract Pricing
WI	HEREAS, the quote received	is within the budgeted amoun	t.
		RESOLVED that the Chanhas rchase of a plow truck replace	•
PA	SSED AND ADOPTED by	the Chanhassen City Council t	his 26th day of February 2024.
ATTEST:			
Kim Meuw	rissen, City Clerk	Elise Ryan, May	vor
	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>

# **Vehicle #103 - Streets Dump/Plow Truck**

Overview

Request Owner Charlie Howley, PW Director/City Engineer

**Department** Public Works Operations

Type Capital Equipment

Project Number F-103

#### Description

This new plow truck will replace the existing 2007 Sterling Tandom Axle LT9500, which will be 17 years old in 2024. The replacement for #103 is recommended to maintain a reliable truck fleet. Costs include truck chassis, dump box, hydraulic system, wing and underbody plow, tarp and sander. This type of vehicle is purchased using the State of MN cooperative bid system. Orders for truck chassis are typically required to be placed up to one year in advance of delivery.

The plow trucks are also used to provide a variety of maintenance services throughout the community, beyond just plowing and hauling snow. The typical life expectancy of these vehicles is 18 years. The truck and equipment come with a limited warranty. The existing truck will either be sold at auction or credited as a trade-in, with proceeds coming back into the Capital Equipment Fund. The cost shown does not include the offsets from trade-in or auction revenue.

#### Details

New Purchase or Replacement New

New or Used VehicleNew VehicleUseful Life10 or more years

# **Capital Cost**

FY2024 Budget

Vehicle Cost

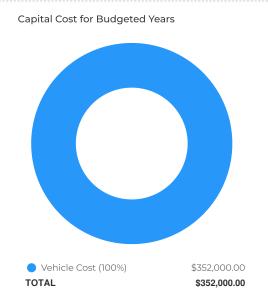
Total Budget (all years)

Project Total \$352K

\$352,000

\$352K

2024 \$352,000.00 \$0 \$100K \$200K \$300K



Capital Cost Breakdown					
Capital Cost	FY2024	Total			
Vehicle Cost	\$352,000	\$352,000			
Total	\$352,000	\$352,000			

#### **Funding Sources**

Fleet Capital - Fund 400

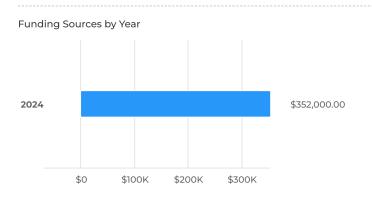
FY2024 Budget **\$352,000** 

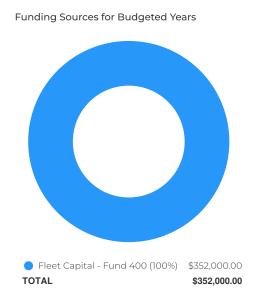
Total Budget (all years)

\$352K

Project Total

\$352K





Funding Sources Breakdown					
Funding Sources	FY2024	Total			
Fleet Capital - Fund 400	\$352,000	\$352,000			
Total	\$352,000	\$352,000			

#### Exhibit D: Price Schedule

Price quote for: TANDEM AXLE CAB/CHASSIS

Vendor Name: Nuss Truck and Equipment

Contact Person: Dan Chipman

Street Address: 2195 WEST COUNTY ROAD C2

P.O. Box:

City, State, Zip ROSEVILLE, MN 55113

Phone #: 612-297-6496
Toll Free #: 800-704-0935
Fax #: 651-635-0928

Email Address: <a href="mailto:dchipman@nussgrp.com">dchipman@nussgrp.com</a>

Version of Excel used: 2013

Spec #	Information Requested	Answer
1.0	Make & Model	2025 MACK GRANITE 64FR (T) TA
	C.A. & W.B. dimension	210" WB, 123" CA
	Front Axle Location (Set Forward, Set Back)	SET FORWARD
	Frame, Steel PSI	120,000 PSI
	Frame, Section Modulus	17.7 SM
	Frame, Resistance to Bending Moment	2,120,000 RBM
	Frame overhang length	62" AF
	Type of fasteners used on frame members	HUCK
	Front bumper description	Swept Back Steel
	Front Axle Type & Size	Mack FXL12, 12,000 lbs.
	Front Spring length	55"
	Front brake size	16.5" x 5" Meritor "S" Cam Type Q+
	Front Brake chamber size	24"
	U Joint Make, Model & Type (1/2 round, etc.)	Meritor 17 MXL Extended Life
	Rear Axle Type & Size	Mack S38R, 38,000 lbs.
	Rear brake size	Meritor"S" CAM 16.5"x7" Q+
	Rear brake chamber size	30/30

Parking Brake Type & Model #	Haldex/Anchorlok
Front Tire Make & Size	11R22.5 14 Ply Bridgestone R268
Front Rim Size & Rating	22.5 x 8.25 7,400 lbs
Rear tire make & size	11R22.5 14 PLY Bridgestone M726 ELA
Rear rim size & rating	22.5 x 8.25 7,400 lbs
Air compressor type & size	WABCO 37.4 CFM
Air dryer info	WABCO System Saver 1200 Plus
Engine type, HP & torque	Mack MP7-345M - 325HP @1600-1800 RPM 1350/LB/FT Max Torque
Type of engine fan drive	Behr Fan And Electronic Modulating Viscous Fan Drive
Exhaust description	Cleartech one DPF/SCR right hand under cab
Starter motor Make & Model	Delco 39MTHD
Right side steering assist (Auxiliary gear, hydraulic ram or none)	None
Transmission Make & Model, # of Speeds	Eaton Fuller FRO-14210C
Clutch size and # of plates	15.5" Two Plate
Battery CCA, # of batteries, CCA of each battery	Three Mack 760/2280 CCA
Fuel tank size, shape and material	66 Gallon Alum Sleeved D-Shaped
Alternator Type & Size	Delco 12V 160A (28SI Brush Type)
Radiator Sq in & Material	Aluminum Core
Type and number of horns	One Mack Rectangle Air
Cab ride (type of mounting)	Air Ride Cab
Cab size door to door, floor to ceiling	78", 62"
Distance of cab floor to ground	47"
Description of seats supplied with base cab & chassis	Driver: Mack-Air High Back (1 Chamber Air Lumbar) Passenger: Mack-Fixed, High Back

Windshield washer nozzle location	Mounted on Wiper Arm
Interior package (Low, Med or Premium)	Comfort Trim Package (Med)
Does unit include cruise control	Yes
How is dome light activated	Door & Cab Switch
Steering wheel adjustment (tilt, telescoping, etc.)	Tilt & Telescoping
Cab grab handle locations	RH & LH Behind Door
Storage pocket description	Two Storage Compartment & Net Retainers with Center Mounting for CB Provisions
Cab Gauges, List	Air Pressure, Voltmeter, Engine Coolant Temperature, Engine Oil Pressure, Speedometer, Tachometer, Exhaust Pyrometer, and Tranwmission Oil Temperature
Dimmer switch location	Turn Signal
Paint description	Mack White
Cab & chassis warranty (time & mileage)	One Year or 100,000 Miles
Engine warranty (time & mileage)	Two Years or 250,000 miles
Transmission warranty (time & mileage)	Fuller - Three years or 350,000 Miles
Rear end warranty (time & mileage)	Mack - Five Years or 500,000 Miles
Delivery of chassis starting point	Roseville, MN 55113
Estimated weight on front axle of base unit	8,421
Estimated weight on front axie of base unit	0,421

# **TANDEM AXLE CAB/CHASSIS**

Exhibit D: Price Schedule

	VENDOR NAME	NUSS TRUCK & EQUIPMENT
	MAKE AND MODEL	2025 MACK GRANITE 64FR (T) TA
	This section for use when ordering	
WB	214"	
CA	126"(J-Craft verifed 11/30/23 w/54" Bogey)	Grand Total \$ 159,488.22
AF	63"	'
Rear Ratio	4.80	
Cab Color	Mack White(P9188)	
Wheel		
Color	White Steel	
Notes	City of Chanhassen, Upo	dated 2.13.24

Code	Spec#	Description	Qty 2025 Price		Subtotal		
002EO2	1.0	Price for Base Unit:	1	\$	118,990.00	\$	118,990.00
	2.0	FRAME OPTIONS					
AOXF3X	2.1	Front frame extension	1	\$	1,210.00	\$	1,210.00
12XCNX	2.2	Custom hole punching in frame		\$	100.00	\$	-
4DXZ1X	2.3	Deduct for no front bumper		\$	(65.00)	\$	-
4YAAX	2.4	Frame fastener option (bolt or huck spun)	1		STD		
	2.5	Frame, R.B.M., S.M., PSI, CT					
MC	2.6	2,120,000 17.7 120,000 87 - 112 CA		\$	(64.00)	\$	-
MC	2.7	2,120,000 17.7 120,000 113 - 133 CA			STD		
MC	2.8	2,120,000 17.7 120,000 134 - 152 CA		\$	107.00	\$	-
MC	2.9	2,120,000 17.7 120,000 153 - 199 CA		\$	406.00	\$	-
MC	2.10	2,120,000 17.7 120,000 200 - 236 CA		\$	482.00	\$	-
MC	2.11	2,470,000 20.6 120,000 87 - 112 CA		\$	176.00	\$	-
MC	2.12	2,470,000 20.6 120,000 113 - 133 CA		\$	240.00	\$	-
MC	2.13	2,470,000 20.6 120,000 134 - 152 CA		\$	347.00	\$	-
MC	2.14	2,470,000 20.6 120,000 153 - 199 CA		\$	646.00	\$	-
MC	2.15	2,470,000 20.6 120,000 200 - 236 CA		\$	722.00	\$	-
MC	2.16	2.820,000 23.5 120,000 87 - 112 CA		\$	521.00	\$	-
MC	2.17	2.820,000 23.5 120,000 113 - 133 CA	1	\$	585.00	\$	585.00
MC	2.18	2.820,000 23.5 120,000 134 - 152 CA		\$	692.00	\$	-
MC	2.19	2.820,000 23.5 120,000 153 - 199 CA		\$	991.00	\$	-
MC	2.20	2.820,000 23.5 120,000 200 - 236 CA		\$	1,067.00	\$	-
MC	2.21	3,160,000 26.3 120,000 87 - 112 CA		\$	744.00	\$	-
MC	2.22	3,160,000 26.3 120,000 113 - 133 CA		\$	808.00	\$	-
MC	2.23	3,160,000 26.3 120,000 134 - 152 CA		\$	915.00	\$	-
MC	2.24	3,160,000 26.3 120,000 153 - 199 CA		\$	1,214.00	\$	-
MC	2.25	3,160,000 26.3 120,000 200 - 236 CA		\$	1,290.00	\$	-
	2.26	DOUBLE FRAME - PARTIAL IC REINFORCEMENT				Ļ	
MC	2.27	3,230,000 26.9 120,000 87 - 112 CA	_	\$	801.00	\$	-
MC	2.28	3,230,000 26.9 120,000 113 - 133 CA		\$	865.00	\$	-
MC	2.29	3,230,000 26.9 120,000 134 - 152 CA	_	\$	972.00	\$	-
MC MC	2.30 2.31	3,230,000 26.9 120,000 153 - 199 CA 3,230,000 26.9 120,000 200 - 236 CA		\$	1,214.00	\$	-
MC	2.31	3,230,000 26.9 120,000 200 - 236 CA 3,580,000 29.8 120,000 87 - 112 CA		\$	1,290.00 1,041.00	\$	-
MC	2.32	3,580,000 29.8 120,000 113 - 133 CA		\$	1,105.00	\$	
MC	2.33	3,580,000 29.8 120,000 113 - 153 CA 3,580,000 29.8 120,000 134 - 152 CA		\$	1,212.00	\$	
MC	2.35	3,580,000 29.8 120,000 153 - 199 CA		\$	1,511.00	\$	
MC	2.36	3,580,000 29.8 120,000 200 - 236 CA		\$	1,587.00	\$	
MC	2.37	3,920,000 32.7 120,000 87 - 112 CA		\$	1,376.00	\$	_
MC	2.38	3,920,000 32.7 120,000 113 - 133 CA		\$	1,450.00	\$	_

MC	2.39	3,920,000 32.7 120,000 134 - 152 CA		\$	1,657.00	\$	-
MC	2.40	3,920,000 32.7 120,000 153 - 199 CA		\$	1,856.00	\$	-
MC	2.41	3,920,000 32.7 120,000 200 - 236 CA		\$	1,932.00	\$	-
MC	2.42	4,260,000 35.5 120,000 87 - 112 CA		\$	1,832.00	\$	
MC	2.43	4,260,000 35.5 120,000 113 - 133 CA		\$	1,673.00	\$	-
MC	2.44	4,260,000 35.5 120,000 134 - 152 CA		\$	2,003.00	\$	-
MC	2.45	4,260,000 35.5 120,000 154 - 199 CA		\$	2,301.00	\$	
MC	2.46	4,260,000 35.5 120,000 104 199 CA 4,260,000 35.5 120,000 200 - 236 CA		\$		\$	-
IVIC		DOUBLE FRAME - FULL IC REINFORCEMENT		Ψ	2,384.00	Ψ	-
MO	2.47			Φ.	4 004 00	Φ.	
MC	2.48	3,230,000 26.9 120,000 87 - 112 CA		\$	1,001.00	\$	-
MC	2.49	3,230,000 26.9 120,000 113 - 133 CA		\$	1,065.00	\$	-
MC	2.50	3,230,000 26.9 120,000 134 - 152 CA		\$	1,172.00	\$	-
MC	2.51	3,230,000 26.9 120,000 153 - 199 CA		\$	1,414.00	\$	-
MC	2.52	3,230,000 26.9 120,000 200 - 236 CA		\$	1,490.00	\$	-
MC	2.53	3,580,000 29.8 120,000 87 - 112 CA		\$	1,241.00	\$	-
MC	2.54	3,580,000 29.8 120,000 113 - 133 CA		\$	1,305.00	\$	-
MC	2.55	3,580,000 29.8 120,000 134 - 152 CA		\$	1,412.00	\$	-
MC	2.56	3,580,000 29.8 120,000 153 - 199 CA		\$	1,711.00	\$	-
MC	2.57	3,580,000 29.8 120,000 200 - 236 CA		\$	1,787.00	\$	-
MC	2.58	3,580,000 29.8 120,000 87 - 112 CA		\$	1,576.00	\$	-
MC	2.59	3,580,000 29.8 120,000 113 - 133 CA		\$	1,650.00	\$	-
MC	2.60	3,580,000 29.8 120,000 134 - 152 CA		\$	1,857.00	\$	-
MC	2.61	3,580,000 29.8 120,000 153 - 199 CA		\$	2,056.00	\$	-
MC	2.62	3,580,000 29.8 120,000 200 - 236 CA		\$	1,787.00	\$	-
MC	2.63	3,920,000 32.7 120,000 87 - 112 CA		\$	1,576.00	\$	-
MC	2.64	3,920,000 32.7 120,000 113 - 133 CA		\$	1,650.00	\$	-
MC	2.65	3,920,000 32.7 120,000 134 - 152 CA		\$	1,857.00	\$	_
MC	2.66	3,920,000 32.7 120,000 153 - 199 CA		\$	2,056.00	\$	
MC	2.67	3,920,000 32.7 120,000 200 - 236 CA		\$	2,132.00	\$	
MC	2.68	4,260,000 35.5 120,000 87 - 112 CA		\$	2,032.00	\$	-
MC	2.69	4,260,000 35.5 120,000 113 - 133 CA		\$		\$	
					1,873.00		-
MC	2.70			\$	2,203.00	\$	-
MC	2.71	4,260,000 35.5 120,000 153 - 199 CA		\$	2,501.00	\$	-
MC	2.72	4,260,000 35.5 120,000 200 - 236 CA		\$	2,584.00	\$	-
	2.73	TRIPLE FRAME - FULL IC REINFORCEMENT		_		_	
MC	2.74	5,688,000 47.4 120,000 87 - 112 CA		\$	4,960.00	\$	-
MC	2.75	5,688,000 47.4 120,000 113 - 133 CA		\$	5,024.00	\$	-
MC	2.76	5,688,000 47.4 120,000 134 - 152 CA		\$	5,131.00	\$	-
MC	2.77	5,688,000 47.4 120,000 153 - 199 CA		\$	5,430.00	\$	-
MC	2.78	5,688,000 47.4 120,000 200 - 236 CA		\$	5,506.00		-
4DXM2X	2.79	Flush bright finish channel steel		\$	113.00		-
4DXM6X	2.80	Extended stylized-silver-bright finish steel w/stone guard		\$	1,495.00	\$	
4DXN8X	2.81	Extended - swept back steel, bright finish with stone guard - includes					
	2.01	center tow pin		\$	1,139.00	\$	
4DXR1X	2.82	Mill finish, flush mounted, unpainted aluminum		\$	68.00	\$	-
4DXN4X	2.83	Extended swept back channel steel (includes center tow pin) w/stone					
-DAINAY	2.00	guard		\$	805.00	\$	-
EDVNEV	2.04	Extended swept back channel steel with bright finish w/painted center					
5DXN5X	2.84	tow pin		\$	620.00	\$	-
4DXN6X	2.85	Extended swept back steel channel w/bright finish		\$	258.00		-
4DXM9X	2.86	Extended swept back painted steel	1		STD		
4DX16X	2.87	Flush painted steel		\$	(15.00)	\$	
4DXP1X	2.88	Flush stainless clad aluminum		\$	143.00		
5FXA1X	2.89	Plate type radiator guard		\$	105.00		-
5FXA2X	2.90	Bright finish plate type radiator guard		\$	258.00		-
B28018	2.91	Rust Protection Between Frame Rails & Liners		\$	633.00		_
281AA4	2.92	BOC crossmember, steel HD back to back channel intermediate		\$	129.00		-
281AA6	2.93	BOC & intermediate crossmember, HD I-Beam		\$	211.00	\$	
20 IAA0	2.53	DOO G INTERNIEURIE GROSSHIEHIDEL, FID 1-DEATH		Ψ	211.00	Ψ	

#### 3.0 FRONT AXLE/SUSPENSION/BRAKE/OPTION

					_	
MC	3.1	Set forward front axle option	1	STD		
240AA6	3.2	12,000 front axle & matching suspension - Mack FXL12		STD		
240AA	7 3.3	14,600 front axle & matching suspension - Mack FXL14.6		\$ 771.00	\$	_
240AA2	3.4	16,000 front axle and matching suspension		\$ 999.00	\$	-
240AA	3.5	18,000 front axle and matching suspension - Mack FXL18		\$ 1,361.00	\$	
240AA	3.6	20,000 front axle and matching suspension - Mack FXL20	1	\$ 2,147.00	\$	2,147.00
1KAA1)	3.7	23,000 front axle and matching suspension - Mack FXL23		\$ 2,448.00	\$	-
1KAA1)	3.8	Heavy duty front axle shocks	1	STD		
N/A	3.9	Front stabilizer bar		No Bid		
N/A	3.10	Right hand air bag suspension per Spec 3.7, Driver controlled		No Bid		
N/A	3.11	Left air bag suspension per Spec 3.7, Driver controlled		No Bid		
N/A	3.12	Front axle lubrication cap with slotted venthole		No Bid		
245AB0	3.13	Front brake dust shields	1	\$ 22.00	\$	22.00
YHXB1	X 3.14	Dual front auxiliary steering gear	1	\$ 661.00	\$	661.00
YHXA1	X 3.15	RH spring build up for wing plow application		\$ 91.00	\$	-
MOD01	D 3.16	LH spring build up for wing plow application		\$ 91.00	\$	-
PK7137	3.17	All wheel drive front axle		\$ 43,000.00	\$	-
0KXB1	3.18	Twin Steer Front Axle		\$ 18,500.00	\$	-
U3XA5	3.19	Aluminum front hubs		\$ 103.00	\$	-
MC	3.20	Centerfuse outboard mounted brake drums		\$ 252.00	\$	-
MC	3.21	Multileaf front spring ILO taperleaf (2 leaf spring)		\$ 35.00	\$	-
MC	3.22	HD mulitileaf front spring ILO taperleaf (2 leaf spring)		\$ 65.00	\$	-
2410L1	3.23	HD taperleaf (3 leaf spring) ILO of taperleaf (2 leaf spring)	1	\$ 65.00	\$	65.00
U0AB1	3.24	Meritor EX+ Air Disc Brakes requires Meritor rear brakes		\$ 653.00	\$	-
U0AB8	3.25	Meritor front slack adjustors - Need same slack on rear axle		\$ 1.00	\$	-
U0AA1	3.26	Meritor front slack with stainless steel pins	1	\$ 58.00	\$	58.00
U0AA8	3.27	Haldex front slack adjustors - Need same slack adjustor on rear axle		STD		
MC	3.28	Haldex front slack with stainless steel pins		\$ 67.00	\$	-

#### 4.0 TANDEM REAR AXLE/SUSPENSION/BRAKE/OPTIONS

MC	4.1	46,000# rear axle & matching suspension					
		Make & Model - Mack S462R & SS46 Mack Camelback Suspension		\$	2,300.00	\$	-
	4.2	40,000# walking beam rear suspension and axle					
MC	4.2	Make & Model - Meritor MT-40-14X4D with Hendrickson HMX EX 400		\$	1,286.00	\$	-
	4.3	46,000# walking beam rear suspension and axle					
MC	4.0	Make & Model - Meritor MT-46-160 with Hendrickson HMX EX 460		\$	2,956.00	\$	
	4.4	40,000# air suspension and axle				_	
MC		Make & Model - Meritor MT-40-14X4D with Mack AL-461 Air		\$	1,105.00	\$	
	4.5	46,000# air suspension and axle			0.070.00		
MC		Make & Model - Meritor RT-46-160 with Mack AL-461 Air		\$	2,679.00		
MC	4.6	Dash mounted air dump system - With air ride suspension		\$	14.00	\$	-
	4.7	Driver activated differential lock on one rear axle		_		_	
MC		(front axle rear axle, check one)		\$	562.00		
254AB5	4.8	Driver activated differential lock on both front and rear axles		\$	1,125.00	\$	-
	4.9	Driver activated differential lock on both front and rear axles, and		_		_	
MC		lubrication pump and filter system		\$	1,407.00	\$	<u> </u>
	4.10	Meritor MT-40-14X4D, both axles driver differential lock and pump,			0.000.00	_	
MC		HMX400 40,000 # walking beam suspension		\$	2,693.00	\$	
140	4.11	Meritor RT-46-160, both axles driver differential lock and pump,		φ.	4 262 00	Φ.	
MC		HMX460 46,000 # walking beam suspension		\$	4,363.00	\$	
76AB1X	4.12	½ round universal joints	1		STD		
195AB3	4.13	Spicer 1810 HD drive line with half round universal joints	1	\$	140.00	\$	140.00
UEX	4.14	Rear Dust Shields	1	\$	39.00	\$	39.00
	4.15	Driver activated differential lock on both front and rear axles with					
254AB7		individual switches		\$	1,283.00	-	
195AB0	4.16	Meritor 18 MXL extended lube		\$	39.00	\$	
195AA9	4.17	Meritor 176 MXL extended lube		\$	38.00	\$	-

195AB5	4.18	Dana-spicer SPL170XL Lite extended lube series		\$	361.00	\$	
195AB6	4.19	Dana-spicer SPL250XL Lite extended lube series		\$	493.00	\$	_
195AB7	4.20	Dana-spicer SPL250HDXL Lite extended lube series		\$	502.00	\$	-
1950K5	4.21	Dana-spicer SPL350XL Lite extended lube series		\$	1,007.00	\$	-
195025	4.22	Dana-spicer SPL350HDXL Lite extended lube series		\$	1,262.00	\$	
268AB1	4.23	Mack S38R 38,000# Fabricated Steel Housing			STD		
268AA4	4.24	Mack S400R 40,000# Fabricated Steel Housing		\$	435.00	\$	
268AB4	4.25	Mack S402 40,000 # Cast Ductile Iron Housing		\$	473.00	\$	
268AA3	4.26	Mack S440 44,000# Fabricated Steel Housing		\$	1,485.00	_	
268AB6	4.27	Mack S460R 46,000# Fabricated Steel Housing		\$	1,916.00	\$	
268AA9	4.28	Mack S462R 46,000# Cast Ductile Iron Housing	1	\$	1,954.00		1,954.00
268AB3	4.29	Mack S522R Cast Ductile Iron Housing	<u> </u>	\$	3,460.00	\$	
268AC9	4.30	Meritor 40,000# MT-40-14X4C Amboid (High Entry)		\$	55.00	\$	<del>-</del>
268AD0	4.31	Meritor 40,000# MT-40-14X4D Hypoid (Low Entry)		\$	55.00		
268AB7	4.32	Meritor 46,000# RT-46-160		\$	1,629.00		
268AC1	4.33	Meritor 46,000# RT-46-164EH		\$	1,689.00	\$	<del></del>
	4.34	Mack S38 38,000# multileaf camelback spring		Ψ	STD	Ψ	
1860F6				•		Φ.	
1860G6	4.35	Mack S38 38,000# multileaf camelback spring - Heavy Duty		\$	15.00	\$	
18603Y	4.36	Mack SS40 40,000# multileaf camelback spring		\$	186.00	\$	
1860H6	4.37	Mack SS44 44,000# multileaf camelback spring	-	\$	235.00	\$	
186016	4.38	Mack SS44 44,000# multileaf camelback spring - Heavy Duty	-	\$	255.00	\$	
1860J6	4.39	Mack SS462 46,000# multileaf camelback spring	_	\$	346.00	\$	
1860K6	4.40	Mack SS462 46,000# multileaf camelback spring - Heavy Duty		\$	415.00	\$	
186006	4.41	Mack SS52 52,000# multileaf camelback spring - Heavy Duty		\$	1,292.00	\$	
186AB6	4.42	Mack AL-461 46,000# air ride		\$	1,050.00	\$	-
186AC6	4.43	Mack M-Ride 40 parabolic 2-leaf, 40,000#		\$	648.00	\$	
186AG6	4.44	Mack M-Ride 40 parabolic 3-leaf, 40,000# - Heavy Duty		\$	1,112.00	_	
186AC7	4.45	Mack M-Ride 46 parabolic 3-leaf 46,000#		\$	909.00	\$	
186AD0	4.46	Mack M-Ride 52 parabolic 3-leaf, 52,000#		\$	1,685.00	\$	
186AD1	4.47	Mack M-Ride 52 parabolic 11-leaf, 52,000# - Heavy Duty		\$	1,773.00	\$	_
186AE5	4.48	HMX 400 Hendrickson Haulmax rubber suspension 40,000#		\$	1,231.00	\$	-
186AE6	4.49	HMX 460 Hendrickson Haulmax rubber suspension 46,000#	1	\$	1,385.00	\$	1,385.00
186AF7	4.50	Chambers 46,000# High Stability W#29 CAN		\$	3,736.00	\$	-
186106	4.51	PAX 46 High Stability Hendrickson Primaxx Air Suspension		\$	2,968.00	\$	-
186146	4.52	PAX 522 High Stability Hendrickson Primaxx Air Suspension		\$	3,023.00	\$	_
186AF4	4.53	Neway ADZ-246 air ride suspension		\$	2,968.00		-
186AF5	4.54	Neway ADZ-252 air ride suspension		\$	3,786.00		
3LAZ1X	4.55	Delete power divider lockout		\$	(153.00)	_	
GWXACX	4.56	55" axle spacing		\$	142.00		
ZAXA5X	4.57	Dual leveling valve air suspension height control		\$	174.00		
018AA7	4.58	Mack CRDP1501/1511 with interwheel power divider - both axles	1	\$	3,182.00		3,182.00
U4XA5X	4.59	Outboard centrifuse rear brake drums	H	\$	240.00		-
U1AA1X	4.60	Haldex automatic rear slack adjustor		Ψ	STD	<u> </u>	
U1AA8X	4.61	Haldex automatic rear slack adjustor with stainless steel pins		\$	267.00	\$	
U1AB1X	4.62	Meritor automatic rear slack adjustor		\$	1.00		
U1AB8X	4.63	Meritor automatic rear slack adjustor with stainless steel pins	1	\$	267.00		267.00
0LX11X	4.64	Aluminum preset rear hubs with integrated spindle nut	<del>  '</del>	\$	42.00	\$	
	4.65	Air Disc Brake (17") H-Type - Require Air Disc Front Brakes		\$		\$	
253AB3		. , , , , , , , , , , , , , , , , , , ,	4	φ	2,690.00	φ	
253AA4	4.66	Meritor rear brakes - 16.5"7" Q+  Meritor rear brakes - 16.5" x 8 5/8+ Q+ - N/A with dust shields	1	r.	STD 201.00	φ.	
253023	4.67		-	\$	291.00	\$	
253005	4.68	Meritor rear brakes - 16.5" x 8"+ Q+ - N/A with dust shields	-	\$	213.00	\$	
	4.69	10,000 lb Hendrickson Composolite Steerable Pusher Axle - includes			44.000.00	_	
MC	Į	tires and rims	<u> </u>	\$	11,326.00	\$	
	4.70	13,000 lb Hendrickson Composolite Steerable Pusher Axle - includes					
MC		tires and rims		\$	9,791.00	\$	
	4.71	20,000 lb Hendrickson Steerable Pusher Axle - includes tires and rims					
MC	], ,	20,000 is findingloof occording a differ twice - includes thes and fillis		\$	12,635.00	\$	-
	4.72	20,000 lb Hendrickson Non-Steerable Pusher Axle - includes tires and					
MC	7.12	rims		\$	11,950.00	\$	-

						i.	
MC	4.73	10,000 lb Hendrickson Composolite Steerable Tag Axle - includes tires and rims		\$	11,826.00	\$	_
MC	4.74	13,000 lb Hendrickson Composolite Steerable Tag Axle - includes tires and rims		\$	11,255.00	\$	_
MC	4.75	20,000 lb Hendrickson Steerable Tag Axle - includes tires and rims		\$	14,901.00	\$	
9GAACX	4.76	6S/6M systems sensing both rear axle wheel end sensors	1	\$	440.00	\$	440.00
6MAC1X	4.77	Furnish Meritor wide track axle option - Need for Super Singles		\$	1,200.00	\$	-
	I	1 1 3		T	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	<u> </u>	
	5.0	Fifth Wheel options					
X6XA2X	5.1	Frame end tapered and open		\$	12.00	\$	-
X6XB2X	5.2	Frame end tapered and closed		\$	30.00	\$	-
330AB7	5.3	Fixed fifth wheel - Holland FW-35		\$	684.00	\$	-
330AE7	5.4	Mechanical slide fifth wheel - Holland FW35, Travel - 24" slide		\$	562.00	\$	-
330AH4	5.5	Air slide fifth wheel - Holland FW35, Travel - 24" slide		\$	986.00	\$	-
464AA5	5.6	Stainless 1/4 fenders, mounted front of tandems		\$	127.00	\$	-
464AA2	5.7	Plastic 1/4 fenders, mounted front of tandems		\$	110.00	\$	-
WHX01X	5.8	Tractor package hookup		\$	297.00	\$	-
7KXA3X	5.9	Behind cab deck plate		\$	681.00	\$	-
330AB8	5.10	Holland fixed with non-tilt 5th wheel		\$	1,385.00	\$	-
330AEF	5.11	Holland manual slide 5th wheel		\$	537.00	\$	-
69XD3X	5.12	Mud flaps with brackets		\$	115.00	\$	-
69XC3X	5.13	Betts B60 stainless steel angled mud flap brackets		\$	161.00	\$	-
51XD1X	5.14	Hose tender & towel bar assembly		\$	58.00	\$	-
5ZXB1X	5.15	Coiled trailer air hose		\$	39.00	\$	-
2UAB1X	5.16	Coiled trailer electrical hose		\$	44.00	\$	-
OBS04S	5.17	Air Weight AW5800 onboard scales		\$	1,118.00	\$	-
6HXBRX	5.18	Medium height 5th wheel ramp guide		\$	228.00	\$	-
322022	5.19	Trailer hook up light		\$	74.00	\$	
,	ı						
	6.0	TIRES/RIMS OPTIONS:					
MC	6.1	Nylon wafers or wheel guards on all wheels (10 ea.)		\$	51.00	\$	-
MC	6.2	Heavier 7500 lb. 22.5 x 8.25 Steel rims in lieu of standard 7300# rims (10 ea.)	1		STD		
		Heavier 7500 lb. 22.5 x 8.25 Steel rims in lieu of standard 7300# rims (8			0.15		
MC	6.3	ea.) in rear only		\$	16.00	\$	_
900AS0	6.4	11R 22.5 H front tires		\$	142.00	\$	
9000A0	6.5	12R 22.5 H front tires		\$	376.00		
		9000 lb. 22.5 9" front steel rims, 315/80R 22.5 J front tires		Ψ		Φ.	
N/A 900AC0	6.6 6.7	TOVOU IN. EE.O O HOHESTOOI HINS. O TO/OUL EE.O O HOHE HIGS				\$	-
				Ф	No Bid		-
CHILLY ALL		10,000 lb. 22.5 9" front steel rims, 315/80R 22.5 J front tires	1	\$	No Bid 569.00	\$	- 600.00
900AX0	6.8	10,000 lb. 22.5 9" front steel rims, 315/80R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 385/65R 22.5 J front tires	1	\$	No Bid 569.00 609.00	\$	- 609.00
9001W0	6.8 6.9	10,000 lb. 22.5 9" front steel rims, 315/80R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 385/65R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 425/65R 22.5 J front tires	1	\$	No Bid 569.00 609.00 669.00	\$ \$	- 609.00 -
9001W0 901AJ6	6.8 6.9 6.10	10,000 lb. 22.5 9" front steel rims, 315/80R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 385/65R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 425/65R 22.5 J front tires 11R 22.5 H rear tires	1	\$ \$	No Bid 569.00 609.00 669.00 656.00	\$ \$ \$	
9001W0 901AJ6 531AF0	6.8 6.9 6.10 6.11	10,000 lb. 22.5 9" front steel rims, 315/80R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 385/65R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 425/65R 22.5 J front tires 11R 22.5 H rear tires 7,300 lb. 24.5" x 8.25" steel front rims	1	\$ \$ \$	No Bid 569.00 609.00 669.00 656.00 5.00	\$ \$ \$ \$	
9001W0 901AJ6 531AF0 346AF5	6.8 6.9 6.10 6.11 6.12	10,000 lb. 22.5 9" front steel rims, 315/80R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 385/65R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 425/65R 22.5 J front tires 11R 22.5 H rear tires 7,300 lb. 24.5" x 8.25" steel front rims 7300 lb. 24.5" x 8.25" rear steel rims	1	\$ \$ \$ \$	No Bid 569.00 609.00 669.00 656.00 5.00 44.00	\$ \$ \$ \$	
9001W0 901AJ6 531AF0 346AF5 531AF0	6.8 6.9 6.10 6.11 6.12 6.13	10,000 lb. 22.5 9" front steel rims, 315/80R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 385/65R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 425/65R 22.5 J front tires 11R 22.5 H rear tires 7,300 lb. 24.5" x 8.25" steel front rims 7300 lb. 24.5" x 8.25" rear steel rims 8,000 lb. 24.5" x 8.25" steel front rims	1	\$ \$ \$ \$	No Bid 569.00 609.00 669.00 656.00 5.00 44.00 10.00	\$ \$ \$ \$ \$	
9001W0 901AJ6 531AF0 346AF5 531AF0 3460C6	6.8 6.9 6.10 6.11 6.12 6.13 6.14	10,000 lb. 22.5 9" front steel rims, 315/80R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 385/65R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 425/65R 22.5 J front tires 11R 22.5 H rear tires 7,300 lb. 24.5" x 8.25" steel front rims 7300 lb. 24.5" x 8.25" rear steel rims 8,000 lb. 24.5" x 8.25" steel front rims 8,000 lb. 24.5" x 8.25" steel front rims	1	\$ \$ \$ \$ \$ \$ \$	No Bid 569.00 609.00 669.00 556.00 44.00 10.00 164.00	\$ \$ \$ \$ \$	- - - - -
9001W0 901AJ6 531AF0 346AF5 531AF0 3460C6 9002Q0	6.8 6.9 6.10 6.11 6.12 6.13 6.14 6.15	10,000 lb. 22.5 9" front steel rims, 315/80R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 385/65R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 425/65R 22.5 J front tires 11R 22.5 H rear tires 7,300 lb. 24.5" x 8.25" steel front rims 7300 lb. 24.5" x 8.25" rear steel rims 8,000 lb. 24.5" x 8.25" steel front rims 8,000 lb. 24.5" x 8.25" steel rear rims 11R 24.5 G front tires	1	\$ \$ \$ \$ \$	No Bid 569.00 609.00 669.00 5.00 44.00 10.00 136.00	\$ \$ \$ \$ \$ \$ \$	- - - - - -
9001W0 901AJ6 531AF0 346AF5 531AF0 3460C6 9002Q0 9002R0	6.8 6.9 6.10 6.11 6.12 6.13 6.14 6.15 6.16	10,000 lb. 22.5 9" front steel rims, 315/80R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 385/65R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 425/65R 22.5 J front tires 11R 22.5 H rear tires 7,300 lb. 24.5" x 8.25" steel front rims 7300 lb. 24.5" x 8.25" rear steel rims 8,000 lb. 24.5" x 8.25" steel front rims 8,000 lb. 24.5" x 8.25" steel rear rims 11R 24.5 G front tires 11R 24.5 H front tires	1	\$ \$ \$ \$ \$ \$ \$	No Bid 569.00 609.00 669.00 55.00 44.00 10.00 164.00 136.00	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- - - - - - -
9001W0 901AJ6 531AF0 346AF5 531AF0 3460C6 9002Q0 9002R0 901AK7	6.8 6.9 6.10 6.11 6.12 6.13 6.14 6.15 6.16 6.17	10,000 lb. 22.5 9" front steel rims, 315/80R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 385/65R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 425/65R 22.5 J front tires 11R 22.5 H rear tires 7,300 lb. 24.5" x 8.25" steel front rims 7300 lb. 24.5" x 8.25" rear steel rims 8,000 lb. 24.5" x 8.25" steel front rims 8,000 lb. 24.5" x 8.25" steel front rims 11R 24.5 G front tires 11R 24.5 G rear tires	1	\$ \$ \$ \$ \$ \$ \$ \$ \$	No Bid 569.00 609.00 669.00 5.00 44.00 10.00 164.00 166.00 164.00	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- - - - - -
9001W0 901AJ6 531AF0 346AF5 531AF0 3460C6 9002Q0 9002R0 901AK7	6.8 6.9 6.10 6.11 6.12 6.13 6.14 6.15 6.16 6.17 6.18	10,000 lb. 22.5 9" front steel rims, 315/80R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 385/65R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 425/65R 22.5 J front tires 11R 22.5 H rear tires 7,300 lb. 24.5" x 8.25" steel front rims 7300 lb. 24.5" x 8.25" rear steel rims 8,000 lb. 24.5" x 8.25" steel front rims 8,000 lb. 24.5" x 8.25" steel rear rims 11R 24.5 G front tires 11R 24.5 H front tires 11R 24.5 H rear tires	1	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	No Bid 569.00 609.00 669.00 5.00 44.00 10.00 164.00 166.00 164.00 501.00	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- - - - - - -
9001W0 901AJ6 531AF0 346AF5 531AF0 3460C6 9002Q0 9002R0 901AK7 901AK7 NUS225	6.8 6.9 6.10 6.11 6.12 6.13 6.14 6.15 6.16 6.17 6.18 6.19	10,000 lb. 22.5 9" front steel rims, 315/80R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 385/65R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 425/65R 22.5 J front tires 11R 22.5 H rear tires 7,300 lb. 24.5" x 8.25" steel front rims 7300 lb. 24.5" x 8.25" rear steel rims 8,000 lb. 24.5" x 8.25" steel front rims 8,000 lb. 24.5" x 8.25" steel rear rims 11R 24.5 G front tires 11R 24.5 G rear tires 11R 24.5 H rear tires Steel spare rim, size 22.5 x 8.25	1	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	No Bid 569.00 609.00 669.00 5.00 44.00 10.00 164.00 166.00 164.00 501.00 572.00	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- - - - - - -
9001W0 901AJ6 531AF0 346AF5 531AF0 3460C6 9002Q0 9002R0 901AK7 901AK7 NUS225 NUS245	6.8 6.9 6.10 6.11 6.12 6.13 6.14 6.15 6.16 6.17 6.18	10,000 lb. 22.5 9" front steel rims, 315/80R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 385/65R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 425/65R 22.5 J front tires 11R 22.5 H rear tires 7,300 lb. 24.5" x 8.25" steel front rims 7300 lb. 24.5" x 8.25" rear steel rims 8,000 lb. 24.5" x 8.25" steel front rims 8,000 lb. 24.5" x 8.25" steel rear rims 11R 24.5 G front tires 11R 24.5 H front tires 11R 24.5 H rear tires Steel spare rim, size 22.5 x 8.25 Steel spare rim, size 24.5 x 8.25	1	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	No Bid 569.00 609.00 669.00 5.00 44.00 10.00 164.00 166.00 164.00 501.00 572.00 660.00	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- - - - - - -
9001W0 901AJ6 531AF0 346AF5 531AF0 3460C6 9002Q0 9002R0 901AK7 901AK7 NUS225 NUS245 NUS090	6.8 6.9 6.10 6.11 6.12 6.13 6.14 6.15 6.16 6.17 6.18 6.19	10,000 lb. 22.5 9" front steel rims, 315/80R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 385/65R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 425/65R 22.5 J front tires 11R 22.5 H rear tires 7,300 lb. 24.5" x 8.25" steel front rims 7300 lb. 24.5" x 8.25" rear steel rims 8,000 lb. 24.5" x 8.25" steel front rims 8,000 lb. 24.5" x 8.25" steel rear rims 11R 24.5 G front tires 11R 24.5 H front tires 11R 24.5 H rear tires Steel spare rim, size 22.5 x 8.25 Steel spare rim, size 24.5 x 8.25 Steel spare rim, size 22.5 x 9.0	1	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	No Bid 569.00 609.00 669.00 5.00 44.00 10.00 164.00 166.00 164.00 501.00 572.00	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	- - - - - - - - -
9001W0 901AJ6 531AF0 346AF5 531AF0 3460C6 9002Q0 9002R0 901AK7 901AK7 NUS225 NUS245	6.8 6.9 6.10 6.11 6.12 6.13 6.14 6.15 6.16 6.17 6.18 6.19 6.20	10,000 lb. 22.5 9" front steel rims, 315/80R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 385/65R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 425/65R 22.5 J front tires 11R 22.5 H rear tires 7,300 lb. 24.5" x 8.25" steel front rims 7300 lb. 24.5" x 8.25" rear steel rims 8,000 lb. 24.5" x 8.25" steel front rims 8,000 lb. 24.5" x 8.25" steel rear rims 11R 24.5 G front tires 11R 24.5 H front tires 11R 24.5 H rear tires Steel spare rim, size 22.5 x 8.25 Steel spare rim, size 24.5 x 8.25	1	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	No Bid 569.00 609.00 669.00 5.00 44.00 10.00 164.00 166.00 164.00 501.00 572.00 660.00	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- - - - - - - - - -
9001W0 901AJ6 531AF0 346AF5 531AF0 3460C6 9002Q0 9002R0 901AK7 901AK7 NUS225 NUS245 NUS090	6.8 6.9 6.10 6.11 6.12 6.13 6.14 6.15 6.16 6.17 6.18 6.19 6.20 6.21	10,000 lb. 22.5 9" front steel rims, 315/80R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 385/65R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 425/65R 22.5 J front tires 11R 22.5 H rear tires 7,300 lb. 24.5" x 8.25" steel front rims 7300 lb. 24.5" x 8.25" rear steel rims 8,000 lb. 24.5" x 8.25" steel front rims 8,000 lb. 24.5" x 8.25" steel rear rims 11R 24.5 G front tires 11R 24.5 H front tires 11R 24.5 H rear tires Steel spare rim, size 22.5 x 8.25 Steel spare rim, size 24.5 x 8.25 Steel spare rim, size 22.5 x 9.0	1	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	No Bid 569.00 609.00 669.00 5.00 44.00 10.00 164.00 136.00 164.00 501.00 572.00 660.00	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	- - - - - - - - - - - - -
9001W0 901AJ6 531AF0 346AF5 531AF0 3460C6 9002Q0 9002R0 901AK7 901AK7 NUS225 NUS245 NUS090 NUS225	6.8 6.9 6.10 6.11 6.12 6.13 6.14 6.15 6.16 6.17 6.18 6.19 6.20 6.21 6.22	10,000 lb. 22.5 9" front steel rims, 315/80R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 385/65R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 425/65R 22.5 J front tires 11R 22.5 H rear tires 7,300 lb. 24.5" x 8.25" steel front rims 7300 lb. 24.5" x 8.25" rear steel rims 8,000 lb. 24.5" x 8.25" steel front rims 8,000 lb. 24.5" x 8.25" steel rear rims 11R 24.5 G front tires 11R 24.5 H front tires 11R 24.5 H rear tires Steel spare rim, size 22.5 x 8.25 Steel spare rim, size 24.5 x 8.25 Steel spare rim, size 22.5 x 9.0 Steel spare rim, size 22.5 x 12.25	1	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	No Bid 569.00 609.00 669.00 5.00 44.00 10.00 164.00 166.00 164.00 501.00 572.00 660.00 878.00	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- - - - - - - - - - - -
9001W0 901AJ6 531AF0 346AF5 531AF0 3460C6 9002Q0 9002R0 901AK7 901AK7 NUS225 NUS245 NUS090 NUS225 900AB0	6.8 6.9 6.10 6.11 6.12 6.13 6.14 6.15 6.16 6.17 6.18 6.19 6.20 6.21 6.22 6.23	10,000 lb. 22.5 9" front steel rims, 315/80R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 385/65R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 425/65R 22.5 J front tires 11R 22.5 H rear tires 7,300 lb. 24.5" x 8.25" steel front rims 7300 lb. 24.5" x 8.25" rear steel rims 8,000 lb. 24.5" x 8.25" steel front rims 8,000 lb. 24.5" x 8.25" steel rear rims 11R 24.5 G front tires 11R 24.5 H front tires 11R 24.5 H rear tires Steel spare rim, size 22.5 x 8.25 Steel spare rim, size 24.5 x 8.25 Steel spare rim, size 22.5 x 9.0 Steel spare rim, size 22.5 x 12.25 12R22.5 H front tires	1		No Bid 569.00 609.00 669.00 5.00 44.00 10.00 164.00 164.00 501.00 572.00 660.00 878.00 720.00 618.00	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- - - - - - - - - - - -
9001W0 901AJ6 531AF0 346AF5 531AF0 3460C6 9002Q0 9002R0 901AK7 NUS225 NUS245 NUS090 NUS225 900AB0 901AK2	6.8 6.9 6.10 6.11 6.12 6.13 6.14 6.15 6.16 6.17 6.18 6.19 6.20 6.21 6.22 6.23 6.24	10,000 lb. 22.5 9" front steel rims, 315/80R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 385/65R 22.5 J front tires 10,500 lb. 22.5 x 12.25 front steel rims, 425/65R 22.5 J front tires 11R 22.5 H rear tires 7,300 lb. 24.5" x 8.25" steel front rims 7300 lb. 24.5" x 8.25" rear steel rims 8,000 lb. 24.5" x 8.25" steel front rims 8,000 lb. 24.5" x 8.25" steel rear rims 11R 24.5 G front tires 11R 24.5 H front tires 11R 24.5 H rear tires Steel spare rim, size 22.5 x 8.25 Steel spare rim, size 22.5 x 9.0 Steel spare rim, size 22.5 x 12.25 12R 22.5 H front tires 12R 22.5 H rear tires	1	\$\$\text{\$\exititt{\$\text{\$\exititt{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\texititt{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\tex{	No Bid 569.00 609.00 669.00 5.00 44.00 10.00 164.00 166.00 572.00 660.00 878.00 720.00 618.00 2,137.00	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- - - - - - - - - - - -

531AI6	6.27	Aluminum front wheel - 24.5 x 8.25	\$	342.00	\$ -
5310N1	6.28	Aluminum front wheel - 22.5 x 9.0	\$	475.00	\$ -
531AJ0	6.29	Aluminum front wheel - 22.5 x 12.25	\$	387.00	\$ -
49AA1X	6.30	Polished aluminum front wheel	\$	48.00	\$ -
49AB1X	6.31	Dura-bright bright finish front wheels	\$	248.00	\$ -
346AI7	6.32	Aluminum rear wheels - 22.5 x 8.25	\$	960.00	\$ -
3460G6	6.33	Aluminum rear wheels - 24.5 x 8.25	\$	1,120.00	\$ -
235095	6.34	Polished aluminum rear wheel all eight (8) wheels	\$	320.00	\$ -
2350A5	6.35	Dura-bright bright finish on all eight (8) rear wheels	\$	1,410.00	\$ -
2350C5	6.36	Dura-bright bright finish on all four (4) outboard rear wheels	\$	705.00	\$ -
900AA6	6.37	11R22.5 G Michelin XZE2 front tires	\$	378.00	\$ -
900AX9	6.38	11R22.5 H Bridgestone M863 front tires	\$	596.00	\$ -
900166	6.39	315/80R22.5 L Michelin XZUS front tires	\$	532.00	\$ -
9007766	6.40	315/80R22.5 L Continental HAU3 WT front tires	\$	415.00	\$ -
900AW2	6.41	385/65R22.5 J Michelin XZY3 front tires	\$	284.00	\$ -
900AW4	6.42	425/65R22.5 L Michelin XZY3 front tires	\$	366.00	\$ -
9004X0	6.43	425/65R22.5 L Bridgestone M870	\$	148.00	\$ -
901601	6.44	11R22.5 G Bridgestone M713 Ecopia rear tires	\$	(320.00)	\$ -
901090	6.45	11R22.5 G Bridgestone M760 Ecopia rear tires	\$	(480.00)	\$ -
901BO9	6.46	11R22.5 G Michelin X Line Energy D rear tires	\$	605.00	\$ -
901AJ6	6.47	11R22.5 H Bridgestone M799 rear tires	\$	220.00	\$ -
90109K	6.48	11R22.5 H Bridgestone M771 rear tires	\$	345.00	\$ -
901BG0	6.49	11R22.5 H Michelin XDN2 rear tires	\$	1,510.00	\$ -
901BN1	6.50	11R22.5 H Michelin XDS2 rear tires	\$	2,292.00	\$ -
9016U1	6.51	11R22.5 H Michelin X Works D	\$	2,165.00	\$ -
9016N1	6.52	11R22.5 H Michelin Multi Energy D	\$	818.00	\$ -
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#### 2.0 BRAKE SYSTEM OPTIONS:

VHXBVX	7.1	Wabco System Saver 1200 Plus heated air dryer		STD	
UWXB1X	7.2	Manual cable drain valves on air tanks		\$ 27.00	\$ -
N/A	7.3	Heated air tank		No Bid	
UWXE3X	7.4	Auto drain valves on air tanks, heated		\$ 48.00	\$ -
300AD0	7.5	MGM type TR-T rear brake chambers		\$ 48.00	\$ -
N/A	7.6	S.S. pins on slack adjuster yoke (2 ea. per yoke)			
		For all air brake chambers		No Bid	
N5FAJX	7.7	Inverted rear brake chamber mounting in lieu of regular mounting		\$ -	\$ -
MC	7.8	Relocate air dryer		\$ 272.00	\$ 
VHXBNX	7.9	Bendix AD9 heated air dryer	1	\$ 105.00	\$ 105.00
VHXBPX	7.10	Bendix AD-IP EP heated air dryer		\$ 320.00	\$ -
1130E3	7.11	Wabco System Saver 1200 Twin heated air dryer		\$ 683.00	\$ -
UWXC1X	7.12	Petcock Dreain Valves on brake system tanks	1	STD	
UWXA1X	7.13	In Tank Auto heated drain valve		\$ 42.00	\$ -
UWXB1X	7.14	Lanyard control on supply wet tank		\$ 16.00	\$ -
MC	7.15	Lanyard control on all brake system tanks		\$ 36.00	\$ -
U2XA1X	7.16	Aluminum air reservoirs		\$ 223.00	\$ -
U2XA2X	7.17	Polished aluminum air reservoirs		\$ 292.00	\$ -
VSXD1X	7.18	Increase air capacity for installation of extra axles		\$ 298.00	\$ -
698AA7	7.19	MACK Road Stability Adv. Bendix ABS/ATC/RSA w/YAW control with mud/snow switch		\$ 780.00	\$ _
698AA5	7.20	Bendix ABS system with traction control 4S/4M	1	STD	
H9CA1X	7.21	Furnish automatic traction control (ATC full disable switch)	1	\$ 105.00	\$ 105.00
300AA3	7.22	Haldex "Gold Seal Plus" brake chamber		STD	
300AA3	7.23	Haldex "Gold Seal Plus" brake chamber (3" Stroke)		\$ 32.00	\$ -
300AB1	7.24	Haldex "Life Seal Plus" brake chamber	1	\$ 53.00	\$ 53.00
300AB1	7.25	Haldex "Life Seal Plus" brake chamber (3" Stroke)		\$ 73.00	\$ -
300AB3	7.26	MGM TR-T2 Brake Chambers (Tamper Resistant & Breather Tubes)		\$ 40.00	\$ 
300AB5	7.27	MGM TR-T2 Long Stroke Brake Chambers (Tamper Resistant & Breather Tubes)		\$ 40.00	\$ -

300AB8	7.28	MGM TR3030LP3THD		\$	46.00	\$	-
3MBC1X	7.29	Electric horn sound when driver door open with park brake released		Φ.	07.00	Φ.	
2ZBA1X	7.30	Schreader valve, secondary		\$	67.00 47.00	\$	<u>-</u>
SS	7.31	Relocate all air reservoir in frame		\$	58.00	\$	
				Ψ	00.00	Ψ	
1410F1	7.32	Air reservoir in frame, one reservoir on the RH rail behind Cleartech		\$	112.00	\$	-
	8.0	ENGINE/EXHAUST AND FUEL TANKS OPTIONS:					
		Mack MP7-345C 325HP@1500-1700 RPM (Peak) 1950 RPM (Gov)					
1000T0	8.1	1350 LB-FT Torque			STD		
1000U0	8.2	Mack MP7-355C 355HP@1600-1800 RPM (Peak) 2100 RPM (Gov) 1250 LB-FT Torque		\$	296.00	\$	_
1000Q0	8.3	Mack MP7-365C 365HP@1350-1700 RPM (Peak) 1950 RPM (Gov) 1450 LB-FT Torque		\$	575.00	\$	-
1000V0	8.4	Mack MP7-375C 375HP@1450-1900 RPM (Peak) 2100 RPM (Gov) 1350 LB-FT Torque		\$	840.00	\$	_
400070	0.5	Mack MP7-395C 395HP@1450-1700 RPM (Peak) 1950 RPM (Gov)		Ψ	040.00	Ψ	
1000Z0	8.5	1550 LB-FT Torque		\$	1,302.00	\$	-
1000W0	8.6	Mack MP7-425C 425HP@1500-1800 RPM (Peak) 2100 RPM (Gov) 1550 LB-FT Torque		\$	2,060.00	\$	-
100100	8.7	Mack MP8-415C 415HP@1400-1700 RPM (Peak) 2100 RPM (Gov) 1650 LB-FT Torque		\$	1,960.00	\$	_
100140	8.8	Mack MP8-425C 425HP@1500-1900 RPM (Peak) 21000 RPM (Gov) 1550 LB-FT Torque	1	\$	2,230.00	\$	2,230.00
100450	8.9	Mack MP8-445C 455HP@1400-1700 RPM (Peak) 2100 RPM (Gov) 1850 LB-FT Torque		\$	2,759.00	\$	
100490	8.10	Mack MP8-455C 455HP@1400-1700 RPM (Peak) 2100 RPM (Gov) 1750 LB-FT Torque		\$	2,994.00	\$	
1004F0	8.11	Mack MP8-505C 505HP@1500-1700 RPM (Peak) 1950 RPM (Gov) 1850 LB-FT Torque			·		
DPF08F	8.12	Cleartech RH Frame Rail relcoated for Twin Steer		\$	4,077.00 3,545.00	\$	<del>-</del>
DPF0106	8.13	Cleartech with DPF vertical RH side BOC, w/SCR vertical LH side BOC					
130AB6	8.14	Single (R/S) Outboard Frame Mounted Vertical Straight Exhaust Stack Turned Out		\$	3,848.00	\$	<u> </u>
130AD7	8.15	No Muffler, Single (R/S) Vertical Exhaust Cab Mounted, Lower Ventura		•	STD	•	004.00
		Diffuser, Turned End Dual Vertical Straight Exhaust Stack Turned Out End - N/A with Allison	1	\$	291.00	\$	291.00
130AC4	8.16	Transmission		\$	1,269.00	\$	-
130AB4	8.17	Dual Vertical Straight Exhaust Stack w/Bullhorns - N/A with Allison Transmission		Ф	2,755.00	¢	
130AA9	8.18	Underframe Right Side Inboard Mounted	<del>                                     </del>	\$	110.00	\$	<u> </u>
Q0AC1X	8.19	Single, Bright finish heat shield & stack	1	\$	75.00	\$	75.00
Q0AF1X	8.20	Dual, Bright finish heat shield & stack	Ė	\$	150.00	\$	-
Q0AC2X	8.21	Single, Bright finish heat shield, stack & elbow		\$	189.00	\$	-
Q0AF2X	8.22	Dual, Bright finish heat shield, stack & elbow		\$	400.00	\$	-
8NAB1X	8.23	Bright finish stainless steel heat shield for frame mounted Mack Cap DPF		\$	198.00	\$	_
288AC2	8.24	50 Gallon LH aluminum 22" Dia fuel tank		\$	(300.00)	_	-
288AB3	8.25	66 Gallon LH aluminum 22" Dia fuel tank		\$	(248.00)		-
288AB4	8.26	72 Gallon LH aluminum 26" Dia fuel tank		\$	(180.00)		-
288AB6	8.27	88 Gallon LH aluminum 22" Dia fuel tank		\$	(177.00)		-
288AB7	8.28	93 Gallon LH aluminum 26" Dia fuel tank		\$	`	\$	-
288AB9	8.29	116 Gallon LH aluminum 22" Dia fuel tank		\$	(86.00)		-
288AE3	8.30	50 Gallon LH Aluminum D-Shape		\$		\$	-
288AD5	8.31	66 Gallon LH Aluminum D-Shape		\$	`	\$	-
288AD8	8.32	88 Gallon LH Aluminum D-Shape		\$		\$	-
			-				

ĺ	288AE0	8.33	116 Gallon LH Aluminum D-Shape		\$ (15.00)	\$ -
ĺ	288AF2	8.34	66 Gallon LH Aluminum D-Shape with Integral DEF Tank		STD	
ĺ	288AF3	8.35	72 Gallon LH Aluminum D-Shape 26" Dia. with Integral DEF Tank		\$ 17.00	\$ -
ĺ	288AF5	8.36	88 Gallon LH Aluminum D-Shape with Integral DEF Tank	1	\$ 184.00	\$ 184.00
ĺ	288AF6	8.37	93 Gallon LH Aluminum D-Shape 26" Dia. with Integral DEF Tank		\$ 260.00	\$ -
ĺ	288AF7	8.38	111 Gallon LH Aluminum D-Shape with Integral DEF Tank		\$ 450.00	\$ -
	2880E8	8.39	111 & 66 Gallon Aluminum D-Shape tanks, 66 Gallon isolated for Hyd oil		\$ 839.00	\$ 
ľ	290AC1	8.40	50 Gallon RH aluminum 22" Dia fuel tank		\$ 288.00	\$ _
ľ	290AB3	8.41	66 Gallon RH aluminum 22" Dia fuel tank		\$ 357.00	\$ 
ľ	290AB6	8.42	88 Gallon RH aluminum 22" Dia fuel tank		\$ 452.00	\$ -
Ì	290AE1	8.43	50 Gallon RH Aluminum D-Shape		\$ 340.00	\$ -
Ì	290AD4	8.44	72 Gallon RH Aluminmum D-Shape		\$ 449.00	\$ -
Ì	290AD7	8.45	93 Gallon RH Aluminmum D-Shape		\$ 553.00	\$ -
Ì	290AE1	8.46	50 Gallon RH Aluminum D-Shape		\$ 331.00	\$ -
Ì	290AD3	8.47	66 Gallon RH Aluminum D-Shape		\$ 410.00	\$ -
Ì	290AD6	8.48	88 Gallon RH Aluminum D-Shape		\$ 520.00	\$ -
ĺ	290AD8	8.49	116 Gallon RH Aluminum D-Shape		\$ 1,016.00	\$ -
ĺ	R0AA1X	8.50	Single polished aluminum fuel tank		\$ 206.00	\$ -
ľ	ROAA2X	8.51	Dual polished aluminum fuel tank		\$ 412.00	\$ -
Ì	17XAFX	8.52	Isolate RH fuel tank from fuel system for hyd oil		\$ 30.00	\$ -
	12AC1X	8.53	Dual draw & return fuel system		\$ 82.00	\$ -
ĺ	852082	8.54	Filter neck screen for fuel tank		\$ 81.00	\$ -
	KFXB1X	8.55	Lockable fuel tank cap		\$ 35.00	\$ -
ĺ	U6BC1X	8.56	Bright finish DEF tank cover		\$ 33.00	\$ -
	DF10O1	8.57	6.6 Gallon 22" Left Side Fuel Tank Mounted Def Tank	1	STD	
	DF10P1	8.58	8.7 Gallon 26" Left Side Fuel Tank Mounted Def Tank		\$ 22.00	\$ -
	DF10M1	8.59	11.8 Gallon 22" Left Side Frame Mounted Def Tank		\$ 48.00	\$ -
	223AA2	8.60	Bright Finish Aluminum steps & stainless steel bright finish straps		\$ 146.00	\$ 
	223AA3	8.61	Bright Finish Fuel Tank Straps - Single Tank	1	\$ 32.00	\$ 32.00
	HZXBAX	8.62	Flocs oil change system w/disconnecting fittings		\$ 133.00	\$ -

#### 9.0 ENGINE RELATED OPTIONS:

	. 0.0	ENGINE RELATED OF HORS:			
MC	9.1	Oil fill and dipstick EZ access	1	STD	
N/A	9.2	Delco 35 SI Brushless Alternator, 135 AMP		No Bid	
N/A	9.3	Delco 24 SI Alternator, 130 AMP		No Bid	
N/A	9.4	Delco 24 SI Alternator, 145 AMP		No Bid	
N/A	9.5	Leece-Neville Alternator, 145 AMP		No Bid	
125045	9.6	Dual element air cleaner		STD	
1VAADX	9.7	Donaldson Single Stage Air cleaner per spec 12.1 (Inside/Outside Air Intake)	1	\$ 329.00	\$ 329.00
MC	9.8	Thumb screws for Donaldson. Single stage Air Cleaner	1	STD	
2930D3	9.9	Fuel/water separator/heated/ Thermostatically controlled, Davco		\$ 522.00	\$ 
2930A3	9.10	Davco 387 water separator, non heated		\$ 156.00	\$ -
293AA2	9.11	Non-heated fuel/water separator, Mack w/manual drain valve (integral w/primary fuel filter	1	STD	
HWXD1X	9.12	Coolant spin on filter/conditioner	1	\$ 55.00	\$ 55.00
183AA2	9.13	Front engine powered take off adapter and radiator cut out		\$ 119.00	\$ -
N/A	9.14	Air applied fan drive, Kysor two speed K32 Duro speed fan		No Bid	
N/A	9.15	Air applied fan drive,(Brand)		No Bid	
118AA5	9.16	Viscous fan drive - Behr Electronically modulated	1	STD	
124AB3	9.17	Radiator hose package (Silicone) per Spec 12.2	1	\$ 279.00	\$ 279.00
130AB6	9.18	Curved exhaust pipe end	1	STD	
MC	9.19	Fuel tank per specification 12.7			
5NXA1X	9.20	Engine block heater	1	STD	
E8XH5X	9.21	In line fuel heater		\$ 473.00	\$ -
E8XH5X	9.22	In tank fuel heater		\$ 407.00	\$ -
N/A	9.23	Fuel cooler		No Bid	
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121AA5	9.24	Radiator bug screen	1	CTD	Ì	
			1	STD		
110AA5	9.25	Engine brake system	1	STD		
MC	9.26	Relocate air dryer		\$ 272.00	\$	-
119AA6	9.27	Extended life anti-freeze	1	\$ 55.00	\$	55.00
	9.28	Starter motor options				
NCX15X	9.29	Delco 39MT-MXT Starter	1	STD		
NCXD1X	9.30	Mitsubishi electric 105P planetary gear reduction starter		\$ 53.00	\$	-
MC	9.31	Relocate fuel filter		\$ 297.00	\$	
124AA5	9.32	Silicone radiator & heater hose with gate valve on each heater hose		\$ 233.00	\$	
124014	9.33	Mack brand EPDM radiator & heater hoses with 1/4 turn ball valve	0	\$ 92.00	\$	-
124AB2	9.34	Rubber Hose In & Out Fuel Heater, Silicone on all other lines		\$ 221.00	\$	-
132AB9	9.35	Delco 160AMP Brush Type Alternator (28SI)	1	STD		
132AB6	9.36	Delco 165AMP Brushless Alternator (36SI)		\$ 206.00	\$	-
132AB8	9.37	Delco 165AMP Brushless Alternator (36SI) w/Remote Voltage Sensing		\$ 235.00	\$	-
132AF2	9.38	Delco 240 AMP Brushless Alternator (40SI) w/Remote Voltage Sensing		\$ 516.00	\$	
132062	9.39	Delco 320 AMP Brushless Alternator (40SI) w/Remote Voltage Sensing		\$ 894.00	\$	
113AA5	9.40	Meritor/Wabco 636 (37.4 CFM) air compressor	1	STD		
121AA8	9.41	Winterfront over radiator (-40F and up )		\$ 113.00	\$	-
121AA4	9.42	Extreme Winterfront over radiator (-40F to -60F)		\$ 214.00	\$	
QHXC1X	9.43	Corrosion resistant oil pan - Recommended for snow plow trucks	1	\$ 147.00	\$	147.00
SSOILP	9.44	Stainless steel oil pan		\$ 2,435.00	\$	
293AA3	9.45	Davco 387 heated fuel-water separator		\$ 437.00	\$	-
EFXASX	9.46	120V, 1000W block heater with 150W oil pan heater wired to same receptacle		\$ 137.00	\$	-
NDXA1X	9.47	Electric preheater	1	\$ 62.00	\$	62.00
36AD1X	9.48	Tether device -furnish cap retainer for oil fill, radiator overflow tank, battery box & tool box when furnish		\$ 27.00	\$	
416AA2	9.49	Rear engine PTO (Repto): Flange SAE 1350/1410/ISO 7647		\$ 2,115.00	\$	-
416AA2	9.50	Rear engine PTO (Repto): Splined Shaft Groove (Female) DIN 5462 for isntall of hydraic pump		\$ 2,115.00	\$	-
TYXC1X	9.51	Air operated PTO control - includes in cab control (RMPTO only)		\$ 118.00	\$	-
TYXE1X	9.52	PTO switch and light with wiring and piping	1	\$ 181.00	\$	181.00
TYXG3X	9.53	PTO switch and light with wiring and piping - M-Drive transmission		\$ 181.00	\$	_

#### TRANSMISSION OPTIONS:

N/A	10.1	2 plate 14" ceramic clutch option for manual transmission		No Bid	
133AD5	10.2	2 plate 15½" ceramic clutch option for manual transmission		STD	
RBXA1X	10.3	External grease fitting for throw out bearing		STD	
133AD6	10.4	Adjustment free option for 2 plate clutches		\$ 55.00	\$ -
7RXAEX	10.5	Synthetic (TranSynd) lubrication for Automatic Transmission	1	\$ 351.00	\$ 351.00
7RXB1X	10.6	Synthetic lubrication for manual transmission		STD	
136AX6	10.7	Allison 3000-RDS 5/6 speed push button, PTO		\$ 7,386.00	\$ -
136055	10.8	Allison 3000-RDS 5/6 speed push button, PTO, w/output retarder		\$ 9,783.00	\$ -
136B06	10.9	Allison 3000-EVS 6 speed push button, PTO		\$ 9,625.00	\$ -
136AP6	10.10	Allison 4000-RDS 5 speed push button, PTO		\$ 13,751.00	\$ -
136AQ6	10.11	Allison 4000-RDS 6 speed push button, PTO		\$ 13,751.00	\$ -
13605G	10.12	Allison 4000-RDS 6 speed push button, PTO, w/output retarder		\$ 19,959.00	\$ -
136AU6	10.13	Allison 4000-EVS 6 speed push button, PTO		\$ 14,972.00	\$ -
136AS6	10.14	Allison 4500-RDS 6 speed push button, PTO	1	\$ 14,772.00	\$ 14,772.00
136051	10.15	Allison 4500-RDS-R 6 speed, with retarder, push button, PTO		\$ 21,226.00	\$ -
136AW6	10.16	Allison 4500-EVS 6 speed push button, PTO		\$ 16,251.00	\$ -
1360Y6	10.17	Mack TMD12AFD-HD automated 12 speed transmission (direct drive)		\$ 3,718.00	\$ 

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1360Z6	10.18	Mack TMD12AFD-HD automated 12 speed transmission (over drive)		\$	3,718.00	\$	-
		Mack TMD13AFD-HD automated 13 speed. Transmission,					
136146	10.19	creeper/multi-speed reverse (direct drive)		\$	7,438.00	\$	-
100150	10.00	Mack TMD13AFD-HD automated 13 speed. Transmission,					
136156	10.20	creeper/multi-speed reverse (over drive)		\$	7,438.00	\$	-
136176	10.21	Mack TMD13AFD-HD automated 14 speed. Transmission, ultra-low					
		creeper/multi-speed reverse (over drive)		\$	7,839.00	\$	-
136AD5	10.22	Fuller FRO-14210C, 10 speed manual transmission, PTO			STD		
136AD6	10.23	Fuller RTO-14908LL, 10 speed manual transmission, PTO		\$	855.00	\$	-
136AD3	10.24	Fuller FRO-16210C, 10 speed manual transmission, PTO		\$	1,298.00	\$	-
136AEO	10.25	Fuller RTO-16908LL, 10 speed manual transmission, PTO		\$	1,585.00	\$	-
136AF8	10.26	Fuller FRO-18210C, 10 speed manual transmission, PTO		\$	1,614.00	\$	-
136AG2	10.27	Fuller RTO-14909ALL, 11 speed manual transmission, PTO		\$	1,390.00	\$	-
136AG1	10.28	Fuller RTO-16909ALL, 11 speed manual transmission, PTO		\$	2,102.00	\$	-
136AF9	10.29	Fuller RTLO-18913A, 13 speed manual transmission, PTO		\$	2,848.00	\$	_
136AG0	10.30	Fuller RTLO-18918B, 18 speed manual transmission, PTO		\$	3,407.00	\$	-
1UXC1X	10.31	Air assist clutch		\$	387.00	\$	-
1UXD1X	10.32	Mechanical clutch cable		\$	160.00	\$	-
2XAA1X	10.33	Open grated clutch pedal		\$	16.00	\$	-
139049	10.34	Transmission oil cooler	1	Ť	STD		
83AA1X	10.35	Driveshaft guard for center bearing		\$	32.00	\$	-
492008	10.36	T-Handle shift lever for Allison - Floor mounted		\$	327.00	\$	-
MC	10.37	Allison shift to neutral when park brake engaged	1		STD		
FSXWQX	10.38	3rd or 4th gear hold for Allison transmission		\$	150.00	\$	-
139019	10.39	Stainless steel transmission coolant pipes	1	\$	175.00	\$	175.00
189AA2	10.40	PTO PTR-FL, Single RH (Inner)		\$	1,763.00	\$	-
189AA3	10.41	PTO PTR-DM, Single RH, DIN 5462 (Inner)		\$	1,040.00	\$	-
1890C9	10.42	PTRD-D3, Dual RH/LH, DIN 5462 Right & Left		\$	1,764.00	\$	-
1890E9	10.43	PTRD-D4, Dual RH/LH, SAE 1400 Flange Right & Left		\$	1,821.00	\$	-
8260F6	10.44	GP1-41 Parker gear pump - requires M-Drive transmission and RMPO		\$	505.00	\$	-
8260G6	10.45	GP1-60 Parker gear pump - requires M-Drive transmission and RMPO		\$	637.00	\$	-
8260H6	10.46	GP1-80 Parker gear pump - requires M-Drive transmission and RMPO		\$	684.00	\$	-
826046	10.47	F1-61R Parker gear pump - requires M-Drive transmission and RMPO		\$	740.00	\$	-
826036	10.48	F1-81R Parker gear pump - requires M-Drive transmission and RMPO		\$	825.00	\$	-
826056	10.49	F1-101R Parker gear pump - requires M-Drive transmission and RMPO		\$	997.00	\$	<u>-</u>

#### 11.0 ELECTRICAL OPTIONS:

N/A	11.1	Resettable circuit breaker electrical protection		No Bid	
N/A	11.2	Automatic reset circuit breakers		No Bid	
N/A	11.3	Solid state circuit protection		No Bid	
N/A	11.4	Circuit box under hood or end of frame, each		No Bid	
318AA3	11.5	Battery disconnect switch off negative side	1	\$ 113.00	\$ 113.00
LLXC1X	11.6	Remote jump start terminals		\$ 128.00	\$ -
N/A	11.7	Back up alarm (Preco Factory Model)		No Bid	
LSXH1X	11.8	OEM daytime running lights	1	STD	
316AA7	11.9	3000 CCA batteries in lieu of 1950CCA		\$ 66.00	\$ -
316AA6	11.10	3 each 650/1950 CCA batteries in lieu of 2 each batteries	1	STD	
393AB0	11.11	Battery box aft of cab		\$ 46.00	\$ -
N/A	11.12	Grote 44710 flasher		No Bid	
MC	11.13	Signal Stat 935 turn signal per Spec 12.6		STD	
MC	11.14	Auxiliary customer access circuits		STD	

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NUMANA	44.45	Switch for snowplow lights mounted on instrumental panel. Includes					
NJXA3X	11.15	wiring terminated near headlights, for customer mounted auxiliary					
		snowplow lights.	1	\$	80.00	\$	80.00
N/A	11.16	Power source terminal-2 stud type-mounted on firewall or inside cab			No Did		
		with ground to frame rail and to starter, with 6 gauge wire.			No Bid		
		10-position switch panel mounted on instrument panel. Includes 10					
N/A	11.17	lighted switches, ignition control; switches will control relays which will					
		feed stud type junction block mounted inside cab.			No Bid		
136SPD	11.18	Vehicle speed sensor with speed signal at fuse panel for sander ground					
1000. 2		speed control system.	1	\$	20.00	\$	20.00
393AC4	11.19	Battery box left hand rail back of fuel tank		\$	216.00	\$	-
N/A	11.20	Battery terminal cable with tall battery terminal nuts			No Bid		
3XAA1X	11.21	Dash mounted indicator body/hoist up body builder lamp		\$	71.00	\$	-
O5AGAX	11.22	RH/LH led work light on both side of truck		\$	132.00	\$	-
L5XF1X	11.23	Polished aluminum battery box cover		\$	60.00	\$	-
L5XL1X	11.24	Molded plastic with splash guard		\$	34.00	\$	-
L5XH1X	11.25	Painted steel battery box			No Bid		
L5XJ1X	11.26	Lockable steel battery box		\$	69.00	\$	-
MOXAAX	11.27	Battery shock pad		\$	4.00	\$	-
B83083	11.28	Body Link w/cab floor pass thru hole/rubber boot			STD		
B83093	11.29	Body Link w/o cab floor pass thru hole/rubber boot	1	\$	225.00	\$	225.00
EAXB1X	11.30	2 Extra dash mounted illuminated toggle switches		\$	17.00	\$	-
FAVAOV	44.04	One extra dash mounted rocker switch thru battery for local installed					
EAXA2X	11.31	items		\$	10.00	\$	-
E47/447/	44.00	One extra dash mounted rocker switch thru ignition for local installed					
EAXA1X	11.32	items		\$	10.00	\$	-
EAVE AV	44.00	Six extra switches 2-15A ignition, 1-20A ignition, 1-10A ignition, 1-5A					
EAXD4X	11.33	battery, & 1-20A battery		\$	128.00	\$	-
FAVALIV	44.04	Eight switches - front strobe, rear strobes, wing light, wing strobe,					
EAXAUX	11.34	sander light, tail gate lock, and vibrator	1	\$	275.00	\$	275.00
		Back up alarm with intermittent feature (Ambient noise sensitive, 90 &					
5RXA3X	11.35	78 DB)		\$	114.00	\$	-
5RXA6X	11.36	Ecco back-up alarm 575 constant sound level	1	\$	85.00	\$	85.00
5RXA5X	11.37	Ecco back-up alarm SA917 ambient noise sensitive		\$	114.00	\$	-
5RXA7X	11.38	Pollak 41-722 constant audible (mounted on rear crossmember)		\$	94.00	\$	-
NGXB1X	11.39	Fog lights ,		\$	107.00	\$	-
Nove		Fog lights provisions - includes dash control & wiring for local					
NGXP1X	11.40	installation of fog lights		\$	14.00	\$	_
NEXD1X	11.41	Incandescent tail light			STD	Ť	
JMXC1X	11.42	Brake lighting on with engine brake		\$	94.00	\$	_
NEXD2X	11.43	LED type tail lights	1	\$	230.00	\$	230.00
316AA9	11.44	Three Mack 925 CCA AGM Long Life Batteries		\$	263.00	\$	_
316AB2	11.45	Four Mack 1000/4000 CCA		\$	188.00	\$	
		Switch in dash with wiring to cab roof, above LH & RH doors for local				7	
N7XC1X	11.46	installation of strobe lights		\$	36.00	\$	_
N7XB3X	11.47	(2) Roof Mounted Whelan Strobes with switch in dash		\$	1,892.00	\$	
N4AA1X	11.48	LH roof mounted spot light		\$	344.00	\$	
5FBB1X	11.49	Trucklite LED side marker light	1	\$	119.00	\$	119.00
או שם וס	12	Tracatio LLD dide market light	<u> </u>	Ψ	119.00	Ψ	110.00

#### 12.0 CAB EXTERIOR OPTIONS:

\$ 109.00
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\$ 153.00
\$ 119.00
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N/A	12.9	Severe duty aluminum cab option		No Bid	
944AGO	12.10	Dupont Highway orange paint or equal		\$ 31.00	\$ -
924034	12.11	Premium paint color option		\$ 233.00	\$ -
924014	12.12	Imron paint option	1	STD	
996AA3	12.13	Imron and clear coat paint option	1	STD	
950045	12.14	Top of hood painted flat black		\$ 706.00	\$ -
MC	12.15	Cab Air Ride Suspension	1	STD	
MC	12.16	Tilting hood per Spec 12.8	1	STD	
26XA1X	12.17	Butterfly option on hood		\$ 413.00	\$ -
N/A	12.18	Transverse hood opening w/setback axle		No Bid	
N/A	12.19	Front fender mounted turn signals		No Bid	
157027	12.20	Cab visor, external, painted to match cab color	1	\$ 212.00	\$ 212.00
2KXA1X	12.21	Front fender extensions		\$ 105.00	\$ -
2HXA1X	12.22	Front fender mud flaps	1	STD	
148AA5	12.23	Arctic winter wiper blades	1	\$ 22.00	\$ 22.00
JQXABX	12.24	Optional windshield washer tank	1	\$ 31.00	\$ 31.00
MC	12.25	Per truck charge for all trucks, key identical		\$ 43.00	\$ -
Q4XACX	12.26	RH observation prism window in door	1	\$ 32.00	\$ 32.00
N4AA1X	12.27	Spotlight LH, RH, or roof mounted each		\$ 71.00	\$ -
243043	12.28	Front tow hooks	1	STD	
6PXZ1X	12.29	Rear tow hooks		\$ 25.00	\$ -
MC	12.30	Per truck charge for all trucks, key identical - 4 keys		\$ 39.00	\$ -
152AA7	12.31	Remote control for dual mirrors & heated - Aerodynamic		\$ 191.00	\$ -
152AB6	12.32	Remote control for dual mirrors & heated - Aerodynamic body color		\$ 151.00	\$ -
152AC0	12.33	Aerodynamic Moto-Mirror Package: LH/RH Motorized & Heated		\$ 581.00	\$ -
148AA5	12.34	Heated electric wiper blades		\$ 157.00	\$ -
145AA5	12.35	Heated windshield	1	\$ 425.00	\$ 425.00
WSXAAX	12.36	One piece windshield	1	\$ 97.00	\$ 97.00
OEAA1X	12.37	Bright finish hood intake	1	STD	
400AA6	12.38	Bright finish bars with surround grille	1	\$ 86.00	\$ 86.00
512AA6	12.39	Bullet type chrome marker & clearance lights		\$ 75.00	\$ -
312AB5	12.40	Led type marker & clearance lights	1	\$ 75.00	\$ 75.00
7HX10X	12.41	RH tool box mounted on frame rail		\$ 256.00	\$ -
153AA3	12.42	Heated convex mirrors	1	\$ 39.00	\$ 39.00
12AB1X	12.43	Electronic keyless entry		\$ 151.00	\$ -
15H02H	12.44	Bright finish RH fender mirror		\$ 77.00	\$ -
15H0GH	12.45	Bus style 1/4 round black finish fender mirrors		\$ 222.00	\$ -
157037	12.46	Stainless steel exterior sun visor		\$ 288.00	\$ -
4UAB1X	12.47	Bright Finish hood latches		\$ 89.00	\$ -
15H0NH	12.48	10" round bright finish heated fender mirrors		\$ 272.00	\$ -
43X40X	12.49	Rect convex mirror above RH driver door window		\$ 27.00	\$ -

#### 13.0 CAB INTERIOR OPTIONS:

	13.0	CAB INTERIOR OFTIONS:			
	13.1	Medium grade interior trim package			
004014	13.2	Comfort Trim Package, Steel Gray		\$ 292.00	\$ -
004024	13.3	Comfort Trim Package, Sierra Tan		\$ 292.00	\$ -
	13.4	Premium grade interior trim package			
004034	13.5	Preferred Trim Package, Steel Gray	1	\$ 762.00	\$ 762.00
004044	13.6	Preferred Trim Package, Sierra Tan		\$ 762.00	\$ -
N6XR2X	13.7	Round universal gauge package	1	STD	
146AA4	13.8	Power window, passenger side	1	STD	
146AA3	13.9	Power window/both passenger and driver window	1	STD	
1740C4	13.10	O.E.M factory installed, AM/FM stereo, Weather Band,		\$ (28.00)	\$ -
17400N	13.11	O.E.M factory installed, AM/FM Premium stereo, Weather Band, Handsfree interface, Bluetooth	1	STD	
174054	13.12	O.E.M factory installed, AM/FM Premium stereo, Weather Band, Handsfree interface, Bluetooth, Sirius/Xm Satellite		\$ 181.00	\$ _
174AA2	13.13	Radio accommodation package includes antenna, power supply and two speakers (No radio)		\$ (127.00)	\$ _

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174094	13.14	Infotainment + Premium Stereo, Weather Band, Handsfree interface,				
		Bluetooth, Sirius/XM Satellite		\$ 1,036.00	\$	-
MAS03S	13.15	Navigation, requires Infotainment		\$ 770.00	\$	-
MAS04S	13.16	Prep-Kit for Backup Camera, requires Infotainment		\$ 146.00	\$	-
MAS05S	13.17	Navigation & Prep-Kit for Backup Camera, requires Infotainment		\$ 919.00	\$	-
173AA4	13.18	O.E.M factory installed, air conditioning	1	STD		
MC	13.19	Cab mounted non-resettable hour meter	1	STD		
PVXZ1X	13.20	Dash mounted air cleaner air restriction gauge - (Display in Co-Pilot				
1 77.217.	10.20	only)	1	STD		
N6XR2X	13.21	Transmission temp gauges	1	STD		
3CAA1X	13.22	Windshield defroster fan w/switch dash mounted		\$ 101.00	\$	-
IFXC1X	13.23	Between seats mounted console		\$ 359.00	\$	-
MC	13.24	Transmission oil sensor (check & fill)	1	STD		
N/A	13.25	CB hot jacks dash mounted		No Bid		
N/A	13.26	Tilt & telescope steering wheel		No Bid		
XRXB1X	13.27	Tilt steering wheel	1	STD		
NPXB1X	13.28	Self canceling turn signals	1	STD		
196AAA	13.29	Mack - Air Drivers Seat, High Back, 1 Chamber Air Lumbar	1	STD		
196196	13.30	Sears - Air Drivers Seat, Atlas 80, High Back, 4 Chamber Air Lumbar	1	\$ 496.00	\$	496.00
106146	10 04	Sears - Air Drivers Seat, Atlas 80, High Back, 4 Chamber Air Lumbar				
1961A6	13.31	w/Heat		\$ 486.00	\$	
106450	10.00	Mack - Air Drivers Seat, high back, 4 Chaber Air Lumbar, Bolster,				
196ABQ	13.32	Extension		\$ 436.00	\$	
106466	40.00	Mack - Air Drivers Seat, High Back w/Adjustable Air Shocks, 4 Chamber				
196ACK	13.33	Air Lumbar, Bolster, Extension w/Heat		\$ 509.00	\$	-
4004P0	40.04	National-Air Drivers Seat, Wide Width/High Back, 3 Chamber Air				
1961B6	13.34	Lumbar		\$ 346.00	\$	-
4004D0	40.05	National-Air Drivers Seat, Wide Width/High Back, 3 Chamber Air				
1961D6	13.35	Lumbar w/Heat		\$ 441.00	\$	-
MAPA1X	13.36	Drivers Seat Covering, Black Mordura		\$ 250.00	\$	-
MAP03P	13.37	Drivers Seat Covering, Blended Black & Gray Mordura		\$ 257.00	\$	-
MAP04P	13.38	Drivers Seat Covering, Black Vinyl		\$ 171.00	\$	-
MAP03P	13.39	Drivers Seat Covering, Blended Black & Gray Vinyl	0	\$ 45.00	\$	-
MAPB1X	13.40	Drivers Seat Covering, Vinyl		STD		
MAPC1X	13.41	Drivers Seat Covering, Vinyl/Cloth Mix		\$ 194.00	\$	-
MAPD1X	13.42	Drivers Seat Covering, Ultra Leather		\$ 635.00	\$	-
MPA06P	13.43	Drivers Seat Covering, Blended Black & Gray Vinyl/Cloth Mix	1	\$ 211.00	\$	211.00
MAP07P	13.44	Drivers Seat Covering, Blended Black & Gray Ultra Leather		\$ 649.00	\$	-
1970C7	13.45	Omit Riders Seat		\$ (70.00)	\$	-
197AA1	13.46	Mack - Fixed Rider Seat, High Back	1	STD		
197AA2	13.47	Mack - Fixed Rider Seat, High Back w/Storage Box		\$ 71.00	\$	-
1971C7	13.48	Mack - Fixed Rider Wide Bench Seat, Mid Back w/Storage Box		\$ 381.00	\$	-
1971J7	13.49	Mack - Fixed Rider Bench Seat, Mid Back w/Storage Box		\$ 231.00	\$	-
197AAA	13.50	Mack - Air Riders Seat, High Back, 1 Chamber Air Lumbar		\$ 107.00	\$	-
1971D7	13.51	Sears - Air Riders Seat, Atlas 80, High Back, 4 Chamber Air Lumbar		\$ 463.00	\$	-
1971E7	13.52	Sears-Air Riders Seat, Atlas 80, High Back, 4 Chamber Air Lumbar				
.01121	.0.02	w/Heat		\$ 483.00	\$	-
197ABQ	13.53	Mack - Air Riders Seat, high back, 4 Chaber Air Lumbar, Bolster,				
	.0.00	Extension		\$ 624.00	\$	-
197ACk	13.54	Mack - Air Riders Seat, High Back w/Adjustable Air Shocks, 4 Chamber				
		Air Lumbar, Bolster, Extension w/Heat		\$ 675.00	\$	-
1971F7	13.55	National-Air Riders Seat, Wide Width/High Back, 3 Chamber Air				
		Lumbar		\$ 348.00	\$	-
1971H7	13.56	National-Air Riders Seat, Wide Width/High Back, 3 Chamber Air				
		Lumbar w/Heat		\$ 437.00	\$	-
MAQA1X	13.57	Riders Seat Covering, Black Mordura		\$ 250.00	\$	-
MAQ04Q	13.58	Riders Seat Covering, Blended Black & Gray Mordura		\$ 257.00	\$	-
MAQ05Q	13.59	Riders Seat Covering, Black Vinyl		\$ 171.00	\$	-

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MAQB1X	13.60	Riders Seat Covering, Vinyl			STD		
MAQC1X	13.61	Riders Seat Covering, Vinyl/Cloth Mix		\$	194.00	\$	
MAQD1X	13.62	Riders Seat Covering, Ultra Leather		\$	635.00		
MAQ07Q	13.63	Riders Seat Covering, Blended Black & Gray Vinyl/Cloth Mix		\$	211.00	\$	-
MAQ07Q	13.64	Riders Seat Covering, Blended Black & Gray Vinyl/Cloth Mix	1	\$	211.00	\$	211.00
MAQ08Q	13.65	Riders Seat Covering, Blended Black & Gray Ultra Leather		\$	649.00	\$	-
3PXA1X	13.66	Inboard mounted driver arm rest		\$	21.00	\$	-
3PXC1X	13.67	Inboard mounted driver & rider arm rest	1	\$	40.00	\$	40.00
3PXZ1X	13.68	Without Drivers or Riders Armrest			STD		
0HAB1X	13.69	Driver seat dust cover	1	\$	9.00	\$	9.00
0HAA1X	13.70	Passenger seat dust cover - Not Available with fix passenger seat		\$	11.00	\$	-
5920E2	13.71	Drive & Rider Seatbetl with Height Adjustable D-Ring, Orange in Color		\$	88.00	\$	_
592012	13.72	Orange driver & rider seat belt		\$	76.00	\$	_
2QAB1X	13.73	Push button type starter		\$	14.00	\$	_
		Co-pilot driver display (enhanced 4.5" diagonal graphic LCD display w/4-				Ť	-
C0J0022	13.74	button stalk control - includes guard dog routine maintenance					
333332		monitoring	1		STD		
					טוט		
PFXB1X	13.75	Roadwatch ambient air temp gauge for outside and road temps -		Φ.	755.00	Φ.	
		requires aero-dynamic mirrors		\$	755.00	\$	
786046	13.76	5lb fire extinguisher between driver seat base and door with valve		Φ.	00.00	φ.	00.00
		aimed rearward	1	\$	63.00	\$	63.00
784034	13.77	Reflector kit parallel to inside of rider base seat	1	\$	27.00	\$	27.00
784044	13.78	Reflector kit mounted parallel & centered agaisnt BOC		\$	32.00	-	
173AA6	13.79	Blend air HVAC with ATC temp regulation & APADS		\$	169.00	\$	
I6AA1X	13.80	Cab cleanout - includes in cab pneumatic line		\$	53.00	\$	
3JAA1X	13.81	Cobra 29LTD Classc CB radio		\$	343.00	\$	
3JAA3X	13.82	Cobra 19DX-IV Compact Cb Radio w/Dynamic Mic		\$	153.00	\$	
73AC1X	13.83	48" Radio antenna right side mirror mounted		\$	4.00	\$	
5BXB5X	13.84	48"CB Antenna left side mirror mounted		\$	38.00	\$	-
1WAC1X	13.85	CB Binding Posts in Overhead Console		\$	17.00	\$	-
5JXAKX	13.86	CB Mounting in Overhead Console		\$	48.00	\$	
0LAA1X	13.87	Auto shutoff for radio when truck is in reverse		\$	55.00	\$	-
CCXZ1X	13.88	Without Secondary Gauge Pckage			STD		
CCXG1X	13.89	Exhaust pyrometer, transmission oil temperature, boost pressure and					
COXOTX	15.05	brake application gauges	1	\$	75.00	\$	75.00
CCXF1X	13.90	Exhaust pyrometer, transmission oil temperature, engine oil					
		temperature and brake application gauges		\$	100.00	\$	
CCXD1X	13.91	Exhaust pyrometer, transmission oil temperature, boost pressure and		ф	75.00	ď	
		engine oil temperature gauges Exhaust pyrometer, transmission oil temperature, engine oil		\$	75.00	\$	
CCXE1X	13.92	temperature and air cleaner restriction gauges		\$	100.00	\$	_
E1AAAX	13.93	Rear Axle temperature gauge		\$	91.00	\$	
IOXAJX	13.94	Red floor lighting w/switch plus (4) door lamps w/switches	1	\$	103.00	\$	103.00
		Interior storage console mounted on floor between seats w/12 volt	H	Ψ	103.00	Ψ	100.00
IFXC1X	13.95	power outlet		\$	359.00	\$	-
IFXD1X	13.96	Bodybuilder interior console mounted to floor between seats		\$	243.00		
		,					
	14.0	MN/DOT OPTIONS:					
	14.1	Additional warranty coverage per spec 12.9					
M510Z1	14.2	Engine Plan 2 60 months 250,000 miles		\$	2,910.00	\$	
M51131	14.3	Engine Plan 2 72 months 250,000 miles		\$	4,690.00		_
M51141	14.4	Engine Plan 2 84 months 250,000 miles		\$	6,270.00	-	
M511B1	14.5	Engine Plan 2 60 months 250,000 miles - HP over 460 horses		\$	4,308.00		
M511F1	14.6	Engine Plan 2 72 months 250,000 miles - HP over 460 horses		\$	6,961.00	\$	
511G1	14.7	Engine Plan 2 84 months 250,000 miles - HP over 460 horses		\$	9,414.00	\$	<del>-</del>
M53083	14.7	Engine after-treatment systems (EATS) 60 months 250,000 miles		\$	9,414.00	\$	
M530Y3	14.80	Engine after-treatment systems (EATS) 60 months 250,000 miles  Engine after-treatment systems (EATS) 72 months 250,000 miles		\$	1,708.00	\$	
M531O3	14.90	Engine after-treatment systems (EATS) 72 months 250,000 miles  Engine after-treatment systems (EATS) 84 months 250,000 miles		\$		\$	
1000100	14.10			Ф	2,274.00	φ	
M53083	14.11	Engine after-treatment systems (EATS) 60 months 250,000 miles - HP over 460 horses		ф	1 566 00	ď	
		0/61 400 1101262		\$	1,566.00	\$	

M530Y3	14.12	Engine after-treatment systems (EATS) 72 months 250,000 miles - HP over 460 horses		\$	2,087.00	\$	_
M531O3	14.13	Engine after-treatment systems (EATS) 84 months 250,000 miles - HP			·		
		over 460 horses		\$	2,408.00	\$	
M54174	14.14	M-Drive HD Transmission 48 months 500,000 miles		\$	2,166.00	\$	
M54184	14.15	M-Drive HD Transmission 60 months 500,000 miles		\$	3,216.00	\$	-
N/A	14.15	Allison 60 month unlimited mileage Extended Warranty		\$	1,312.00	\$	-
M560A6	14.16	HVAC (Air Conditioning) 60 months		\$	840.00	\$	-
M59089	14.17	Starter 60 months 300,000 miles		\$	282.00	\$	
M60080	14.18	Alternator 60 months 300,000 miles		\$	324.00	\$	
M61071	14.19	Starter & Alternator 60 months 300,000 miles		\$	438.00	\$	-
	14.20	Prebuild specification meeting (per person) to be held in St.					
	11.20	Paul/Minneapolis area.		\$	1.00	\$	-
	14.21	Pilot inspection meeting (per person).		\$	2,250.00	\$	
	15.0	TRAILER TOW OPTIONS:					
WHXQ2X	15.1	Trailer tow package extended to rear of frame	1	\$	417.00	\$	417.00
WHXG6X	15.2	Trailer package extend to rear of frame per Spec 12.12		\$	534.00	\$	-
321031	15.3	Single 7 pin SAE type, end of frame	1	\$	117.00	\$	117.00
		Dual 7 pins standard SAE type, end of frame (1) for trailer with electric		Ť		•	
3210M1	15.4	brakes, (1) for trailer with air brakes		\$	213.00	\$	-
VGXA1X	15.5	Hand control valve for trailer brakes	1	\$	48.00	\$	48.00
	16.0	MANUALS / TRADE-IN INTEREST FEE:					
		Percent interest per month (non-compounding) on unpaid cab & chassis					
	16.1	balance. Applies only to CPV Members. (Payable after trade-in is					
		delivered to vendor). Percentage/per month.					
	16.3	Manuals in print form, parts repair and service, per set			No Bid		
	16.4	Premium Tech Tool		\$	4,000.00	\$	
				T	1,00000	T	
	17.0	Delivery Charges:					
		Price per loaded mile Starting Point					
	17.1	Roseville, MN 55113		\$	2.50	\$	_
	17.1	TOSSVIIIG, MITE COTTO		Ψ	2.00	Ψ	
	18.0	Maintenance/ Body Shop Labor rates					
	18.1	Rate for Initial Inspection/Diagnostoce		\$	195.00	\$	
	18.2	Rate for Mechanical Work		\$	195.00	\$	-
	18.3	Rate for Body Work		\$	195.00	\$	-
-	19.0	Quantity Discounts:	-	-			
	20	Next Model Year Upcharges					
		Enter the following Production Model Year here >>>>>>>			2026		
	20 1		1			\$	2.379.80
	20.1 20.2	Percentage Upcharge for the following Model Year Base Unit Percentage Upcharge for the following Model Year Options	1		2.00% 2.00%	\$	2,379.80 747.42

**Total Cost:** \$ 159,488.22

# **City Council Item**

February 26, 2024



Item	Resolution 2024-XX: Approve Plans and Specifications and Authorize Advertisement for Bids for the 2024 City Pavement Rehabilitation Project No. 24-01						
File No.	ENG Project No. 24-01 CIP No. ST-012	Item No: D.13					
Agenda Section	CONSENT AGENDA						
Prepared By	George Bender, Assistant City Engineer						
Reviewed By	Charlie Howley						

#### **SUGGESTED ACTION**

"The Chanhassen City Council adopts a resolution approving the plans and specifications and authorizing publication of an advertisement for bids for the 2024 City Pavement Rehabilitation Project No. 24-01."

<b>Motion Type</b>	Simple Majority Vote of members present
Strategic Priority	Asset Management

#### **SUMMARY**

Approve the construction documents and authorize an advertisement to bid the project.

#### **BACKGROUND**

As part of the overall Pavement Management Program (PMP), the city annually plans to rehabilitate a section or sections of public streets across the city. The Five-Year Capital Improvement Plan (CIP) identifies the near-term streets to be rehabilitated.

#### Key dates and items relative to the project:

- On September 29, 2023, the Engineering Department released a Request for Proposals (RFP) for design and construction services for the 24-01 project.
- On October 19, 2023, the Engineering Department released a Request for Proposals (RFP) for geotechnical services for the 24-01 project.
- On October 30, 2023, the City Council approved a Professional Services Agreement with Kimley-Horn, Inc. for design and construction services for the project.
- On November 13, 2023, the City Council approved a Professional Services Agreement with Braun Intertec for geotechnical exploration and engineering services in association with the 24-01 design contract.
- On December 11, 2023, the City Council called for a Public Hearing regarding the improvements to be held on January 8, 2024.
- On January 4, 2024, the Engineering Department hosted an Open House meeting with the impacted properties to discuss the project and respond to questions.
- On January 8, 2024, the City Council accepted the feasibility study, conducted a public improvement hearing, and authorized the preparation of plans and specifications.

Project information is available on the city's website at:

https://www.chanhassenmn.gov/government/projects/street-projects/2024-city-pavement-rehabilitation-project. There are currently 3,233 email addresses subscribed to receive project updates. To subscribe, residents and property owners should visit: https://www.chanhassenmn.gov/i-want-to/subscribe.

# **DISCUSSION**

Staff utilized the City's Pavement Management Program and site investigations to determine the project limits as shown in the attached 5-year Capital Improvement Plan (CIP) map representing the years 2024 through 2028. Laredo Drive, Del Rio Drive, Santa Fe Drive, and Santa Fe Circle were added to the CIP to be rehabilitated via mill and overlay due to the proximity to the Chan View neighborhood, which had been previously identified to be reconstructed. The Chan View neighborhood (reconstruction area) and the Stone Creek area have not received major rehabilitation since the original street construction. Only minor maintenance activities such as pothole patching, crack sealing, and sealcoating have been performed in these areas.

The Chan View area is designed to be rehabilitated via a full reconstruction of the identified streets, and the Stone Creek area is designed to be a full-depth reclamation. The section of Stone Creek Drive, including two short cul-de-sacs (Creekview Court and Bluff View Court) identified with this project, will complete the general Stone Creek area. The remainder of the public streets in this neighborhood area were rehabilitated via full-depth reclamation in 2022. It should be noted that Andrew Court is a private street, and as such, it is not maintained by the city. Del Rio and Santa Fe were reconstructed in 2004. Laredo was reconstructed in 2008.

Kimley-Horn was provided the city's asset management data for the neighborhood areas in the project scope to incorporate with the subsequent design. Based on the existing maintenance and rating history, on-site street observations, and the feasibility analysis, the neighborhood areas are expected to be rehabilitated via the techniques previously detailed. Additional engineering efforts will verify these

selections. Each public city-owned street segment within Chanhassen is rated every third year by a pavement management consultant. These ratings are based on a 0-100 scale known as the Overall Condition Index (OCI). The ratings are stored in the city's asset management software and utilized by the Public Works Department to help select the proposed areas to be rehabilitated. In addition, the ratings are used by the consultants to assist with providing recommendations regarding the rehabilitation of the streets. A geotechnical assessment, including pavement evaluation, is being conducted to aid in the analysis of proper roadway pavement rehabilitation designs for the project.

As with any street project, which includes rehabilitation using a full-depth reclamation or mill and overlay technique, there will be spot repair of curb and gutter in addition to sidewalk and trail maintenance which currently exist within the project areas. Sidewalk scoping will include diamond grinding misaligned joints that have heaved primarily due to freeze-thaw and replacement of significantly damaged sidewalk panels. Existing pedestrian ramps impacted by the project will be brought into ADA compliance in accordance with the city's ADA transition plan. Pedestrian crosswalk areas will also be checked for conformance with the City's Crosswalk Policy.

City Public Works staff performed a condition assessment on the existing utilities within the project areas. The sanitary and storm sewer pipe networks were televised, and the structures were evaluated to assess the need for improvements. All identified needs will be prioritized and incorporated into the project as the budget allows. Major replacement of water main and sanitary sewer mains is not necessary in the rehabilitation areas. The gate valves on the water main within the Stone Creek area are planned to be rehabilitated by changing out the bolting on the existing valves. The age of the original installation in the Stone Creek area indicates the bolting is likely to be mild steel. The bolts will be replaced with stainless steel to protect them long-term from the corrosive soils found in Chanhassen. This task won't be necessary in the Laredo and Del Rio areas due to the year when these streets were last reconstructed. Minor repairs primarily related to reducing infiltration and inflow are recommended for the sanitary sewer system in the rehabilitation areas. Within the Chan View reconstruction area, all of the utilities will be reviewed for full replacement, as this would be the best and most opportune time to perform major excavations.

Based on feedback received at the last open house and public hearing, the project is not planning to incorporate the planned mill and overlay of Laredo Drive into the final project. This section of road, however, does remain in the plan set (as an alternate) to obtain a data point for estimating the cost. The Del Rio and Santa Fe areas are still in the project as a separate neighborhood area from an assessment calculation perspective.

The project solicited feedback regarding a potential sidewalk connection along Chan View between Laredo Drive and Great Plains Boulevard. The feedback received was not in favor of the proposed sidewalk on the south side of the street but there was a consistent thought for crosswalks to be added on each end crossing Laredo Drive and Great Plains Boulevard. The design moved the sidewalk to the north side of Chan View between Laredo Dr and Iroquois to avoid placing the sidewalk in front of the residential properties on the south side of the street in accordance with the feedback received. The sidewalk is designed to remain on the south side of Chan View between Iroquois and Great Plains due to right-of-way width and removal constraints on the north side of Chan View through this section. This sidewalk is also being bid as an alternate to allow for it to be easily removed from the project based on feedback received at the next open house.

The Engineering department continues to work with individual property owners on the development of two innovations to be incorporated into this project:

- The first is a rain garden program, in which residents can elect to have a rain garden installed on the edge of their property adjacent to the street. A rain garden is a stormwater management Best Management Practice (BMP) that collects, detains, and treats surface water runoff. Essentially, it's a shallow depression that has appropriate plants and mulch and acts like any other landscaped area residents commonly have on their property. These rain gardens help achieve the stormwater management permitting regulations the project must adhere to. Rain gardens themselves are not innovative, but the program associated with a neighborhood reconstruction project is not widely utilized. The City of Maplewood had great success with its rain garden program for over 10 years.
- The second is a new private property inflow and infiltration (I/I) grant program that the city received funding for from the Met Council which was a result of last year's State Legislation allowing grants for private infrastructure and not just public infrastructure. These grants are used to investigate sanitary sewer service lines to look for sources of I/I, and if found, provide cost assistance to make the repairs. Private property I/I is a major concern for the city and this new program is kind of a test run to see how well it works. Due to its age, the Chan View neighborhood is a prime target to address private property I/I. The City Attorney's office is currently working on creating the grant sub-agreement template.

#### **Schedule**

Task	Date
Bid Opening	March 21, 2024
Call for Public (Assessment) Hearing	April 8, 2024
Public Open House/Neighborhood Meeting #2	April 10, 2024
Conduct Public (Assessment) Hearing, Accept Bids, Adopt Assessment Roll, and Award Construction Contract	April 22, 2024
Begin Construction	May 2024
Substantial Completion	Early November 2024
Final Completion	June 2025

#### **BUDGET**

This project is included in the 5-year CIP and the budget for 2024. Funding for the project is proposed to come from the Pavement Management Program (PMP) fund, which includes special assessments to benefiting properties as part of the revenue source. The special assessments will be managed per the City's Assessment Policy. The Utility Enterprise funds will be utilized to cover the rehabilitation needs specific to each utility.

The overall project budget approved with the 2023-27 Capital Improvement Plan was \$8,827,000. This was shown in the prior staff report regarding this project. The updated CIP budgetary sheet for 2024 has been attached with a total budgetary amount of \$8,140,000. This revised budget amount was approved by the City Council on December 11, 2023.

The feasibility study prepared by Kimley-Horn estimates the cost of the proposed improvements. The table below indicates the estimated cost in comparison to the revised project budget.

Fund	Project Budget	Estimate		
PMP (Street)	\$4,835,000	\$3,448,800		
Surface Water (Storm Sewer)	\$1,780,000	\$1,339,600		
Sanitary Sewer	\$670,000	\$945,100		
Watermain	\$855,000	\$1,581,100		
Total	\$8,140,000	\$7,314,600		

The estimated costs (including 10% contingency and soft costs) associated with the neighborhood areas are shown in the table below:

Fund	Chan View Area	Del Rio/Santa Fe Area	Stone Creek Area	Total
PMP (Street)	\$2,464,000	\$210,500	\$774,300	\$3,448,800
Surface Water (Storm Sewer)	\$1,152,200	\$87,000	\$100,400	\$1,339,600
Sanitary Sewer	\$737,400	\$178,900	\$28,800	\$945,100
Watermain	\$1,429,100	\$66,000	\$86,000	\$1,581,100
Total	\$5,782,700	\$542,400	\$989,500	\$7,314,600
Bid Alternate #1 (Sidewalk along Great Plains)	\$66,300			\$66,300
Bid Alternate #2 (Sidewalk along Chan View)	\$191,400			\$191,400
Bid Alternate #3 (Pond Clean-out in Stone Creek Area)			\$64,500	\$64,500
Bid Alternate #4 (Laredo M&O) - Not Planned to be included in the project		\$387,300		\$387,300
Grand Total	\$6,040,400	\$929,700	\$1,054,000	\$8,024,100

While the overall project is estimated to be under budget, the Sanitary Sewer and the Watermain work is expected to be over budget. These estimated costs currently include a 10% contingency across all of the bid items included with the project. The amounts also include the actual soft (non-construction)

costs for the engineering (design and construction), geotechnical, and permitting. Scope reduction is still under consideration by staff and may be incorporated as an addendum to the bidding documents.

Revisions to the preliminary assessment amounts will be calculated after the project has been bid and incorporated into the next staff report associated with Calling the Assessment Hearing.

#### **RECOMMENDATION**

Staff recommends city council adopt a resolution approving the plans and specifications and authorizing the advertisement to bid for City Project Number 24-01.

#### **ATTACHMENTS**

Resolution 24-01 CIP Sheet Streets 5-Year CIP Map -- 2024-2028 City Assessment Policy and FAQ

# CITY OF CHANHASSEN CARVER AND HENNEPIN COUNTIES, MINNESOTA

DATE:	February 26, 2024	RESOLUTION NO:	2024-XX
MOTION BY:		SECONDED BY:	
A RESO	OLUTION APPROVING	— THE PLANS AND SPECII	FICATIONS AND
		THE ADVERTISEMENT	

2024 CITY PAVEMENT REHABILITATION PROJECT NO. 24-01

WHEREAS, on January 8, 2024, the City Council held a Public Hearing for the 2024 City Pavement Rehabilitation Project No. 24-01; and

WHEREAS, pursuant to the Resolution passed by the City Council on October 30, 2023; Kimley-Horn in conjunction with the City Engineer has prepared plans and specifications for the 2024 City Pavement Rehabilitation Project and has presented such plans and specifications to the City Council for approval. The project area includes the following streets: the improvement of Stone Creek Drive from Coulter Boulevard to Boulder Road, Creek View Court, and Bluff View Court in the Stone Creek neighborhood area; Laredo Drive from Del Rio Drive to West 78th Street, Del Rio Drive from Laredo Drive to Santa Fe Trail, and Santa Fe Trail from Del Rio Drive to Great Plains Boulevard, including Santa Fe Circle in the Del Rio/Sante Fe neighborhood area; Great Plains Boulevard from Santa Fe Trail to West 78th Street, West 77th Street from Great Plains Boulevard to Frontier Trail, West 76th Street, Kiowa Avenue, Iroquois Avenue, Huron Avenue, and Chan View from Laredo Drive to Great Plains Boulevard in the Chan View neighborhood area.

#### NOW, THEREFORE, BE IT RESOLVED by the Chanhassen City Council:

- 1. Such plans and specifications, a copy of which can be reviewed at the office of the City Engineer, are hereby approved.
- 2. The City Clerk shall prepare and cause to be inserted in the official city newspaper and on QuestCDN.com, an advertisement for bids upon the making of such improvement under such approved plans and specifications. The advertisement shall be published at least two times, shall specify the work to be done, and shall state that bids will be received online until 1 p.m. on March 21, 2024, at which time they will be publicly opened and read via conference call by the City Engineer. Bids will be tabulated, and the responsibility of the bidders will be considered by the Council at 7:00 PM on Monday, April 22, 2024, for the 2024 City Pavement Rehabilitation Project No. 24-01, in the Council Chambers at the City Hall. Any bidder whose responsibility is questioned during consideration of the bid will be given an opportunity to address the Council on the issue of responsibility. No bids will be considered unless appropriately submitted online and accompanied by a bid security payable to the clerk for 5% of the amount of such bid.

	YES	NO	ARSENT	
Kim Me	euwissen, City Clerk	_	Elise Ryan, Mayor	
	<b>,                                    </b>			
ATTES	T:			
2024.				
]	PASSED AND ADOPTED by the (	Chanhass	sen City Council on this 26 <sup>th</sup> day of February	

# **Streets - 2024 Street Improvements**

Overview

Request Owner Charlie Howley, PW Director/City Engineer

**Department** Annual Pvmnt Mgmt Contracted

Type Capital Improvement

Project Number ST-012-2024

#### Description

The 5-year Capital Pavement Management Plan identifies the planned streets for the next five years. The Plan is updated every fall to review priorities and needs, but generally intends to keep the overall condition index (OCI) average across all streets at 70 or higher.

The City uses a Pavement Management System in Cartegraph to monitor the condition of City streets. While proper preventative maintenance extends the life of the street and is cost effective, a street will eventually deteriorate to a point that major maintenance is required. Rehabilitation projects exited the life of the street. In cases when utilities or poor subgrade needs to be replaced or where streets have deteriorated to a point where rehabilitation will no longer be practical, reconstruction of the street is necessary. A feasibility study is written to consider the merits of the project, scope of work, costs, and assessments.

The City has an Assessment Policy that identifies what and how much of the project is assessed to benefiting properties.

The 2024 project is a full reconstruction project.

Details

Type of Project Reconstruction

# **Capital Cost**

FY2024 Budget

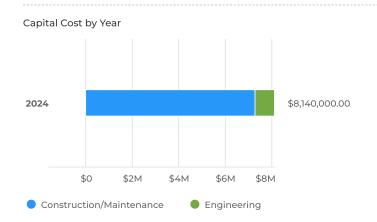
Total Budget (all years)

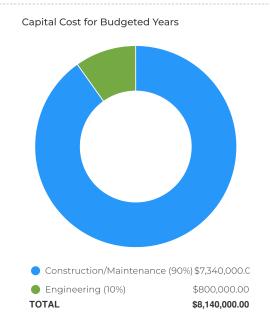
Project Total

\$8,140,000

\$8.14M

\$8.14M





Capital Cost Breakdown				
Capital Cost	FY2024	Total		
Engineering	\$800,000	\$800,000		
Construction/Maintenance	\$7,340,000	\$7,340,000		
Total	\$8,140,000	\$8,140,000		

#### **Funding Sources**

FY2024 Budget

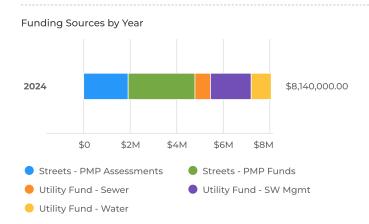
Total Budget (all years)

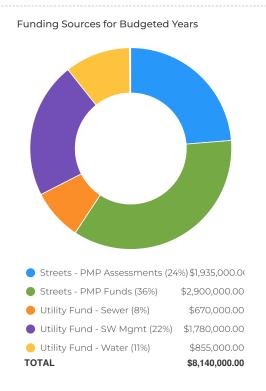
rs) Project Total

\$8,140,000

\$8.14M

\$8.14M



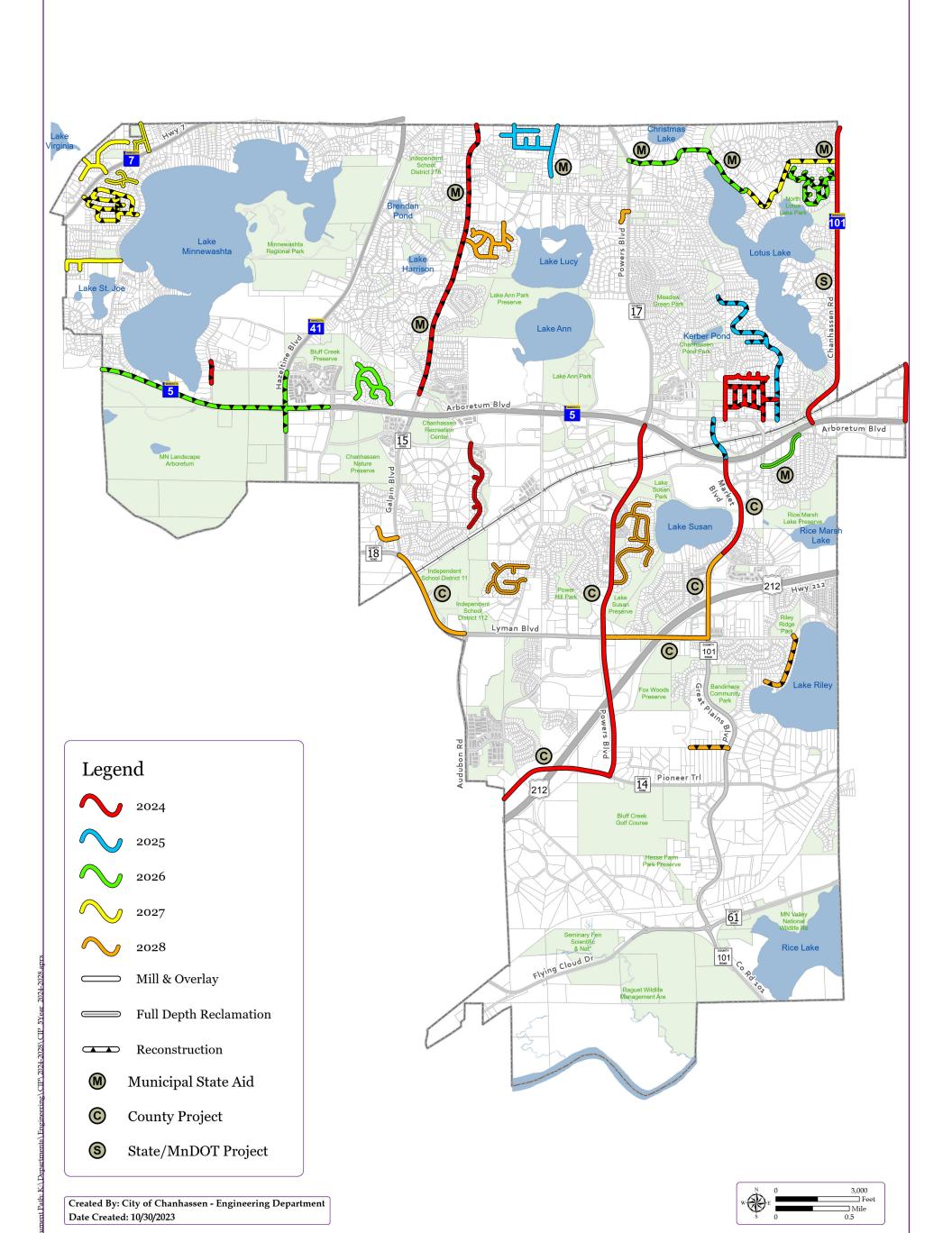


Funding Sources Breakdown				
Funding Sources	FY2024	Total		
Streets - PMP Funds	\$2,900,000	\$2,900,000		
Streets - PMP Assessments	\$1,935,000	\$1,935,000		
Utility Fund - Water	\$855,000	\$855,000		
Utility Fund - Sewer	\$670,000	\$670,000		
Utility Fund - SW Mgmt	\$1,780,000	\$1,780,000		
Total	\$8,140,000	\$8,140,000		



# City of Chanhassen

5-Year CIP Pavement Management Plan (PMP) - Streets (2024-2028)





# CITY OF CHANHASSEN ASSESSMENT POLICY

Last updated January 2022

The City of Chanhassen's Assessment Policy is intended to provide general direction to City Staff and their consultants in preparation of assessment rolls to ensure fair and consistent treatment of all properties within the City that are subject to an assessment. This document will also be used to educate and explain to property owners about the Policy. All assessments shall follow the process outlined in Minnesota State Statues, Chapter 429, which gives the City the legal authority to assess property.

This Policy may not apply in all circumstances, at which time the City Council may direct staff to determine an alternate assessment methodology. All benefiting properties that currently have access, or may have future access, to the public street being reconstructed or rehabilitated shall be included in the assessment roll. This includes property with a shared driveway or private street access to the public street, except where said private street meets applicable criteria to allow for a reduced or no assessment. Applicable criteria includes whether the private street has standard street width, section, and turn-around.

There are various ways to calculate assessments, typically done based on the number of parcels, an area, or linear foot calculation. The City shall use the calculation method that creates a reasonable distribution of assessments across the entire roll. When more than one "neighborhood" is contained within the same project, the assessment shall be calculated per each neighborhood, rather than the total project. Public property, private associations, and non-profits will be included in the calculations. Commercial, Medium, and High Density Residential property shall be assessed based on a reasonable determination of vehicular traffic generated.

NEW CONSTRUCTION: 100% assessed to all benefitting properties. New construction is typically paid for by the development itself and therefore not formally assessed. In some instances, the City will undertake proactive installation of public utilities to unserved areas and then assess the benefiting properties for the added service. In other instances properties may petition the City directly for the installation of the public improvement.

#### Assessable Costs Include:

- Construction of a new public street, trail and/or sidewalk.
- Installation of public water main, storm sewer and/or sanitary sewer system, including appurtenances (structures, valves, hydrants, lift stations, etc.), where it did not previously exist.
- Indirect costs (design, legal, and administration fees).

#### Notes:

 Oversizing of streets and utilities beyond what is needed for the development itself, are paid for by the City and are typically not assessed.

#### RECONSTRUCTION/REHABILITATION: 40% assessed to all benefitting properties

#### Assessable Costs Include:

- Pavement associated with public streets, trails and/or sidewalks. This includes draintile, geotechnical (soil corrections, etc.), and other improvements needed to support the function of the pavement structure.
- Curb and gutter, including curb impacted solely by utility improvements.
- Driveway pavement directly affected by the project work.
- Multi-Modal improvements such as ADA ramps and actuated pedestrian crossings such as Rectangular Rapid-Flashing Beacons (RRFB's).

- Signing and stripping.
- Retaining walls required within the Right-of-Way.
- Tree removal and/or landscaping improvements directly affected by the project work.
- Applicable percentage of indirect costs (design, legal, and admin fees).

#### Notes:

- Rehabilitation is typically defined as mill and overlay and/or full depth reclamation activities.
- If a residential property benefits from a collector street, the assessment amount shall be based on an equitable formula compared to a typical local roadway, including normalizing to a 31-foot wide street, street section, and other applicable factors.
- Pavement projects on streets that provide direct access to Chanhassen property(s) that are being implemented by an adjacent municipality shall not be assessed to the Chanhassen property(s) unless the adjacent municipality is assessing the benefitting property in their jurisdiction as part of the project.
- Replacement or repair of existing public water main, storm sewer and/or sanitary sewer shall <u>not</u> be assessed. The City will pay 100% of these improvement costs out of the associated enterprise fund.

#### **REGULAR MAINTENANCE:** Benefiting properties are not assessed

Activities Include: Pavement patching, pothole filling, crack sealing, chip sealing, sealcoating, and re-stripping.

#### **ASSESSMENT PAYMENT OPTIONS**

- Assessments can be paid in full up front with no charge, or added to annual property taxes with interest.
- If elected to be added to annual property taxes, the balance can be paid off at any time during the term if later requested by the property owner.
- Interest will be charged to property owners who choose to not pay their assessments in full by November 15<sup>th</sup> in the year the special assessment is levied. The interest rate will be equal to the average interest cost of the City's most recent bond issue plus 2%. If the City has not issued bonds in the past year, the City will use the current municipal bond index rate for AAA rated issuers at the time the special assessment is approved.
- Unless approved otherwise by the City Council, the maximum financing term for assessments shall be as follows:

\$0-\$500
 \$501-\$2,500
 \$2,501-\$5,000
 \$2,501-\$5,000
 \$5,001 and above

The City has developed a Frequently Asked Questions (FAQ) document addressing the most common questions concerning assessments. The FAQ document can be found on the City's website.



# CITY OF CHANHASSEN FAQs: ASSESSMENTS

#### What are assessments?

Assessments are charges to benefiting properties utilized to help finance an improvement project. In Chanhassen and most metro area cities, assessments are used to help finance street reconstruction and rehabilitation projects. These projects are programmed via the Pavement Management Program (PMP). Minnesota State Statutes, Chapter 429, allows the City the authority to assess for projects.

#### Who is assessed for a street improvement project?

Owners of property that directly access a public street, or that have a private driveway that has access to a public street, or that have potential future access within the project area are assessed. These properties are determined to be "benefitting properties" and are assessed a cost based on the City's Assessment Policy.

#### Does the City have an Assessment Policy?

Yes. It can be found on the City's website at this location: https://www.ci.chanhassen.mn.us/432/Assessment-Policy

The City started assessing for street improvements in 1993. The Policy was last updated in January 2022. For the construction of a new public streets or public utilities, 100% of the cost is assessed to the benefitting properties. For an improvement project of an existing street, 40% of the cost is assessed to the benefitting properties and the City pays 60% of the street improvement cost. 100% of the public storm sewer, sanitary sewer and water main costs associated with the project are paid by the associated utility enterprise funds and are not included in the cost assessed to the benefitting properties.

# Why does the City assess for street improvement projects? Why doesn't the City pay 100% of the project cost?

Public streets are part of the City's Multi-Modal transportation system to provide access to all residents. The City acknowledges the system benefit of a street project by paying 60% of the project cost. Benefitting properties use the roads to get to and from their property on a daily basis, which is why they are assessed 40% of the street project cost. When someone buys a new home in a new subdivision, the cost to construct the new infrastructure was incorporated into the purchase price of the home and property by the Developer and thus was the initial assessment to the property.

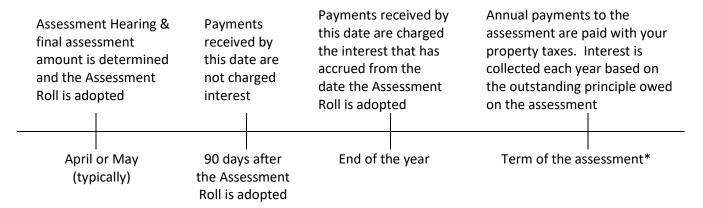
#### When is the assessment amount determined?

An estimate of the assessment is calculated with the Feasibility Study, which is typically completed six months to a year before a project begins. The final assessment amount is based on the lowest responsible bid amount and is set by City Council at the assessment hearing,

which typically occurs in April or May of the construction year. Properties being assessed for the project are notified of the assessment hearing formally by US mail, but the process is also communicated by the City via its website, public open houses, the Chanhassen Connection, social media, and at City Council meetings.

#### What are the payment options for assessments?

Please refer to the timeline below for payment options. The City does not accept partial payments of the assessment.



<sup>\*</sup>You can pay off an assessment after it has been certified to your property taxes. The City of Chanhassen Finance Department will calculate the payoff amount, which will include the interest. The Term is based on a tiered amount found in the Policy.

#### Why does the City charge interest on assessments?

The City finances the entire project cost until all the assessments have been paid. The interest charged on assessments is the rate the City pays for the bonding (as of the date of the assessment) plus 2%. The interest charged is calculated as simple interest and not a compound interest. Benefitting property owners are encouraged to consult private financial institutions for other ways that can be used to pay off the assessment. This allows the property owner the ability to negotiate the term and interest rates within the competitive market and may have some tax advantages.

### What does the Franchise Fees Pay for?

The Franchise Fees (passed in 2018) help pay for the City's cost of the project. In lieu of Franchise Fees, the annual property tax levy would have to be adjusted to fund the overall Pavement Management Program (PMP).

# **How can I provide input on the project and the planned improvements?** A couple ways:

- The City and their design consultants typically hold 2 public open houses during the
  project implementation process. You can attend one or both of these and verbally
  discuss the project or provide written comments on a comment card at those meetings.
- 2. Call the City's Engineering Department at (952) 227-1160 and talk to one of the staff working on the project.
- 3. E-mail the City's Engineering Department at <a href="mailto:Engineering@ci.chanhassen.mn.us">Engineering@ci.chanhassen.mn.us</a> and provide your comments or concerns.

# **City Council Item**

February 26, 2024



Item	Year-End Law Enforcement Review	
File No.		Item No: G.1
Agenda Section	GENERAL BUSINESS	
Prepared By	Lance Pearce, Lieutenant, CCSO	
Reviewed By	Laurie Hokkanen	

SUGGESTED ACTION		
N/A		
<b>Motion Type</b>	N/A	
Strategic Priority	Operational Excellence	

### **SUMMARY**

**BACKGROUND** 

**DISCUSSION** 

**BUDGET** 

**RECOMMENDATION** 

### **ATTACHMENTS**

2023 Law Enforcement Review

NIBRS Activity Codes Carver County Sheriff's Office City of Chanhassen Three-Year Review Presentation



City of Chanhassen YTD 2023



# Carver County Sheriff's Office Monthly Calls for Service From: 01/01/2023 To: 12/31/2023

# **Chanhassen City**

Patrol	
A Offense	
Assault	37
Agg. Assault	3
Arson	1
Burglary	13
Counterfeiting/Forgery	12
Drug Violation	33
Extortion/Blackmail	9
Homicide	1
Traffic - Alcohol Rel	10
Kidnapping	1
Property Damage	40
Pornography	6
Robbery	2
Sex Crime	14
Stolen Property Offenses	2
Theft	106
Fraud	100
Vehicle Theft	13
Weapons	4
Total A Offense:	407
B Offense	
Curfew/Loitering	4
Disorderly Conduct	10
Family Offense	2
Traffic - Alcohol Rel	. 45
Liquor Viol	7
Misc - criminal	35
Ordinances	10
Runaway	4
Trespassing	5
Total B Offense:	119
Non Criminal	
Misc Non-criminal	922
Unlock Vehicle/bldg	18
Alarm	452
Domestic	55
Missing Person	21
Abuse/Neglect (Info Only)	108
Traffic - Misc	1
Animal	283
Medical Calls Received	1,200
House Check	4
Assist Other Agency	165
Fire Calls Reveived	251
Mental Health	165
Civil Process	8
Transport	12



# **Carver County Sheriff's Office Monthly Calls for Service**

From: 01/01/2023 To: 12/31/2023

Warrant Service	32
. Boat & Water	71
Snowmobile	2
ATV	2
Suspicious Activity	653
Open Door	38
Drug - Info Only	3
Disturbance (Info Only)	382
Traffic Stop	1
Child Custody Dispute	22
Total Non Criminal:	4,871
Traffic	
Traffic - Misc	729
Traffic Stop	3,098
Pd Accident	422
Pd Accident Mv/deer	38
Pi Accident	48
Fatal Accident	2
Driving Complaint	269
Total Traffic:	4,606

### Total Patrol: 10,003

### **Administrative**

### Administrative

GunPermit-Acquire	128
GunPermit-CarryNew	131
GunPermit-CarryRenew	74
ATF	12
GunPermit- Carry Late Ren	20
Rec Ck - Other Employ	12
Lic - Liquor	38
Lic - Massage Parlor	3
Lic - Peddler/Gambling	5
NCIC Denial	7
Total Administrative:	430

### **Total Administrative: 430**

Stolen Property Offenses	1
Total:	1

### Total: 1

Total Chanhassen City: 10,434



# Carver County Sherff's Office Arrest Summary

For: Chanhassen City From: 01/01/2023 To: 12/31/2023

	Total Charges	<b>Total Arrestees</b>	<b>Total Incidents</b>
Chanhassen City	360		8
09A - Murder and Non-negligent Manslaughter	1	1	*1
11D - Fondling	6	4	4
120 - Robbery	3	3	2
13A - Aggravated Assault	7	4	4
13B - Simple Assault	41 -	34	20
13C - Intimidation	12	9	9
220 - Burglary/Breaking & Entering	3	. 2	2
23C - Shoplifting	31	30	24
23D - Theft from Building	6	3	3
23H - All Other Larceny	1	1	1
240 - Motor Vehicle Theft	2	. 2	2
250 - Counterfeiting/Forgery	. 4	4	2
26A - False Pretenses/Swindle/Confidence Gam	11	10	10
26B - Credit Card/Automatic Teller Machine Fra	5	5	5
26C - Impersonation	2	2	2
26F - Identity Theft	2	2	. 2
270 - Embezzlement	1	1	1
280 - Stolen Property Offenses	4	3	0
290 - Destruction/Damage/Vandalism of Proper	11	6	4
35A - Drug/Narcotic Violations	20	12	12
35B - Drug Equipment Violations	13	9	9
520 - Weapon Law Violations	6	4	4
90B - Curfew/Loitering/Vagrancy Violations	8	7	3
90C - Disorderly Conduct	14	7	7
90D - Driving Under the Influence	122	47	47
90F - Family Offenses, Nonviolent	1	1	1
90G - Liquor Law Violations	27	11	6
90J - Trespass of Real Property	6	5	2
90Z - All Other Offenses	67	. 38	35
Totals for Chanhassen City	437	267	224



# **Carver County Sherff's Office Traffic Citation Summary**

From: 01/01/2023 To: 12/31/2023

## **Chanhassen City**

T-26	
All Light Malfunctions:	2
Boat & Water:	1
Child Restraint Violation:	3
DAS, DAR, DAC:	129
Expired DL:	1
Expired Tabs:	79
Fail To Change Doicile/Name On DL:	2
Failure To Transfer Title:	1
Failure To Yield:	6
Following To Close:	1
H&R Property Damage Accident:	6
Illegal Lights / Equipment:	2
Improper Pass:	4
Inattentive Driving:	1
Leaking Load:	1
Need Code:	7
No MN DL In Possession:	8
No MV Insurance:	8
No Parking Anytime:	4
No Proof Of Insurance:	62
No Valid Mn DL:	66
Parking - All Other:	3
Prohibited Parking (permit, Handicappe	8
Reckless Or Careless Driving:	11
Restricted License Violation:	5
School Bus Stop Arm Violations (Misd):	5
Seatbelt Violation:	9
Snowbird / Winter Parking:	14
Speed:	266
Stop Sign:	9
Texting W/driving:	2
Tires:	1
Traffic Control Device:	27
Traffic Moving - All Other:	1
Use Electronic Device While Drivng-Adı	34
Use/Unregistered Veh-168.36 Or 168.10:	2
Vehicle Registration (Plates):	9



# Carver County Sherff's Office Traffic Citation Summary From: 01/01/2023 To: 12/31/2023

**Total Chanhassen City:** 

800



# Carver County Sheriff's Office Verbal Warnings

From: 01/01/2023 to 12/31/2023

## **Chanhassen City**

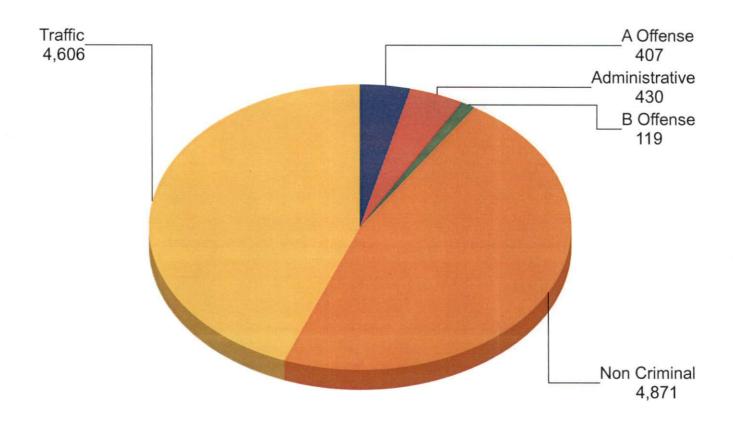
Alarm:	1
Animal:	33
Boat & Water:	28
Disturbance (Info Only):	7
Driving Complaint:	20
Fire Call:	3
Misc Non-criminal:	36
Snowmobile:	1
Suspicious Activity:	36
Traffic - Misc:	17
Traffic Stop:	2,405
Grand Total Verbal Warnings:	2,587



# Carver County Sheriff's Office Monthly Calls for Service

From: 01/01/2023 To: 12/31/2023

# **Chanhassen City**



Total A Offense:	407
Total B Offense:	119
<b>Total Non Criminal:</b>	4,871
Total Traffic:	4,606
<b>Total Administrative:</b>	430

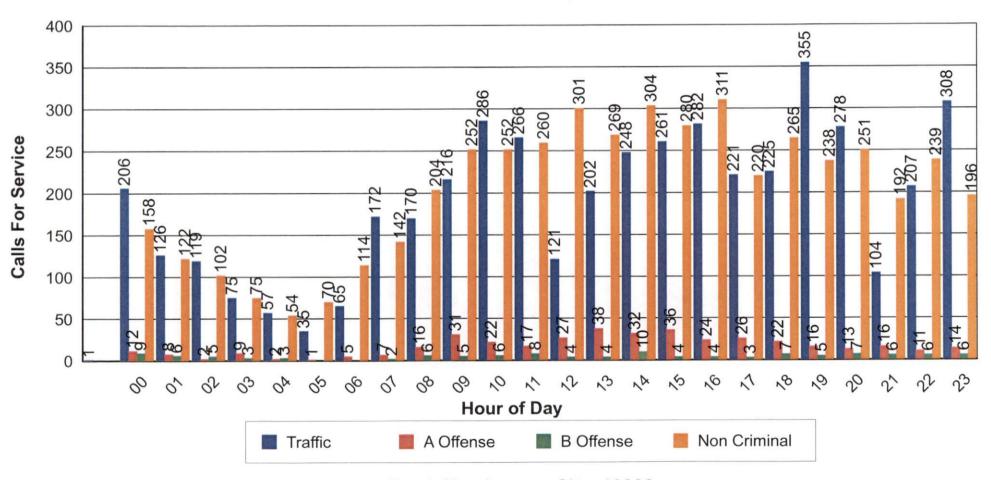
Total Chanhassen City: 10,433



## Carver County Sheriff's Office Hour of Day Analysis of Calls for Service Patrol Activity

From: 01/01/2023 To: 12/31/2023

## **Chanhassen City**



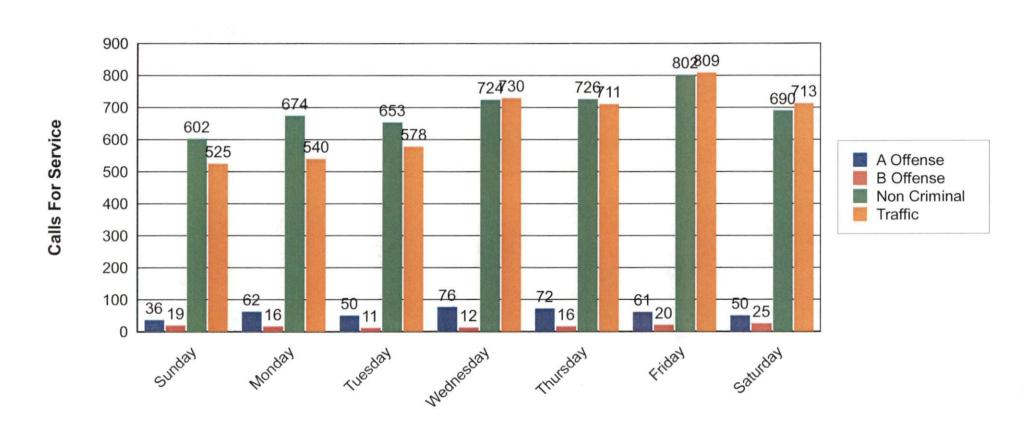
Total Chanhassen City: 10003



# Carver County Sheriff's Office Day of Week Analysis of Calls for Service Patrol Activity

From: 01/01/2023 To: 12/31/2023

# **Chanhassen City**



Total Chanhassen City: 10003



## Carver County Sheriff's Office CSO Calls For Service From: 01/01/2023 To: 12/31/2023

**Chanhassen City** 

G	$\mathbf{o}$							>
Incident Nr	Status Name	Activity	Start Tin	ne	End Time		Minutes Spent	<u>Running</u> <u>Total</u> Minutes
Incident_Nr 20230000661 742CS	<u>Status Ivaine</u>	<u>Vorintā</u>	<u>Start fin</u>	<u>ne</u>	<u>Liid iiiile</u>		<u>opent</u>	Minatoo
202300000661		Animal	01/07/2023		01/07/2023		0.03	0.03
202300000661		Animal	01/07/2023	9:52:55AM	01/07/2023		9.62	9.65
202300000661	Available	Animal	01/07/2023	10:02:32AM	01/07/2023	10:02:32AI	0.00	9.65
202300000671 742CS								
202300000671		Misc Non-criminal		12:28:34PM	01/07/2023		0.03	9.68
202300000671		Misc Non-criminal		12:28:36PM	01/07/2023		25.32	35.00
202300000671	Available	Misc Non-criminal	01/07/2023	12:53:55PM	01/07/2023	12:53:55PI	0.00	35.00
202300001865 741CS								
202300001865		Traffic - Misc	01/22/2023	2:14:32PM	01/22/2023	2:18:53PN	4.35	39.35
202300001865		Traffic - Misc	01/22/2023	2:18:53PM	01/22/2023	2:23:21PN	4.47	43.82
202300001865	Available	Traffic - Misc	01/22/2023	2:23:21PM	01/22/2023	2:23:21PN	0.00	43.82
202300001866 741CS							1	
202300001866	Traffic	Animal	01/22/2023	2:34:29PM	01/22/2023	2:36:51PN	2.37	46.18
202300001866	No Chk At Sc	Animal	01/22/2023	2:36:51PM	01/22/2023	2:45:50PN	8.98	55.17
202300001866	Available	Animal	01/22/2023	2:45:50PM	01/22/2023	2:45:50PN	0.00	55.17
202300002161 742CS								
202300002161	DISP	Misc Non-criminal	01/25/2023	2:59:05PM	01/25/2023	2:59:14PN	0.15	55.32
202300002161	Scene	Misc Non-criminal	01/25/2023	2:59:14PM	01/25/2023	3:04:27PN	5.22	60.53
202300002161	No Chk At Sc	Misc Non-criminal	01/25/2023	3:04:27PM	01/25/2023	3:10:19PN	5.87	66.40
202300002161	Available	Misc Non-criminal	01/25/2023	3:10:19PM	01/25/2023	3:10:19PN	0.00	66.40
202300002164 742CS								
202300002164	Enroute	Animal	01/25/2023	3:45:49PM	01/25/2023	3:52:35PN	6.77	73.17
202300002164		Animal	01/25/2023	3:52:35PM	01/25/2023	3:52:35PN	0.00	73.17
202300002164		Animal	01/25/2023	4:38:09PM	01/25/2023	4:46:17PN	8.13 '	81.30
202300002164	Available	Animal	01/25/2023	4:46:17PM	01/25/2023	4:46:17PN	0.00	81.30
202300002421	7.							
<b>741CS</b> 202300002421	DISP	Traffic - Misc	01/28/2023	8:49:31AM	01/28/2023	8·49·34AN	0.05	81.35
202300002421		Traffic - Misc		8:49:34AM	01/28/2023		9.23	90.58
202300002421		Traffic - Misc		8:58:48AM	01/28/2023		0.00	90.58
202300004307								
<b>743CS</b> 202300004307	Enroute	Animal	02/17/2023	8:33·27AM	02/17/2023	8:58:30AN	25.05	115.63
202300004307		Animal	02/17/2023		02/17/2023		35.10	150.73
202300004307		Animal		9:33:36AM	02/17/2023		0.00	150.73

Incident Nr Status Name 202300004350 741CS	<u>Activity</u>	Start Time	End Time	Minutes Spent	Running Total Minutes
202300004350 DISP 202300004350 Enroute 202300004350 Scene 202300004350 Available 202300004350 DISP 202300004350 Enroute 202300004350 Available	Animal Animal Animal Animal Animal Animal Animal	02/17/2023 2:29:03PM 02/17/2023 2:29:07PM 02/17/2023 2:41:10PM 02/17/2023 4:03:58PM 02/17/2023 5:03:25PM 02/17/2023 5:04:13PM 02/17/2023 5:13:22PM	02/17/2023 2:29:07PN 02/17/2023 2:41:10PN 02/17/2023 4:03:58PN 02/17/2023 4:03:58PN 02/17/2023 5:04:13PN 02/17/2023 5:13:22PN 02/17/2023 5:13:22PN	12.05 82.80 0.00 0.80 9.15	150.80 162.85 245.65 245.65 246.45 255.60 255.60
202300005447 742CS 202300005447 DISP 202300005447 Enroute 202300005447 Scene 202300005447 Available 743CS 202300005447 DISP 202300005447 Enroute 202300005447 Scene	Animal Animal Animal Animal Animal Animal Animal	03/01/2023 1:05:51PM 03/01/2023 1:05:54PM 03/01/2023 1:22:54PM 03/01/2023 2:00:25PM 03/01/2023 12:13:19PM 03/01/2023 12:13:23PM 03/01/2023 12:37:53PM	03/01/2023 12:37:53P	17.00 37.52 0.00 0.07 24.50	255.65 272.65 310.17 310.17 310.23 334.73 417.27
202300005447 Available  202300006283     742CS 202300006283 DISP 202300006283 Enroute 202300006283 Available	Animal Pd Accident Pd Accident Pd Accident	03/01/2023 2:00:25PM 03/09/2023 5:04:18PM 03/09/2023 5:04:27PM 03/09/2023 5:18:16PM	03/01/2023 2:00:25PN 03/09/2023 5:04:27PN 03/09/2023 5:18:16PN 03/09/2023 5:18:16PN	0.00 0.15 13.82	417.27 417.42 431.23 431.23
202300006357 741CS 202300006357 Scene 202300006357 Available 202300006357 DISP 202300006357 Scene 202300006357 Available	Traffic - Misc Traffic - Misc Traffic - Misc Traffic - Misc Traffic - Misc	03/10/2023 10:56:26AM 03/10/2023 11:18:38AM 03/10/2023 1:17:39PM 03/10/2023 1:17:43PM 03/10/2023 1:21:28PM		0.00 0.07 3.75	453.43 453.43 453.50 457.25 457.25
202300006656 742CS 202300006656 Enroute 202300006656 Scene 202300006656 Available 202300006667	Pd Accident Pd Accident Pd Accident	03/13/2023 4:42:07PM 03/13/2023 5:10:07PM 03/13/2023 5:29:24PM	03/13/2023 5:29:24PN	19.28	485.25 504.53 504.53
742CS 202300006667 Enroute 202300006667 Scene 202300006667 Available 202300006730	Pd Accident Pd Accident Pd Accident	03/13/2023 5:33:01PM 03/13/2023 5:35:23PM 03/13/2023 6:01:17PM	03/13/2023 5:35:23PN 03/13/2023 6:01:17PN 03/13/2023 6:01:17PN	25.90	506.90 532.80 532.80
763CS 202300006730 Enroute 202300006730 Available 202300006743 743CS	Animal Animal	03/16/2023 12:04:53AN 03/16/2023 12:05:19AN			533.23 533.23
202300006743 DISP 202300006743 Scene 202300006743 No Chk At Sc 202300006743 TR AS 202300006743 Available	Traffic - Misc Traffic - Misc Traffic - Misc Traffic - Misc Traffic - Misc	03/14/2023 3:08:32PM 03/14/2023 3:08:34PM 03/14/2023 3:13:56PM 03/14/2023 3:35:20PM	03/14/2023 3:08:34PN 03/14/2023 3:13:56PN 03/14/2023 3:34:26PN 03/14/2023 3:35:20PN	5.37 20.50 0.90	533.27 538.63 559.13 560.03 560.03

	N	Le und 1 . 4. 1 Peth beach		Ĭ	Running
Incident Nr Status Name	<u>Activity</u>	Start Time	End Time	Minutes Spent	<u>Total</u> <u>Minutes</u>
202300006812					ā
<b>742CS</b> 202300006812 DISP	Animal	03/15/2023 11:11:10AM	03/15/2023 11:11:17AN	0.12	560.15
202300006812 Available 202300006812 DISP	Animal Animal	03/15/2023 11:11:17AM 03/15/2023 11:35:32AM	03/15/2023 11:11:17AN 03/15/2023 11:35:34AI	0.00 0.03	560.15 560.18
202300006812 Enroute 202300006812 Scene	Animal Animal	03/15/2023 11:35:34AM 03/15/2023 12:00:11PM	03/15/2023 12:00:11Pf 03/15/2023 12:15:32Pl		584.80 600.15
202300006812 Available	Animal	03/15/2023 12:15:32PM	03/15/2023 12:15:32PI		600.15
202300007245 742CS					
202300007245 DISP	Animal	03/19/2023 8:55:04AM	03/19/2023 8:55:06AN		600.18
202300007245 Enroute 202300007245 Scene	Animal Animal	03/19/2023 8:55:06AM 03/19/2023 9:11:52AM	03/19/2023 9:11:52AN 03/19/2023 9:20:06AN	16.77 8.23	616.95 625.18
202300007245 TR EN 202300007245 Available	Animal Animal	03/19/2023 9:20:06AM 03/19/2023 9:38:35AM	03/19/2023 9:38:35AN 03/19/2023 9:38:35AN		643.67 643.67
202300007372	Ammai	03/13/2020 3.00.03/NV	00/19/2020 9.00.00AN	0.00	043.07
743CS	Animal	02/20/2002 2:25:09DM	02/00/2002 0:05:2404	0.27	642.02
202300007372 DISP 202300007372 Enroute	Animal Animal	03/20/2023 2:25:08PM 03/20/2023 2:25:24PM	03/20/2023 2:25;24PN 03/20/2023 2:46:31PN		643.93 665.05
202300007372 Scene 202300007372 Available	Animal Animal	03/20/2023 2:46:31PM 03/20/2023 3:31:02PM	03/20/2023 3:31:02PN 03/20/2023 3:31:02PN	44.52 0.00	709.57 709.57
202300007372 DISP	Animal	03/21/2023 2:08:33PM	03/21/2023 2:08:36PN	0.05	709.62
202300007372 Scene 202300007372 Available	Animal Animal	03/21/2023 2:08:36PM 03/21/2023 3:15:41PM	03/21/2023 3:15:41PN 03/21/2023 3:15:41PN	67.08 0.00	776.70 776.70
202300007926					
<b>741CS</b> 202300007926 Traffic	Animal	03/25/2023 2:15:24PM	03/25/2023 2:18:08PN	2.73	779.43
202300007926 Available	Animal	03/25/2023 2:18:08PM	03/25/2023 2:18:08PN	0.00	779.43
202300008030 741CS					
202300008030 Traffic	Misc Non-criminal	03/26/2023 2:16:02PM	03/26/2023 2:20:44PN	4.70	784.13
202300008030 No Chk At Sc 202300008030 Available	Misc Non-criminal Misc Non-criminal	03/26/2023 2:20:44PM 03/26/2023 2:23:55PM	03/26/2023 2:23:55PN 03/26/2023 2:23:55PN	3.18 0.00	787.32 787.32
202300008694					
<b>742CS</b> 202300008694 Enroute	Animal	04/01/2023 11:55:31AM	04/01/2023 12:26:55PI	31.40	818.72
202300008694 Scene	Animal	04/01/2023 12:26:55PM	04/01/2023 12:31:40PI	4.75	823.47
202300008694 Available	Animal	04/01/2023 12:31:40PM	. 04/01/2023 12:31:40PI	0.00	823.47
202300008703 742CS					
202300008703 DISP 202300008703 Enroute	Traffic - Misc Traffic - Misc	04/01/2023 1:45:15PM 04/01/2023 1:47:12PM	04/01/2023 1:47:12PN 04/01/2023 1:55:45PN	1.95 8.55	825.42 833.97
202300008703 Scene	Traffic - Misc	04/01/2023 1:55:45PM	04/01/2023 2:07:57PN	12.20	846.17
202300008703 Available	Traffic - Misc	04/01/2023 2:07:57PM	04/01/2023 2:07:57PN	0.00	846.17
202300008790 742CS					
202300008790 DISP 202300008790 Enroute	Animal Animal	04/02/2023 8:50:18AM 04/02/2023 8:50:25AM	04/02/2023 8:50:25AN 04/02/2023 9:13:05AN		846.28 868.95
202300008790 Scene	Animal	04/02/2023 9:13:05AM	04/02/2023 9:18:02AN	4.95	873.90
202300008790 TR EN 202300008790 Scene	Animal Animal	04/02/2023 9:18:02AM 04/02/2023 9:40:00AM	04/02/2023 9:40:00AN 04/02/2023 9:47:12AN		895.87 903.07
202300008790 Available	Animal	04/02/2023 9:47:12AM	04/02/2023 9:47:12AN	0.00	903.07

<u>Incident Nr</u>	Status Name	<u>Activity</u>	Start Tin	<u>ne</u>	End Time	×	Minutes Spent	Running Total Minutes
202300009599								
743CS	DICE	Misc Non-criminal	04/11/2023	1:16:46PM	04/11/2023	1:16:49PN	0.05	903.12
202300009599 202300009599		Misc Non-criminal	04/11/2023	1:16:49PM	04/11/2023	1:18:56PN	2.12	905.12
202300009599	Self-result strategy from Shares as	Misc Non-criminal	04/11/2023	1:18:56PM	04/11/2023	1:18:56PN	0.00	905,23
202300009736								
742CS				Without Property Control of the Cont			Note: Annual Control	
202300009736 202300009736		Pi Accident Pi Accident	04/10/2023	2:08:06PM 2:08:21PM	04/10/2023 04/10/2023	2:08:21PN 2:25:46PN	0.25 17.42	905.48 922.90
202300009736		Pi Accident	04/10/2023	2:25:46PM	04/10/2023	3:05:53PN	40.12	963.02
202300009736		Pi Accident	04/10/2023	3:05:53PM	04/10/2023	3:05:53PN	0.00	963.02
202300009771								
742CS	30E) 3			11_111_11 1011011111 N				
202300009771	Enroute	Animal	04/10/2023 04/10/2023	5:55:09PM 6:05:34PM	04/10/2023 04/10/2023	6:05:34PN 6:18:42PN	10.42 13.13	973.43 986.57
202300009771 202300009771		Animal Animal	04/10/2023	6:18:42PM	04/10/2023	6:18:42PN	0.00	986.57
		*						
202300009858 741CS								€
202300009858	Scene	Animal	04/11/2023	1:31:59PM	04/12/2023	12:46:58PI	1,394.98	2,381.55
202300009962								
742CS						MINISTER THE ST. SERVICE COME	drain Madellines	VIII. PROPRIORITO SALORES
202300009962		Animal		12:46:58PM 12:47:00PM	04/12/2023 04/12/2023	12:47:00Pl 12:49:09Pl	0.03 2.15	2,381.58 2,383.73
202300009962 202300009962		Animal Animal		12:47:00PM	04/12/2023		1.67	2,385.40
202300009962		Animal		12:50:49PM	04/12/2023		0.00	2,385.40
202300009962	Available	Animal	04/12/2023	12:54:51PM	04/12/2023	12:54:51PI	0.00	2,385.40
202300010209								
743CS	DICE	Aminoni	0.424.420022	2:35:56PM	04/14/2023	2:35:58PN	0.03	2 205 42
202300010209 202300010209		Animal Animal	04/14/2023		04/14/2023		22.58	2,385.43 2,408.02
202300010209		Animal	04/14/2023		04/14/2023		1.72	2,409.73
202300010209	Available	Animal	04/14/2023	3:00:16PM	04/14/2023	3:00:16PN	0.00	2,409.73
202300010364								
741CS	Para I.	A-iI	04460000	40.40.00004	0.414.610.000	40,40,000	0.02	2 400 77
202300010364 202300010364		Animal Animal		12:40:26PM 12:40:28PM	04/16/2023 04/16/2023		0.03 10.45	2,409.77 2,420.22
202300010364		Animal		12:50:55PM	04/16/2023		0.00	2,420.22
202300010930								
743CS								
202300010930		Animal		9:17:38AM 9:17:41AM	04/22/2023 04/22/2023		0.05 23.20	2,420.27 2,443.47
202300010930 202300010930		Animal Animal		9:40:53AM	04/22/2023		23.20 11.48	2, <del>44</del> 3.47 2,454.95
202300010930		Animal		9:52:22AM	04/22/2023		0.00	2,454.95
202300011095								
743CS								
202300011095		Animal		8:26:38AM 8:44:32AM	04/24/2023 04/24/2023		17.90 14.40	2,472.85
202300011095 202300011095		Animal Animal		8:44:32AM 8:58:56AM	04/24/2023		0.00	2,487.25 2,487.25
202300011095		Animal	04/24/2023	9:59:42AM	04/24/2023	10:00:13AI	0.52	2,487.77
202300011095		Animal		10:00:13AM	04/24/2023		36.58	2,524.35
202300011095	IKAS ,	Animal	U4/Z4/ZUZ3	10:36:48AM	04/24/2023	10.00.02AI	19.07	2,543.42

		SHEAT TO	lethannak.				Running
Incident Nr Status Name 202300011095 Available	Activity Animal	Start Tir		End Time 04/24/2023	10:55:52AI	Minutes Spent 0.00	Total Minutes 2,543.42
202300011116							
743CS 202300011116 Scene 202300011116 OFF 202300011116 OFF	Fatal Accident Fatal Accident Fatal Accident		11:06:52AM 12:14:03PM 2:09:40PM	04/24/2023 04/24/2023 04/30/2023	2:09:40PN	67.18 115.62 8,568.83	2,610.60 2,726.22 11,295.05
202300011766			•				
742CS 202300011766 DISP 202300011766 Enroute 202300011766 Scene 202300011766 No Chk At Sc 202300011766 Available	Animal Animal Animal Animal Animal	04/30/2023 04/30/2023 04/30/2023 04/30/2023 04/30/2023	12:58:30PM 12:58:32PM 1:21:01PM 1:21:09PM 1:31:29PM	04/30/2023 04/30/2023 04/30/2023 04/30/2023 04/30/2023	12:58:32PI 1:21:01PN 1:21:09PN 1:31:29PN 1:31:29PN	0.03 22.48 0.13 10.33 0.00	11,295.08 11,317.57 11,317.70 11,328.03 11,328.03
202300011771 742CS		я				i	ï
202300011771 Enroute 202300011771 Scene 202300011771 No Chk At Sc 202300011771 Available	Animal Animal Animal Animal	04/30/2023 04/30/2023 04/30/2023 04/30/2023	1:53:51PM 2:11:31PM 2:20:03PM 2:35:03PM	04/30/2023 04/30/2023 04/30/2023 04/30/2023	2:11:31PN 2:20:03PN 2:35:03PN 2:35:03PN	17.67 8.53 15.00 0.00	11,345.70 11,354.23 11,369.23 11,369.23
202300011783						7000E D	\$ 450 € TRUTRUT (650 F) TR
742CS 202300011783 DISP 202300011783 Enroute 202300011783 Available	Animal Animal Animal	04/30/2023 04/30/2023 04/30/2023	6:11:02PM 6:11:06PM 6:14:34PM	04/30/2023 04/30/2023 04/30/2023	6:11:06PN 6:14:34PN 6:14:34PN	0.07 3.47 0.00	11,369.30 11,372.77 11,372.77
202300011862							
743CS 202300011862 Enroute 202300011862 Scene 202300011862 Available	Animal Animal Animal	05/01/2023 05/01/2023 05/01/2023	12:40:37PM 1:03:58PM 1:16:05PM	05/01/2023 05/01/2023 05/01/2023	1:03:58PN 1:16:05PN 1:16:05PN	23.35 12.12 0.00	11,396.12 11,408.23 11,408.23
202300012056 479CS							
202300012056 DISP 202300012056 Enroute 202300012056 Available	Animal Animal Animal	05/03/2023 05/03/2023 05/03/2023	7:32:28AM 7:32:32AM 7:36:32AM	05/03/2023 05/03/2023 05/03/2023	7:36:32AN	0.07 4.00 0.00	11,408.30 11,412.30 11,412.30
202300012278							
743CS 202300012278 Traffic 202300012278 No Chk At Sc 202300012278 Available	Traffic - Misc Traffic - Misc Traffic - Misc	05/05/2023 05/05/2023 05/05/2023	7:55:48AM 7:57:13AM 8:04:33AM	05/05/2023 05/05/2023 05/05/2023	8:04:33AN	1.42 7.33 0.00	11,413.72 11,421.05 11,421.05
202300012288							
<b>743CS</b> 202300012288 Enroute 202300012288 Available	Animal Animal		10:05:58AM 10:23:40AM	05/05/2023 05/05/2023		17.70 0.00	11,438.75 11,438.75
202300012311 743CS						1	
202300012311 Scene 202300012311 Available	Fire Call Fire Call		12:39:51PM 12:53:29PM	05/05/2023 05/05/2023		13.63 0.00	11,452.38 11,452.38
202300012314 743CS							
202300012314 DISP	Misc Non-criminal	05/05/2023	12:53:56PM	05/05/2023	12:53:59PI	0.05	11,452.43

Incident Nr 202300012314 202300012314 202300012314	Scene	Activity Misc Non-criminal Misc Non-criminal Misc Non-criminal	<u>Start Tir</u> 05/05/2023 05/05/2023 05/05/2023	<u>ne</u> 12:53:59PM 1:00:42PM 2:47:04PM	End Time 05/05/2023 05/05/2023 05/05/2023	1:00:42PN 2:47:04PN 2:47:04PN	Minutes Spent 6.72 106.37 0.00	Running Total Minutes 11,459.15 11,565.52 11,565.52
202300012335 743CS 202300012335 202300012335	Parameter of Children (Ch.	Traffic - Misc Traffic - Misc	05/05/2023 05/05/2023	3:21:50PM 3:24:57PM	05/05/2023 05/05/2023		3.12 0.00	11,568.63 11,568.63
202300012534 741CS 202300012534 202300012534 202300012534	Scene	Traffic - Misc Traffic - Misc Traffic - Misc	05/07/2023 05/07/2023 05/07/2023	2:20:40PM 2:21:03PM 2:31:25PM	05/07/2023 05/07/2023 05/07/2023	2:31:25PN	0.38 10.37 0.00	11,569.02 11,579.38 11,579.38
202300012537 741CS 202300012537	Available	Animal	05/07/2023	Ż:44:04PM	05/07/2023	2:44:04PN	0.00	11,579.38
202300012540 741CS 202300012540	Scene	Animal	05/07/2023	2:51:17PM	05/07/2023	3:03:56PN	12.65	11,592.03
202300012542 741CS 202300012542 202300012542 202300012542	Available	Traffic - Misc Traffic - Misc Traffic - Misc	05/07/2023 05/07/2023 05/07/2023	3:03:56PM 3:10:24PM 3:10:44PM	05/07/2023 05/07/2023 05/07/2023	3:10:24PN 3:10:24PN 3:10:44PN	6.47 0.00 0.00	11,598.50 11,598.50 11,598.50
202300012544 741CS 202300012544	Scene	Animal	05/07/2023	3:16:39PM	05/07/2023	3:21:52PN	5.22	11,603.72
202300012545 741CS 202300012545	Scene	Animal	05/07/2023	3:21:52PM	05/07/2023	3:44:40PN	22.80	11,626.52
<b>202300012550 741CS</b> 202300012550	Scene	Animal	05/07/2023	3:44:40PM	05/07/2023	3:54:23PN	9.72	11,636.23
202300012554 741CS 202300012554	Scene	Animal	05/07/2023	3:54:23PM	05/08/2023	11:19:59AI	1,165.60	12,801.83
202300012619 742CS 202300012619 202300012619 202300012619 202300012619	Enroute No Chk At Sc	Traffic - Misc Traffic - Misc Traffic - Misc Traffic - Misc	05/08/2023 05/08/2023	11:19:59AM 11:20:03AM 11:40:08AM 12:15:25PM	05/08/2023 05/08/2023 05/08/2023 05/08/2023	11:40:08Al 12:15:25Pl	0.07 20.08 35.28 0.00	12,801.90 12,821.98 12,857.27 12,857.27
743CS 202300012619 202300012619 202300012619 202300012619 202300012619 202300012619 202300012619	Enroute Available DISP Enroute Scene No Chk At Sc	Traffic - Misc Traffic - Misc Traffic - Misc Traffic - Misc Traffic - Misc Traffic - Misc Traffic - Misc	05/08/2023 05/08/2023 05/08/2023 05/08/2023 05/08/2023 05/08/2023	10:54:40AM 11:05:06AM 11:05:10AM 11:13:15AM 11:45:17AM	05/08/2023 05/08/2023 05/08/2023 05/08/2023 05/08/2023 05/08/2023 05/08/2023	10:54:40Al 10:54:40Al 11:05:10Al 11:13:15Al 11:45:17Al 12:15:25Pl	0.07 55.23 0.00 0.07 8.08 32.03 30.13	12,857.33 12,912.57 12,912.57 12,912.63 12,920.72 12,952.75 12,982.88
202300012619	Available	Traffic - Misc	05/08/2023	12:15:25PM	05/08/2023	12:15:25PI	0.00	12,982.88

		3 g § '_0 18 3;	AFF				Running
		3 <sub>12</sub> 2				<u>Minutes</u>	<u>Total</u>
Incident Nr Status Na 202300012634	me Activity	Start Tim	<u>e</u>	End Time	8	<u>Spent</u>	<u>Minutes</u>
<b>743CS</b> 202300012634 Traffic	Traffic - Misc	05/08/2023 1		05/08/2023		4.75	12,987.63
202300012634 No Chk A 202300012634 Available	t Sc Traffic - Misc Traffic - Misc	05/08/2023 1 05/08/2023 1		05/08/2023 05/08/2023		5.12 - 0.00	12,992.75 12,992.75
	Traine inte	00,00.2020				Portion C	Service of Proceduration Services (Services)
202300012640 743CS							
202300012640 DISP	Animal	05/08/2023 1 05/08/2023 1		05/08/2023 05/08/2023		0.68 1.05	12,993.43 12,994.48
202300012640 Enroute 202300012640 Scene	Animal Animal	05/08/2023		05/08/2023		4.10	12,998.58
202300012640 Available	Animal	05/08/2023	12:21:38PM	05/08/2023	12:21:38PI	0.00	12,998.58
202300012645 743CS							
202300012645 DISP	Animal		12:53:09PM	05/08/2023	12:53:13PI	0.07	12,998.65
202300012645 Enroute	Animal		12:53:13PM	05/08/2023	1:05:48PN	12.58	13,011.23
202300012645 Available 202300012645 DISP	Animal Animal		1:05:48PM 1:18:54PM	05/08/2023 05/08/2023	1:05:48PN 1:18:57PN	0.00 0.05	13,011.23 13,011.28
202300012645 Enroute	Animal		1:18:57PM	05/08/2023	1:39:55PN	20.97	13,032.25
202300012645 Scene	Animal		1:39:55PM	05/08/2023	1:44:47PN	4.87	13,037.12
202300012645 Follow Up 202300012645 Available			1:44:47PM 2:25:56PM	05/08/2023 05/08/2023	2:25:56PN 2:25:56PN	41.15 0.00	13,078.27 13,078.27
	, a milea	00/00/2020	2.20.00. 111	VV., VV. — V — V	2,20,001 11	0.00	,
202300013031 742CS	*						5.
202300013031 Enroute	Animal		4:28:24PM	05/11/2023	4:47:35PN	19.18	13,097.45
202300013031 Available	Animal	05/11/2023	4:47:35PM	05/11/2023	4:47:35PN	0.00	13,097.45
202300013178							ı
<b>743CS</b> 202300013178 DISP	Fatal Accident	05/15/2023	2:02:26PM	05/15/2023	2:02:29PN	0.05	13,097.50
202300013178 Enroute	Fatal Accident		2:02:29PM	05/15/2023	2:22:13PN	19.73	13,117.23
202300013178 Scene 202300013178 Available	Fatal Accident Fatal Accident	05/15/2023 05/15/2023	2:22:13PM	05/15/2023 05/15/2023	2:39:49PN	17.60 0.00	13,134.83 13,134.83
	ratal Accident	03/13/2023	2.09.491 W	00/10/2020	2.09. <del>4</del> 91 K	0.00	10,104.00
202300013371 742CS							
202300013371 DISP	Traffic - Misc	05/15/2023		05/15/2023		1.60	13,136.43
202300013371 Scene 202300013371 No Chk A	Traffic - Misc at Sc Traffic - Misc	05/15/2023 05/15/2023		05/15/2023 05/15/2023		0.22 4.65	13,136.65 13,141.30
202300013371 No Olik / 202300013371 Available		05/15/2023		05/15/2023		0.00	13,141.30
202300013549							
741CS							
202300013549 Available	Animal	05/16/2023	2:11:50PM	05/16/2023	2:11:50PN	0.00	13,141.30
202300013552							
<b>741CS</b> 202300013552 Scene	Animal	05/16/2023	2:20:07PM	05/16/2023	2:36:48PN	16.68	13,157.98
202300013557 741CS							
202300013557 Scene	Animal	05/16/2023	2:36:48PM	05/18/2023	2:50:56PN	2,894.13	16,052.12
202300013762							
<b>742CS</b> 202300013762 DISP	Misc - criminal	05/18/2023	2-50-56PM	05/18/2023	2:51:00PN	0.07	16,052.18
202300013762 DISP 202300013762 Enroute	Misc - criminal	05/18/2023		05/18/2023		0.13	16,052.32
202300013762 No Chk A		05/18/2023	2:51:08PM	05/18/2023	2:56:36PN	5.47	16,057.78

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Incident Nr Status Name 202300013762 Available	<u>Activity</u> Misc - criminal	Start Tir 05/18/2023	<u>ne</u> 2:56:36PM	End Time 05/18/2023	2:56:36PN	Minutes Spent 0.00	Running Total Minutes 16,057.78
202300013852 743CS		251121222		C			
202300013852 DISP 202300013852 Enroute 202300013852 Scene 202300013852 No Chk At Sc	Traffic - Misc Traffic - Misc Traffic - Misc Traffic - Misc	05/19/2023	11:47:47AM 11:53:01AM 12:44:47PM 1:15:33PM	05/19/2023 05/19/2023 05/19/2023 05/19/2023		5.23 51.77 30.77 11.50	16,063.02 16,114.78 16,145.55 16,157.05
202300013852 Available	Traffic - Misc	05/19/2023	1:27:03PM	05/19/2023	1:27:03PN	0.00	16,157.05
202300013997 743CS			(*) (*)		1 <u>—</u> 27		
202300013997 DISP 202300013997 Enroute 202300013997 Available	Animal Animal Animal	05/20/2023 05/20/2023 05/20/2023	1:56:42PM 1:56:44PM 2:06:20PM	05/20/2023 05/20/2023 05/20/2023	1:56:44PN 2:06:20PN 2:06:20PN	0.03 9.60 0.00	16,157.08 16,166.68 16,166.68
202300014200				6	9	3.55	.0,100.00
<b>743CS</b> 202300014200 Enroute 202300014200 Available	Animal Animal		11:31:10AM 11:36:03AM	06/01/2023 06/01/2023		4.88 0.00	16,171.57 16,171.57
202300014226 742CS							
202300014226 DISP 202300014226 Enroute 202300014226 Available	Pi Accident Pi Accident Pi Accident	05/22/2023 05/22/2023 05/22/2023	5:01:57PM 5:02:04PM 5:08:09PM	05/22/2023 05/22/2023 05/22/2023	5:02:04PN 5:08:09PN 5:08:09PN	0.12 6.08 0.00	16,171.68 16,177.77
202300014298	FIACOGETIL	03/22/2023	5.06.09710	03/22/2023	5.06.09FK	0.00	16,177.77
<b>743CS</b> 202300014298 DISP	Ordinances		10:33:06AM	05/23/2023	10:33:13AI	0.12	16,177.88
202300014298 Enroute 202300014298 Scene	Ordinances Ordinances	7.	10:33:13AM 10:57:44AM	05/23/2023 05/23/2023		24.52 59.40	16,202.40 16,261.80
202300014298 Available	Ordinances		11:57:08AM	05/23/2023	11:57:08AI	0.00	16,261.80
202300014298 DISP	Ordinances Ordinances		10:43:20AM	05/26/2023 05/26/2023		0.03	16,261.83
202300014298 Follow Up 202300014298 Available	Ordinances		10:43:22AM 10:54:01AM	05/26/2023	Nove Constitution Constitution (Constitution Constitution	10.65 0.00	16,272.48 16,272.48
202300014527 742CS	A OII A	05/05/0000	0.50.05414	04/05/0000	7 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		/A
202300014527 DISP 202300014527 Enroute	Assist Other Agency Assist Other Agency			05/25/2023 05/25/2023		0.08 7.87	16,272.57 16,280.43
202300014527 Available	Assist Other Agency	05/25/2023	10:01:22AM	05/25/2023	10:01:22AI	0.00	16,280.43
202300014547 742CS							
202300014547 DISP	Animal		2:43:15PM	05/25/2023		0.12	16,280.55
202300014547 Scene 202300014547 Available	Animal Animal		2:43:22PM 2:44:25PM	05/25/2023 05/25/2023		1.05 0.00	16,281.60 16,281.60
202300014565 742CS							
202300014565 DISP	Animal		3:55:49PM	05/25/2023		0.45	16,282.05
202300014565 Enroute 202300014565 Available	Animal Animal		3:56:16PM 4:04:05PM	05/25/2023 05/25/2023		7.82 0.00	16,289.87 16,289.87
202300014808 741CS							
202300014808 Scene	Traffic - Misc	05/27/2023	11:53:04AM	06/02/2023	7:55:48AN	8,402.73	24,692.60

		j, 1570	ji saneja				Dumina
Incident Nr Status Name	Activity	Start Tin	ne	End Time		Minutes Spent	Running Total Minutes
743CS						NAMES OF THE PARTY	#:
202300015471 DISP 202300015471 Scene	Traffic - Misc Traffic - Misc	06/02/2023 06/02/2023	7:55:48AM 7:55:54AM	06/02/2023 06/02/2023	7:55:54AN 8:05:55AN	0.10 10.02	24,692.70 24,702.72
202300015471 Scelle 202300015471 Available	Traffic - Misc		8:05:55AM	06/02/2023	8:05:55AN	0.02	24,702.72
202300015753 741CS							
202300015753 DISP	Traffic - Misc	06/04/2023	2:48:21PM	06/04/2023	2:53:58PN	5.62	24,708.33
202300015753 Available	Traffic - Misc	06/04/2023	2:53:58PM	06/04/2023	2:53:58PN	0.00	24,708.33
202300015760							
<b>741CS</b> 202300015760 Available	Traffic - Misc	06/04/2023	3:33:33PM	06/04/2023	3:33:33PN	0.00	24,708.33
202000 10700 7 Wallable	Traine mice	00/04/2020	0.00.001 111	00/04/2020	0.00.001 11	0.00	2-1,1 00.00
202300016104 479CS							
202300016104 DISP	Animal	06/07/2023	2:16:04PM	06/07/2023	2:16:49PN	0.75	24,709.08
202300016104 Available	Animal	06/07/2023	2:16:49PM	06/07/2023		0.00	24,709.08
202300016228							
743CS							
202300016228 DISP	Traffic - Misc		12:53:53PM	06/08/2023		0.15	24,709.23
202300016228 Enroute	Traffic - Misc		12:54:02PM	06/08/2023	1:29:01PN	34.98	24,744.22
202300016228 Scene 202300016228 Available	Traffic - Misc Traffic - Misc	06/08/2023 06/08/2023	1:29:01PM 1:46:27PM	06/08/2023 06/08/2023	1:46:27PN 1:46:27PN	17.43 0.00	24,761.65 24,761.65
202300017457 742CS							
202300017457 DISP	Ordinances	06/26/2023	3:12:31PM	06/26/2023	3:12:33PN	0.03	24,761.68
202300017457 Scene	Ordinances	06/26/2023	3:12:33PM	06/26/2023	3:17:52PN	5.32	24,767.00
202300017457 Available	Ordinances	06/26/2023	3:17:52PM	06/26/2023	3:17:52PN	0.00	24,767.00
202300017457 DISP 202300017457 Follow Up	Ordinances Ordinances		10:39:52AM 10:39:54AM	06/29/2023 06/29/2023		0.03 13.58	24,767.03 24,780.62
202300017457 Available	Ordinances		10:53:29AM	06/29/2023		0.00	24,780.62
202300017568 741CS							
202300017568 DISP	Traffic - Misc	06/20/2023	11:08:28AM	06/20/2023	11:22:00AI	13.53	24,794.15
202300017568 Available	Traffic - Misc	06/20/2023	11:22:00AM	06/20/2023	11:22:00Ai	0.00	24,794.15
202300017643							
742CS							
202300017643 DISP	Animal	06/21/2023	8:56:25AM	06/21/2023		6.68	24,800.83
202300017643 Enroute 202300017643 Available	Animal Animal	06/21/2023 06/21/2023	9:03:06AM 9:08:11AM	06/21/2023 06/21/2023	9:08:11AN 9:08:11AN	5,08 0.00	24,805.92 24,805.92
202300017643 AVAIIABLE 202300017643 DISP	Animal	06/22/2023	9:14:00AM	06/22/2023		0.07	24,805.98
202300017643 Scene	Animal	06/22/2023	9:14:04AM	06/22/2023	9:14:31AN	0.45	24,806.43
202300017643 No Chk At Sc	Animal	06/22/2023	9:14:31AM	06/22/2023	9:27:06AN	12.58	24,819.02
202300017643 Available	Animal	06/22/2023	9:27:06AM	06/22/2023	9:27:06AN	0.00	24,819.02
202300017699 742CS							
202300017699 DISP	Traffic - Misc	06/21/2023	1:41:26PM	06/21/2023	1:41:34PN	0.13	24,819.15
202300017699 Enroute	Traffic - Misc	06/21/2023	1:41:34PM	06/21/2023	1:41:52PN	0.30	24,819.45
202300017699 OFF	Traffic - Misc	06/21/2023	1:41:52PM	06/21/2023		4.18	24,823.63
202300017699 Available 202300017699 Available	Traffic - Misc Traffic - Misc	06/21/2023	1:46:03PM 1:55:30PM	06/21/2023 06/21/2023	1:46:03PN 1:55:30PN	0.00 0.00	24,823.63 24,823.63
202300017699 AVAIIABLE 202300017699 DISP	Traffic - Misc	06/21/2023	1:55:37PM	06/21/2023		0.07	24,823.70
202300017699 Enroute	Traffic - Misc	06/21/2023	1:55:41PM	06/21/2023	2:02:52PN	7.18	24,830.88
202300017699 Scene	Traffic - Misc	06/21/2023	2:02:52PM	06/21/2023	2:03:01PN	0.15	24,831.03

202300017848   Erroute   Misc Non-criminal   06/22/2023   4:24:31PM   06/22/2023   4:34:12PN   0.00   24,857	Incident Nr Stat 202300017699 No 202300017699 Ava		Activity Traffic - Misc Traffic - Misc		n <u>e</u> 2:03:01PM 2:19:17PM	End Time 06/21/2023 06/21/2023	2:19:17PN 2:19:17PN	Minutes Spent 16.27 0.00	Running Total Minutes 24,847.30 24,847.30
Tarlic	<b>742CS</b> 202300017848 DIS 202300017848 Enro	oute	Misc Non-criminal	06/22/2023	4:24:31PM	06/22/2023	4:34:12PN	9.68	24,847.38 24,857.07 24,857.07
Traffic	741CS 202300017938 Enro 202300017938 Sce 202300017938 OFF 202300017938 Enro 202300017938 Sce	ene F ailable oute ene	Animal Animal Animal Animal Animal	06/23/2023 06/23/2023 06/23/2023 06/23/2023 06/23/2023	10:04:23AM 10:05:50AM 10:07:54AM 10:13:50AM 10:34:18AM	06/23/2023 06/23/2023 06/23/2023 06/23/2023 06/23/2023	10:05:50Al 10:07:54Al 10:07:54Al 10:34:18Al 10:58:38Al	1.45 2.07 0.00 20.47 24.33	24,857.10 24,858.55 24,860.62 24,860.62 24,881.08 24,905.42 24,905.42
741CS 202300018722	<b>741CS</b> 202300018418 Trai 202300018418 No	Chk At Sc	Traffic - Misc	06/27/2023	2:03:44PM	06/27/2023	2:13:46PN	10.03	24,909.87 24,919.90 24,919.90
T42CS	741CS	ene	Boat & Water	06/27/2023	2:36:05PM	06/29/2023	3:39:06PN	2,943.02	27,862.92
741CS 202300019088 DISP	742CS 202300018722 Enro 202300018722 Sce	ene	Animal	06/29/2023	3:39:09PM	06/29/2023	3:57:50PN	18.68	27,862.97 27,881.65 27,881.65
741CS 202300019259 DISP	741CS 202300019088 DIS 202300019088 Enro 202300019088 Sce	oute ene	Animal Animal	07/03/2023 07/03/2023	1:53:53PM 2:12:02PM	07/03/2023 07/03/2023	2:12:02PN 3:05:19PN	18.15 53.28	27,885.45 27,903.60 27,956.88 27,956.88
	741CS 202300019259 DIS 202300019259 Enro 202300019259 Enro 202300019259 Sce	route ene route ene	Animal Animal Animal Animal	07/03/2023 07/03/2023 07/03/2023 07/03/2023	3:06:04PM 3:20:13PM 3:26:06PM 3:36:13PM	07/03/2023 07/03/2023 07/03/2023 07/03/2023	3:06:04PN 3:20:13PN 3:26:06PN 3:36:13PN 3:44:44PN	14.15 5.88 10.12 8.52	27,957.02 27,971.17 27,977.05 27,987.17 27,995.68 27,995.68
202300019508 DISP       Animal       07/05/2023 10:16:57AM       07/05/2023 10:16:59AI       0.03 27,995         202300019508 Scene       Animal       07/05/2023 10:16:59AM       07/05/2023 10:45:35AI       28.60 28,024         202300019508 No Chk At Sc       Animal       07/05/2023 10:45:35AM       07/05/2023 11:05:59Af       20.40 28,044	742CS 202300019508 DIS 202300019508 Sce 202300019508 No 202300019508 Ava	ene Chk At Sc	Animal Animal	07/05/2023 07/05/2023	10:16:59AM 10:45:35AM	07/05/2023 07/05/2023	10:45:35Al 11:05:59Al	28.60 20.40	27,995.72 28,024.32 28,044.72 28,044.72

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		•				Minutes	Running Total
Incident Nr Status Name	Activity	Start Tir	ne	End Time		Spent	Minutes
202300019560 DISP	Animal	07/05/2023	6:20:58PM	07/05/2023	6:21:00PN	0.03	28,044.75
202300019560 Enroute	Animal	07/05/2023	6:21:00PM	07/05/2023	6:23:57PN	2.95	28,047.70
202300019560 Available	Animal	07/05/2023	6:23:57PM	07/05/2023	6:23:57PN	0.00	28,047.70
202300019760							
741CS		07/07/0000	10.50.40414	07/07/0000	40.50.5041	0.07	00 047 77
202300019760 Enroute	Animal	07/07/2023 07/07/2023	10:52:49AM 10:52:53AM	07/07/2023 07/07/2023	10:52:53AI 11:21:39AI	0.07 28.77	28,047.77 28,076.53
202300019760 Scene 202300019760 Available	Animal Animal	07/07/2023	10.52.53AM 11:21:39AM		11:21:39AI	0.00	28,076.53
202300019760 AVAIIABLE 202300019760 DISP	Animal	07/07/2023	2;48:15PM	07/07/2023	2:48:19PN	0.07	28,076.60
202300019760 Scene	Animal	07/07/2023	2:48:19PM	07/07/2023	2:54:02PN	5.72	28,082.32
202300019760 Available	Animal	07/07/2023	2:54:02PM	07/07/2023	2:54:02PN	0.00	28,082.32
202300019797							
<b>741CS</b> 202300019797 Enroute	Misc Non-criminal	07/07/2023	3:47:35PM	07/07/2023	3:47:39PN	0.07	28,082.38
202300019797 Scene	Misc Non-criminal	07/07/2023	3:47:39PM	07/07/2023	4:11:43PN	24.07	28,106.45
202300019797 Available	Misc Non-criminal	07/07/2023	4:11:43PM	07/07/2023	4:11:43PN	0.00	28,106.45
202300020117							
742CS							
202300020117 DISP	Animal		11:25:51AM	07/10/2023		0.03	28,106.48
202300020117 Enroute	Animal		11:25:53AM	07/10/2023	11:57:27A	31.57	28,138.05
202300020117 Scene	Animal		11:57:27AM	07/10/2023 07/10/2023		0.10 12.00	28,138.15 28,150.15
202300020117 No Chk At Sc 202300020117 Available	Animal Animal		11:57:33AM 12:09:33PM	07/10/2023		0.00	28,150.15
202300020117 Available	Anunai	0111012020	12.05.001 141	0771072020	12.00.0011	0.00	20,100.10
202300020198	1						li e
742C\$		07/40/0000	2.25.47004	07/10/2023	3:25:25PN	0.13	28,150.28
· 202300020198 DISP 202300020198 Enroute	Animal Animal	07/10/2023 07/10/2023	3:25:17PM 3:25:25PM	07/10/2023	3:28:04PN	2.65	28,150.28
202300020198 Available	Animal	07/10/2023	3:28:04PM	07/10/2023	3:28:04PN	0.00	28,152.93
202000201000000000							
202300020603							l.
741CS 202300020603 Scene	Misc Non-criminal	n7/1//2023	10:18:27AM	07/14/2023	10.27.0041	8.55	28,161.48
202300020003 Scene 202300020603 Enroute	Misc Non-criminal		10:10:27:00AM	07/14/2023		83.72	28,245.20
202300020603 Available	Misc Non-criminal		11:50:43AM	07/14/2023		0.00	28,245.20
			#i				
202300021586							
<b>742CS</b> 202300021586 DISP	Animal	07/22/2023	10:18:02AM	07/22/2023	10:18:06AL	0.07	28,245.27
202300021586 Scene	Animal		10:18:06AM	07/22/2023			28,257.50
202300021586 Available	Animal		10:30:20AM	07/22/2023		0.00	28,257.50
000000004057							
202300021857 733CS							
202300021857 DISP	Animal	07/24/2023	2:49:39PM	07/24/2023	2:50:49PN	1.17	28,258.67
202300021857 No Chk At Sc	Animal	07/24/2023	2:50:49PM	07/24/2023	3:06:09PN	15.33	28,274.00
202300021857 Available	Animal	07/24/2023	3:06:09PM	07/24/2023	3:06:09PN	0.00	28,274.00
202200022554							ĕ
202300022551 741CS							
202300022551 DISP	Ánimal	07/30/2023	11:54:02AM	07/30/2023	11:54:05AI	0.05	28,274.05
202300022551 Enroute	Animal		11:54:05AM	07/30/2023			28,301.65
202300022551 Scene	Animal		12:21:41PM	07/30/2023			28,334.47
202300022551 Available	Animal	07/30/2023	12:54:30PM	07/30/2023	12:54:30PI	0.00	28,334.47
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Incident Nr Status Name 202300022999 DISP 202300022999 Enroute 202300022999 Available 202300022999 DISP 202300022999 TR EN 202300022999 Available	Activity Traffic - Alcohol Rel	08/03/2023 08/03/2023 08/03/2023 08/03/2023 08/03/2023	The state of the s	End'Time 08/03/2023 08/03/2023 08/03/2023 08/03/2023 08/03/2023 08/03/2023	9:02:25AN 9:02:42AN 9:54:06AN 9:54:06AN 9:56:00AN 1:51:16PN 1:51:16PN	Minutes Spent 0.03 0.28 51.40 0.00 0.05 235.27 0.00	Running Total Minutes 28,334.50 28,334.78 28,386.18 28,386.23 28,621.50 28,621.50
202300023194 741CS 202300023194 Scene	Misc Non-criminal	08/04/2023	1:16:11PM	08/07/2023	5:12:05PN	4,555.90	33,177.40
202300023561 733CS 202300023561 DISP 202300023561 Scene 202300023561 Available	Animal Animal Animal	08/07/2023 08/07/2023 08/07/2023	5:12:05PM 5:13:03PM 5:30:34PM	08/07/2023 08/07/2023 08/07/2023	5:13:03PN 5:30:34PN 5:30:34PN	0.97 17.52 0.00	33,178.37 33,195.88 33,195.88
202300023911 742CS 202300023911 DISP 202300023911 Follow Up 202300023911 Available	Ordinances Ordinances Ordinances	08/14/2023 08/14/2023 08/14/2023	5:02:11PM 5:02:15PM 5:18:33PM	08/14/2023 08/14/2023 08/14/2023	5:02:15PN 5:18:33PN 5:18:33PN	0.07 16.30 0.00	33,195.95 33,212.25 33,212.25
202300024065 741CS 202300024065 DISP 202300024065 Scene 202300024065 Follow Up 202300024065 Enroute 202300024065 Scene 202300024065 Available	Animal Animal Animal Animal Animal Animal	08/12/2023 08/12/2023 08/12/2023 08/12/2023 08/12/2023 08/12/2023	9:33:20AM 9:33:23AM 9:33:25AM 9:43:12AM 9:49:25AM 10:22:08AM	08/12/2023 08/12/2023 08/12/2023 08/12/2023 08/12/2023 08/12/2023		0.05 0.03 9.78 6.22 32.72 0.00	33,212.30 33,212.33 33,222.12 33,228.33 33,261.05 33,261.05
202300024172 741CS 202300024172 DISP 202300024172 Enroute 202300024172 Scene 202300024172 Available	Animal Animal Animal Animal	08/12/2023 08/12/2023	8:50:11AM 8:56:03AM 9:05:06AM 9:28:32AM	08/12/2023 08/12/2023 08/12/2023 08/12/2023	9:05:06AN 9:28:32AN	5.87 9.05 23.43 0.00	33,266.92 33,275.97 33,299.40 33,299.40
202300024589 742CS 202300024589 DISP 202300024589 Enroute 202300024589 No Chk At Sc 202300024589 Available	Traffic - Misc Traffic - Misc Traffic - Misc Traffic - Misc	08/16/2023 08/16/2023	10:49:35AM 10:49:40AM 11:10:51AM 11:14:22AM	08/16/2023 08/16/2023 08/16/2023 08/16/2023	11:10:51Af 11:14:22Af	0.08 21.18 3.52 0.00	33,299.48 33,320.67 33,324.18 33,324.18
202300024821 741CS 202300024821 DISP 202300024821 Scene 202300024821 Scene 202300024821 Available 742CS 202300024821 DISP 202300024821 DISP 202300024821 Scene 202300024821 Available	Animal	08/18/2023 08/18/2023 08/18/2023	3:20:43PM 4:11:55PM	08/18/2023 08/18/2023 08/18/2023 08/18/2023 08/18/2023 08/19/2023 08/19/2023 08/19/2023	10:55:14AI 11:19:21AI 12:05:18PI 12:05:18PI 3:20:43PI 4:11:55PI 4:34:36PI	0.05 12.08 24.12 45.95 0.00 0.05 51.20 22.68 0.00	33,324.23 33,336.32 33,360.43 33,406.38 33,406.43 33,457.63 33,480.32 33,480.32

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Incident Nr Status Name 202300025558	Activity	Start Tin	<u>ne</u>	End Time	20	Minutes Spent	<u>Total</u> <u>Minutes</u>
<b>742CS</b> 202300025558 Enroute 202300025558 Available	Animal Animal	08/24/2023 08/24/2023	5:27:04PM 5:36:00PM	08/24/2023 08/24/2023	5:36:00PN 5:36:00PN	8.93 0.00	33,489.25 33,489.25
202300026089							
733CS 202300026089 DISP 202300026089 No Chk At Sc 202300026089 Available	Traffic - Misc Traffic - Misc Traffic - Misc	08/29/2023 08/29/2023 08/29/2023	9:15:11AM 9:15:21AM 9:22:32AM	08/29/2023 08/29/2023 08/29/2023	9:15:21AN 9:22:32AN 9:22:32AN	0.17 7.18 0.00	33,489.42 33,496.60 33,496.60
202300026207							
<b>742CS</b> 202300026207 Enroute 202300026207 Available	Traffic - Misc Traffic - Misc	08/30/2023 08/30/2023	1:03:05PM 1:08:17PM	08/30/2023 08/30/2023	1:08:17PN 1:08:17PN	5.20 0.00	33,501.80 33,501.80
202300026220 742CS							
202300026220 Enroute	Animal	08/30/2023	3:39:31PM	08/30/2023	4:05:07PN	25.60	33,527.40
202300026220 Scene 202300026220 Available	Animal Animal	08/30/2023 08/30/2023	4:05:07PM 4:10:33PM	08/30/2023 08/30/2023	4:10:33PN 4:10:33PN	5.43 0.00	33,532.83 33,532.83
202300026230						ě	
<b>742CS</b> 202300026230 DISP	Disturbance (Info Or	08/30/2023	5:10:24PM	08/30/2023	5:10:30PN	0.10	A
202300026230 Enroute 202300026230 Scene	Disturbance (Info Or Disturbance (Info Or		5:10:30PM 5:30:35PM	08/30/2023 08/30/2023	5:30:35PN 5:41:22PN	20.08 10.78	33,553.02 33,563.80
202300026230 Available	Disturbance (Info Or		5:41:22PM	08/30/2023	5:41:22PN	0.00	33,563.80
202300026237							
<b>742CS</b> 202300026237 DISP	Pd Accident	08/30/2023	5:45:19PM	08/30/2023	5:45:30PN	0.18	33,563.98
202300026237 No Chk At Sc 202300026237 Available	Pd Accident Pd Accident	08/30/2023 08/30/2023	5:45:30PM 6:18:07PM	08/30/2023 08/30/2023	6:18:07PN 6:18:07PN	32.62 0.00	33,596.60 33,596.60
202300026366							
<b>733CS</b> 202300026366 DISP	Misc Non-criminal	08/31/2023	3:06:23PM	08/31/2023	3:06:33PN	0.17 :	33,596.77
202300026366 Enroute 202300026366 Scene	Misc Non-criminal Misc Non-criminal	08/31/2023 08/31/2023	3:06:33PM 3:25:48PM	08/31/2023 08/31/2023	3:25:48PN 3:46:21PN	19.25 20.55	33,616.02 33,636.57
202300026366 Available	Misc Non-criminal	08/31/2023	3:46:21PM	08/31/2023		0.00	33,636.57
202300026474						l	
<b>741CS</b> 202300026474 Enroute	Animal	09/01/2023	1:41:04PM	09/01/2023	2:11:24PN	30.33	33,666.90
202300026474 Scene 202300026474 Available	Animal Animal	09/01/2023 09/01/2023	2:11:24PM 2:29:23PM	09/01/2023 09/01/2023	2:29:23PN 2:29:23PN	17.98 0.00	33,684.88 33,684.88
202300026494					•	[	
<b>741CS</b> 202300026494 Enroute	Traffic - Misc	09/01/2023	4:07:06PM	09/01/2023	4:26:58PN	. 19.87	33,704.75
202300026494 Scene 202300026494 Available	Traffic - Misc Traffic - Misc	09/01/2023 09/01/2023	4:26:58PM 4:35:40PM	09/01/2023 09/01/2023	4:35:40PN 4:35:40PN	8.70 0.00	33,713.45 33,713.45
	Hamo - Ivilao	30/0 1/2020	1,00,701 W	00.0 112020	1.50. 101 11	5.00	,,,,,,,
202300027032 742CS	Ordinanaes	09/06/2023	2:55:23PM	09/06/2023	2:55:28PN	0.08	33,713.53
202300027032 DISP 202300027032 Enroute	Ordinances Ordinances	09/06/2023	2:55:28PM	09/06/2023	3:08:02PN	12.57	33,726.10
202300027032 Reset At Sce 202300027032 No Chk At Sc	Ordinances Ordinances	09/06/2023 09/06/2023	3:08:02PM 3:11:40PM	09/06/2023 09/06/2023	3:11:40PN 3:22:34PN		33,729.73 33,740.63

Incident Nr Status Name 202300027032 Reset At Sce 202300027032 No Chk At Sc 202300027032 Available	Activity Ordinances Ordinances Ordinances	<u>Start Tir</u> 09/06/2023 09/06/2023 09/06/2023	<u>me</u> 3:22:34PM 3:26:45PM 3:39:56PM	End Time 09/06/2023 09/06/2023 09/06/2023	3:26:45PN 3:39:56PN 3:39:56PN	Minutes Spent 4.18 13.18 0.00	Running
202300027167 742CS 202300027167 DISP 202300027167 Enroute 202300027167 Scene 202300027167 No Chk At Sc 202300027167 Available	Assist Other Agency Assist Other Agency Assist Other Agency Assist Other Agency Assist Other Agency	09/07/2023 09/07/2023 09/07/2023	4:53:32PM 4:53:50PM 5:01:26PM 5:07:40PM 5:23:57PM	09/07/2023 09/07/2023 09/07/2023 09/07/2023 09/07/2023	4:53:50PN 5:01:26PN 5:07:40PN 5:23:57PN 5:23:57PN	0.30 7.60 6.23 16.28 0.00	33,758.30 33,765.90 33,772.13 33,788.42 33,788.42
202300027224 733C\$ 202300027224 DISP 202300027224 Enroute 202300027224 Scene 202300027224 Available	Traffic - Misc Traffic - Misc Traffic - Misc Traffic - Misc	09/08/2023 09/08/2023	11:50:44AM 11:50:49AM 12:01:36PM 12:02:31PM	09/08/2023 09/08/2023 09/08/2023 09/08/2023	12:01:36PI 12:02:31PI	0.08 10.78 0.92 0.00	33,788.50 33,799.28 33,800.20 33,800.20
202300027419 741CS 202300027419 DISP 202300027419 Scene 202300027419 Available	Traffic - Misc Traffic - Misc Traffic - Misc	09/10/2023 09/10/2023 09/10/2023	1:51:45PM	09/10/2023 09/10/2023 09/10/2023	1:51:45PN 2:04:30PN 2:04:30PN	7.92 12.75 0.00	33,808.12 33,820.87 33,820.87
202300027440 741CS 202300027440 Enroute 202300027440 Scene 202300027440 Available 202300027504	Animal Animal Animal	09/10/2023 09/10/2023 09/10/2023	5:20:59PM 5:31:04PM 6:13:29PM	09/10/2023 09/10/2023 09/10/2023	5:31:04PN 6:13:29PN 6:13:29PN	10.08 42.42 0.00	33,830.95 33,873.37 33,873.37
, <b>742CS</b> 202300027504 DISP 202300027504 Enroute 202300027504 No Chk At Sc 202300027504 Available	Misc Non-criminal Misc Non-criminal Misc Non-criminal Misc Non-criminal	09/11/2023 09/11/2023	10:55:38AM 10:55:42AM 11:29:53AM 11:41:38AM	09/11/2023 09/11/2023 09/11/2023 09/11/2023	11:29:53AN 11:41:38AN	0.07 34.18 11.75 0.00	33,873.43 33,907.62 33,919.37 33,919.37
202300027522 733CS 202300027522 DISP 202300027522 Scene 202300027522 Available 742CS 202300027522 Enroute 202300027522 Scene	Animal Animal Animal Animal Animal	09/11/2023 09/11/2023 09/11/2023	1:35:15PM 1:35:31PM 1:44:39PM 5:34:34PM 5:34:38PM	09/11/2023 09/11/2023 09/11/2023 09/11/2023 09/11/2023	1:44:39PN 1:44:39PN 5:34:38PN	0.27 9.13 0.00 0.07	33,919.63 33,928.77 33,928.77 33,928.83
202300027522 Scene 202300027522 Available 202300027626 733CS 202300027626 DISP 202300027626 Scene 202300027626 Available	Animal  Unlock Vehicle/bldg Unlock Vehicle/bldg Unlock Vehicle/bldg	09/11/2023 09/12/2023 09/12/2023	6:14:45PM 1:42:45PM 1:49:45PM	09/11/2023 09/12/2023 09/12/2023	6:14:45PN 1:49:45PN 1:54:23PN	7.00 4.63	33,968.95 33,968.95 33,975.95 33,980.58
202300027637 733CS 202300027637 DISP 202300027637 Enroute 202300027637 Scene 202300027637 Available	Traffic - Misc Traffic - Misc Traffic - Misc Traffic - Misc Traffic - Misc	09/12/2023 09/12/2023 09/12/2023	3:08:17PM 3:08:22PM 3:19:13PM 3:45:04PM	09/12/2023 09/12/2023 09/12/2023 09/12/2023	3:08:22PN 3:19:13PN 3:45:04PN	0.00 0.08 10.85 25.85 0.00	33,980.58 33,980.67 33,991.52 34,017.37 34,017.37

Running								
Incident Nr	Status Name	Activity	Start Tir		End Time		Minutes Spent	<u>Total</u> Minutes
202300027756								
733CS 202300027756 202300027756 202300027756 202300027756	Enroute Scene	Animal Animal Animal Animal	09/13/2023 09/13/2023 09/13/2023 09/13/2023	1:40:38PM 1:40:50PM 1:51:17PM 2:15:45PM	09/13/2023 09/13/2023 09/13/2023 09/13/2023	1:40:50PN 1:51:17PN 2:15:45PN 2:15:45PN	0.20 10.45 24.47 0.00	34,017.57 34,028.02 34,052.48 34,052.48
202300027789 733C\$ 202300027789 202300027789 202300027789	Scene	Misc Non-criminal Misc Non-criminal Misc Non-criminal	09/13/2023 09/13/2023 09/13/2023	3:04:23PM 3:04:44PM 3:21:25PM	09/13/2023 09/13/2023 09/13/2023	3:04:44PN 3:21:25PN 3:21:25PN	0.35 16.68 0.00	34,052.83 34,069.52 34,069.52
202300027889 733CS 202300027889 202300027889 202300027889	Scene	Traffic - Misc Traffic - Misc Traffic - Misc	09/14/2023	11:05:53AM 11:05:59AM 11:12:34AM	09/14/2023 09/14/2023 09/14/2023	11:12:34AI	0.10 6.58 0.00	34,069.62 34,076.20 34,076.20
202300027985 733CS 202300027985 202300027985 202300027985	Scene	Assist Other Agency Assist Other Agency Assist Other Agency	09/15/2023	10:34:14AM	09/15/2023 09/15/2023 09/15/2023	10:37:51AI	0.08 3.62 0.00	34,076.28 34,079.90 34,079.90
202300029285 733CS 202300029285 202300029285 202300029285 202300029285	No Chk At Sc Scene	Traffic - Misc Traffic - Misc Traffic - Misc Traffic - Misc	09/26/2023 09/26/2023	10:02:13AM 10:02:25AM 10:04:02AM 10:11:01AM	09/26/2023 09/26/2023 09/26/2023 09/26/2023		0.20 1.62 6.98 0.00	34,080.10 34,081.72 34,088.70 34,088.70
202300029405 742CS 202300029405 202300029405 202300029405	Scene	Animal Animal Animal	09/27/2023 09/27/2023 09/27/2023		09/27/2023 09/27/2023 09/27/2023		0.10 14.18 0.00	34,088.80 34,102.98 34,102.98
202300029650 733CS 202300029650 202300029650 202300029650 202300029650	Enroute Scene	Misc Non-criminal Misc Non-criminal Misc Non-criminal Misc Non-criminal	09/29/2023 09/29/2023 09/29/2023 09/29/2023	3:34:12PM 3:34:15PM 4:00:03PM 4:11:36PM	09/29/2023 09/29/2023 09/29/2023 09/29/2023	4:00:03PN 4:11:36PN	0.05 25.80 11.55 0.00	34,103.03 34,128.83 34,140.38 34,140.38
202300029707 733CS 202300029707 202300029707 202300029707	No Chk At Sc	Animal Animal Animal	09/30/2023	12:12:29PM 12:12:31PM 12:23:25PM	09/30/2023 09/30/2023 09/30/2023	12:23:25PI	0.03 10.90 0.00	34,140.42 34,151.32 34,151.32
202300029715 733CS 202300029715 202300029715 202300029715 202300029715	Enroute Scene	Pi Accident Pi Accident Pi Accident Pi Accident	09/30/2023 09/30/2023	11:37:28AM 11:37:34AM 11:45:10AM 12:04:16PM	09/30/2023 09/30/2023 09/30/2023 09/30/2023	11:45:10Al 12:04:16Pl	0.10 7.60 19.10 0.00	34,151.42 34,159.02 34,178.12 34,178.12

Incident Nr Status Name	<u>Activity</u>	Start Time	End Time	Minutes Spent	Running Total Minutes
733CS 202300030042 DISP 202300030042 Enroute 202300030042 Scene 202300030042 Available	Animal Animal Animal Animal	10/03/2023 12:37:26PM 10/03/2023 12:37:31PM 10/03/2023 12:58:05PM 10/03/2023 1:00:03PM	10/03/2023 12:37:31PI 10/03/2023 12:58:05PI 10/03/2023 1:00:03PN 10/03/2023 1:00:03PN	20.57 1.97	34,178.20 34,198.77 34,200.73 34,200.73
202300030280 733CS 202300030280 DISP 202300030280 Enroute 202300030280 Scene 202300030280 TR EN 202300030280 TR AS 202300030280 Available	Pi Accident Pi Accident Pi Accident Pi Accident Pi Accident Pi Accident	10/05/2023 2:36:54PM 10/05/2023 2:37:05PM 10/05/2023 2:51:32PM 10/05/2023 3:03:51PM 10/05/2023 3:18:56PM 10/05/2023 3:22:10PM	10/05/2023 2:37:05PN 10/05/2023 2:51:32PN 10/05/2023 3:03:51PN 10/05/2023 3:18:56PN 10/05/2023 3:22:10PN 10/05/2023 3:22:10PN	14.45 12.32 15.08 3.23	34,200.92 34,215.37 34,227.68 34,242.77 34,246.00 34,246.00
202300030393 741CS 202300030393 DISP 202300030393 Enroute 202300030393 Scene 202300030393 Available	Traffic - Misc Traffic - Misc Traffic - Misc Traffic - Misc	10/06/2023 9:04:50AM 10/06/2023 9:04:55AM 10/06/2023 9:08:40AM 10/06/2023 9:13:26AM	10/06/2023 9:04:55AN 10/06/2023 9:08:40AN 10/06/2023 9:13:26AN 10/06/2023 9:13:26AN	3.75 4.77	34,246.08 34,249.83 34,254.60 34,254.60
202300030523 733CS 202300030523 DISP 202300030523 Enroute 202300030523 Scene 202300030523 Available	Animal Animal Animal Animal	10/07/2023 12:18:44PM 10/07/2023 12:18:47PM 10/07/2023 12:34:03PM 10/07/2023 12:39:11PM	10/07/2023 12:18:47PI 10/07/2023 12:34:03PI 10/07/2023 12:39:11PI 10/07/2023 12:39:11PI	15.27 5.13	34,254.65 34,269.92 34,275.05 34,275.05
202300030803 741CS 202300030803 Traffic 202300030803 Scene 202300030803 Available	Traffic - Misc Traffic - Misc Traffic - Misc	10/10/2023 9:01:23AM 10/10/2023 9:05:30AM 10/10/2023 9:06:39AM	10/10/2023 9:05:30AN 10/10/2023 9:06:39AN 10/10/2023 9:06:39AN	4.12 1.15 0.00	34,279.17 34,280.32 34,280.32
202300030834 733CS 202300030834 DISP 202300030834 Enroute 202300030834 Scene 202300030834 Available 741CS	Pi Accident Pi Accident Pi Accident Pi Accident	10/10/2023 1:41:31PM 10/10/2023 1:41:50PM 10/10/2023 1:56:36PM 10/10/2023 2:26:11PM	10/10/2023 1:41:50PN 10/10/2023 1:56:36PN 10/10/2023 2:26:11PN 10/10/2023 2:26:11PN	14.77 29.58 0.00	34,280.63 34,295.40 34,324.98 34,324.98
202300030834 DISP 202300030834 Enroute 202300030834 Available	Pi Accident Pi Accident Pi Accident	10/10/2023 1:48:11PM 10/10/2023 1:50:49PM 10/10/2023 1:51:54PM	10/10/2023 1:50:49PN 10/10/2023 1:51:54PN 10/10/2023 1:51:54PN	1.08	34,327.62 34,328.70 34,328.70
202300030914 733CS 202300030914 DISP 202300030914 Enroute 202300030914 Scene 202300030914 Available	Pd Accident Pd Accident Pd Accident Pd Accident	10/11/2023 8:34:01AM 10/11/2023 8:34:09AM 10/11/2023 8:41:21AM 10/11/2023 8:48:11AM	10/11/2023 8:34:09AN 10/11/2023 8:41:21AN 10/11/2023 8:48:11AN 10/11/2023 8:48:11AN	7.20 6.83	34,328.83 34,336.03 34,342.87 34,342.87
202300030915 733CS 202300030915 DISP 202300030915 Available 202300030915 DISP 202300030915 Enroute 202300030915 Available	Traffic - Misc Traffic - Misc Traffic - Misc Traffic - Misc Traffic - Misc	10/11/2023 8:33:33AM 10/11/2023 8:33:37AM 10/11/2023 8:48:42AM 10/11/2023 8:50:27AM 10/11/2023 8:53:07AM	10/11/2023 8:33:37AN 10/11/2023 8:33:37AN 10/11/2023 8:50:27AN 10/11/2023 8:53:07AN 10/11/2023 8:53:07AN	0.07 0.00 1.75 2.67 0.00	34,342.93 34,342.93 34,344.68 34,347.35 34,347.35

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toridant No. Status Name	A objective	ં Stort Tir		End Time		Minutes Spent	! Total ! Minutes
Incident Nr Status Name	Activity	Start Tir	ne	End Time		эрепц	<u>iviiiutes</u>
202300031807 742CS 202300031807 DISP 202300031807 Enroute 202300031807 No Chk At Sc 202300031807 Available	Property Damage Property Damage Property Damage Property Damage	10/19/2023 10/19/2023 10/19/2023 10/19/2023	3:34:06PM 3:34:10PM 3:54:27PM 4:28:25PM	10/19/2023 10/19/2023 10/19/2023 10/19/2023	3:34:10PN 3:54:27PN 4:28:25PN 4:28:25PN	0.07 20.28 33.97 0.00	34,347.42 34,367.70 34,401.67 34,401.67
202300031943 733CS 202300031943 DISP 202300031943 Scene 202300031943 Available	Animal Animal Animal	10/20/2023 10/20/2023 10/20/2023	4:16:38PM 4:16:41PM 4:31:10PM	10/20/2023 10/20/2023 10/20/2023	4:16:41PN 4:31:10PN 4:31:10PN	0.05 14.48 0.00	34,401.72 34,416.20 34,416.20
202300032295 742CS 202300032295 DISP 202300032295 Enroute 202300032295 Available	Misc Non-criminal Misc Non-criminal Misc Non-criminal	10/23/2023 10/23/2023 10/23/2023	5:01:27PM 5:01:34PM 5:13:46PM	10/23/2023 10/23/2023 10/23/2023	5:01:34PN 5:13:46PN 5:13:46PN	0.12 12.20 0.00	34,416.32 34,428.52 34,428.52
202300032455 742CS 202300032455 DISP 202300032455 Enroute 202300032455 No Chk At Sc 202300032455 Available	Unlock Vehicle/bldg Unlock Vehicle/bldg Unlock Vehicle/bldg Unlock Vehicle/bldg	10/25/2023 10/25/2023 10/25/2023 10/25/2023	4:13:13PM 4:13:20PM 4:38:33PM 4:46:33PM	10/25/2023 10/25/2023 10/25/2023 10/25/2023	4:13:20PN 4:38:33PN 4:46:33PN 4:46:33PN	0.12 25.22 8.00 0.00	34,428.63 34,453.85 34,461.85 34,461.85
202300033200 733CS 202300033200 DISP 202300033200 Available	Animal Animal	11/01/2023 11/01/2023	1:30:44PM 1:31:40PM	11/01/2023 11/01/2023	1:31:40PN 1:31:40PN	0.93 0.00	34,462.78 34,462.78
202300033230 742CS 202300033230 DISP 202300033230 Enroute 202300033230 Scene 202300033230 Available	Assist Other Agency Assist Other Agency Assist Other Agency Assist Other Agency	11/01/2023 11/01/2023	5:15:40PM 5:15:46PM 5:34:37PM 5:39:29PM	11/01/2023 11/01/2023 11/01/2023 11/01/2023		0.10 18.85 4.87 0.00	34,462.88 34,481.73 34,486.60 34,486.60
202300033283 733CS 202300033283 DISP 202300033283 Scene 202300033283 No Chk At Sc 202300033283 Available	Traffic - Misc Traffic - Misc Traffic - Misc Traffic - Misc	11/02/2023 11/02/2023 11/02/2023 11/02/2023	1:33:35PM 1:33:39PM 1:33:43PM 1:57:32PM	11/02/2023 11/02/2023 11/02/2023 11/02/2023	1:33:39PN 1:33:43PN 1:57:32PN 1:57:32PN	0.07 0.07 23.82 0.00	34,486.67 34,486.73 34,510.55 34,510.55
202300033300 742CS 202300033300 DISP 202300033300 Enroute 202300033300 Scene 202300033300 Available	Pd Accident Pd Accident Pd Accident Pd Accident	11/02/2023 11/02/2023 11/02/2023 11/02/2023	5:31:06PM 5:44:11PM	11/02/2023 11/02/2023 11/02/2023 11/02/2023	5:31:06PN 5:44:11PN 6:19:16PN 6:19:16PN	7.10 13.08 35.08 0.00	34,517.65 34,530.73 34,565.82 34,565.82
<b>202300033403 741CS</b> 202300033403 Available	Animal	11/03/2023	2:09:13PM	11/03/2023	2:09:13PN	0.00	34,565.82
<b>202300033511 733CS</b> 202300033511 DISP	Animal	11/04/2023	3:02:43PM	11/04/2023	3:02:47PN	0.07	34,565.88

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en e		8075780 Vo * 117900				<u>Minutes</u>	<u>Total</u>
Incident Nr Status Name	<u>Activity</u>	Start Tir	64 to 00000 PV 75 54 0000 VI	End Time		<u>Spent</u>	<u>Minutes</u>
202300033511 Scene	Animal	11/04/2023	3:02:47PM	11/04/2023	3:08:35PN	5.80	34,571.68
202300033511 No Chk At Sc	Animal	11/04/2023	3:08:35PM	11/04/2023	3:56:37PN	48.03	34,619.72
202300033511 Available	Animal	11/04/2023	3:56:37PM	11/04/2023	3:56:37PN	0.00	34,619.72
202300033511 DISP	Animal	11/06/2023	2:25:50PM	11/06/2023	2:25:53PN	0.05	34,619.77
202300033511 Scene	Animal	11/06/2023	2:25:53PM	11/06/2023	2:26:09PN	0.27	34,620.03
202300033511 No Chk At Sc	Animal	11/06/2023	2:26:09PM	11/06/2023	2:29:30PN	3.35	34,623.38
202300033511 Available	Animal	11/06/2023	2:29:30PM	11/06/2023	2:29:30PN	0.00	, 34,623.38
20200000011	7 ((11) ((3))						,
202300033919							
733CS		8					
202300033919 DISP	Pi Accident	11/08/2023	3:15:30PM	11/08/2023	3:20:49PN	5.32	34,628.70
202300033919 Enroute	Pi Accident	11/08/2023	3:20:49PM	11/08/2023	3:31:14PN	10.42	34,639.12
202300033919 Scene	Pi Accident	11/08/2023	3:31:14PM	11/08/2023	4:19:13PN	47.98	34,687.10
202300033919 Available	Pi Accident	11/08/2023	4:19:13PM	11/08/2023	4:19:13PN	0.00	34,687.10
1							
202300034019							
733CS							
202300034019 DISP	Animal	11/09/2023	3:15:07PM	11/09/2023	3:15:22PN	0.25	34,687.35
202300034019 Enroute	Animal	11/09/2023	3:15:22PM	11/09/2023	3:30:28PN	15.10	34,702.45
202300034019 Scene	Animal	11/09/2023	3:30:28PM	11/09/2023	3:56:41PN	26.22	34,728.67
202300034019 Available	Animal	11/09/2023	3:56:41PM	11/09/2023	3:56:41PN	0.00	34,728.67
202300034885							
741CS		50 2440/20140A20140099***********			ST.		
202300034885 Available	Animal	11/18/2023	9:24:34AM	11/18/2023	9:24:34AN	0.00	34,728.67
202300034896							•
741CS	W_ 9W	4414010000	44.00.40484	44 (40 (0000	44.00.4041	2.55	04 700 75
202300034896 DISP	Animal	11/18/2023		11/18/2023	11:26:18AN	80.0	34,728.75
202300034896 Enroute	Animal	11/18/2023	11:26:18AM	11/18/2023	11:47:31AN	21.22	34,749.97
202300034896 Scene	Animal			11/18/2023	1:02:01PN	74.50	34,824.47
202300034896 Available	Animal	11/18/2023	1:02:01PM	11/18/2023	1:02:01PN	0.00	34,824.47
00000007400							
202300035103							
742CS	Animal	11/20/2022	4:48:50PM	11/20/2023	4-40-E2DN	0.05	24 924 52
202300035103 DISP			4:48:53PM			0.05	34,824.52
202300035103 Enroute 202300035103 No Chk At Sc	Animal			11/20/2023		25.77	34,850.28
	Animal		5:14:39PM	11/20/2023		8.05	34,858.33
202300035103 Available	Animal	11/20/2023	5:22:42PM	11/20/2023	5:22:42PW	0.00	34,858.33
202300036148				8:			9900
742CS							
202300036148 DISP	Animal	11/30/2023	3:03:45PM	11/30/2023	3:03:48PM	0.05	34,858.38
202300036148 Scene	Animal	11/30/2023		11/30/2023		14.18	34,872.57
202300036148 Available	Animal		3:17:59PM	11/30/2023		0.00	34,872.57
25200000 140 / Wallable	7 SHITIME	1110012020	J. 11 1001 IVI	11/00/2020	J. 17.031 IV	0.00	0-,012.01
202300036538							
742CS							
202300036538 Enroute	Animal	12/04/2023	11:45:07AM	12/04/2023	12:10:50PI	25.72	34,898.28
202300036538 Available	Animal		12:10:50PM	12/04/2023		0.00	34,898.28
202300036996							
741CS		Section 2018 Section for A. A. Section And Section Co.		SECURIAL ESPECIALISMS (CONTROL SECURIOR			
202300036996 DISP	Pd Accident		12:06:56PM	12/08/2023		7.82	34,906.10
202300036996 Scene	Pd Accident	12/08/2023	12:14:45PM	12/08/2023	12:33:34PI	18.82	34,924.92
202300036996 Available	Pd Accident	12/08/2023	12:33:34PM	12/08/2023	12:33:34PI	0.00	34,924.92
202300037641							
733CS	()_1_3_3,3,1,1,1,1,0,1,1	40145/0005	1.00 05511	404.5555			
202300037641 Enroute	Unlock Vehicle/bldg	12/15/2023	4:03:35PM	12/15/2023	4:24:53PN	21.30	34,946.22

		į.					Running
<u>Incident Nr</u> <u>Status Name</u> 202300037641 Scene 202300037641 Available	Activity Unlock Vehicle/bldg Unlock Vehicle/bldg	<u>Start Tir</u> 12/15/2023 12/15/2023		End Time 12/15/2023 12/15/2023	4:32:41PN 4:32:41PN	Minutes Spent 7.80 0.00	Total Minutes 34,954.02 34,954.02
202300037041 Available	Officer verticle/bldg	12/10/2020		12/10/2020	4.02.411 18	0.00	04,004.02
742CS 202300037716 DISP 202300037716 Enroute 202300037716 Scene 202300037716 Available	Animal Animal Animal Animal	12/16/2023 12/16/2023 12/16/2023 12/16/2023	5:14:47PM 5:14:52PM 5:39:01PM 5:50:12PM	12/16/2023 12/16/2023 12/16/2023 12/16/2023	5:14:52PN 5:39:01PN 5:50:12PN 5:50:12PN	0.08 24.15 11.18 0.00	34,954.10 34,978.25 34,989.43 34,989.43
202300038086 733CS							
202300038086 DISP 202300038086 Scene 202300038086 Available	Animal Animal Animal		12:13:38PM 12:13:42PM 1:05:00PM	12/20/2023 12/20/2023 12/20/2023	12:13:42PI 1:05:00PN 1:05:00PN	0.07 51.30 0.00	34,989.50 35,040.80 35,040.80
202300038126 742CS							
202300038126 DISP 202300038126 Enroute 202300038126 No Chk At Sc 202300038126 Available 202300038126 DISP	Animal Animal Animal Animal Animal	12/20/2023 12/20/2023 12/20/2023 12/20/2023 12/20/2023	4:56:48PM 4:56:51PM 5:23:16PM 5:23:25PM 5:26:47PM	12/20/2023 12/20/2023 12/20/2023 12/20/2023 12/20/2023	4:56:51PN 5:23:16PN 5:23:25PN 5:23:25PN 5:23:26PN	0.05 26.42 0.15 0.00 -3.35	35,040.85 35,067.27 35,067.42 35,067.42 35,064.07
202300038129 742CS							
202300038129 DISP 202300038129 Enroute 202300038129 Available	Pd Accident Pd Accident Pd Accident	12/20/2023 12/20/2023 12/20/2023	5:23:26PM 5:27:02PM 5:52:57PM	12/20/2023 12/20/2023 12/20/2023	5:27:02PN 5:52:57PN 5:52:57PN	3.60 25.92 0.00	35,067.67 35,093.58 35,093.58
202300038209 742CS		5				ļ	
202300038209 DISP 202300038209 No Chk At Sc 202300038209 Available	Animal Animal Animal	12/21/2023 12/21/2023 12/21/2023	9:36:06AM 9:36:18AM 9:38:33AM	12/21/2023 12/21/2023 12/21/2023	9:36:18AN 9:38:33AN 9:38:33AN	0.20 2.25 0.00	35,093.78 35,096.03 35,096.03
202300038250 742CS							
202300038250 DISP 202300038250 Enroute 202300038250 Scene 202300038250 Available	Animal Animal Animal Animal	12/21/2023 12/21/2023 12/21/2023 12/21/2023	6:02:42PM	12/21/2023 12/21/2023 12/21/2023 12/21/2023	6:07:26PN 6:10:19PN	0.08 4.73 2.88 0.00	35,096.12 35,100.85 35,103.73 35,103.73
202300038433 733CS							
202300038433 DISP 202300038433 Enroute 202300038433 Scene 202300038433 Available	Animal Animal Animal Animal	12/23/2023 12/23/2023	11:39:04AM 11:39:07AM 12:07:40PM 12:30:46PM	12/23/2023 12/23/2023 12/23/2023 12/23/2023	12:07:40PI 12:30:46PI	0.05 28.55 23.10 0.00	35,103.78 35,132.33 35,155.43 35,155.43
202300038680 733CS 202300038680 DISP 202300038680 No Chk At Sc 202300038680 Available	Animal Animal Animal	12/27/2023	8:08:52AM 8:09:05AM 8:20:35AM	12/27/2023 12/27/2023 12/27/2023	8:20:35AN	0.22 11.50 0.00	35,155.65 35,167.15 35,167.15
202300038808 742CS 202300038808 DISP 202300038808 Enroute	Traffic - Misc Traffic - Misc		12:00:28PM 12:00:36PM		12:00:36PI 12:09:16PI	0.13 8.67	35,167.28 35,175.95

						Running
					<u>Minutes</u>	<u>Total</u>
Incident Nr	Status Name	Activity	Start Time	End Time	Spent	<u>Minutes</u>
202300038808	Scene	Traffic - Misc	12/28/2023 12:09:16PM	12/28/2023 12:13:13PI	3.95	35,179.90
202300038808	Available	Traffic - Misc	12/28/2023 12:13:13PM	12/28/2023 12:13:13Pl	0.00	35,179.90

**Total Minutes: 35,179.90** 

Activity		NIBRS - Activity Codes			
Code	Descriptor				
	GROUP A				
AC	Animal Cruelty	Abuse or neglect of animal			
AR	Arson	Intentionally destroy property by fire			
A	Assault	Altercation between parties where physical harm occurred			
AA	Aggravated Assault	Assault where substantial injury is caused or weapon used			
ВВ	Bribery	Offering, giving, receive anything of value to sway judgement			
В	Burglary	Unlawful entry into a structure to commit a crime			
CF	Counterfeiting/Forgery	Alter, copy, imitation, passing a copy as an original			
P	Property Damage	All damage to property			
D	Drugs	All drug violations, possession of, sale of, manufacture of			
EM	Embezzlement	Misappropriation of money, property entrusted to person			
EX	Extortion/Blackmail	Unlawful obtain money, property by use or threat of force			
U	Fraud	Intential perversion of truth to obtain money or property			
G	Gambling	Unlawful operate, promote or assist in operation of gambling			
H	Homicide	Intentional taking of a persons life			
нт	Human Trafficking	Induce a person to perform sex act or labor via force, fraud or coercian			
K	Kidnapping	Unlawful seizure, transport or detain person against their will			
T	Theft/larceny	Taking of property, stealing			
V	Motor Vehicle Theft	Theft of a motorized vehicle			
PO	Pornograghy	Manufacture, publish, sell, buy, possess sexually explicit material			
PR	Prostitution	Unlawfully engage in or promote sexual activity for anything of value			
R	Robbery	Taking of property by use of force			
S	Sex Offenses	Forcible sexual assault			
SN	Sex Offenses, Nonforcible	Nonforcible sexual intercourse (incest, statutory rape)			
SP	Stolen Prop Offenses	Receive, buy, sel possess, conceal, transport known stolen property			
W	Weapons	Violation of manufacture, sale purchase, transportm use firearm			

	GROUP B	
ВС	Bad Checks	Intential issuance of check against insufficient or nonexistent funds
CL *	Curfew/Loitering	Curfew violation/ person remain in area w/o visable means of support
DP *	Disorderly Conduct	Behavior tends to disturb publice peace/shock public sense of morality
J	Driving Under Influence	Traffic stop or accident involving drive under influence
DR *	Drunkness	Drink alcohol to extent substantial impairs mental and physical function
FO	Family Offense, Non violent	Unviolent acts by family member against another family member
LV	Liquor Law Viol	Illegal consumption, sale, possession of liquor
PT *	Peeping Tom	Secretly look in windows, doorway, keyhole for purpose of voyeurism
RU	Runaway	Juvenile runaway
TR *	Trepassing	Unlawfully enter land, dwelling or other real property
М	All Other Offenses	OFP/Danco violation, Traffic - Hit & run accident
		All other offense not included in other A & B classifications
0 *	Ordinances	Laws/rules created by county or cities.
*		Use only when Enforcement used (citation or arrest)

#### Activity Codes Non-criminal, Traffic and Administrative

	NON CRIMINAL	
Code	Description	
1	Misc. NonCriminal	Gen law enforcement questions: citizen assists, lost and found property
		civil disputes, juvenile disciplinary issues, etc
2	Unlock Veh/Bldg	Unlock doors of automobile, residence or business for owners
3	Alarm	Checking on an alarm at a private residence or business
4	Domestic	Verbal argument between parties. Must have relationship. No charges
5	Missing Person	Missing / Lost person (not runaway)
6	Abuse/Neglect - Info only	Abuse or neglect of children or adults
9	Animal	Animal bites, stray animals. All calls involving animals
10	Medical	Assist persons with medical issues, natural cause deaths
11	House/Business Check	Check on residences or business when owners are away from property
12	Assist other Agency	Assist other law enforcement, state patrol, govt depts, EMT or medical
13	Fire Call	Fires and assist to fire departments
15	Mental Health	Suicides, 72 hr holds for mental health issues
16	Civil Process	Service of civil papers. Assist with civil standby situations
17	Transport	Trtansport persons for various reasons.
19	Warrant Service	Service of warrant for Carver County and other counties.
20	Boat & Water	All incidents involving boats, watercraft and/or lakes
21	Snowmobile	All incidents involving snowmobiles
22	ATV	All incidents involving ATV
30	Suspicious Activity	Suspicious persons, acts or vehicles. Accidental 911 calls
31	Open Door	Located an open door to a business or residence
34	Drug - Info Only	Drug information only
35	Disturbance - Info Only	Noise complaint, disturbing peace
60	Child Custody Dispute	Incidents involving dispute over child custody

	TRAFFIC RELATED	
Code	Description	
8	Traffic - Misc	Misc. traffic issues, stalled vehicle, debris on roadway, traffic control,
		veh in ditch, assists, all parking issues
38	Traffic - Stops	All traffic stops initiated by officers
50	Auto Accd - Prop Damage	Auto accident in which only property damage occurred
51	Auto Accd - MV vs deer	Auto accident involving a motor vehicle and deer
52	Auto Accd - Injury	Auto accident in which injury and property damage occurred
54	Auto Accd - Fatality	Auto accident in which a fatality occurred
80	Driving Complaint	Complaints of bad driving behavior.

	ADMINISTRATIVE	1
Code	Description	
0	Call Error	Calls for service created in error
18	Warrant Issued	Warrant issued by Carver County Court Administration
23	Explosive/Firearm Dealer	Application for a permit for explosives or firearms dealer license.
24	Gun Permit - Acquire	Application for a permit to purchase a handgun.
25	Gun Permit -Carry (new)	Application for a permit to carry a handgun.
26	Gun Permit - Transfer	Application for the transfer of a reg. gun from one individual to another.
28	Gun Permit - Carry (renewa	Application to renew a permit to carry a handgun.
32	Gun Permit - Carry Late Re	Application to renew a permit to carry a handgun after 90 day expiration
37	Rec Ck - Immigration	Records check for updating immgration status
39	Rec Ck - Gambling Permit	Records check for gambling permit
40	Rec Ck - Citizen Academy	Records check for citizens academy
41	Rec Ck - Adoption	Records check for adoption
42	Rec Ck - Carver Cty Employ	Records check for Carver County employment
43	Rec Ck - SO Employ	Records check for Carver County Sheriff's Office employment
44	Rec Ck - SO Volunteer	Records check for Carver County Sheriff's Office Volunteer
45	Rec Ck - DHS	Records check for Dept of Human Services
46	Rec Ck - Name Change	Records check for Name change purposed
47	Rec Ck - Other Employ	Records check for other employment
48	Rec Ck - Individual	Records check for an individual
49	Rec Ck - Military	Records check for the military
61	License - Day Care	Records check for a day care license
62	License - Foster Care	Records check for a foster care license
63	License - Liquor	Records check for a liquor license
64	License - Massage Parlor	Records check for a massage parlor license
65	License - Fireworks	Records check for fireworks permit
66	License - Peddler	Records check for peddlers license
999	Sealed	Records are sealed by Court Order

### CARVER COUNTY SHERIFF'S OFFICE



# CITY OF CHANHASSEN 3-YEAR REVIEW 2021 TO 2023



IN PARTNERSHIP BETWEEN THE CARVER COUNTY SHERIFF'S OFFICE AND THE CITY OF CHANHASSEN FOR OVER 50 YEARS



## CARVER COUNTY SHERIFF'S OFFICE

**Mission Statement:** 

Vision Statement: The vision of the carver County Sheriff's Office is to advance our professional relationships with community partners and government agencies to provide effective services that address the needs of the citizens.

## SHERIFF'S OFFICE INITIATIVES 2023-2026

- Community Outreach-
- Succession Planning-

- Community Safety- Create a place for the citizens of Carver County to live and work free from crime and the fear of crime.
- Recruitment/Retention-Utilize strategies that will help identify, attract, hire, and retain top talent.

## **GROUP A CRIMES**

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• GREEN, GRAY.

did see the same criminal patterns as previous years
related to metro crime sprees in 2023

Group A	2021	2022	202
Arson	3	0	
Agg Assault	7	8	
Assault	51	51	3
Animal Cruelty	0	0	
Bribary	0	0	
Burglary	28	10	1
Counterfeiting/ Forgery	16	11	1
Drugs	59	110	3
Embezzlement	1	2	
Extortion/ Blackmail	3	8	
Fraud	145	108	9
Gambling	0	0	
Homicide	1	0	
Human Trafficking	0	0	
Kidnapping	1	2	
Pornography	2	5	
Property Damage	44	47	4
Prostitution	0	0	
Robbery	2	1	
Sex Offenses-forcible	13	10	1
Sex Offenses-non forcible	0	0	
Stolen Property	3	5	
Theft/ Larceny	224	163	10
Motor Vehicle Theft	13	13	1
Weapons	2	1	
TOTAL	618	555	39

Group B	2021	2022	2023
Bad Checks	0	0	0
Curfew/ Loitering	0	1	1
Disorderly Conduct	24	25	10
Driving Under Influence	34	58	56
Drunkeness	0	0	0
Family Offense- non viol	1	3	2
Liquor Law Violation	11	10	7
Peeping Tom	0	0	0
Runaway	10	4	4
Trespassing	4	6	5
All other Offenses	53	78	35
Ordinances	9	3	10
TOTAL B	146	188	130

## **GROUP B**

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equates to 32%

## **QUALITY OF LIFE CALLS**

GREEN

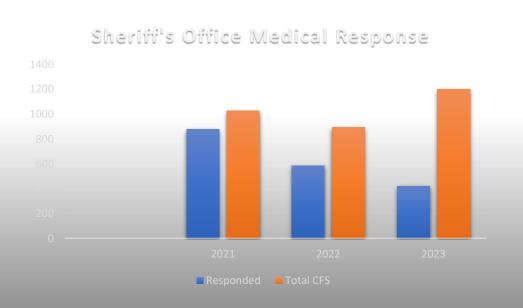
Gray. Separate slide Blue

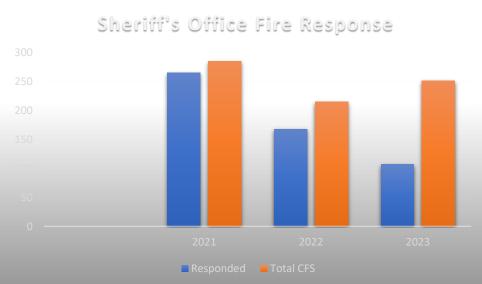
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- Service and Disturbance calls
- Decreases in Domestic, Open Door, Suspicion and Unlock veh/bldg. calls

Non-Criminal	2021	2022	2023
Abuse/ Neglect info only	106	86	109
Alarm	541	497	452
Animal	373	332	283
Assist other agency	168	149	165
Boat and Water	20	84	71
Child Custody Dispute	21	30	22
Civil Process Assist	14	15	8
Domestic	74	44	55
Drug-info only	9	6	3
Fire Call	285	215	251
Gang related	0	0	C
House/ Business check	5	4	4
Medical	1027	895	1200
Mental Health	178	188	165
Misc non-criminal	918	882	922
Missing Person	16	11	21
Open door	61	83	38
Sex offender tracking	0	0	C
Snowmobile	4	1	1
Suspicious Activity	757	773	653
Transport	13	11	12
Unlock veh/ bldg	40	18	18
Warrant Service	21	27	32
ATV	4	2	2
Disturbance-info only	317	317	382
TOTAL NON-CRIMINAL	4972	4670	4870

## MEDICAL AND FIRE CALLS

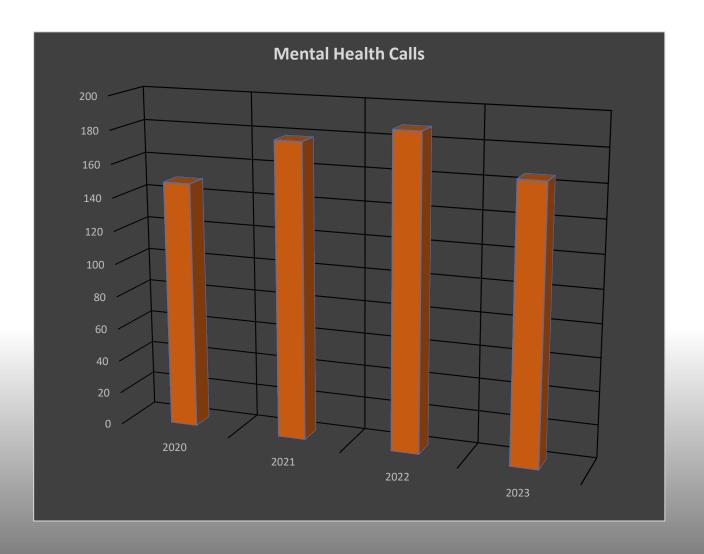




### MENTAL HEALTH

Change in overall response methodology and statute

More to come....



## TRAFFIC AND IT'S IMPACT

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- Resulted in additional traffic stops, citations and arrests (drug crimes and DUI spec.) Also decreases in other crimes based on visibility and reputation. Burglary, property damage and theft.
- Focus on Community safety

2021	2022	2023
0	3	2
38	39	48
338	436	422
35	37	38
241	256	269
808	782	730
2164	2746	3097
3624	4299	4606
	0 38 338 35 241 808	0     3       38     39       338     436       35     37       241     256       808     782       2164     2746

## DEPUTY ALLOCATION ANALYSIS

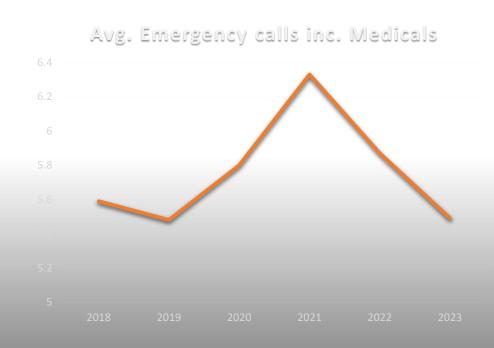
2021	1 Person CFS	1+ Person CFS	2+ Person CFS
Type A Offense	422	29	167
Type B Offense	25	53	68
Non-Criminal	1863	2238	870
Traffic Offenses	1084	338	38
Total (%)	3394	2658	1143
	47%	37%	16%
2022	1 Person CFS	1+ Person CFS	2+ Person CFS
Type A Offense	338	24	192
Type B Offense	23	78	87
Non-Criminal	1696	1796	823
Traffic Offenses	1075	436	42
Total (%)	3132	2334	1144
	47%	35%	17%
2023	1 Person CFS	1+ Person CFS	2+ Person CFS
Type A Offense	265	27	106
Type B Offense	25	35	70
Non-Criminal	1615	1601	731
Traffic Offenses	1037	422	50
Total (%)	2940	2085	957
	49%	35%	16%

NOTES: W/O traffic stops and adjusted call response matrix for 2022 and 2023 for Fire/Medical calls

1 Person CFS:			
Type A crimes			_
	Extortion/ Blackmail		Pornography
	Stolen Property	Theft	Fraud
Type B Crimes			
	Curfew/ Loitering	Liquor violation	Trespassing
Non-Criminal			
	Misc. Non-criminal	Unlock vehicle/bldg	Animal
	Boat and Water	Assist other agency	
	Civil Process	Child Custody	
		· · · · · · · · · · · · · · · · · · ·	'
Traffic			
Traine	Traffic-Misc.	Pd Accident/ Deer	Driving Complaint
	Traffic-iviisc.	ru Accident, Deer	Driving Complaint
1+ Person CFS:			
Type A crimes			
	Counterfeiting/Forg	Vehicle Theft	Kidnapping
	counterrenting, rong	Homicide	arappg
Type B Crimes			
Type b citiles	Bad Checks	Misc. Criminal	
	Bad CHECKS	iviist. Cililiiiai	
Non-Criminal			
	Abuse/Neglect	Medical	Warrant Service
	Suspicious Activity	Drug-info only	Disturbance
<u>Traffic</u>			
	Pd Accident		
2+Person CFS:			
Type A crimes			
	Assault	Agg. Assault	Arson
	Burglary	Drug Violation	Robbery
	Sex Crime	Weapons	
Type B Crimes			
	Drug Violation	Disorderly Conduct	Traffic-Alcohol rel.
	Runaway		
Non-Criminal			
	Alarm	Domestic	Missing Person
	Mental Health	Open Door	
	Wertar realtr	CPC// DOO!	
Troff: o			
<u>Traffic</u>	51.6		
	PI Accident	Fatal Accident	

## OTHER ACTIVITY AND TOTAL ACTIVITY

OTHER INFO	2021	2022	2023
Arrests	113	144	142
Clr. By Report	1654	1515	1208
Investigations closed	311	343	185
Chan Investigator	124	110	70
Traffic citations	697	814	800
TOTAL Patrol Activity	9361	9716	10003





## THINGS TO WATCH FOR

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• New K-9 added this year- Deputy Jake Hendricks #871

#### **City Council Item**

February 26, 2024



Item	Pedestrian Safety Improvement Project Review							
File No.	ENG 24-09	Item No: G.2						
Agenda Section	GENERAL BUSINESS							
Prepared By	Charlie Howley, Director of Public Works/City Engineer							
Reviewed By	Laurie Hokkanen							

#### **SUGGESTED ACTION**

The City Council is asked for informal feedback and general direction on preferred pedestrian crossing safety improvement options.

<b>Motion Type</b>	N/A
Strategic Priority	Operational Excellence

#### **SUMMARY**

Staff will give a presentation to the City Council concerning various pedestrian safety improvement concepts, generally focused on pedestrian crossing locations.

#### **BACKGROUND**

N/A

#### **DISCUSSION**

On December 12, 2022, the City Council adopted the City of Chanhassen Crosswalk Policy, establishing guidelines for enhanced crosswalk treatments, including signage, striping, and other physical improvements. The policy is attached to this staff report. This policy also outlined a consistent procedure for determining when enhancements to crosswalks are necessary.

During the summer of 2023, the Traffic Safety Committee (TSC) recommended that the Engineering Department proactively apply the policy to all city-controlled intersections with existing pedestrian facilities and crossings. The goal was to assess where improvements were needed based on the newly-adopted policy. A study was conducted by staff, evaluating approximately 215 crossing locations within the city's jurisdiction. The findings indicated that 64 locations required minor treatments (Treatments A or B), such as crosswalk markings, stop bars, or in-road bollards. Additionally, 9 locations required more substantial treatments (Treatments C, D, or E), such as curb bump-outs, Rectangular Rapid Flashing Beacons (RRFBs), and High-Intensity Activated crossWalk (HAWK) systems.

The minor treatments identified are scheduled to be installed by City Public Works staff over three years, beginning in 2024. Furthermore, three of the locations requiring substantial improvements were integrated into the Galpin Boulevard Reconstruction Project. This leaves six locations requiring further evaluation and implementation plans to comply with the adopted policy. These six locations are:

- Audubon Road and Park Road
- Audubon Road and Valley Ridge Trail (north intersection)
- Kerber Boulevard and Bighorn Drive
- Kerber Boulevard and Saddlebrook Curve
- Kerber Boulevard and West Village Road
- Galpin Boulevard and Coulter Boulevard

Added to this evaluation was the intersection of Minnewashta Parkway and Kings Road based on the ongoing study of the impacts of the Highway 5 expansion project on Minnewashta Parkway, bringing the total number of areas studied to seven.

The city engaged one of our consultants (Kimley-Horn and Associates, Inc.) to develop concepts and cost estimates for each of the seven locations. Each intersection has a "Low Impact" concept that meets the minimum design requirements outlined in the policy, as well as medium/high impact concepts.

The Engineering Department is seeking feedback and general direction on preferred pedestrian crossing improvements based on the concepts developed.

The technical memo, cost estimates, and policy can be found in the attachments of this report.

#### **BUDGET**

Depending on what improvements are selected, funding would come from the TIM Fund and/or Streets Department of the General Fund.

Two CIP projects would be used as the basis of these improvements:

- CIP ST-047 ADA Transition Plan Improvements
- CIP ST-057 Traffic Safety Improvements

The TH5 expansion project potentially could be leveraged for the Kings Road/Minnewashta Parkway work.

#### **RECOMMENDATION**

N/A

#### **ATTACHMENTS**

Pedestrian Crossing Improvements Memo 02-26-2024 CIP ST-047 CIP ST-056

City of Chanhassen Crosswalk Policy



#### PEDESTRIAN INTERSECTION IMPROVEMENTS MEMORANDUM

To: City of Chanhassen

From: Michael Kirsch, P.E.

Kimley-Horn and Associates, Inc.

Date: February 11, 2024

Subject: City Pedestrian Intersection Improvement Recommendations

#### PURPOSE AND SCOPE

The City of Chanhassen and Kimley-Horn and Associates have partnered to evaluate the existing safety conditions of pedestrian facilities and cross walks throughout the City. The City's Traffic Safety Committee has developed a Cross Walk Policy which establishes the City's guidelines for design treatments for cross walks. This report details crosswalk reviews at high priority intersection locations in the City, shown in **Figure A** and listed below.

- 1. Kerber Blvd and West Village Road
- 2. Kerber Blvd and Saddlebrook Curve
- 3. Kerber Blvd and Bighorn Drive
- 4. Audubon Road and Park Road
- 5. Audubon Road and Valley Ridge Trail North
- 6. Galpin Blvd and Coulter Blvd
- 7. Minnewashta Parkway and Kings Road

#### **REVIEW FORMAT**

Each intersection was evaluated using the City's Cross Walk Policy and Federal Highway Administration's "Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations".

Several concepts and cost estimates were developed for each intersection in this report. Each intersection has a "Low Impact" option that meets the minimum design requirements outlined in the adopted Crosswalk Policy (see appendix A), unless otherwise noted. All the intersections evaluated in this report were uncontrolled intersections and utilized the "Uncontrolled Crosswalk Treatment Flowchart" to evaluate if improvements were warranted, see **Figure 1**.

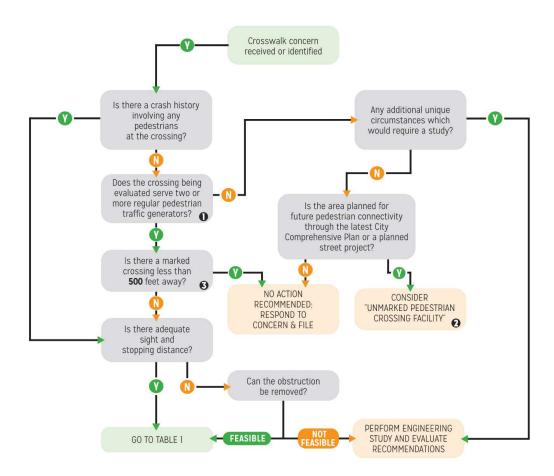


#### FINDINGS & RECOMMENDATIONS:

A flowchart was created to ensure consistent crossing recommendations across the City. Starting with crash history, the flowchart considers pedestrian demand factors, traffic volumes, and surrounding context that could influence crossing safety.

Figure 1

#### UNCONTROLLED CROSSWALK TREATMENT FLOWCHART AT INTERSECTIONS ©



Using the flowchart and guidance from the FHWA (Tables 1 and 2 below) and the City's Cross Walk Decision guide (Table 1), shown in **Appendix A**, two or three proposed alternatives were provided. The recommended design for each intersection is summarized in **Figure B**.



#### **RECOMMENDATIONS:**

#### 1. Kerber Blvd and West Village Road

The pedestrian crosswalk at Kerber and West Village Road is used frequently by pedestrians coming to and from the Elementary School and ballfields. This intersection has inadequate sight distance along the curve of the Kerber Boulevard due to 8 large trees on the West side of the road. This reduces the drivers view of both the intersection and pedestrians and users crossing the intersection at West Village Road. The cost of removing the trees may be infeasible due to the number, size and ownership of the trees. Costs for right-of-way impacts and adjacent property owner appraisals for cutting down buffer trees would most likely outweigh the intersection improvements recommended and provide a similar safety benefit. We recommend the Low Impact alternative for West Village Road, including new streetlighting at either side of Kerber Boulevard. Both proposed alternatives provide additional signage to the drivers and increase the sight distance.

#### 2. Kerber Blvd and Saddlebrook Curve

Saddlebrook Curve has high traffic with both bikes and pedestrians crossing from Kerber Pond Park into the adjacent neighborhoods. The intersection is centered on a curve with boulevard trees along the stretch south of the intersection. These trees reduce the sight distance adequate to see the pedestrians waiting at the crossing and stop safely for those pedestrians. We recommend adding instreet bollards as a pedestrian refuge, tapered stripping improvements to reduce the shoulder widths at the intersection and in-street pedestrian crossing signs. The tapered stripping should help reduce vehicle speeds through this intersection. We recommend adding yellow curb on the approach legs of the intersection to prohibit parking along the road at the intersection. Parking near the crossings can provide a visual barrier for both traffic and pedestrians to see one another.

#### 3. Kerber Blvd and Bighorn Drive

Bighorn Drive is located at a steep low point and in a curve along Kerber Boulevard. There are trees reducing the sight distance on the inside of the curve. With a Meadow Green Park to the west that is connected by a shared use path to the surrounding neighborhoods. The shoulders along Kerber are 10-feet wide on either side, creating a substantial crossing length for pedestrians to cross. We recommend the Low Impact design with reflective bollards for bump out extensions to provide visual obstacle to drivers. This paired with the in-street pedestrian crossing signs are proven safety measures to address the safety issues at this intersection; sight distance, vehicle speeds and crossing distances. The bollard option could be replaced with the High Impact curb extensions to address the same safety countermeasures and be a year-round solution. The reflective bollards would have to be removed during winter months for maintenance and snowplows. We recommend adding yellow curb on the approach legs of the intersection to prohibit parking along the road at the intersection.

#### 4. Audubon Road and Park Road

This intersection is heavily used by trucks for entrance in and out the commercial district on Park. Trucks have much wider turners that need to be accommodated at the intersection. For this reason, we recommend the Low Impact approach by include delineated bump outs with reflective bollards and shoulder tapers on the approach legs. The flexible bollards can be placed to allow the turning movements for the trucks to negotiate the intersection while still providing vertical barriers to help slow through traffic at the intersection and visually call out the pedestrian crossing location. The



FHWA recommends adding in-street pedestrian crossing signs where there are excessive vehicle speeds. Audubon Road is very wide with a straight alignment in this area, which presumably sees increase traffic speeds at this location.

#### 5. Audubon Road and Valley Ridge Trail North

This intersection has both designated left and right turn lanes making the total width of the crossings over 50 feet. This crossing length takes a typical pedestrian over 20 seconds to cross the street. This makes it difficult for both drivers and pedestrians to judge if there is a conflict between each other. The width of the roadway calls for a Type D crossing treatment under the City Cross Walk Policy. This treatment type requires a traffic engineering study to analyze the best alternative between Rectangular Rapid Flashing Beacons (RRFB), High Intensity Activated Crosswalk (HAWK) beacons, pedestrian traffic signals or a grade-separated crossing. If deemed appropriate, the low impact upgrades would be to relocate the crossing across Audubon to the south side of the intersection. We would recommend adding a pedestrian refuge and removing the designated left turn lane into the neighborhood to the West to provide a safer crossing. The traffic study would help support the feasibility for removing this left turn lane.

#### 6. Galpin Blvd and Coulter Blvd

Galpin Boulevard is a County Road with a 45mph speed limit, and 5 lanes. These conditions call for a Type D crossing treatment under the City Cross Walk Policy. The lane configuration and widths do not allow for a pedestrian refuge; therefore this intersection gets bumped up to a Type E treatment. This condition requires a traffic engineering study to analyze crashes, traffic counts, and evaluate the best alternative between RRFB's, HAWK beacons, pedestrian traffic signals or a grade-separated crossing. We have provided a scope and opinion of probable cost for a HAWK system, if that were deemed the correct countermeasure for through the traffic analysis.

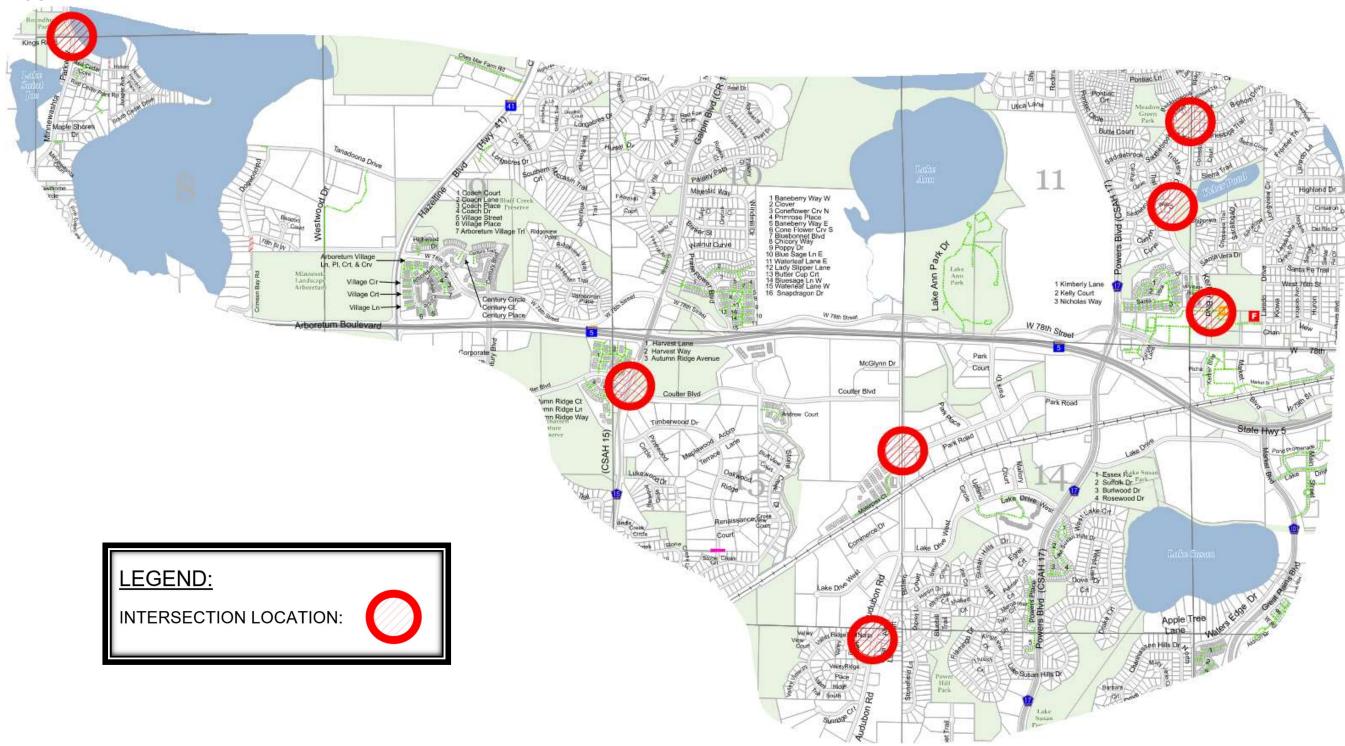
#### 7. Minnewashta Parkway and Kings Road

There have been concerns from residents that drivers along this stretch drive at dangerous speeds and that the intersection could probably use a stop sign. We recommend that this intersection receives a mini-roundabout to address both excessive vehicle speeds and allow traffic flows to continue along this collector during peak traffic hours. A mini-roundabout helps to address multiple safety factors at this intersection. The excessive vehicle speeds will be reduced with the geometry of the roundabout and approach legs. The roundabout geometry would aim to force most drivers to operate the intersection at 10-15mph. This improves the visibility and recognition of the pedestrian crossing as well. Without existing shoulders along Minnewashta, curb extensions are not feasible with this intersection.

## Kimley » Horn



#### FIGURE A:



## Kimley» Horn

#### FIGURE B:

**Recommended Intersection Improvements** 

LEGEND:									
RECOMMENDATION									
FURTHER TRAFFIC STUDY NEEDED TO									
RECOMMENDED ALTERNATIVE									
	KERBER BLVD & V	WEST VILLAGE RD	KERBER BLVD & SAI	DDLEBROOK CURVE	KERBER BLVD &	BIGHORN DRIVE	Al	JDOBON ROAD & PARK R	OAD
INTERSECTION:									
ALTERNATIVE:	HIGH IMPACT	LOW IMPACT	HIGH IMPACT	LOW IMPACT	HIGH IMPACT	LOW IMPACT	HIGH IMPACT	MEDIUM IMPACT	LOW IMPACT
EXISTING INTERSECTION TYPE:	UNCONT	ROLLED	UNCONT	ROLLED	UNCONTI	ROLLED		UNCONTROLLED	
ESTIMATED OPINION OF PROBABLE COST:	\$ 100,000.00	\$ 13,000.00	\$ 42,000.00	\$ 20,000.00	\$ 62,000.00	\$ 12,000.00	\$ 54,000.00	\$ 42,000.00	\$ 20,000.00
MINIMUM TREATMENT TYPE REQUIRED:	TYPE C	TYPE C	ТҮРЕ С	TYPE C	TYPE C	ТҮРЕ С	TYPE C	TYPE C	TYPE C
RECOMMENDED ALTERNATIVE:							$\star$		
ADJACENT PEDESTRIAN TRAFFIC GENERATOR:	CHANHASSEN	ELEMENTARY	KERBER PC	OND PARK	MEADOW GI	REEN PARK	BLU	FF CREEK PRESERVE BIK	EWAY

INTERSECTION:	ЯT	AND VALLEY RIDGE RL	GALPIN BLVD & COULTER BLVD	MINNEWASHTA PWKY & KINGS RD						
ALTERNATIVE:	HIGH IMPACT	LOW IMPACT	HIGH IMPACT	HIGH IMPACT	MEDIUM IMPACT	LOW IMPACT				
EXISTING INTERSECTION TYPE:	UNCONT	ROLLED	UNCONTROLLED	UNCONTROLLED						
ESTIMATED OPINION OF PROBABLE COST:	\$ 100,000.00	\$ 47,000.00	47,000.00 \$ 414,000.00 \$ 790,000.00 \$		\$ 52,000.00	\$ 13,000.00				
MINIMUM TREATMENT TYPE REQUIRED:	TYPE D/E	TYPE D/E	TYPE D/E	ТҮРЕ А	TYPE A	TYPE A				
RECOMMENDED ALTERNATIVE:		$\star$	$\star$							
ADJACENT PEDESTRIAN TRAFFIC GENERATOR:	BLUFF CREEK PRE	ROUNDHOUSE PARK								



#### **APPENDIX A:**

FHWA - "Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations"

## Table 1: Application of Pedestrian Crash Countermeasures by Roadway Feature

Table 1 identifies suggested countermeasures for uncontrolled crossing locations according to roadway and traffic features. Review the corresponding worksheets for countermeasures considered for the site. The worksheets describe additional design and installation considerations for the countermeasures.

Table 1. Application of pedestrian crash countermeasures by roadway feature.

	Posted Speed Limit and AADT																									
	Vehicle AADT <9,000								Vehicle AADT 9,000-15,000							Vehicle AADT >15,000										
Roadway Configuration	≤30 mph		35 mph			≥40	≥40 mph		≤30 mph		35 mph		ph	≥40 mph		ph	≤30 mph		nph	35 mph		h	≥40 mph			
2 lanes	0	2 5	6	0	5	4	1	5	6	0	5	6	0	5	6	①	5	6	4	5	6	①	5	6	0	5 6
(1 lane in each direction)	4	5	0	7	5	6	0	5	0	4	5	0	7	5	9	0	770	0	7	5	9	7	5	9		• •
3 lanes with raised median	0	2	3	0		8	0		0	1		3	0	-	8	1		0	1		0	0		8	0	€
(1 lane in each direction)	4	5		7	5	9	0	5	0	7	5	9	0	5	0	0	5	0	4	5	9	0	5	0		5
3 lanes w/o raised median	0	2	3	0			0			1		3	1		8	1		0	0		<b>6</b>	1			1	•
(1 lane in each direction with a	4	5	6		5	6		5	6	4	5	6		5	6		5	6	4	5	6		5	6	5	6
two-way left-turn lane)	7		9	7		9			0	7		9	0		0			0	7		9			0		e
4+ lanes with raised median (2 or more lanes in each direction)	0		0	0		0	0	0	0	0		0	0		3	0		0	0		0	①		8	①	•
	1000	5	_		5	_		5			5			5	_		5	_		5	_		5			5
	7	8	9	7	8	9		8	0	7	8	9	0	8	0			0	0	8	0			0	_	8 6
4+ lanes w/o raised median	0		0	0		0	0			0		0	0		0	0		0	0		0	1			0	•
(2 or more lanes in each direction)		5	6		5	0			0		5	0		5	0			0		5	0			0		5 6
* THE PERCENT CONTROL AND ADDRESS AND ADDR	7	8	9	7	8	9		8	0	7	8	9	0	8	0		8	0	0	8	0		8	0		8 6

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.\*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)\*\*
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)\*\*

## Table 2: Safety Issues Addressed per Countermeasure

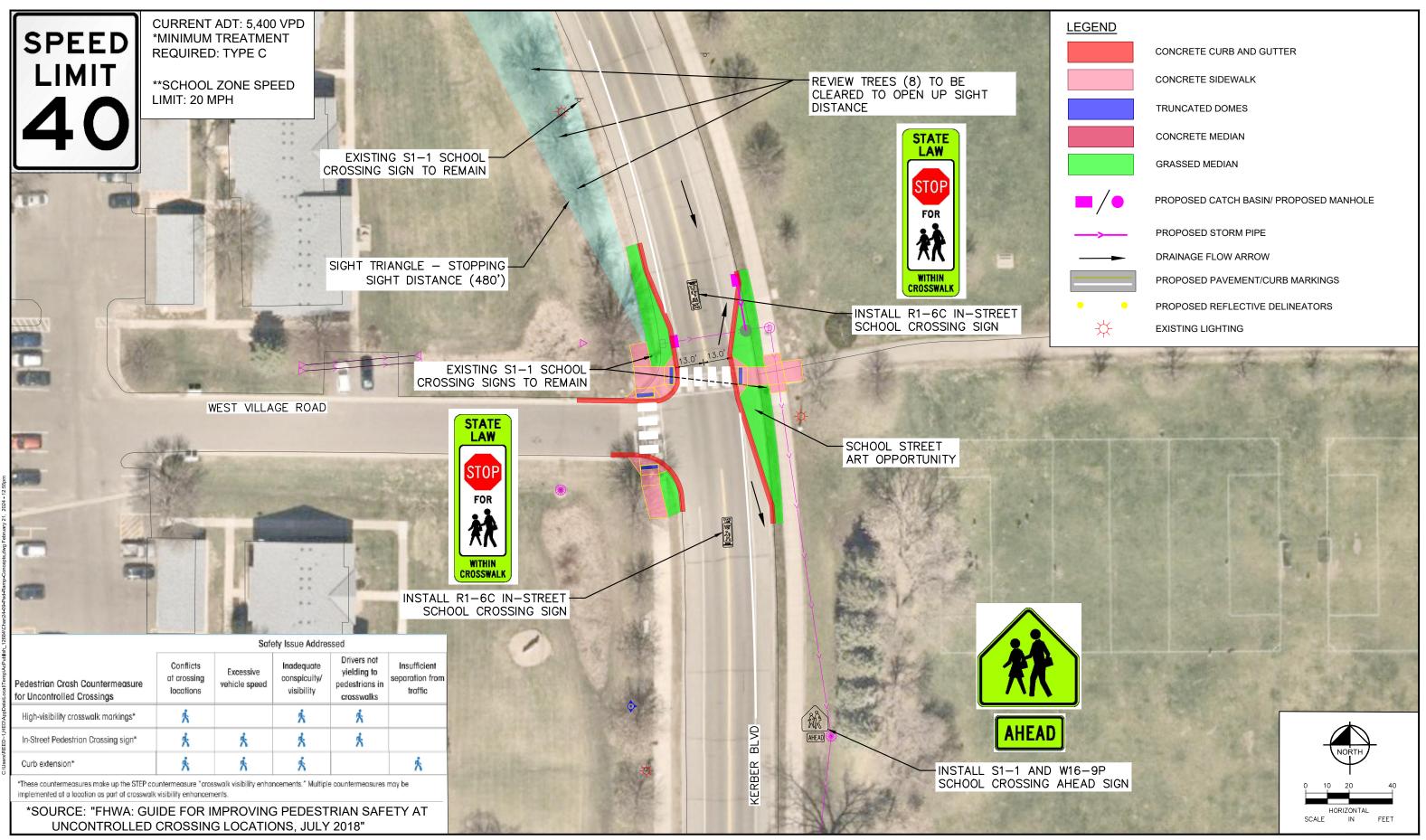
Table 2 identifies the safety issues that may be addressed by suggested countermeasures for uncontrolled crossing locations. Review the corresponding worksheets for countermeasures considered for the site. The worksheets describe additional design and installation considerations for the countermeasures.

Table 2. Safety issues addressed per countermeasure.

	Safety Issue Addressed												
Pedestrian Crash Countermeasure for Uncontrolled Crossings	Conflicts at crossing locations	Excessive vehicle speed	Inadequate conspicuity/ visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic								
Crosswalk visibility enhancement	×	ķ	*	ķ	<b>烧</b>								
High-visibility crosswalk markings*	<b>浅</b>		ķ	<b>汽</b>									
Parking restriction on crosswalk approach*	ķ		ķ	ķ									
Improved nighttime lighting*	ķ		×										
Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line*	ķ		ķ	ķ	ķ								
In-Street Pedestrian Crossing sign*	ķ	ķ	×	ķ									
Curb extension*	<b>浅</b>	六	Å		<b>济</b>								
Raised crosswalk	*	ķ	×	<b>浃</b>									
Pedestrian refuge island	ķ	ķ	×		ķ								
Pedestrian Hybrid Beacon	ķ	ķ	ķ	ķ									
Road Diet	<b>浅</b>	ķ	ķ		ķ								
Rectangular Rapid-Flashing Beacon	ķ		ķ	ķ	ķ								

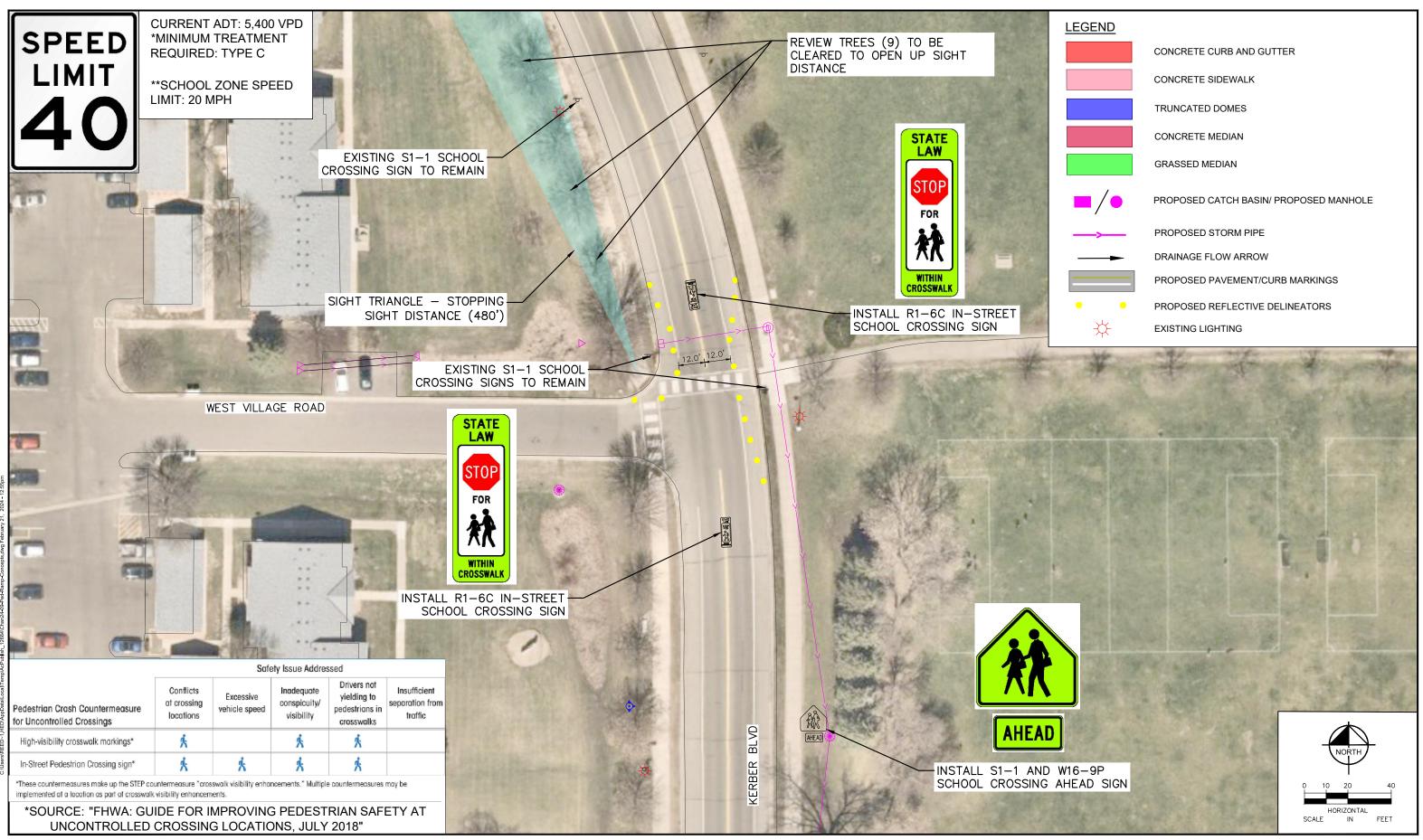
<sup>\*</sup>These countermeasures make up the STEP countermeasure "crosswalk visibility enhancements." Multiple countermeasures may be implemented at a location as part of crosswalk visibility enhancements.





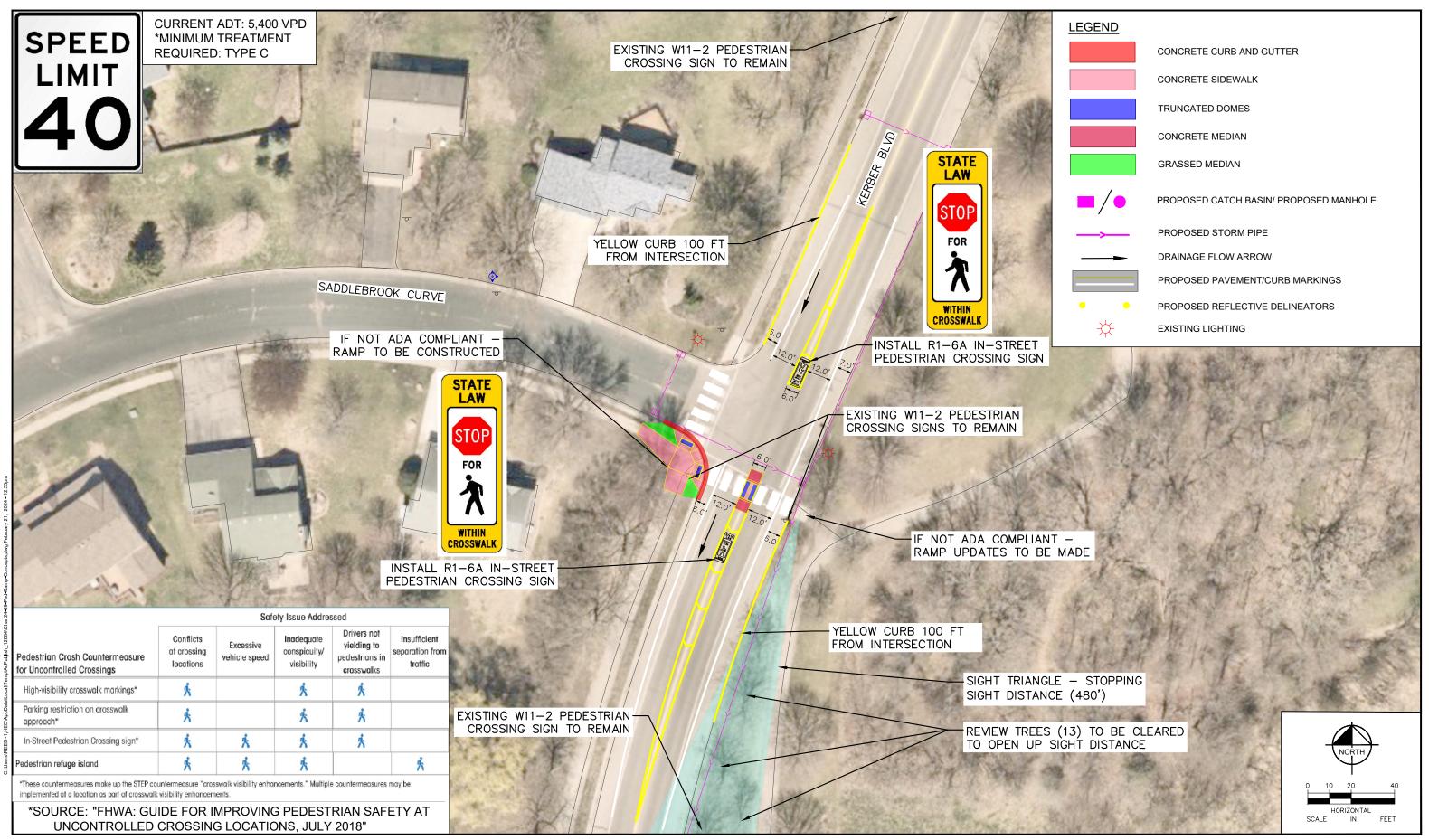






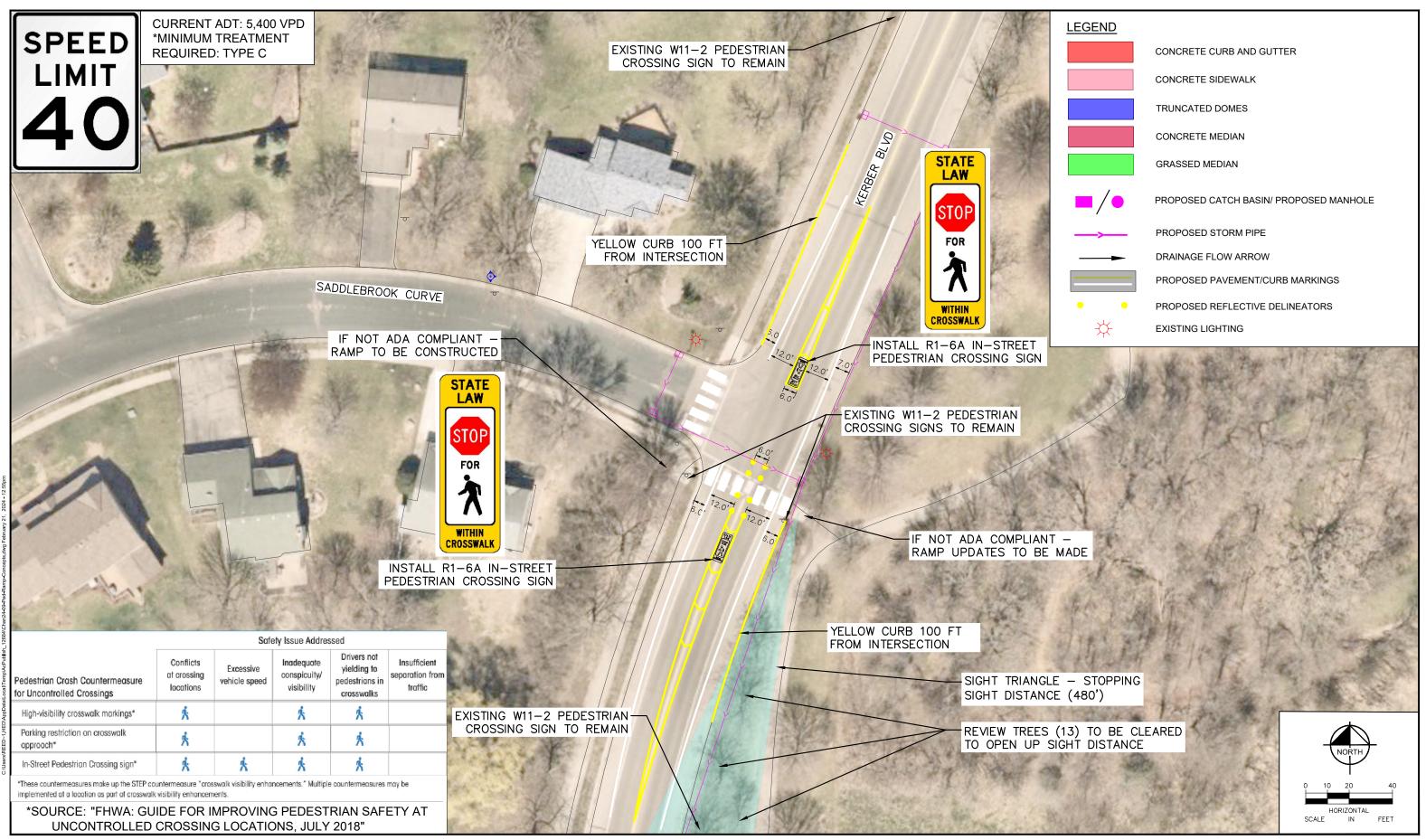






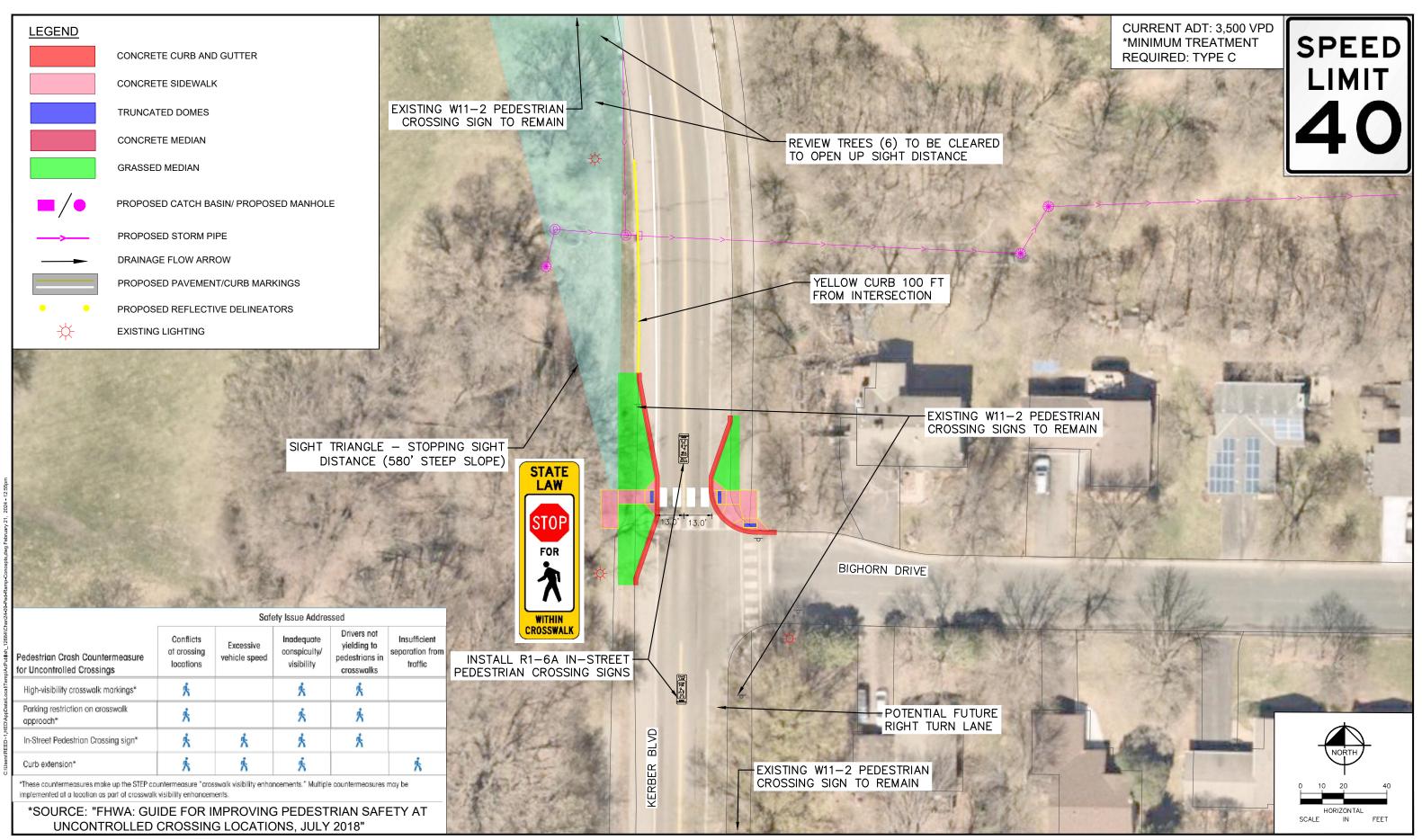






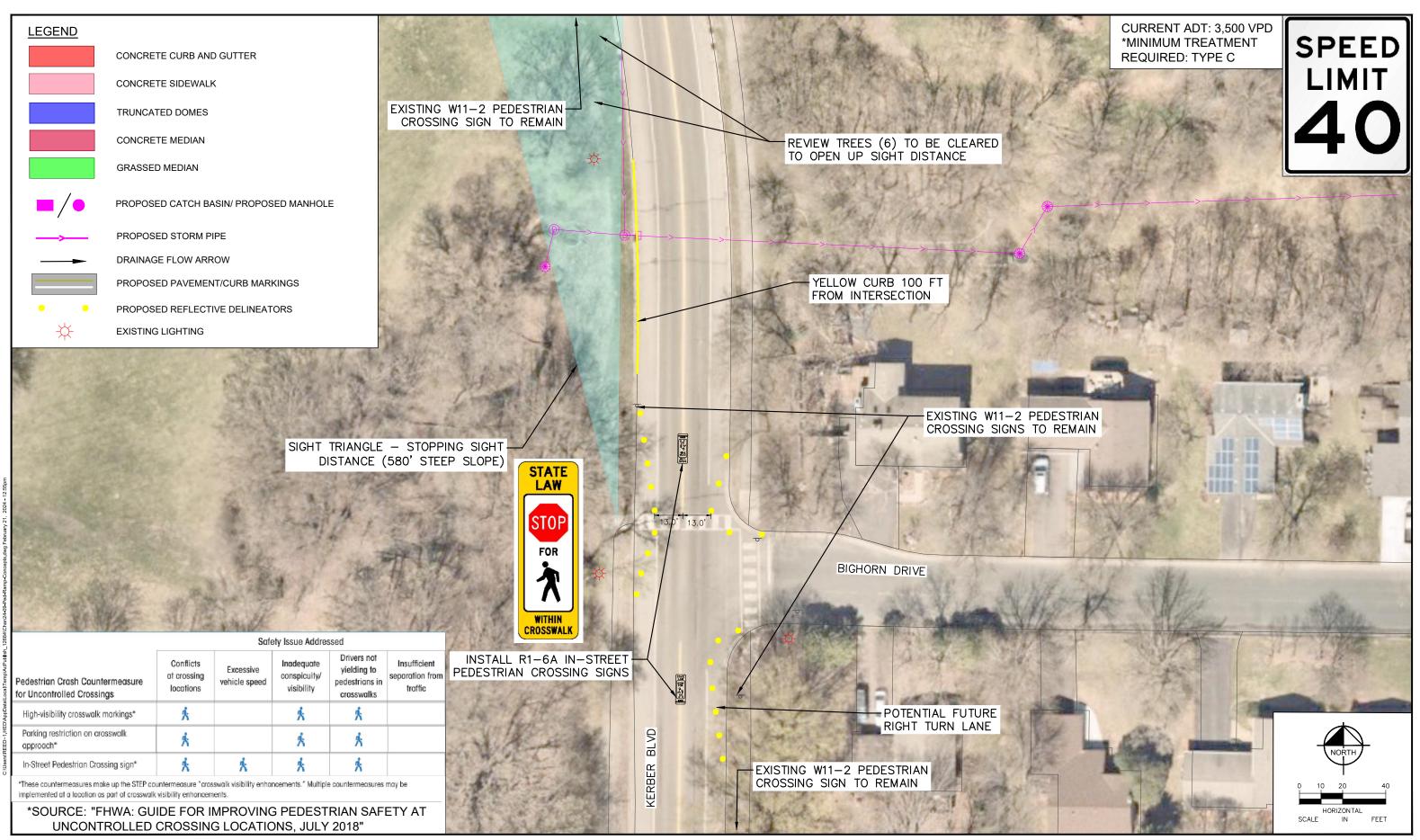






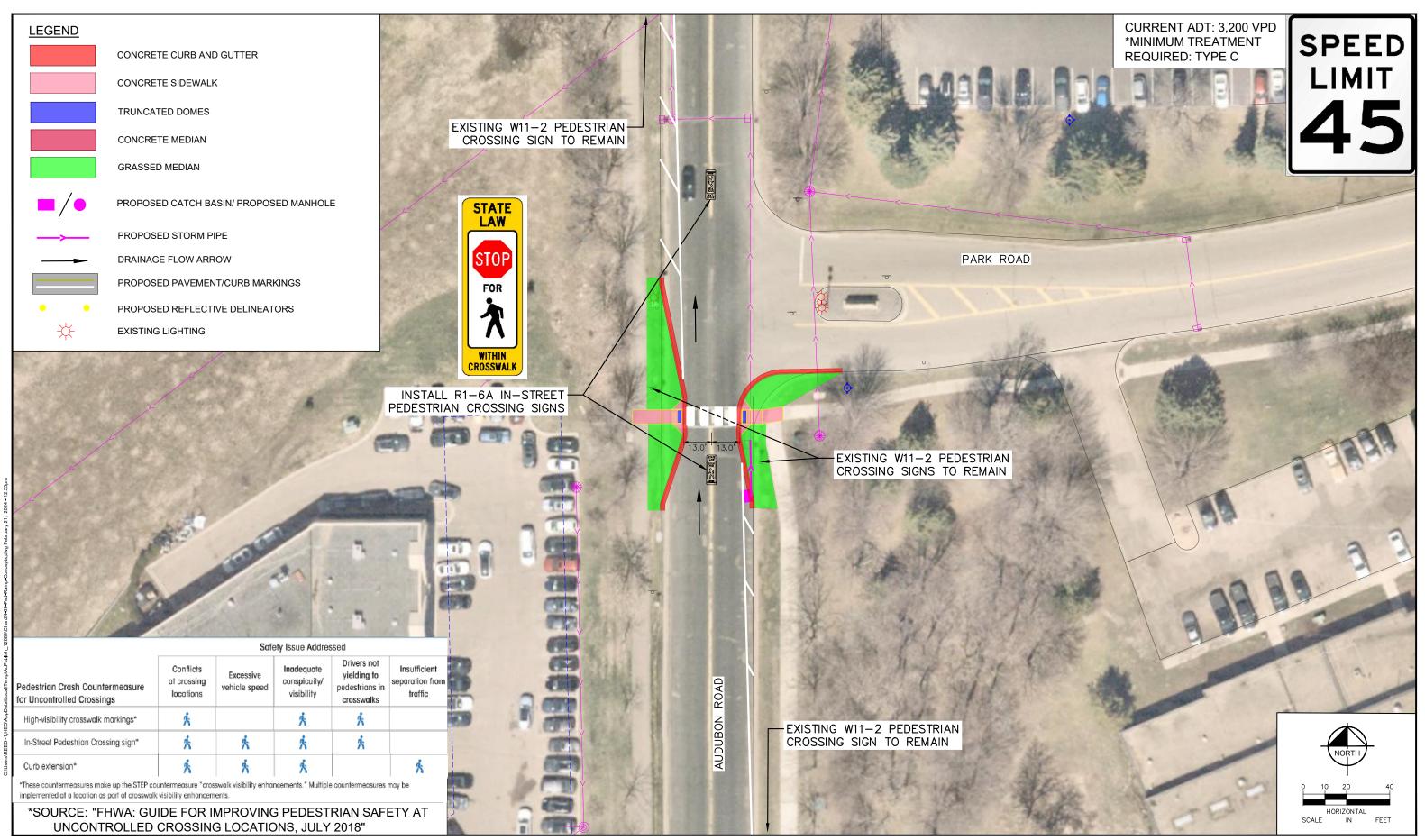






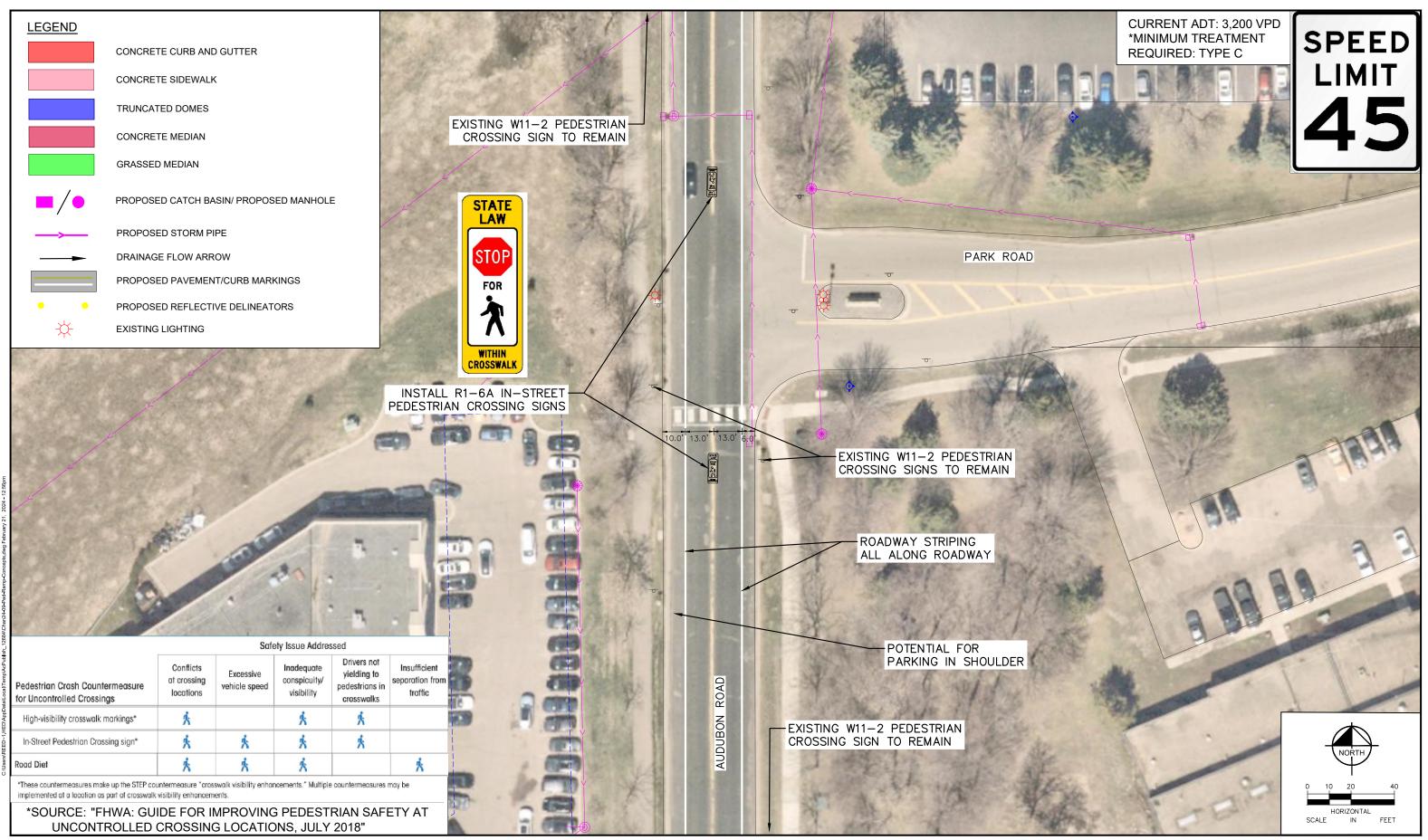






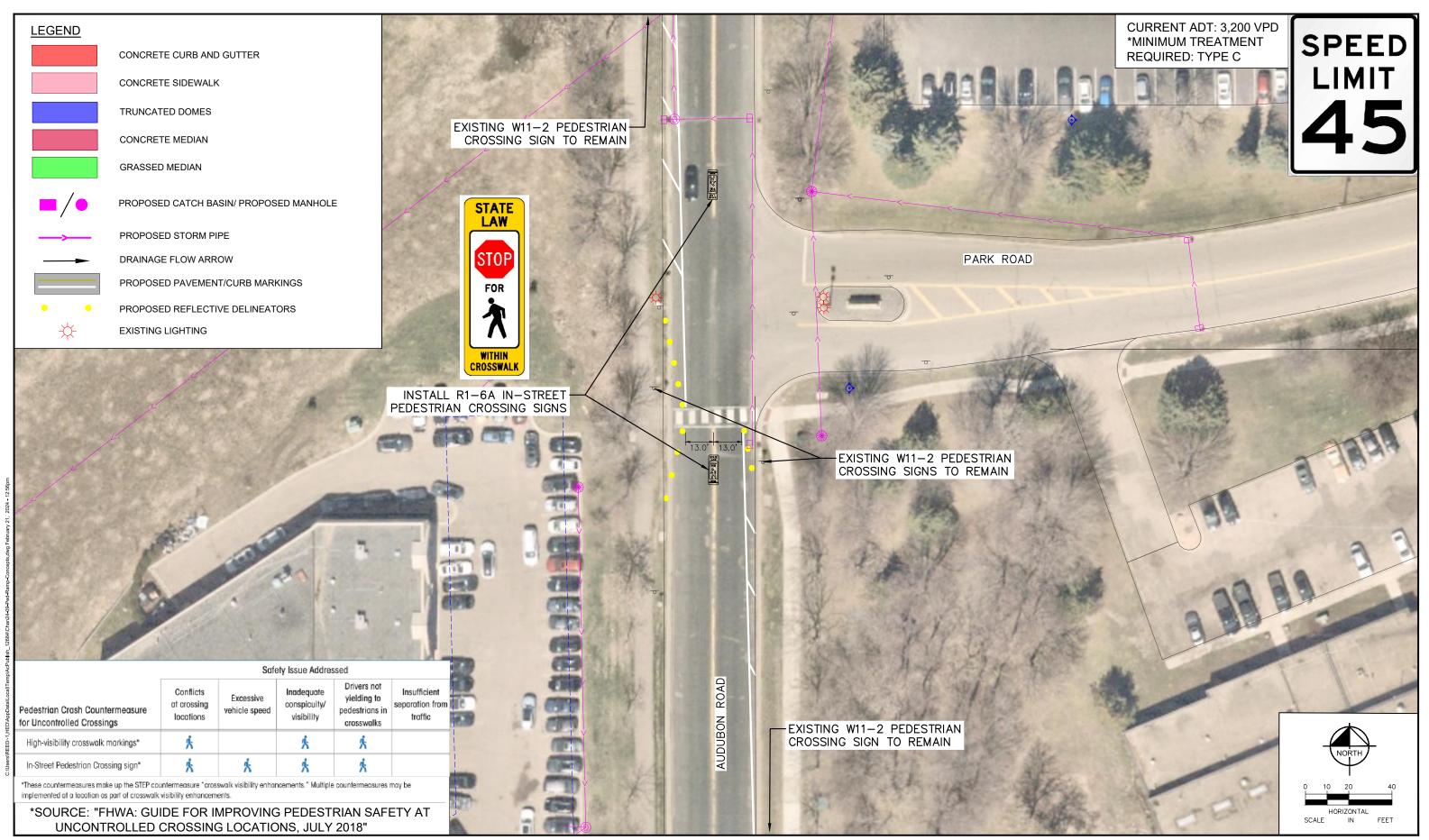






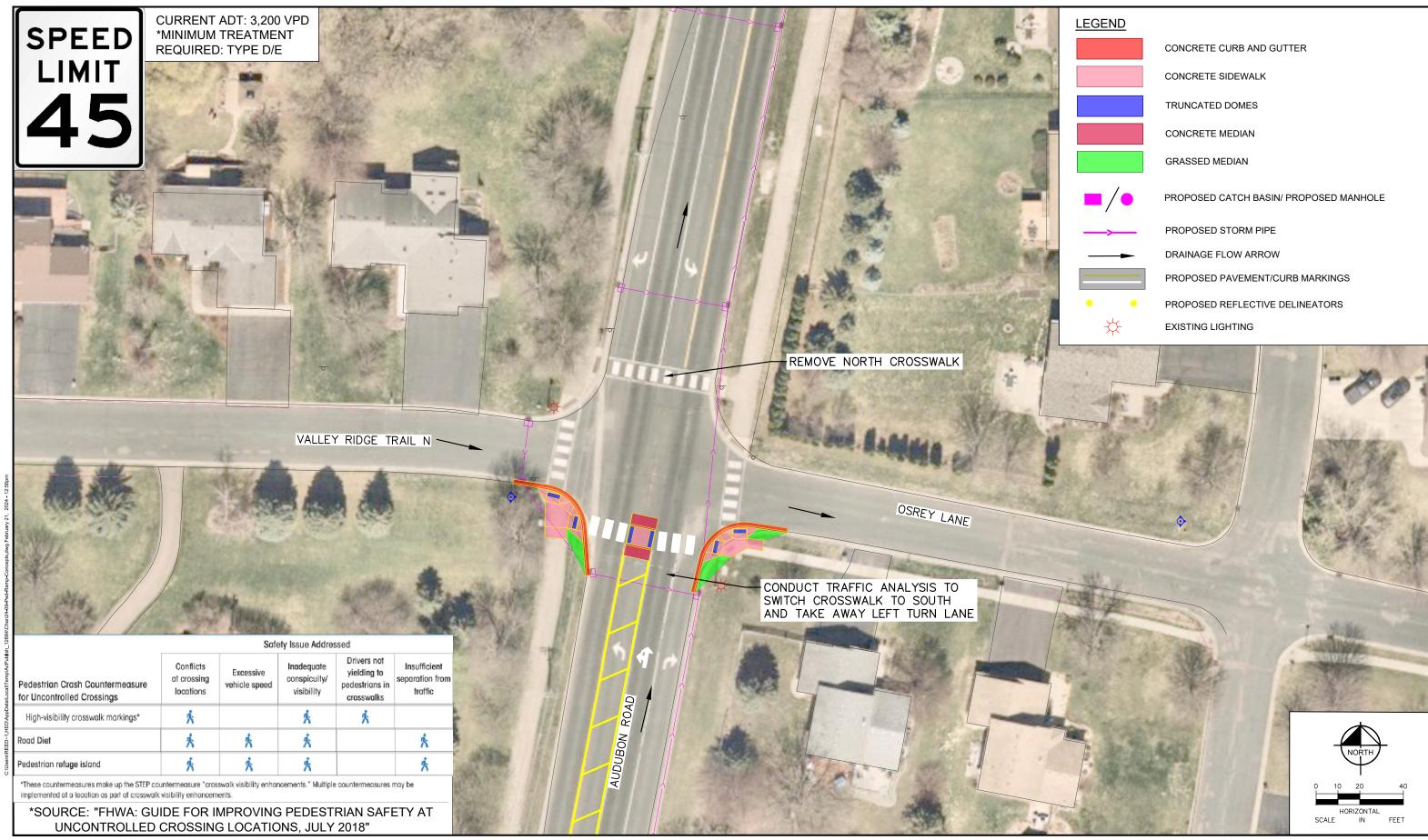






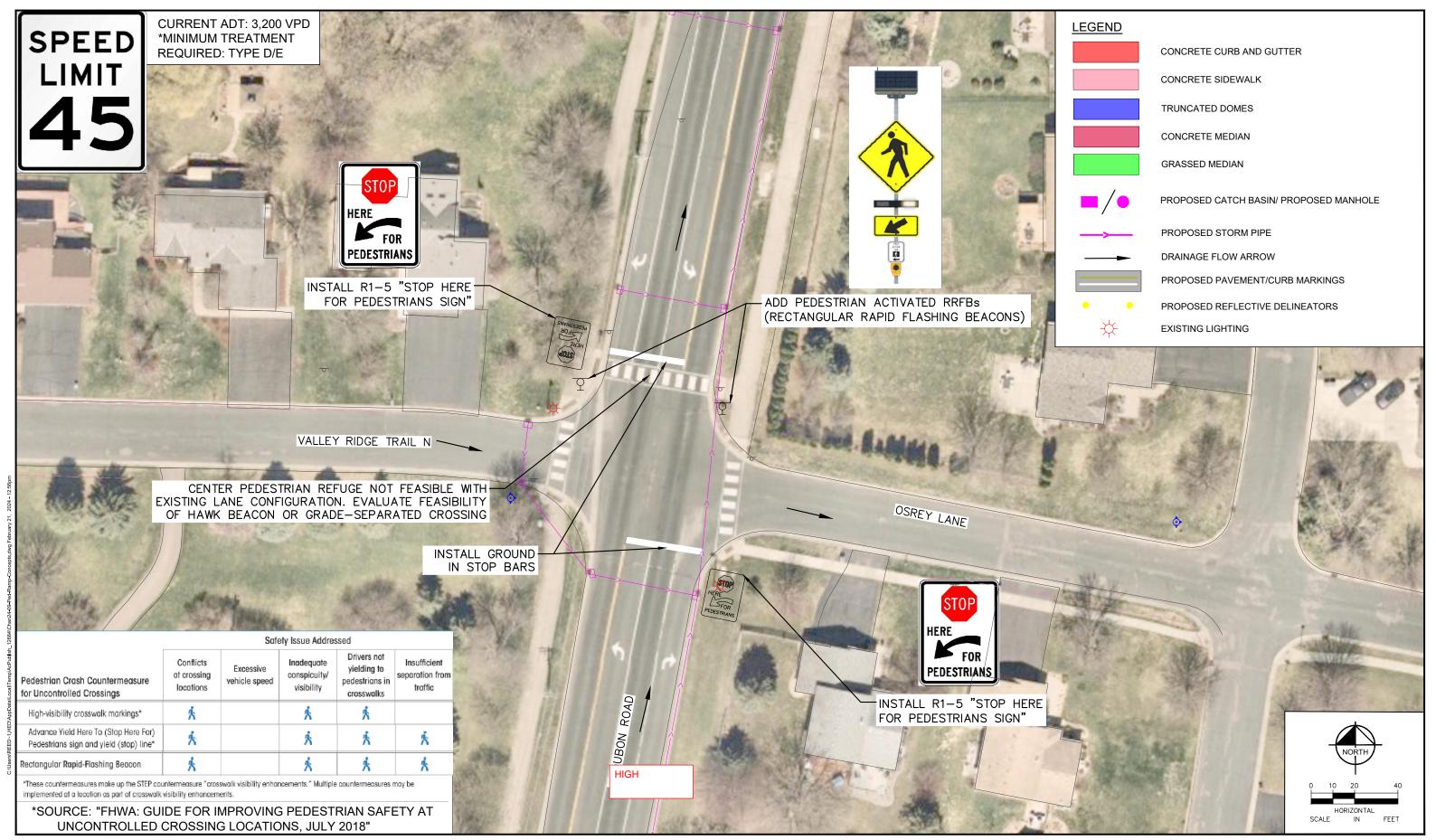








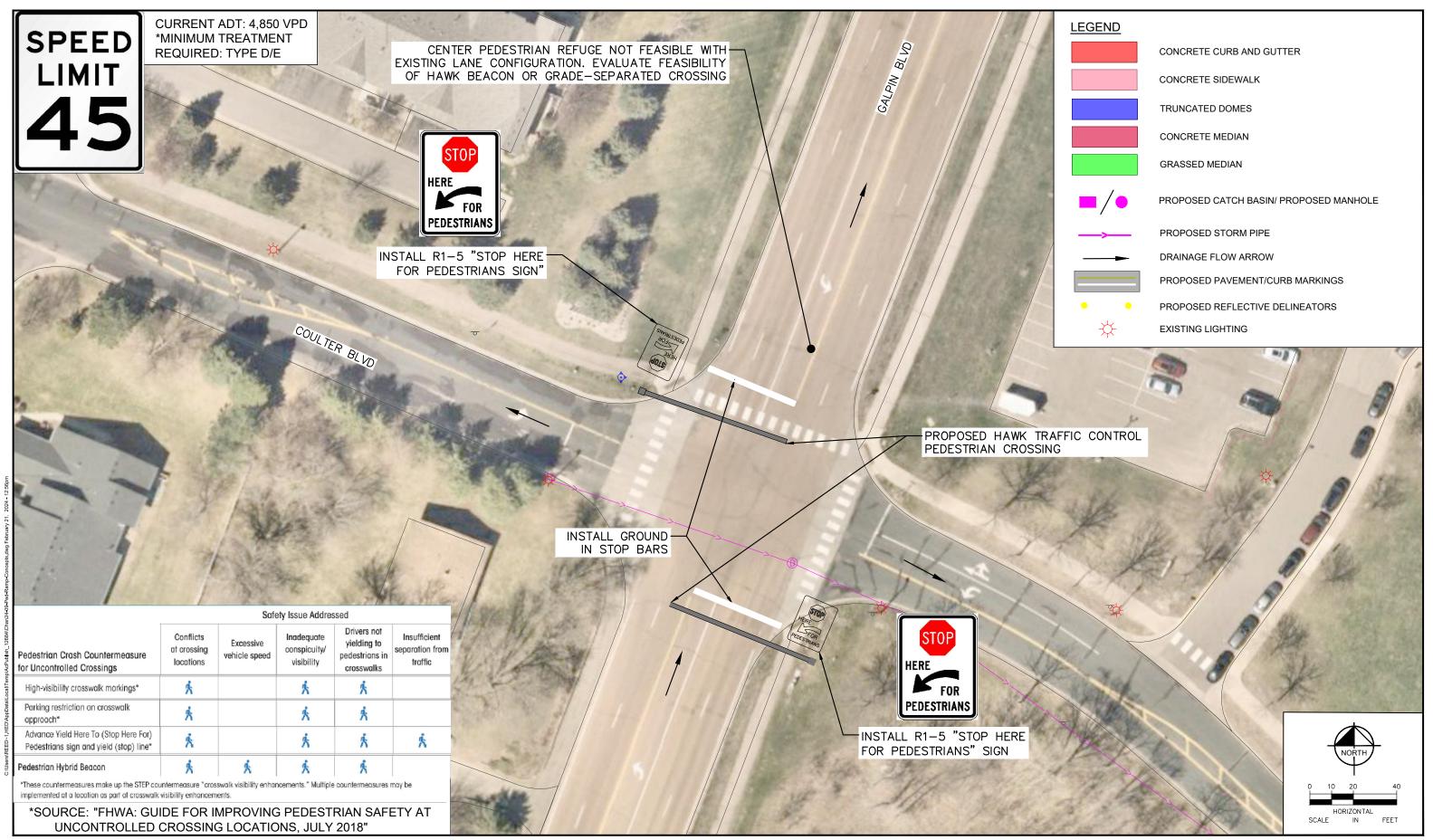






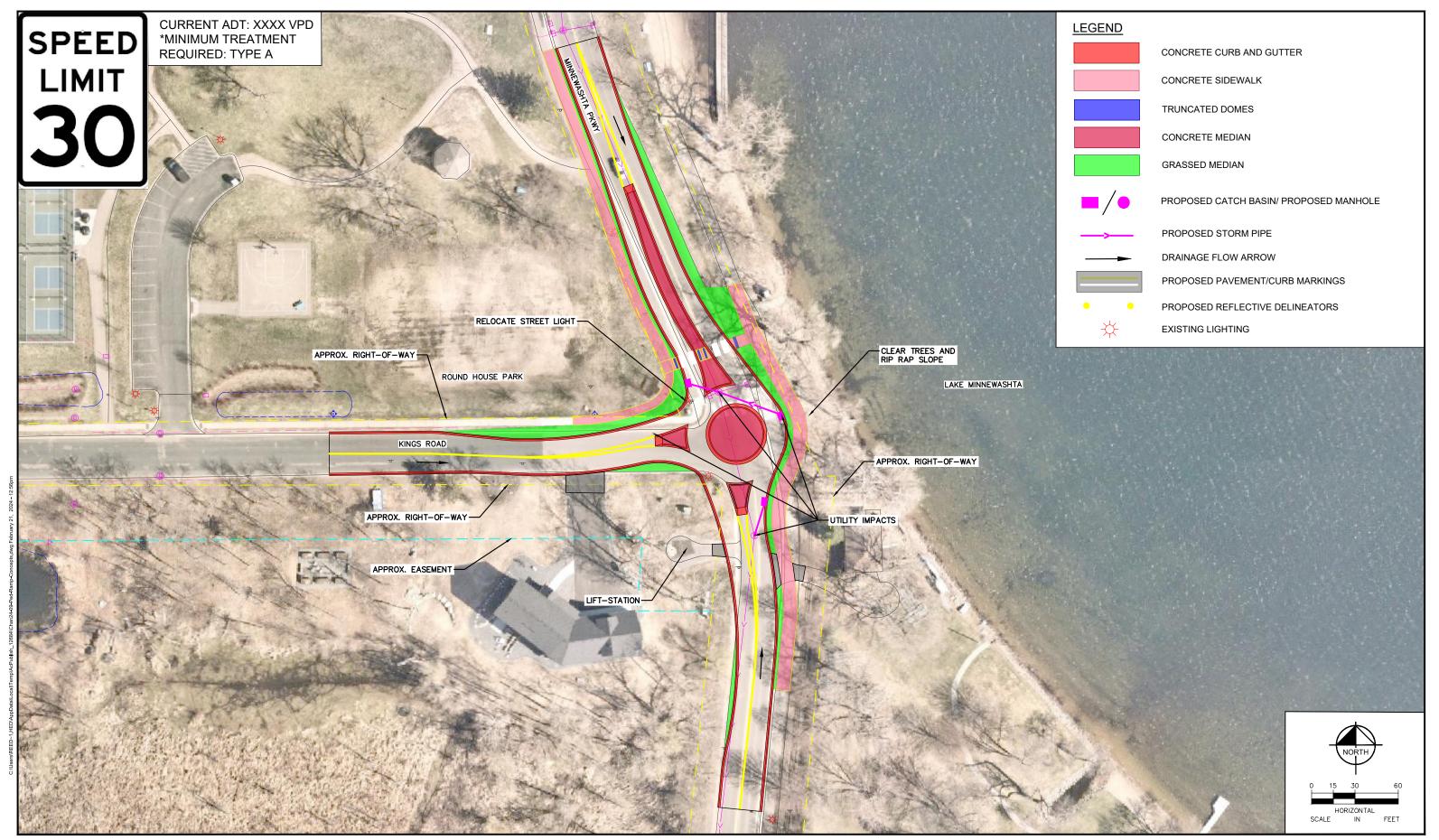


PEDESTRIAN CROSSING IMPROVEMENTS CITY PROJECT NO. 24-09



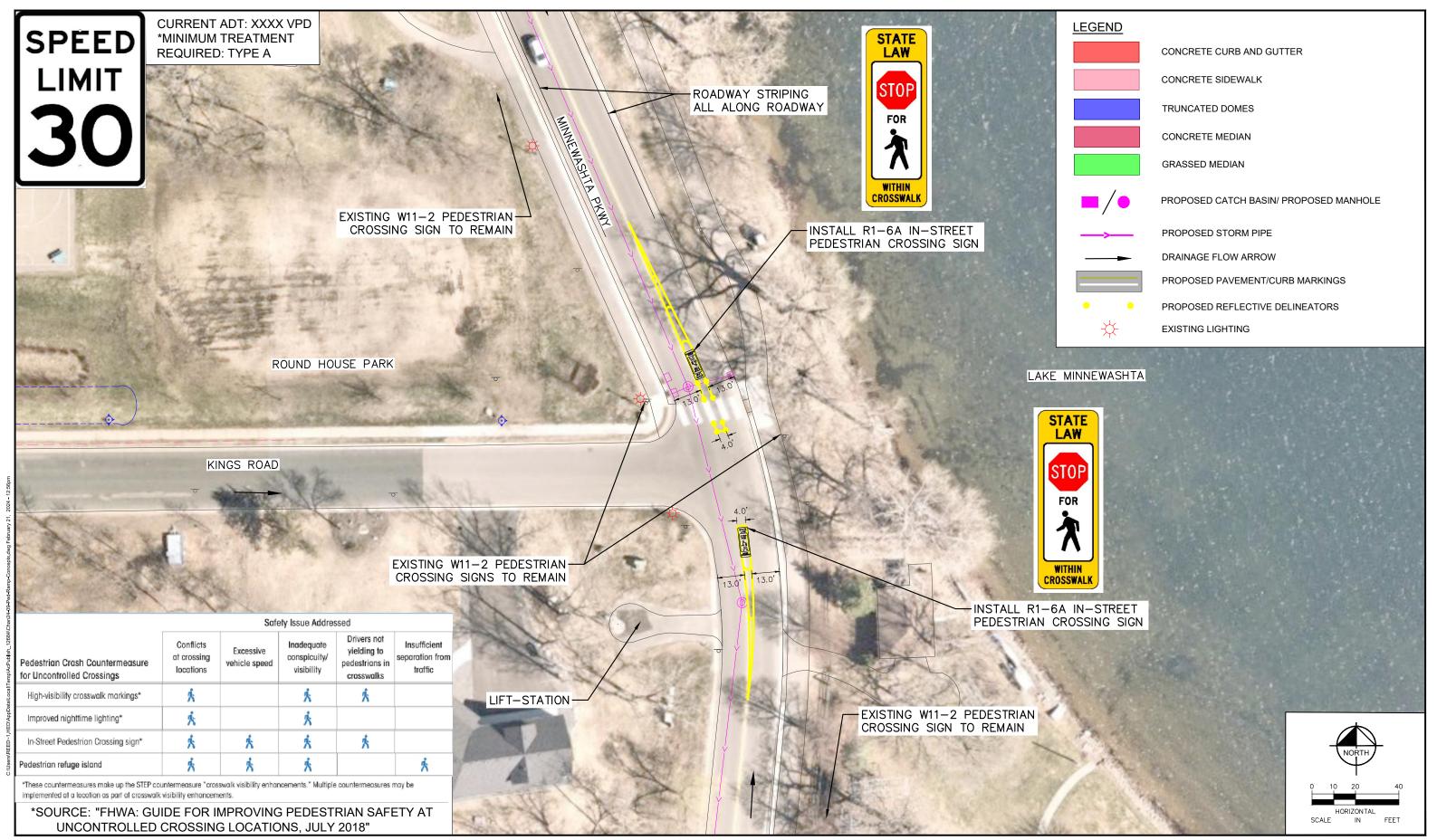






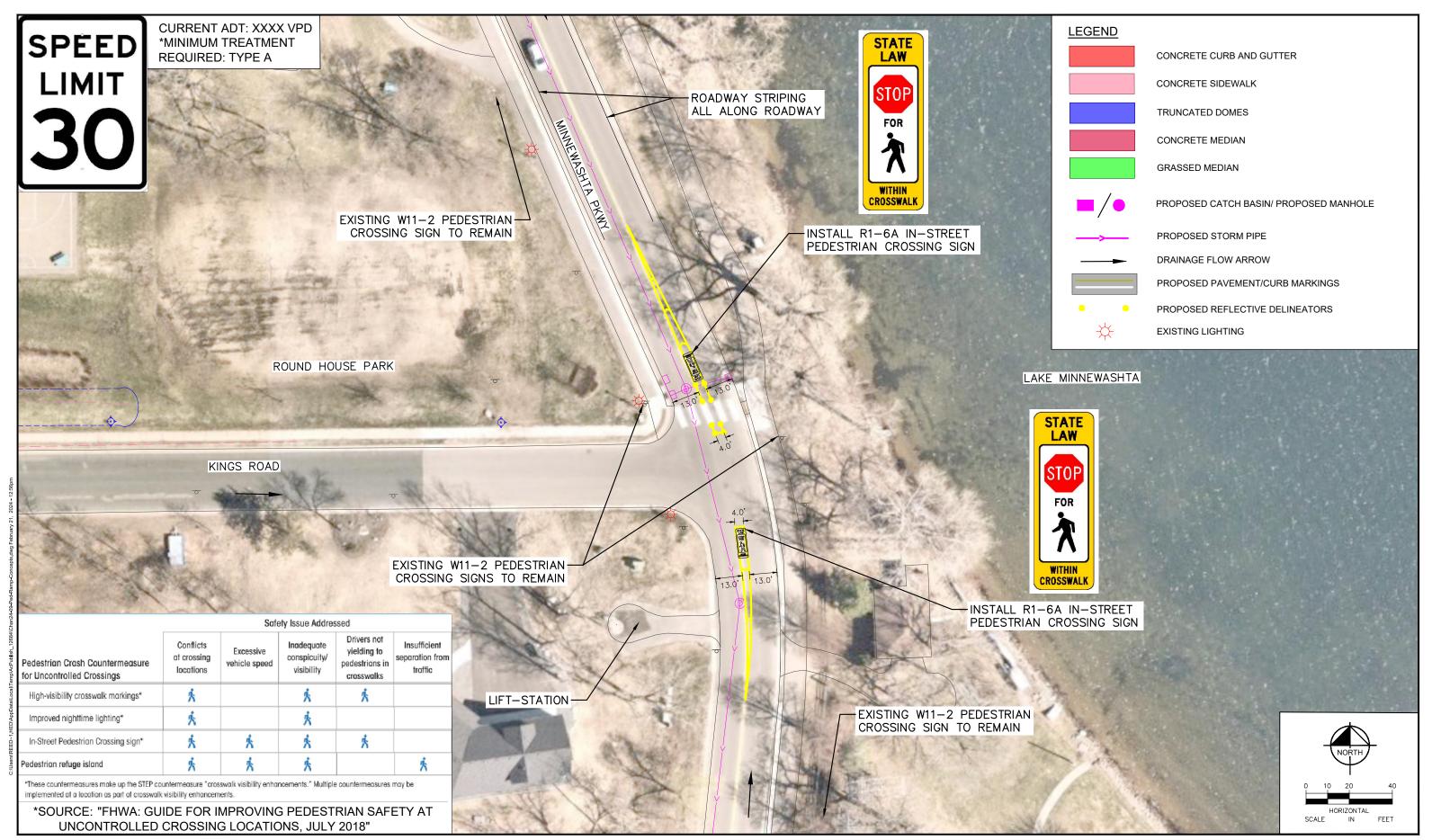
















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	Kimley»Horn			KERBER BLVD &	WEST VILLAGE ROAD	KERBER BLVD &	WEST VILLAGE ROAD	KERBER BLVE	0 & SADDLEBR	ROOK CURVE	KERBER BLVD	& SADDLEBRO	OOK CURVE	KERBER BL\	/D & BIGHORN DF	RIVE	KERBER BLVD	BIGHORN DRIVE
A H N S S			_	HIGH	HIMPACT	LOV	W IMPACT		HIGH IMPACT		LOW IMPACT		HIC	GH IMPACT		LOW	MPACT	
NOTES	ITEM DESCRIPTION	UNIT	UNIT COST	ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY	соѕт	ESTIMATED QUANTITY	,	COST	ESTIMATED QUANTITY		соѕт	ESTIMATED QUANTITY	cos	<b>S</b> T	ESTIMATED QUANTITY	cost
_																		
В	MOBILIZATION	LUMP SUM		1	\$ 7,500	1	\$ 1,500	1			1	\$	5,000	1	\$	5,000	1	\$ 5,0
	CLEARING	TREE	\$ 250.00	8	\$ 2,000	9	\$ 2,250	<del>,</del>	\$	3,250	13	\$	3,250	6	\$	1,500	6	\$ 1,5
	GRUBBING	TREE	\$ 150.00	8	\$ 1,200	9	\$ 1,350	13	\$	1,950	13	\$	1,950	6	\$	900	6	\$ 9
	PAVEMENT MARKING REMOVAL	SQ FT	\$ 1.00					1										
								!										
	REMOVE DRAINAGE STRUCTURE SALVAGE & REINSTALL SIGN	EACH EACH	\$ 1,000.00 \$ 275.00	·	\$ 2,000 \$ 550			0 1	s	275				0	\$	275		
	SAWING BIT PAVEMENT (FULL DEPTH)	LIN FT	\$ 3.00	350	\$ 1,050			150	\$	450				200	\$	600		
	REMOVE SEWER PIPE (STORM)	LIN FT	\$ 20.00	5	\$ 100			0						0	T .			
	REMOVE CURB & GUTTER	LIN FT	\$ 5.00	275	\$ 1,375			50	\$	250				175	\$	875		
	REMOVE CONCRETE WALK	SQ FT	\$ 2.00	650	\$ 1,300			400	\$	800				275	\$	550		
	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$ 6.00 \$ 2.00	275	\$ 1,650		1	60	\$	360	<del>                                     </del>			125	\$	750		
	REMOVE BITUMINOUS WALK	SQ FT	φ 2.00		1		+	60	\$	120	<del> </del>							
	SELECT GRANULAR EMBANKMENT (CV)	CU YD	\$ 18.00					<u> </u>										
	EXCAVATION - COMMON	CU YD	\$ 15.00	20	\$ 300			15	\$	225				8	\$	120		
	OTDEST OWESDED ANTH DIGINIS DROOM	LIQUID	475.00					1 .			<b>_</b>					20		
	STREET SWEEPER (WITH PICKUP BROOM)	HOUR	\$ 175.00	1	\$ 88			1 1	\$	88				1	\$	88		
	AGGREGATE BASE (CV) CLASS 5	CU YD	\$ 45.00	20	\$ 900			15	\$	675				8	\$	360		
								į										
	DRILL & GROUT DOWEL BAR (EPOXY COATED)	EACH	\$ 30.00	22	\$ 660			20	\$	600				18	\$	540		
	TYPE OD 0.5 WEADING COURSE MIX (0.0)	TON	A00.00	20	\$ 2,000		+	8	s	000				200		0.000		
	TYPE SP 9.5 WEARING COURSE MIX (3;C)  TYPE SP 12.5 NON WEAR COURSE MIX (3;C)	TON TON	\$ 100.00 \$ 95.00	20 20	\$ 2,000 \$ 1,900			8	\$	800 760				20 20	\$	2,000 1,900		
	1112 St. 12.0 NO.1 W2.111 000 NO.2 III. (0,0)	10.1	\$ 00.00		1,000				Ť					20	<u> </u>	1,000		
	12" RC PIPE SEWER DES 3006 CL V	LIN FT	\$ 120.00					0						0			0	
	15" RC PIPE SEWER DES 3006 CL V	LIN FT	\$ 120.00	25	\$ 3,000			0						0			0	
	CONNECT TO EXISTING STORM SEWER	EACH	\$ 1,200.00	2	\$ 2,400			0						0			0	
	ADJUST FRAME AND RING CASTING CONST DRAINAGE STRUCTURE DES 48-4020	EACH EACH	\$ 400.00 \$ 4,500.00	3	\$ 13,500			0			0			0	_		0	
	CASTING ASSEMBLY	EACH	\$ 1,000.00	3	\$ 3,000			0						0			0	
D	STORMWATER TREATMENT BMP ALLOWANCE	LUMP SUM																
	6" CONCRETE WALK	SQ FT	\$ 15.00	1000	\$ 15,000			650	\$	9,750				750	\$	11,250		
								<u> </u>			<b>-</b>							
	CONCRETE CURB & GUTTER DESIGN B618  TRUNCATED DOMES	LIN FT SQ FT	\$ 22.00 \$ 60.00	300 64	\$ 6,600 \$ 3,840			60 56	\$ \$	1,320 3,360	<b>†</b>			200 36	\$	4,400 2,160		
	THOROATED DOWLG	3011	\$ 00.00	04	Ψ 3,040			30	, v	3,300				30	Ψ	2,100		
Α	HAWK TRAFFIC SYSTEM	EACH	\$ 150,000.00					i										
Α	RRFB ALLOWANCE	EACH	\$ 35,000.00															
	INSTALL LIGHTING UNIT AND FOUNDATION	EACH	\$ 15,000.00							000			222	_	1	222		
	INSTALL SIGN TYPE C INSTALL DELINEATOR	EACH EACH	\$ 400.00 \$ 150.00	3	\$ 1,200	3 20	\$ 1,200 \$ 3,000	<del></del>	\$	800	2 8	\$	800 1,200	2	\$	800	2	\$ 8
	THE SERVENION	2.00	100.00				5,000	1			<u> </u>	+	1,200					
	SUBSOILING	ACRE	\$ 250.00	0.04	\$ 10			0.01	\$	3				0.03	\$	8		
	SEEDING	ACRE	\$ 300.00		\$ 12			0.01	\$	3				0.03	\$	9		
	SEED MIXTURE 25-121 (120 LBS/ACRE)	POUNDS	\$ 7.00		\$ 34			1	\$	8				4	\$	25		
	MULCH MATERIAL TYPE 1	TON	\$ 250.00	0.08	\$ 20			0.02	\$	5	<del> </del>			0.06	\$	15		
	24" SOLID LINE PAINT (YELLOW CURB)	LIN FT	\$ 7.00					200	\$	1,400	200	\$	1,400	100	\$	700	100	\$ 7
	4" SOLID LINE PAINT	LIN FT	\$ 1.00		\$ 300			1100	\$	1,100	600	\$	600				×-	
	CROSSWALK MULTI COMP GR IN (WR)	SQ FT	\$ 11.00	200	\$ 2,200			275	\$	3,025				100	\$	1,100	0	
	PAVEMENT MARKING SPECIAL	SQ FT	\$ 100.00	<u> </u>				ļ										
	CONSTRUCTION COST (ENGINEER RECOMM	TENDED VI TEV	\$685,000		\$76,000		\$10,00	j D		\$32,000			\$15,000			\$36,000		\$9,0
С	CONSTRUCTION COST (ENGINEER RECOMM				\$16,000		\$10,00			\$32,000		-	\$15,000			\$8,000		\$9,0 \$2,0
Ť	TOTAL CONSTR		\$822,000		\$92,000		\$12,00			\$39,000			\$18,000			\$44,000		\$11,0

: FURTHER TRAFFIC ANALYSIS RECOMMENDED

NOTES/ASSUMPTIONS:

A. TRAFFIC COUNTS AND ANALYSIS NEEDED TO FURTHER CONFIRM DESIGN APPROACH. ENGINEERING COSTS NOT INCLUDED IN ESTIMATE.

B. MOBILIZATION ESTIMATED AT 10% OF CONSTRUCTION COST.

C. CONSTRUCTION CONTINGENCY ASSUMES: TRAFFIC CONTROL, MISCELLANEOUS REMOVALS, TOPSOIL AND EROSION CONTROL.

D. ASSUMES A STANDARD 5,000 CF BMP TREATMENT BASIN (NON-SPECIFIC TYPE).

				CP24-09	СР	24-09	CF	224-09	CP24-09		CP24-09		CP24-09		
	Kimley»Horn			AUDOE	BON ROAD & PARK ROAD	AUDOBON ROA	AD & PARK ROAD	AUDOBON RO	AD & PARK ROAD	AUDOBON ROAD AND VALLEY RIDGE TRAIL I		AUDOBON ROAD AND	VALLEY RIDGE TRAIL N	GALPIN BLVD 8	& COULTER BLVD
FINANCE OF THE PROPERTY OF THE					HIGH IMPACT	MEDIUM	M IMPACT	Low	IMPACT	нідн	IMPACT	LOW	IMPACT	HIGH	IMPACT
NOTES	ITEM DESCRIPTION	UNIT	UNIT COST	ESTIMATED QUANTITY	cost	ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY	COST
В	MOBILIZATION	LUMP SUM	<del>                                     </del>	1	\$ 5,000	1	\$ 5,000	1	\$ 5,000	1	\$ 5,000	1	\$ 10,000	1	\$ 15,00
	CLEARING	TREE	\$ 250.00												
	GRUBBING	TREE	\$ 150.00												
	PAVEMENT MARKING REMOVAL	SQ FT	\$ 1.00							500	\$ 500				
	REMOVE DRAINAGE STRUCTURE	EACH	\$ 1,000.00	1	\$ 1,000					0					
	SALVAGE & REINSTALL SIGN	EACH	\$ 275.00	2	\$ 550					0					
	SAWING BIT PAVEMENT (FULL DEPTH)	LIN FT	\$ 3.00	250	\$ 750					250	\$ 750				
	REMOVE SEWER PIPE (STORM)	LIN FT	\$ 20.00	0		0				0					
	REMOVE CURB & GUTTER REMOVE CONCRETE WALK	LIN FT SQ FT	\$ 5.00 \$ 2.00	200	\$ 1,000 \$ 200					125 400	\$ 625 \$ 800		<del>                                     </del>		
	REMOVE CONCRETE WALK  REMOVE BITUMINOUS PAVEMENT	SQ YD	\$ 2.00	250	\$ 200 \$ 1,500					150	\$ 900				
	REMOVE BITUMINOUS WALK	SQ FT	\$ 2.00	200	\$ 400						,				
			j												
	SELECT GRANULAR EMBANKMENT (CV)  EXCAVATION - COMMON	CU YD	\$ 18.00		75					10	. AFO				
	EXCAVATION - COMMON	CU YD	\$ 15.00	5	\$ 75					10	\$ 150				
	STREET SWEEPER (WITH PICKUP BROOM)	HOUR	\$ 175.00	1	\$ 88					1	\$ 88				
	AGGREGATE BASE (CV) CLASS 5	CU YD	\$ 45.00	5	\$ 225					10	\$ 450				
	, 1001/12 3/102 (01) 02/100 0		10.00		-					1	ţ 100				
	DRILL & GROUT DOWEL BAR (EPOXY COATED)	EACH	\$ 30.00	12	\$ 360					24	\$ 720				
	TYPE SP 9.5 WEARING COURSE MIX (3;C)	TON	\$ 100.00	17	\$ 1,700					19	\$ 1,900				
	TYPE SP 12.5 NON WEAR COURSE MIX (3;C)	TON	\$ 95.00	17	\$ 1,615					19	\$ 1,805				
	12" RC PIPE SEWER DES 3006 CL V	LIN FT	\$ 120.00	30	\$ 3,600					0					
	15" RC PIPE SEWER DES 3006 CL V CONNECT TO EXISTING STORM SEWER	LIN FT EACH	\$ 120.00 \$ 1,200.00	1	\$ 1,200					0					
	ADJUST FRAME AND RING CASTING	EACH	\$ 400.00		Ψ 1,200					·					
	CONST DRAINAGE STRUCTURE DES 48-4020	EACH	\$ 4,500.00	1	\$ 4,500					0					
	CASTING ASSEMBLY	EACH	\$ 1,000.00	1	\$ 1,000					0					
D	STORMWATER TREATMENT BMP ALLOWANCE	LUMP SUM													
	6" CONCRETE WALK	SQ FT	\$ 15.00	250	\$ 3,750					800	\$ 12,000				
	CONCRETE CURB & GUTTER DESIGN B618	LIN FT	\$ 22.00	250	\$ 5,500					150	\$ 3,300				
	TRUNCATED DOMES	SQ FT	\$ 60.00	24	\$ 1,440					80	\$ 4,800				
			i							<u>į                                    </u>					
A	HAWK TRAFFIC SYSTEM	EACH	\$ 150,000.00							į			70.000	2	\$ 300,00
A	RRFB ALLOWANCE INSTALL LIGHTING UNIT AND FOUNDATION	EACH EACH	\$ 35,000.00 \$ 15,000.00							•		2	\$ 70,000		
	INSTALL SIGN TYPE C	EACH	\$ 400.00	2	\$ 800	2	\$ 800	2	\$ 800	1		2	\$ 800	2	\$ 80
	INSTALL DELINEATOR	EACH	\$ 150.00					15	\$ 2,250						
	SUBSOILING	ACRE	\$ 250.00	0.05	\$ 13		+		+	0.01	\$ 3				
	SEEDING	ACRE	\$ 300.00	0.05	\$ 15					0.01	\$ 3				
	SEED MIXTURE 25-121 (120 LBS/ACRE)	POUNDS	\$ 7.00	6	\$ 42					1	\$ 8				
	MULCH MATERIAL TYPE 1	TON	\$ 250.00	0.10	\$ 25				1	0.02	\$ 5				
	24" SOLID LINE PAINT (YELLOW CURB)	LIN FT	\$ 7.00	0		800	\$ 5,600	800	\$ 5,600						
	4" SOLID LINE PAINT	LIN FT	\$ 1.00	750	\$ 750	20000	\$ 20,000	800	\$ 800		\$ 1,000	0			
	CROSSWALK MULTI COMP GR IN (WR)	SQ FT	\$ 11.00	100	\$ 1,100					150	\$ 1,650	150	\$ 1,650	150	\$ 1,65
	PAVEMENT MARKING SPECIAL	SQ FT	\$ 100.00							20	\$ 2,000				
	CONSTRUCTION COST (ENGINEER RECOM	MENDED ALTEN	\$685,000		\$39,000		\$32,000		\$15,000		\$39,000		\$83,000		\$318,00
С	CONSTRUCTION COST (ENGINEER RECOM				\$39,000		\$7,000		\$3,000		\$8,000		\$17,000		\$64,00
-		RUCTION COST:			\$47,000		\$39,000		\$18,000		\$47,000		\$100,000		\$382,00

: FURTHER TRAFFIC ANALYSIS RECOMMENDED

NOTES/ASSUMPTIONS:

A. TRAFFIC COUNTS AND ANALYSIS NEEDED TO FURTHER CONFIRM DESIGN APPROACH. ENGINEERING COSTS NOT INCLUDED IN ESTIMA'

B. MOBILIZATION ESTIMATED AT 10% OF CONSTRUCTION COST.

C. CONSTRUCTION CONTINGENCY ASSUMES: TRAFFIC CONTROL, MISCELLANEOUS REMOVALS, TOPSOIL AND EROSION CONTROL.

D. ASSUMES A STANDARD 5,000 CF BMP TREATMENT BASIN (NON-SPECIFIC TYPE).

		C	P24-09		СР	C	CP24-09					
	Kimley»Horn			MINNEWASHTA	PWKY 8	KINGS ROAD	MINNEWASHTA P	WKY & KINGS ROAL	) MINNEWASHTA (	MINNEWASHTA PWKY & KINGS ROAD		
F H N S S				HIGI	H IMPAC	т	MEDIUM IMPACT		LOW	LOW IMPACT		
NOTES	ITEM DESCRIPTION	UNIT	UNIT COST	ESTIMATED QUANTITY		COST	ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY		COST	
				1	+					+		
В	MOBILIZATION	LUMP SUM		1	\$	30,000	1	\$ 5,0	00 1	\$	5,000	
				<u>ļ</u>	4.							
	CLEARING GRUBBING	TREE TREE	\$ 250.00 \$ 150.00	2 2	\$	8,000 8,000				+-		
	Chossino		,		Ť	0,000				+		
	PAVEMENT MARKING REMOVAL	SQ FT	\$ 1.00	ļ						1		
	REMOVE DRAINAGE STRUCTURE	EACH	\$ 1,000.00	3	\$	3,000						
	SALVAGE & REINSTALL SIGN	EACH	\$ 275.00	2	\$	550				<del></del>		
	SAWING BIT PAVEMENT (FULL DEPTH)	LIN FT	\$ 3.00	100	\$	300						
	REMOVE SEWER PIPE (STORM)  REMOVE CURB & GUTTER	LIN FT LIN FT	\$ 20.00 \$ 5.00	50 1600	\$	1,000 8,000				+		
	REMOVE CONCRETE WALK	SQ FT	\$ 2.00	600	\$	1,200				+		
	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$ 6.00	2700	\$	16,200				1		
	REMOVE BITUMINOUS WALK	SQ FT	\$ 2.00	5000	\$	10,000						
				!								
	SELECT GRANULAR EMBANKMENT (CV)  EXCAVATION - COMMON	CU YD	\$ 18.00 \$ 15.00	2100	\$	37,800						
	EXCAVATION - COMMON	CU YD	\$ 15.00	2000	- P	30,000				_		
	STREET SWEEPER (WITH PICKUP BROOM)	HOUR	\$ 175.00	1	\$	175						
	AGGREGATE BASE (CV) CLASS 5	CU YD	\$ 45.00	1600	\$	72,000			+	+		
				1	Ť	,						
	DRILL & GROUT DOWEL BAR (EPOXY COATED)	EACH	\$ 30.00	20	\$	600						
				<u> </u>	+-							
	TYPE SP 9.5 WEARING COURSE MIX (3;C)  TYPE SP 12.5 NON WEAR COURSE MIX (3;C)	TON TON	\$ 100.00 \$ 95.00	500 500	\$	50,000 47,500			_	+		
	TTPE SP 12.5 NON WEAR COURSE MIX (3,C)	TON	\$ 95.00	500	- P	47,500			_	+		
	12" RC PIPE SEWER DES 3006 CL V	LIN FT	\$ 120.00	!								
	15" RC PIPE SEWER DES 3006 CL V	LIN FT	\$ 120.00	150	\$	18,000						
	CONNECT TO EXISTING STORM SEWER	EACH	\$ 1,200.00	3	\$	3,600						
	ADJUST FRAME AND RING CASTING	EACH	\$ 400.00	9	\$	3,600				+		
	CONST DRAINAGE STRUCTURE DES 48-4020  CASTING ASSEMBLY	EACH EACH	\$ 4,500.00 \$ 1,000.00	3	\$	13,500 3,000			_	-		
D	STORMWATER TREATMENT BMP ALLOWANCE	LUMP SUM	Ψ 1,000.00	1	\$	20,000				-		
	6" CONCRETE WALK	SQ FT	\$ 15.00	5600	\$	84,000						
				<u> </u>								
	CONCRETE CURB & GUTTER DESIGN B618	LIN FT	\$ 22.00	2500	\$	55,000						
+	TRUNCATED DOMES	SQ FT	\$ 60.00	64	\$	3,840		+	+	+		
Α	HAWK TRAFFIC SYSTEM	EACH	\$ 150,000.00	<del>}</del>					1	+		
A	RRFB ALLOWANCE	EACH	\$ 35,000.00	2	\$	70,000						
	INSTALL LIGHTING UNIT AND FOUNDATION	EACH	\$ 15,000.00									
	INSTALL SIGN TYPE C	EACH	\$ 400.00	6	\$	2,400	4	\$ 1,6		\$	1,600	
i	INSTALL DELINEATOR	EACH	\$ 150.00	<del>}</del>	-		8	\$ 1,2	00 8	\$	1,200	
	SUBSOILING	ACRE	\$ 250.00	0.21	\$	53			1	+		
	SEEDING	ACRE	\$ 300.00	0.21	\$	63				1		
	SEED MIXTURE 25-121 (120 LBS/ACRE)	POUNDS	\$ 7.00	25	\$	176						
	MULCH MATERIAL TYPE 1	TON	\$ 250.00	0.42	\$	105				+		
	ONLOOLID LINE DAINT OFFI OW OURD	1100 ===		100	+-	2.222				+		
	24" SOLID LINE PAINT (YELLOW CURB)  4" SOLID LINE PAINT	LIN FT LIN FT	\$ 7.00 \$ 1.00	400 3000	\$	2,800 3,000	360	\$ 3	60 360	\$	360	
	CROSSWALK MULTI COMP GR IN (WR)	SQ FT	\$ 1.00	<del>,                                      </del>	\$	1,100	100	\$ 1,1		\$	1,100	
	PAVEMENT MARKING SPECIAL	SQ FT	\$ 100.00	<u> </u>	Ι.							
				i								
	CONSTRUCTION COST (ENGINEER RECOMM		\$685,000	•		\$609,000		\$10,0	_	+	\$10,000	
С	CONSTRUCTION CONTIN		\$137,000		-	\$183,000		\$2,0	_	+	\$2,000	
	TOTAL CONSTRU  FURTHER TRAFFIC ANALYSIS RECOMMENDED	CHON COST:	\$822,000	!		\$792,000		\$12,0	וטע		\$12,000	

: FURTHER TRAFFIC ANALYSIS RECOMMENDED

NOTES/ASSUMPTIONS:

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D. ASSUMES A STANDARD 5,000 CF BMP TREATMENT BASIN (NON-SPECIFIC TYPE).







### **POLICY STATEMENT**

The City of Chanhassen strives to provide a safe, sustainable, and efficient transportation network which includes our local pedestrian facilities and crosswalks. Traffic control devices such as signage, striping, and other physical improvements may provide enhancements to the overall safety of local pedestrian facilities and crosswalks, but as with all traffic control devices careful consideration and review must be given. The evaluation of whether enhanced traffic control devices at crosswalks are warranted must establish a consistent and effective methodology, align with the City's goals, and must adhere to accepted local and federal guidelines and engineering practices. This policy establishes the City's guidelines for the installation of enhanced crosswalk treatments and is intended to provide a consistent procedure for determining if the installation of crossing treatments is warranted on a case-by-case basis.

### **GENERAL GUIDANCE**

Pedestrians, bicyclists, and motorists each as members of the traveling public have rights and responsibilities when traveling along or across roadways. In other words, everyone plays a role in keeping our roadways safe.

Some responsibilities of the traveling public when crossing roadways or approaching crosswalks are:

- » When traffic control signals are not in place or in operation, a driver must stop when a pedestrian is in a crosswalk. In this type of situation, a driver can proceed once the pedestrian has completely crossed the lane in front of the stopped vehicle.
- » When a vehicle is stopped to permit a pedestrian to cross the roadway at a marked crosswalk or at an intersection with no marked crosswalk, the driver of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle.
- » A pedestrian must not enter a crosswalk if a vehicle is approaching. There is no defined distance, but the pedestrian must use common safety sense. The law states: "No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield."
- » At crossings with traffic control signals, pedestrians shall be subject to obeying the traffic signals.
- » On all local roadways, every pedestrian crossing at a point other than within a marked crosswalk, or at an intersection with no marked crosswalk, shall yield the right of way to all vehicles on the roadway.
- » Pedestrians, or a person in a wheelchair using the shoulder of the road, shall walk or move along the left side of the roadway facing oncoming traffic. Where sidewalks are provided, and accessible and usable, it shall be unlawful for a pedestrian or person in a wheelchair to use the roadway.

It is important to recognize that all intersections are legal crosswalks and therefore drivers are required to yield to pedestrians. However, pedestrians are urged to cross with caution in any street crossing, marked or unmarked. Minnesota State Statute defines that crosswalks exist at intersections, whether marked or unmarked, and provides for pedestrian and motorist responsibilities.



### MN STATUTE 169.011 DEFINITIONS.

Subdivision 20. Crosswalk. "Crosswalk" means (1) that portion of a roadway ordinarily included with the prolongation or connection of the lateral lines of sidewalks at intersections; (2) any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.

### MN STATUTE 169.21 PEDESTRIAN.

Subdivision 2. Rights in absence of signal. (a) Where traffic-control signals are not in place or in operation, the driver of a vehicle shall stop to yield the right-of-way to a pedestrian crossing the roadway within a marked crosswalk or at an intersection with no marked crosswalk. The driver must remain stopped until the pedestrian has passed the lane in which the vehicle is stopped. No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield. This provision shall not apply under the conditions as otherwise provided in this subdivision.

Marked crosswalks are typically viewed by most as "safety devices". There is strong evidence that this prompts many pedestrians to feel overly secure when using a marked crosswalk. As a result, pedestrians will often place themselves in a hazardous position by believing that a motorist can and will stop in all cases, even when it may be impossible to do so. In contrast, a pedestrian using an unmarked crosswalk generally feels less secure and less certain that motorists will stop and will, therefore, exercise more caution before crossing. Because of this, it is important that any request for enhanced crosswalk treatments, such as markings, be consistently evaluated through accepted local and federal guidelines along with sound engineering practices and judgment while maintaining the goals of the City.

### **EVALUATION PROCESS**

Chanhassen residents can have pedestrian and traffic related safety concerns evaluated by the Traffic Safety Committee (TSC) by contacting the City's Engineering Department or by using the "See Click Fix" app (available in your smart device's app store) and selecting the "Traffic Concerns" category. If the concern involves a request for the installation of crosswalk improvements, the TSC will utilize the appropriate "Crosswalk Treatment Flowchart" found attached to this Policy to determine if enhancements are warranted. When warranted, the TSC will recommend to the Public Works Department that the treatments be installed. If the treatment requires substantial improvements or impacts to the right-of-way, the TSC's recommendation will be presented to City Council for approval. Interested parties will be notified of this council meeting and may attend.

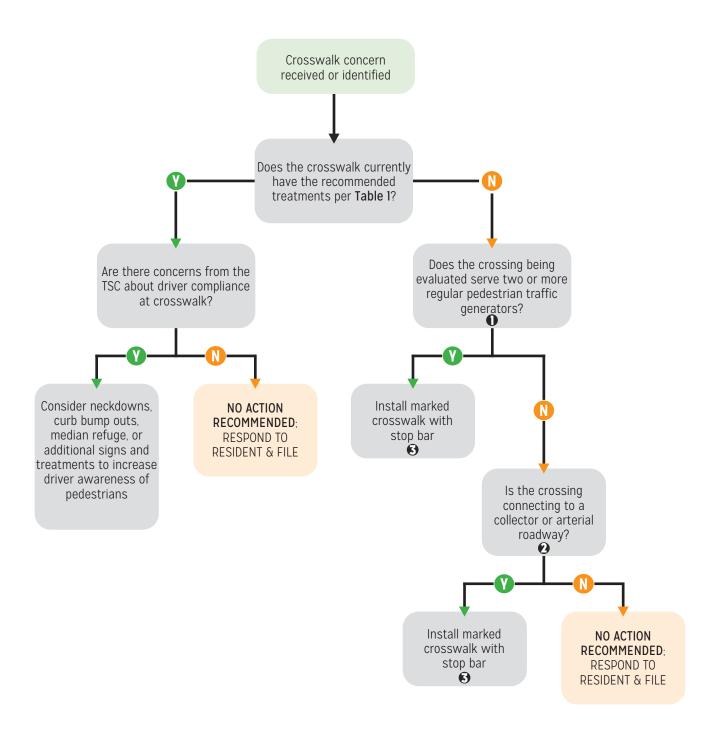
With respect to all crosswalk evaluations, the City may consider vehicular speed reduction strategies, such as driver speed feedback signs, in conjunction with crosswalk treatments. These are case-by-case situations subject to TSC review and City Engineer approval.

### CONTROLLED VS. UNCONTROLLED INTERSECTIONS AND CROSSWALKS

A controlled intersection is an intersection that has traffic signals, stop signs, or yield signs to regulate the flow of traffic. A controlled crosswalk crosses the controlled leg of an intersection, for example, the leg in which the stop sign is regulating traffic.

An uncontrolled intersection is an intersection that does not have any traffic signals, stop signs, or yield signs to regulate the flow of traffic. This can occur at all legs of an intersection or, more typically, at only two legs of an intersection. An uncontrolled crosswalk crosses the uncontrolled leg of an intersection, for example, the leg in which no stop sign is regulating traffic.

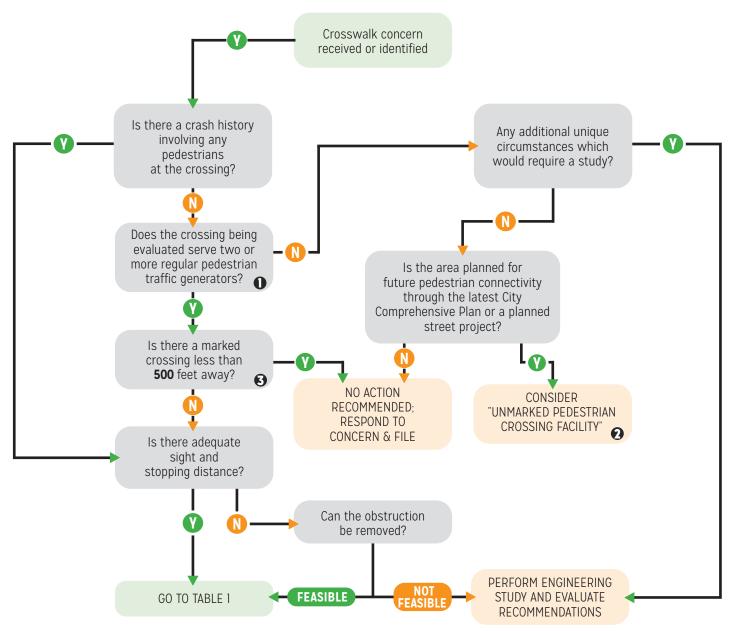
### CONTROLLED CROSSWALK TREATMENT FLOWCHART AT INTERSECTIONS



- Regular pedestrian traffic generators include public or private facilities such as schools, multifamily dwellings, commercial areas, transit stops, parks and recreational facilities, trails, and places of worship.
- 2 Private streets serving less than or equal to four (4) properties will not require the installation of crosswalk treatments.
- If in conjunction with a trail crossing, the Traffic Safety Committee will provide a recommendation to the City Engineer on whether a trail stop sign is warranted.



### UNCONTROLLED CROSSWALK TREATMENT FLOWCHART AT INTERSECTIONS •



- Regular pedestrian traffic generators include public or private facilities such as schools, multifamily dwelling, commercial areas, transit stops, parks and recreational facilities, trails, and places of worship.
- An "unmarked pedestrian crossing facility" is any treatment that improves a pedestrian's ability to cross a street short of the marked/signed and enhanced crossings detailed in Table 1. Installations of this type of pedestrian facility are subject to TSC review and the City Engineer's judgment and may include curb ramps and/or a raised median refuge. However, no effort is made to attract pedestrians or recommend that pedestrians cross at this location. The treatments simply provide an improvement for a low volume pedestrian crossing where pedestrians are already crossing and will like continue to cross.
- 3 Distance to the nearest marked or protected crossing may be reduced to 300 feet subject to TSC review and the City Engineer's judgment. For example, where crossing treatments and crossing activity would not create undue restrictions to vehicular traffic operations.
- Mid-block crossings are prohibited. Any potential improvements associated with existing mid-block crossings are reviewed on a case-by-case basis and are ultimately subject to the City Engineer's approval.

CITY OF CHANHASSEN CROSSWALK POLICY

# **Table 1. Decision Guide for Crossing Treatments**

	# of	# of	Roadway ADT and Posted Speed								
Roadway Configuration	lanes crossed	multiple threat lanes(2) per crossing	1,000-9,000vpd <sup>(3)</sup>			9,000-12,000 vpd					
	to reach a refuge <sup>(1)</sup>		≤30 mph	35 mph	40 mph	≤30 mph	35 mph	40 mph			
2 Lanes (two way street with no median)	2	0	А	В	С	А	В	С			
3 Lanes (w/raised median)	1 or 2	0 or 1	А	В	D	А	С	D			
3 Lanes (w/striped median)	3	0 or 1	С	С	D	С	С	D			
4 Lanes ( two way street w/no median)	4	2	А	D	D	В	D	D			
5 Lanes (w/raised median)	2 or 3	2	А	В	D	В	В	C			
5 Lanes (w/striped median)	5	2	D	D	D	D	D	D			
6 Lanes (two way street w/or w/out median)	3 to 6	4	E	E	E	E	E	E			

### Notes

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D\*

### **Treatment Descriptions**

### Install marked crosswalk with road-side signs

Specific Guidance: Install marked crosswalk with signs mounted on the side of the roadway (WII-2 and WI6-7P) with standard (WII-2) advance pedestrian warning signs; use SI-1 signs for School Crossing locations; trail stop signs will be evaluated by the Traffic Safety Committee.

### Install marked crosswalk with road-side and in-roadway (bollard mounted) signs

Specific Guidance: Install marked crosswalk with signs mounted on the side of the roadway (WI1-2 and WI6-7P) and "State Law – Stop for Pedestrian" (R1-6) signs mounted on in-roadway bollards; use standard (WI1-2) advance pedestrian warning signs; use S1-1 signs for School Crossing locations; trail stop signs will be evaluated by the Traffic Safety Committee.

### Install marked crosswalk with signs and geometric improvements to increase pedestrian visibility and reduce exposure

Specific Guidance: For 2-lane roadways, install marked crosswalk with signs mounted on the side of the roadway (W11-2 and W16-7P) and "State Law - Stop for Pedestrian" (R1-6) signs mounted on in-roadway bollards; use standard (W11-2) advance pedestrian warning signs; use S1-1 signs for School Crossing locations; trail stop signs will be evaluated by the Traffic Safety Committee. Add curb extensions (concrete, paint, flexible delineators) or median refuge islands to shorten the pedestrian crossing distance and increase pedestrian visibility to motorists.

For 3+ lane roadways, install marked crosswalk with advance regulatory "Stop here for Pedestrians" (R1-5) signs mounted on the side of the roadway, (W1-2 and W16-7P) mounted at the crossing location on the side of the roadway and "State Law – Stop for Pedestrian" (R1-6) signs mounted on in-roadway bollards; use standard (W11-2) advance pedestrian warning signs; use S1-1 signs for School Crossing locations; trail stop signs will be evaluated by the Traffic Safety Committee. Add curb extensions or median refuge islands to shorten the pedestrian crossing distance and increase pedestrian visibility to motorists. Advance stop bars may be used in combination with "Stop here for Pedestrians" (R1-5) sign.

# Install marked crosswalk with advanced "Stop here for Pedestrians" signs, pedestrian activated Rectangular Rapid Flashing Beacons (RRFBs), and geometric improvements to increase pedestrian visibility and reduce exposure

Specific Guidance: Install raised median refuge island (unless it is a one-way street or one already exists) to shorten the pedestrian crossing distance and increase pedestrian visibility to motorists. [If a median refuge cannot be constructed on a two-way street, go to Treatment E]. Install marked crosswalk with signs (WII-2 and WI6-7P) WITH pedestrian activated RRFBs mounted on the side of the roadway and on median mounted signs AND advance regulatory "Stop here for Pedestrians" (RI-5) signs mounted on the side of the roadway; use standard (WII-2) advance warning pedestrian warning signs; use SI-1 signs for School Crossing locations; trail stop signs will be evaluated by the Traffic Safety Committee. Consider adding curb extensions at the crossing if on-street parking exists on the roadway and storm drain considerations will allow. Advance stop bars may be used in combination with "Stop here for Pedestrians" (RI-5) sign.

# Do not install marked crosswalk at uncontrolled crossing. Consider HAWK beacon, pedestrian traffic signal, or grade-separated crossing

Specific Guidance: Consider HAWK beacon, pedestrian traffic signal or grade-separated crossing; application of these treatments will consider corridor signal progression, existing grades, physical constraints, and other engineering factors.

\*Will require an engineering study to be performed

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CITY OF CHANHASSEN CROSSWALK POLICY

<sup>1.</sup> Painted medians can never be considered a refuge for a crossing pedestrian. Similarly, a 4 foot wide raised median next to a left turn lane can only be considered a refuge for pedestrians if the left turning volume is less than 20 vehicles per hour (meaning that in most cases the left turn lane is not occupied while the pedestrian is crossing).

<sup>2.</sup> A multiple threat lane is defined as a through lane where it is possible for a pedestrian to step out from in front of a stopped vehicle in the adjacent travel lane (either through or turn lane).

<sup>3.</sup> Additional treatments may be considered if suitable gaps in traffic for safe crossing are not available.

This requests information is generated from Final Adopted CIP 2024-2028 CIP 2024-2028 FINAL ADOPT, Adopted Version.

### **Streets - ADA Transition Plan Improvements**

Overview

Request Owner Charlie Howley, PW Director/City Engineer

DepartmentStreet MaintenanceTypeCapital Improvement

Project Number ST-047

### Description

This program implements various improvements to bring our public transportation network into compliance with the Americans with Disabilities Act (ADA) requirements. Improvements include reconstruction of pedestrian ramps, traffic signal controls, and sidewalks/trails. These improvements are for areas not already part of other CIP construction projects, and do not include private infrastructure. The City completed an ADA Transition Plan in August 2018 that outlines the needed improvements. This program will also be used for filling the inspection gaps and for Transition Plan updates. There are various outside agencies that have competitive grant opportunities that can be pursued as a way to supplement the funding.

The City is mandated to be in compliance with the ADA, but there is no timeframe in which to complete all of the needed improvements as long as the City has developed a Transition Plan. The 2018 Transition Plan indicated the total need of about \$3.2M, and the City set a goal of 50% compliance within 20 years.

Details

Type of Project Refurbishment

### **Capital Cost**

FY2024 Budget

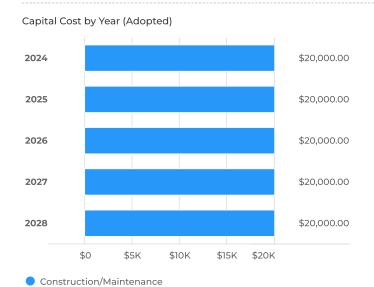
Total Budget (all years)

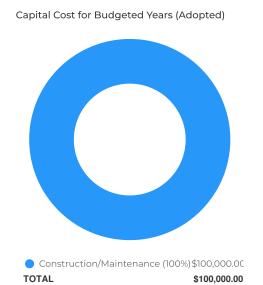
Project Total

\$20,000

\$100K

\$100K





Capital Cost Breakdown									
Capital Cost	FY2024	FY2025	FY2026	FY2027	FY2028	Total			
Construction/Maintenance	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$100,000			
Total	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$100,000			

### **Funding Sources**

FY2024 Budget

Total Budget (all years)

s) Project Total \$100K

\$20,000

\$100K

Funding Sources by Year (Adopted)

2024 \$20,000.00

2025 \$20,000.00

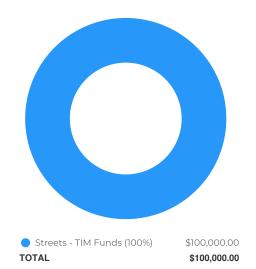
2026 \$20,000.00

2027 \$20,000.00

\$10K

\$15K \$20K





•	Streets - TIM Funds	

\$0

\$5K

Funding Sources Breakdown									
Funding Sources	FY2024	FY2025	FY2026	FY2027	FY2028	Total			
Streets - TIM Funds	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$100,000			
Total	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$100,000			

This requests information is generated from Final Adopted CIP 2024-2028 CIP 2024-2028 FINAL ADOPT, Adopted Version.

### **Traffic Safety Improvements**

Overview

Request Owner Charlie Howley, PW Director/City Engineer

**Department** Engineering

Type Capital Improvement

Project Number ST-056

### Description

This program will be used to address needed traffic safety improvements around the city. The Traffic Safety Committee (TSC) meets monthly to discuss cases that get reported to the Engineering Dept. and often times an improvement may be recommended for implementation.

### Details

Type of Project

**New Construction** 

### **Capital Cost**

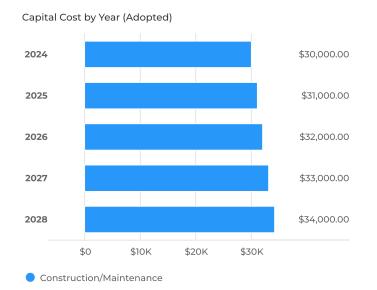
FY2024 Budget **\$30,000** 

Total Budget (all years)

**Project Total** 

\$160K

\$160K



# Capital Cost for Budgeted Years (Adopted)



Construction/Maintenance (100%) \$160,000.00

TOTAL \$160,000.00

Capital Cost Breakdown										
Capital Cost	FY2024	FY2025	FY2026	FY2027	FY2028	Total				
Construction/Maintenance	\$30,000	\$31,000	\$32,000	\$33,000	\$34,000	\$160,000				
Total	\$30,000	\$31,000	\$32,000	\$33,000	\$34,000	\$160,000				

### **Funding Sources**

FY2024 Budget Total Budget (all years) Project Total \$30,000 \$160K \$160K



Funding Sources Breakdown										
Funding Sources	FY2024	FY2025	FY2026	FY2027	FY2028	Total				
Streets - TIM Funds	\$30,000	\$31,000	\$32,000	\$33,000	\$34,000	\$160,000				
Total	\$30,000	\$31,000	\$32,000	\$33,000	\$34,000	\$160,000				





### **POLICY STATEMENT**

The City of Chanhassen strives to provide a safe, sustainable, and efficient transportation network which includes our local pedestrian facilities and crosswalks. Traffic control devices such as signage, striping, and other physical improvements may provide enhancements to the overall safety of local pedestrian facilities and crosswalks, but as with all traffic control devices careful consideration and review must be given. The evaluation of whether enhanced traffic control devices at crosswalks are warranted must establish a consistent and effective methodology, align with the City's goals, and must adhere to accepted local and federal guidelines and engineering practices. This policy establishes the City's guidelines for the installation of enhanced crosswalk treatments and is intended to provide a consistent procedure for determining if the installation of crossing treatments is warranted on a case-by-case basis.

### **GENERAL GUIDANCE**

Pedestrians, bicyclists, and motorists each as members of the traveling public have rights and responsibilities when traveling along or across roadways. In other words, everyone plays a role in keeping our roadways safe.

Some responsibilities of the traveling public when crossing roadways or approaching crosswalks are:

- » When traffic control signals are not in place or in operation, a driver must stop when a pedestrian is in a crosswalk. In this type of situation, a driver can proceed once the pedestrian has completely crossed the lane in front of the stopped vehicle.
- » When a vehicle is stopped to permit a pedestrian to cross the roadway at a marked crosswalk or at an intersection with no marked crosswalk, the driver of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle.
- » A pedestrian must not enter a crosswalk if a vehicle is approaching. There is no defined distance, but the pedestrian must use common safety sense. The law states: "No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield."
- » At crossings with traffic control signals, pedestrians shall be subject to obeying the traffic signals.
- » On all local roadways, every pedestrian crossing at a point other than within a marked crosswalk, or at an intersection with no marked crosswalk, shall yield the right of way to all vehicles on the roadway.
- » Pedestrians, or a person in a wheelchair using the shoulder of the road, shall walk or move along the left side of the roadway facing oncoming traffic. Where sidewalks are provided, and accessible and usable, it shall be unlawful for a pedestrian or person in a wheelchair to use the roadway.

It is important to recognize that all intersections are legal crosswalks and therefore drivers are required to yield to pedestrians. However, pedestrians are urged to cross with caution in any street crossing, marked or unmarked. Minnesota State Statute defines that crosswalks exist at intersections, whether marked or unmarked, and provides for pedestrian and motorist responsibilities.



### MN STATUTE 169.011 DEFINITIONS.

Subdivision 20. Crosswalk. "Crosswalk" means (1) that portion of a roadway ordinarily included with the prolongation or connection of the lateral lines of sidewalks at intersections; (2) any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.

### MN STATUTE 169.21 PEDESTRIAN.

Subdivision 2. Rights in absence of signal. (a) Where traffic-control signals are not in place or in operation, the driver of a vehicle shall stop to yield the right-of-way to a pedestrian crossing the roadway within a marked crosswalk or at an intersection with no marked crosswalk. The driver must remain stopped until the pedestrian has passed the lane in which the vehicle is stopped. No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield. This provision shall not apply under the conditions as otherwise provided in this subdivision.

Marked crosswalks are typically viewed by most as "safety devices". There is strong evidence that this prompts many pedestrians to feel overly secure when using a marked crosswalk. As a result, pedestrians will often place themselves in a hazardous position by believing that a motorist can and will stop in all cases, even when it may be impossible to do so. In contrast, a pedestrian using an unmarked crosswalk generally feels less secure and less certain that motorists will stop and will, therefore, exercise more caution before crossing. Because of this, it is important that any request for enhanced crosswalk treatments, such as markings, be consistently evaluated through accepted local and federal guidelines along with sound engineering practices and judgment while maintaining the goals of the City.

### **EVALUATION PROCESS**

Chanhassen residents can have pedestrian and traffic related safety concerns evaluated by the Traffic Safety Committee (TSC) by contacting the City's Engineering Department or by using the "See Click Fix" app (available in your smart device's app store) and selecting the "Traffic Concerns" category. If the concern involves a request for the installation of crosswalk improvements, the TSC will utilize the appropriate "Crosswalk Treatment Flowchart" found attached to this Policy to determine if enhancements are warranted. When warranted, the TSC will recommend to the Public Works Department that the treatments be installed. If the treatment requires substantial improvements or impacts to the right-of-way, the TSC's recommendation will be presented to City Council for approval. Interested parties will be notified of this council meeting and may attend.

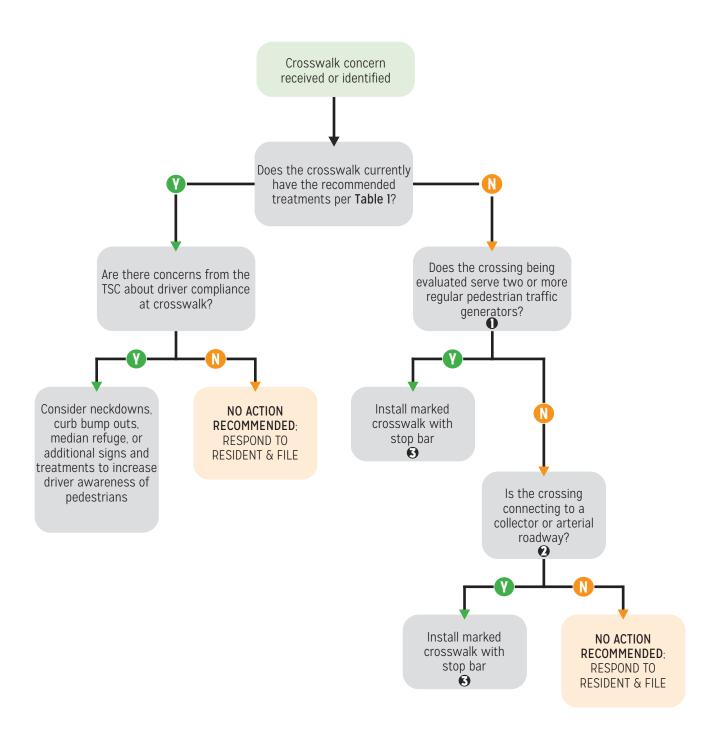
With respect to all crosswalk evaluations, the City may consider vehicular speed reduction strategies, such as driver speed feedback signs, in conjunction with crosswalk treatments. These are case-by-case situations subject to TSC review and City Engineer approval.

### CONTROLLED VS. UNCONTROLLED INTERSECTIONS AND CROSSWALKS

A controlled intersection is an intersection that has traffic signals, stop signs, or yield signs to regulate the flow of traffic. A controlled crosswalk crosses the controlled leg of an intersection, for example, the leg in which the stop sign is regulating traffic.

An uncontrolled intersection is an intersection that does not have any traffic signals, stop signs, or yield signs to regulate the flow of traffic. This can occur at all legs of an intersection or, more typically, at only two legs of an intersection. An uncontrolled crosswalk crosses the uncontrolled leg of an intersection, for example, the leg in which no stop sign is regulating traffic.

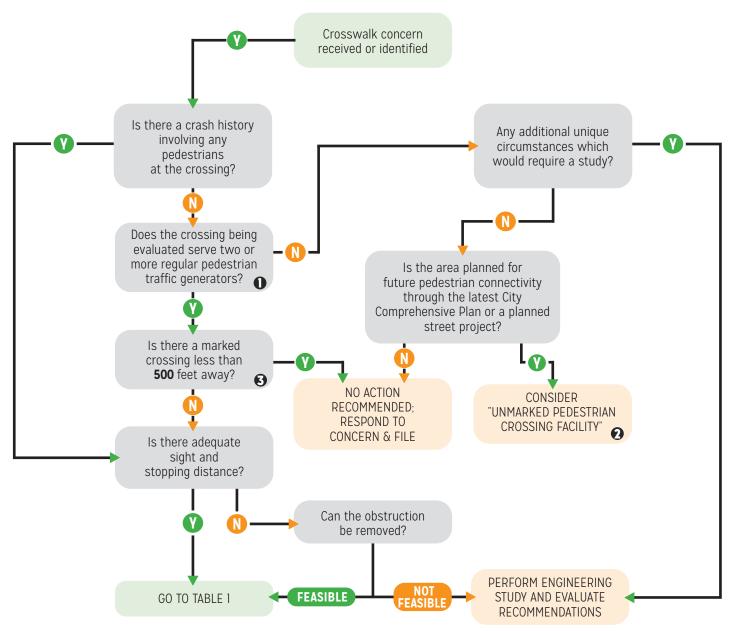
### CONTROLLED CROSSWALK TREATMENT FLOWCHART AT INTERSECTIONS



- Regular pedestrian traffic generators include public or private facilities such as schools, multifamily dwellings, commercial areas, transit stops, parks and recreational facilities, trails, and places of worship.
- 2 Private streets serving less than or equal to four (4) properties will not require the installation of crosswalk treatments.
- If in conjunction with a trail crossing, the Traffic Safety Committee will provide a recommendation to the City Engineer on whether a trail stop sign is warranted.



### UNCONTROLLED CROSSWALK TREATMENT FLOWCHART AT INTERSECTIONS •



- Regular pedestrian traffic generators include public or private facilities such as schools, multifamily dwelling, commercial areas, transit stops, parks and recreational facilities, trails, and places of worship.
- An "unmarked pedestrian crossing facility" is any treatment that improves a pedestrian's ability to cross a street short of the marked/signed and enhanced crossings detailed in Table 1. Installations of this type of pedestrian facility are subject to TSC review and the City Engineer's judgment and may include curb ramps and/or a raised median refuge. However, no effort is made to attract pedestrians or recommend that pedestrians cross at this location. The treatments simply provide an improvement for a low volume pedestrian crossing where pedestrians are already crossing and will like continue to cross.
- 3 Distance to the nearest marked or protected crossing may be reduced to 300 feet subject to TSC review and the City Engineer's judgment. For example, where crossing treatments and crossing activity would not create undue restrictions to vehicular traffic operations.
- Mid-block crossings are prohibited. Any potential improvements associated with existing mid-block crossings are reviewed on a case-by-case basis and are ultimately subject to the City Engineer's approval.

CITY OF CHANHASSEN CROSSWALK POLICY

# **Table 1. Decision Guide for Crossing Treatments**

	# of	# of multiple – threat lanes(2) per crossing	Roadway ADT and Posted Speed							
Roadway Configuration	lanes crossed		1,000-9,000vpd <sup>(3)</sup>			9,000-12,000 vpd				
	to reach a refuge <sup>(1)</sup>		≤30 mph	35 mph	40 mph	≤30 mph	35 mph	40 mph		
2 Lanes (two way street with no median)	2	0	А	В	С	А	В	С		
3 Lanes (w/raised median)	1 or 2	0 or 1	А	В	D	А	С	D		
3 Lanes (w/striped median)	3	0 or 1	С	С	D	С	С	D		
4 Lanes ( two way street w/no median)	4	2	А	D	D	В	D	D		
5 Lanes (w/raised median)	2 or 3	2	А	В	D	В	В	С		
5 Lanes (w/striped median)	5	2	D	D	D	D	D	D		
6 Lanes (two way street w/or w/out median)	3 to 6	4	E	E	E	E	E	E		

### Notes

Α

D\*

F\*

- 1. Painted medians can never be considered a refuge for a crossing pedestrian. Similarly, a 4 foot wide raised median next to a left turn lane can only be considered a refuge for pedestrians if the left turning volume is less than 20 vehicles per hour (meaning that in most cases the left turn lane is not occupied while the pedestrian is crossing).
- 2. A multiple threat lane is defined as a through lane where it is possible for a pedestrian to step out from in front of a stopped vehicle in the adjacent travel lane (either through or turn lane).
- 3. Additional treatments may be considered if suitable gaps in traffic for safe crossing are not available.

### **Treatment Descriptions**

### Install marked crosswalk with road-side signs

Specific Guidance: Install marked crosswalk with signs mounted on the side of the roadway (WII-2 and WI6-7P) with standard (WII-2) advance pedestrian warning signs; use SI-1 signs for School Crossing locations; trail stop signs will be evaluated by the Traffic Safety Committee.

### Install marked crosswalk with road-side and in-roadway (bollard mounted) signs

Specific Guidance: Install marked crosswalk with signs mounted on the side of the roadway (W11-2 and W16-7P) and "State Law – Stop for Pedestrian" (R1-6) signs mounted on in-roadway bollards; use standard (W11-2) advance pedestrian warning signs; use S1-1 signs for School Crossing locations; trail stop signs will be evaluated by the Traffic Safety Committee.

### Install marked crosswalk with signs and geometric improvements to increase pedestrian visibility and reduce exposure

Specific Guidance: For 2-lane roadways, install marked crosswalk with signs mounted on the side of the roadway (W11-2 and W16-7P) and "State Law - Stop for Pedestrian" (R1-6) signs mounted on in-roadway bollards; use standard (W11-2) advance pedestrian warning signs; use S1-1 signs for School Crossing locations; trail stop signs will be evaluated by the Traffic Safety Committee. Add curb extensions (concrete, paint, flexible delineators) or median refuge islands to shorten the pedestrian crossing distance and increase pedestrian visibility to motorists.

For 3+ lane roadways, install marked crosswalk with advance regulatory "Stop here for Pedestrians" (R1-5) signs mounted on the side of the roadway. (W1-2 and W16-7P) mounted at the crossing location on the side of the roadway and "State Law - Stop for Pedestrian" (R1-6) signs mounted on in-roadway bollards; use standard (W11-2) advance pedestrian warning signs; use S1-1 signs for School Crossing locations; trail stop signs will be evaluated by the Traffic Safety Committee. Add curb extensions or median refuge islands to shorten the pedestrian crossing distance and increase pedestrian visibility to motorists. Advance stop bars may be used in combination with "Stop here for Pedestrians" (R1-5) sign.

# Install marked crosswalk with advanced "Stop here for Pedestrians" signs, pedestrian activated Rectangular Rapid Flashing Beacons (RRFBs), and geometric improvements to increase pedestrian visibility and reduce exposure

Specific Guidance: Install raised median refuge island (unless it is a one-way street or one already exists) to shorten the pedestrian crossing distance and increase pedestrian visibility to motorists. [If a median refuge cannot be constructed on a two-way street, go to Treatment E]. Install marked crosswalk with signs (WII-2 and WI6-7P) WITH pedestrian activated RRFBs mounted on the side of the roadway and on median mounted signs AND advance regulatory "Stop here for Pedestrians" (RI-5) signs mounted on the side of the roadway; use standard (WII-2) advance warning pedestrian warning signs; use SI-I signs for School Crossing locations; trail stop signs will be evaluated by the Traffic Safety Committee. Consider adding curb extensions at the crossing if on-street parking exists on the roadway and storm drain considerations will allow. Advance stop bars may be used in combination with "Stop here for Pedestrians" (RI-5) sign.

# Do not install marked crosswalk at uncontrolled crossing. Consider HAWK beacon, pedestrian traffic signal, or grade-separated crossing

Specific Guidance: Consider HAWK beacon, pedestrian traffic signal or grade-separated crossing; application of these treatments will consider corridor signal progression, existing grades, physical constraints, and other engineering factors.

\*Will require an engineering study to be performed

5 385

CITY OF CHANHASSEN CROSSWALK POLICY

CITY OF CHANHASSEN

# Economic Development 3-Year Plan





CITY OF CHANHASSEN

# Economic Development 3-Year Plan

Adopted XX-XX-XXXX

Elise Ryan Mayor

Laurie Hokkanen
City Manager

Eric Maass Planning Director

Samantha DiMaggio
Economic Development
Manager

Rachel Jeske **Planner** 

Jerry McDonald Haley Schubert Mark Von Oven Josh Kimber City Council

Eric Anderson, Chair
Duke Zurek, Vice Chair
Chriss Freeman
Stacy Goff
Luke Bame
Cohen Lee, Youth Commissioner
Economic Development Commission

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## A. Executive Summary

Chanhassen has been nationally recognized as one of the best places in America to live. The city's natural amenities and quality of life are valued by residents and visitors alike. Although having numerous positive attributes, there were weaknesses and threats identified in the SWOT Analysis, completed by the Economic Development Commission (EDC), and in the current statistical data, that if not addressed, could affect Chanhassen and its long-term growth.

### **Economic Development Statistical Information**

- 1. Chanhassen's senior population, especially those between the ages of 65 and 74, have witnessed the fastest and most significant growth.
- 2. The average annual salary in Chanhassen is \$72,592.
  - a. The second highest employment by industry type is Trade, Transportation, and Utilities, at 17.6%, with average hourly earnings of \$25.49 (\$53,019 annually).
- 3. The median housing costs in Chanhassen are 11% higher than the average owneroccupied housing costs in Carver County. Additionally, renter-occupied housing costs are 22% higher than the average renter-occupied housing costs in Carver County.

### Strengths, Weakness, Opportunity, and Threats (SWOT) Analysis

- 1. Perceived as resistant to change and not business-friendly (e.g., high city fees),
- 2. High cost of housing and limited workforce housing, and
- 3. Neighboring cities have more available land and areas for increased density.

Over the next three years, staff will work to ensure developers are bringing in a variety of housing types and styles at various price points. Strategies will also be implemented to create and retain affordable, life-cycle housing which is important as it will ensure that Chanhassen can maintain its goal of being a "community for life".

Chanhassen has a highly educated community with 63.9% of its population 25 years and older having at least a bachelor's degree in 2021. Staff will work to market vacant or underutilized properties to employers recruiting staff with a bachelor's degree or higher. The goal of increasing graduate-level jobs is to allow residents to both live and work in Chanhassen.

This plan's development, as well as the implementation of the Economic Resiliency Plan, will provide staff and the EDC with a clear vision towards economic success and continued guidance when making decisions, creating policy, and implementing programs.

### **B. PURPOSE**

In 2023, the city contracted with Raftelis, a consulting group that aids local governments in assessing current conditions and planning for improvement for the future, to complete an operational study of all departments across the organization. The goal of this assessment was to review the operations, processes, procedures, and resource levels of city departments, as well as identify what opportunities exist to enhance the efficiency and effectiveness of service delivery and position the city to meet anticipated growth.

The recommendation stated the primary duties of the Economic Development Manager should include the following.

- Business Outreach Creating a rotation schedule for when the Manager will meet with businesses and develop a database of businesses and properties within Chanhassen, and:
- Local Networking Create relationships with commercial real estate brokers, working
  with the utility organizations and departments to understand what's available as far as
  locations and communicating this information to stakeholders.

Raftelis also recommended that the city should develop a three-year Economic Development Plan to give guidance to the Economic Development Manager, whose position was newly created in 2022, and set a course for success as this role continues to develop. This plan is to be communicated to the community and city staff and should include the following sections.

- A summary of current economic conditions in the city,
- A regional Strengths, Weaknesses, Opportunities, Threats (SWOT) analysis,
- A strategic action and implementation plan, consistent with other city-wide plans,
- A performance evaluation framework, and
- An Economic Resiliency Plan.

### C. CURRENT ECONOMIC DEVELOPMENT CONDITIONS

The following statistical information was provided to staff by Tim O'Neil, Twin Cities Metro Regional Labor Market Analyst with the Minnesota Department of Employment and Economic Development (DEED), his email is <a href="mailto:timothy.oneill@state.mn.us">timothy.oneill@state.mn.us</a>.

### 1. POPULATION

Carver County is the 11th largest of the 87 counties in the state. Its population has increased over the past decade, ranking Carver County as the fastest-growing county in the state of Minnesota from 2010 to 2022 (Table 1).

Table 1. Population Change 2010-2022

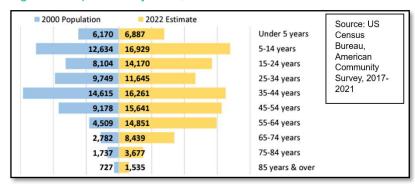
Table 1. Population	Change 201	0-2022								
	2010	2022 2010-2022 Change								
	Population	Estimates	Number	Percent						
Region 11	2,849,567	3,149,205	+299,638	+10.5%						
Anoka County	330,844	368,864	+38,020	+11.5%						
Carver County	91,042	110,034	+18,992	+20.9%						
Dakota Co.	398,552	443,341	+44,789	+11.2%						
Hennepin Co.	1,152,425	1,260,121	+107,696	+9.3%						
Ramsey Co.	508,640	536,413	+27,773	+5.5%						
Scott Co.	129,928	154,520	+24,592	+18.9%						
Washington County	238,136	275,912	+37,776	+15.9%						
State of Minnesota	5,303,925	5,717,184	+413,259	+7.8%						
Source	Source: U.S. Census Bureau, Population Estimates Program									

Carver County's population is aging, especially as the "Baby Boom" generation moves through the population pyramid (Figure 1).

Table 2. Population by Age Group, 2022

	Number	Percent		
Under 5 years	6,887	6.3%		
5-14 years	16,929	15.4%		
15-24 years	14,170	12.9%		
25-34 years	11,645	10.6%		
35-44 years	16,261	14.8%		
45-54 years	15,641	14.2%		
55-64 years	14,851	13.5%		
65-74 years	8,439	7.7%		
75-84 years	3,677	3.3%		
85 years & over	1,535	1.4%		
Total Population	110,034	100.0%		
Source: Census Population Estimates, 2017-2021 ACS				

Figure 1. Population Pyramid, 2000-2022



The 5-year estimates compiled by the U.S. Census Bureau's American Community Survey (ACS), detailed that Chanhassen's total population increased by approximately 11.2% (+2,574 people) between the 2011 and 2021. Comparatively, Minnesota's total population increased by approximately 7.4% during that period. Chanhassen's senior populations, especially those between the ages of 65 and 74, witnessed the fastest and most significant growth (Table 3).

Table 3. Chanhassen Population by Age, 2011-2021

A.c.o.	2021	2011	Population Char	nge, 2011 – 2021
Age	2021	2011	Numeric	Percent
0 to 14	5,541	5,957	-416	-7.0%
15 to 24	3,055	2,438	+617	+25.3%
25 to 34	2,566	2,047	+519	+25.4%
35 to 44	3,428	3,910	-482	-12.3%
45 to 54	3,522	4,370	-848	-19.4%
55 to 64	4,105	2,668	+1,437	+53.9%
65 to 74	2,108	828	+1,280	+154.6%
75 and over	1,249	782	+467	+59.7%
Total	25,574	23,000	+2,574	+11.2%
Source: U.S. Census Bureau, American Community Survey 5-Year Estimates				

The Metropolitan Council (METC) updates its 30-year forecasts at least once per decade. Forecasts indicate when, where, and how much population, household, and job growth the region and its communities can expect. The METC recently shared their updated forecasts for Chanhassen (Table 4) and Carver County (Table 5). Chanhassen is designated as Emerging Suburban Edge, Emerging Suburban Edge.

Table 4. METC Chanhassen 2040 Forecast

Forecast Year	Population	Households	Employment
2010	22,952	8,352	10,905
2020	26,700	10,000	15,600
2030	31,700	11,900	17,000
2040	37,100	14,000	18,400

Source: Metropolitan Council Community Pages, Chanhassen, 2024. https://lphonline.metc.state.mn.us/CommPage?ctu=239379 9&applicant=Chanhassen

Table 5. METC Carver County 2040 Forecast

Forecast Year	Population	Households	Employment	
	91,042	32,891	31,836	
	108,520	40,940	41,810	
	135,960	52,180	48,230	
	161,440	62,650	54,700	

Source: Metropolitan Council Community Pages, Carver County, 2024. https://lphonline.metc.state.mn.us/CommPage?ctu=19&app licant=Carver%20Co The race demographics chart (Table 6) offers a visual snapshot of the diverse population that defines the city's collective identity. This chart not only illustrates the distribution of racial groups but also serves as a valuable resource for recognizing the growth of cultural diversity in the community.

Table 6. Chanhassen Population Demographics, 2000-2020

Table 2. Chanhassen Decennial Census Estimates, 2000 – 2020					
Population	2000	2010	2020		
Total Population	20,321	22,952	25,947		
White	19,284	21,235	22,095		
Black or African American	152	254	360		
American Indian or Alaska Native	31	24	46		
Asian	576	887	1,608		
Some Other Race	84	198	354		
Two or More Races	193	352	1,479		
Hispanic or Latino (of any race)	402	525	956		
Source: U.S. Census Bureau, American Community Survey					

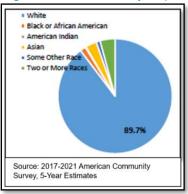
Carver County's population is also becoming more racially diverse. Since 2011, the county's white population has increased, but at a slower rate than a number of other races (Table 7 and Figure 2).

Table 7. Carver County Population Demographics

	Carver Co.			Minnesota	
Table 4. Race and Hispanic Origin, 2021	Number	Percent	Change from 2011-2021	Percent	Change from 2011-2021
Total	105,694	100.0%	17.4%	100.0%	7.4%
White	94,759	89.7%	13.5%	80.7%	0.4%
Black or African American	1,731	1.6%	77.2%	6.6%	42.2%
American Indian or Alaska Native	210	0.2%	20.0%	0.9%	-8.0%
Asian or Other Pac. Islanders	3,336	3.2%	39.2%	5.0%	35.8%
Some Other Race	1,192	1.1%	-27.4%	2.1%	66.5%
Two or More Races	4,466	4.2%	216.1%	4.6%	121.8%
Hispanic or Latino origin	4,597	4.3%	32.7%	5.6%	31.6%

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Figure 2. Carver County Population by Race, 2021



### 2. Employment

Coming out of the pandemic, Carver County hasn't fully recovered in the number of jobs (Figure 3), but in 2022, it had the 11th largest economy of the 87 counties in the state. Carver County was the 5th fastest growing in the past year and had the 29th fastest growth since 2019.

Figure 3. Industry Employment Statistics, 2007-2022

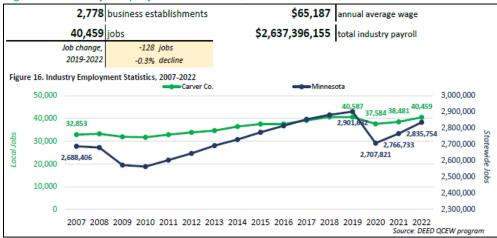
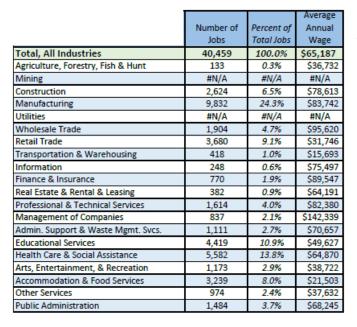
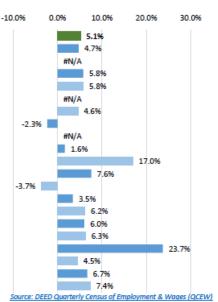


Table 8. Carver County Industry Employment Statistics, 2022

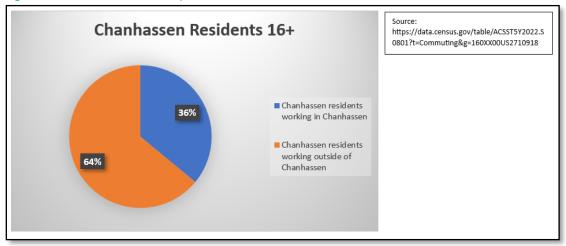
Figure 4. Change in Jobs, 2021-2022





Approximately 36% of Chanhassen residents (residents 16 years of age and older who were working) worked within Chanhassen city limits. Meanwhile, 64% of Chanhassen residents worked outside the city's boundaries (Figure 5).

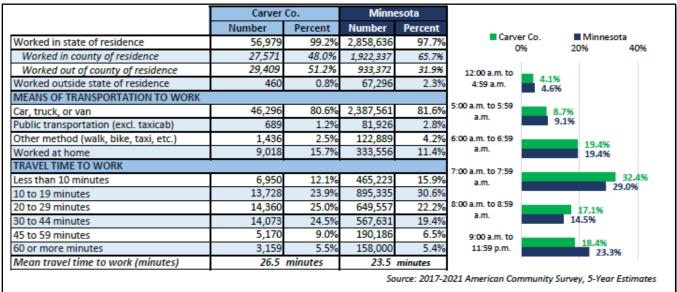
Figure 5. Residents 16+ Workplace Location



A smaller percentage of workers in Carver County worked in the same county in which they live compared to the state as a whole. Carver County also had a longer average commute time than the state average.

Table 9. Carver County Community Characteristics, 2021

Figure 6. Time leaving home to go to work, 2021



According to the Department of Employment and Economic Development's (DEED) Quarterly Census of Employment and Wages (QCEW), the City of Chanhassen had 800 business establishments (Figure 7), supplying 15,459 total jobs in 2022.

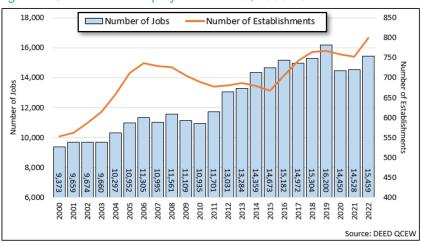


Figure 7. Chanhassen Employment Trends, 2000-2022

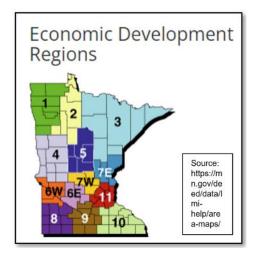
Total payroll for all jobs equaled \$1.1 billion, with the average annual wage in Chanhassen is \$72,592 (Table 10). Manufacturing is the leading industry in Chanhassen with 29.5%. Coming in second at 17.6% is Trade, Transportation, and Utilities, which is part of the "service-providing industries group" and includes employment in wholesale, retail, transportation and warehousing, and utilities. These industries have average hourly earnings of \$25.49 (Source: <a href="https://www.bls.gov/iag/tgs/iag40.htm">https://www.bls.gov/iag/tgs/iag40.htm</a>).

Table 10. Chanhassen Industry Statistics, Annual 2022

Industry	Number of Jobs	Share of Total Jobs	Number of Establishments	Total Payroll (\$1,000s)	Avg. Annual Wage		
Total, All Industries	15,459	100.0%	800	\$1,123,302	\$72,592		
Manufacturing	4,563	29.5%	47	\$378,021	\$82,628		
Trade, Transportation and Utilities	2,715	17.6%	149	\$188,307	\$69,368		
Professional and Business Services	2,155	13.9%	165	\$222,447	\$103,272		
Health Care and Social Assistance	1,158	7.5%	73	\$73,490	\$63,440		
Accommodation and Food Services	1,068	6.9%	50	\$24,471	\$22,880		
Educational Services	1,042	6.7%	21	\$50,007	\$47,892		
Construction	842	5.4%	54	\$74,170	\$87,984		
Arts, Entertainment, and Recreation	761	4.9%	22	\$34,391	\$45,240		
Other Services	401	2.6%	100	\$15,089	\$37,648		
Finance and Insurance	329	2.1%	55	\$31,040	\$94,744		
Public Administration	212	1.4%	5	\$14,522	\$68,536		
Information	108	0.7%	20	\$8,787	\$81,068		
Real Estate and Rental and Leasing	94	0.6%	36	\$8,184	\$86,892		
Natural Resources and Mining	11	0.1%	3	\$376	\$37,128		
Source: DEED Quarterly Census of Employment and Wages							

In 2023, the median hourly wage (\$25.60) in Region 11 (Figure 8), was higher than the state median hourly wage. Overall, Region 11 had the highest median hourly wage level of the 13 economic development regions in the state. Region 11 Includes the Counties of Caver, Scott, Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Figure 7. MN Economic Development Regions



Wages were highest for management occupations (\$60.18) and lowest for food preparation and serving-related jobs (\$15.29) (Table 11).

Table 10. Occupational Employment & Wage Statistics, 2023

		Regio	n 11		Stat	te of Minnes	ota
Occupational Group	Median Hourly Wage	Estimated Regional Jobs	Share of Total Jobs	Regional Location Quotient	Median Hourly Wage	State-wide Jobs	Share of Total Jobs
Total, All Occupations	\$25.67	1,718,290	100.0%	1.0	\$24.25	2,827,310	100.0%
Management	\$60.18	128,450	7.5%	1.1	\$51.58	193,760	6.9%
Business & Financial Operations	\$39.29	152,020	8.8%	1.2	\$38.19	201,940	7.1%
Computer & Mathematical	\$51.41	78,440	4.6%	1.3	\$49.73	99,250	3.5%
Architecture & Engineering	\$41.64	37,060	2.2%	1.1	\$40.60	53,100	1.9%
Life, Physical & Social Science	\$41.34	19,160	1.1%	1.1	\$39.37	29,070	1.0%
Community & Social Service	\$26.00	30,510	1.8%	0.9	\$25.82	54,820	1.9%
Legal	\$51.41	14,890	0.9%	1.3	\$47.87	18,730	0.7%
Education, Training & Library	\$25.35	89,460	5.2%	0.9	\$24.82	158,830	5.6%
Arts, Design, Entertainment & Media	\$30.59	26,520	1.5%	1.2	\$28.80	37,630	1.3%
Healthcare Practitioners & Technical	\$41.91	102,560	6.0%	0.9	\$41.07	186,700	6.6%
Healthcare Support	\$17.27	100,520	5.9%	1.0	\$17.40	162,400	5.7%
Protective Service	\$25.28	23,310	1.4%	0.9	\$25.83	40,620	1.4%
Food Preparation & Serving Related	\$15.29	125,670	7.3%	1.0	\$14.89	216,970	7.7%
Building, Grounds Cleaning & Maint.	\$18.54	43,360	2.5%	0.9	\$18.26	76,210	2.7%
Personal Care & Service	\$17.34	36,850	2.1%	1.0	\$16.96	58,120	2.1%
Sales & Related	\$19.61	142,400	8.3%	1.0	\$18.14	239,500	8.5%
Office & Administrative Support	\$23.74	212,320	12.4%	1.0	\$23.06	345,830	12.2%
Farming, Fishing & Forestry	\$19.21	1,090	0.1%	0.4	\$19.84	4,060	0.1%
Construction & Extraction	\$35.05	61,400	3.6%	0.9	\$31.00	113,930	4.0%
Installation, Maintenance & Repair	\$29.47	51,770	3.0%	0.9	\$27.95	98,670	3.5%
Production	\$22.67	109,650	6.4%	0.9	\$22.07	209,380	7.4%
Transportation & Material Moving	\$21.88	130,880	7.6%	0.9	\$19.80	227,780	8.1%
			Source: DEEL	Occupation (	al Employment a	& Waqe Statisti	cs, Qtr. 1 202

Moving forward, DEED is predicting the following occupations will be highest in demand.

Table 11. Twin Cities Occupations in Demand, 2022

Workers \$27,050/yr  Home Health and Personal Care Aides \$30,550/yr  Customer Service Representatives \$43,930/yr  Cashiers \$28,148/yr  First-Line Supervisors of Retail Sales Workers \$50,220/yr  Janitors and Cleaners, Except Maids and \$33,643/yr	Nursing Assistants \$40,252/yr ed Practical and Licensed Vocational Nurses \$53,226/yr Machinists \$56,280/yr mputer User Support Specialists \$58,065/yr comotive Service Technicians and Mechanics \$49,969/yr	Registered Nurses \$88,275/yr Clinical Laboratory Technologists and Technicians \$57,392/yr Dental Hygienists \$79,288/yr Paralegals and Legal Assistants \$61,136/yr Radiologic Technologists and Technicians	Software Developers and Software Quality Assurance Analysts and \$109,686/yr  General and Operations Manage \$116,335/yr  Project Management Specialist and Business Operations \$75,918/yr  Accountants and Auditors \$72,999/yr  Management Analysts
\$29,563/yr  Fast Food and Counter Workers \$27,050/yr  Home Health and Personal Care Aides \$30,550/yr  Customer Service Representatives \$43,930/yr  Cashiers \$28,148/yr  First-Line Supervisors of Retail Sales Workers \$50,220/yr  Janitors and Cleaners, Except Maids and \$33,643/yr	\$40,252/yr ed Practical and Licensed Vocational Nurses \$53,226/yr Machinists \$56,280/yr mputer User Support Specialists \$58,065/yr comotive Service Technicians and Mechanics	\$88,275/yr Clinical Laboratory Technologists and Technicians \$57,392/yr Dental Hygienists \$79,288/yr Paralegals and Legal Assistants \$61,136/yr Radiologic Technologists and	\$109,686/yr  General and Operations Manage \$116,335/yr  Project Management Specialist and Business Operations \$75,918/yr  Accountants and Auditors \$72,999/yr
Fast Food and Counter Workers \$27,050/yr Home Health and Personal Care Aides \$30,550/yr Customer Service Representatives \$43,930/yr Cashiers \$28,148/yr First-Line Supervisors of Retail Sales Workers \$50,220/yr Janitors and Cleaners, Except Maids and \$33,643/yr	ed Practical and Licensed Vocational Nurses \$53,226/yr Machinists \$56,280/yr mputer User Support Specialists \$58,065/yr comotive Service Technicians and Mechanics	Clinical Laboratory Technologists and Technicians \$57,392/yr  Dental Hygienists \$79,288/yr  Paralegals and Legal Assistants \$61,136/yr  Radiologic Technologists and	General and Operations Manage \$116,335/yr Project Management Specialist and Business Operations \$75,918/yr Accountants and Auditors \$72,999/yr
Workers \$27,050/yr  Home Health and Personal Care Aides \$30,550/yr  Customer Service Representatives \$43,930/yr  Cashiers \$28,148/yr  First-Line Supervisors of Retail Sales Workers \$50,220/yr  Janitors and Cleaners, Except Maids and \$33,643/yr	Nurses \$53,226/yr  Machinists \$56,280/yr  mputer User Support Specialists \$58,065/yr  comotive Service Technicians and Mechanics	and Technicians \$57,392/yr  Dental Hygienists \$79,288/yr  Paralegals and Legal Assistants \$61,136/yr  Radiologic Technologists and	\$116,335/yr Project Management Specialist and Business Operations \$75,918/yr Accountants and Auditors \$72,999/yr
\$27,050/yr  Home Health and Personal Care Aides \$30,550/yr Customer Service Representatives \$43,930/yr  Cashiers \$28,148/yr  First-Line Supervisors of Retail Sales Workers \$50,220/yr Janitors and Cleaners, Except Maids and \$33,643/yr	\$53,226/yr  Machinists \$56,280/yr  mputer User Support Specialists \$58,065/yr  comotive Service Technicians and Mechanics	\$57,392/yr  Dental Hygienists \$79,288/yr  Paralegals and Legal Assistants \$61,136/yr  Radiologic Technologists and	\$116,335/yr Project Management Specialist and Business Operations \$75,918/yr Accountants and Auditors \$72,999/yr
Home Health and Personal Care Aides \$30,550/yr  Customer Service Representatives \$43,930/yr  Cashiers \$28,148/yr  First-Line Supervisors of Retail Sales Workers \$50,220/yr  Janitors and Cleaners, Except Maids and \$33,643/yr	Machinists \$56,280/yr  mputer User Support Specialists \$58,065/yr  comotive Service Technicians and Mechanics	Dental Hygienists \$79,288/yr  Paralegals and Legal Assistants \$61,136/yr  Radiologic Technologists and	Project Management Specialist and Business Operations \$75,918/yr Accountants and Auditors \$72,999/yr
Care Aides \$30,550/yr  Customer Service Representatives \$43,930/yr  Cashiers  \$28,148/yr  First-Line Supervisors of Retail Sales Workers \$50,220/yr  Janitors and Cleaners, Except Maids and \$33,643/yr	\$56,280/yr mputer User Support Specialists \$58,065/yr comotive Service Technicians and Mechanics	\$79,288/yr  Paralegals and Legal Assistants \$61,136/yr  Radiologic Technologists and	and Business Operations \$75,918/yr Accountants and Auditors \$72,999/yr
\$30,550/yr  Customer Service Representatives \$43,930/yr  Cashiers  \$28,148/yr  First-Line Supervisors of Retail Sales Workers \$50,220/yr  Janitors and Cleaners, Except Maids and \$33,643/yr	\$56,280/yr mputer User Support Specialists \$58,065/yr comotive Service Technicians and Mechanics	\$79,288/yr  Paralegals and Legal Assistants \$61,136/yr  Radiologic Technologists and	\$75,918/yr Accountants and Auditors \$72,999/yr
Customer Service Representatives \$43,930/yr  Cashiers  \$28,148/yr  First-Line Supervisors of Retail Sales Workers \$50,220/yr  Janitors and Cleaners, Except Maids and \$33,643/yr	mputer User Support Specialists \$58,065/yr omotive Service Technicians and Mechanics	Paralegals and Legal Assistants \$61,136/yr Radiologic Technologists and	Accountants and Auditors \$72,999/yr
Representatives \$43,930/yr  Cashiers \$28,148/yr  First-Line Supervisors of Retail Sales Workers \$50,220/yr  Janitors and Cleaners, Except Maids and \$33,643/yr	\$58,065/yr comotive Service Technicians and Mechanics	\$61,136/yr Radiologic Technologists and	\$72,999/yr
Representatives \$43,930/yr  Cashiers \$28,148/yr  First-Line Supervisors of Retail Sales Workers \$50,220/yr  Janitors and Cleaners, Except Maids and \$33,643/yr	\$58,065/yr comotive Service Technicians and Mechanics	\$61,136/yr Radiologic Technologists and	\$72,999/yr
Cashiers  \$28,148/yr  First-Line Supervisors of Retail Sales Workers \$50,220/yr  Janitors and Cleaners, Except Maids and \$33,643/yr	omotive Service Technicians and Mechanics	Radiologic Technologists and	
Cashiers \$28,148/yr First-Line Supervisors of Retail Sales Workers \$50,220/yr Janitors and Cleaners, Except Maids and \$33,643/yr	Mechanics		Management Analysts
\$28,148/yr First-Line Supervisors of Retail Sales Workers \$50,220/yr Janitors and Cleaners, Except Maids and \$33,643/yr		Technicians	
First-Line Supervisors of Retail Sales Workers \$50,220/vr Janitors and Cleaners, Except Maids and \$33,643/yr	S49.969/vr		
Retail Sales Workers \$50,220/vr Janitors and Cleaners, Except Maids and \$33,643/yr	4     1.	\$72,244/yr	\$90,051/yr
\$50,220/vr Janitors and Cleaners, Except Maids and \$33,643/yr	Medical Assistants	Veterinary Technologists and	Computer Systems Analysts
Janitors and Cleaners, Except Maids and \$33,643/yr		Technicians	
Except Maids and \$33,643/yr	\$46,355/yr	\$38,974/yr	\$100,128/yr
\$33,643/yr	Electricians	Computer Network Support	Market Research Analysts and
- / //		Specialists	Marketing Specialists
First Line Companies of	\$76,105/yr	\$70,174/yr	\$76,791/yr
First-Line Supervisors of	Hairdressers, Hairstylists, and	Industrial Engineering	Financial Managers
Food Preparation and	Cosmetologists	Technologists and Technicians	Tillalicial Wallage 13
\$42,227/yr	\$29,969/yr	\$59,129/yr	\$136,310/yr
Heavy and Tractor-Trailer	ndustrial Machinery Mechanics	Web Developers and Digital	Substance abuse, behavioral
Truck Drivers	idustrial Macrimery Mecrianics	Interface Designers	disorder, and mental health
\$53,619/yr	\$63,713/yr	\$81,675/yr	\$53,558/yr
Stockers and Order Fillers		Surgical Technologists	Human Resources Specialists
\$32,737/yr	Dental Assistants	Surgical reciliologists	

## 3. Educational Attainment

Chanhassen's population is highly educated. According to ACS 5-year estimates, 98.5% of the city's population 25 years of age and older had a high school diploma or more in 2021. This is compared to 93.9% of Hennepin County and 96.2% of Carver County.

63.9% of Chanhassen's population who are 25 years and older had a bachelor's degree or more in 2021. This is compared to 51.8% of Hennepin County and 49.7% of Carver County (Figure 8).

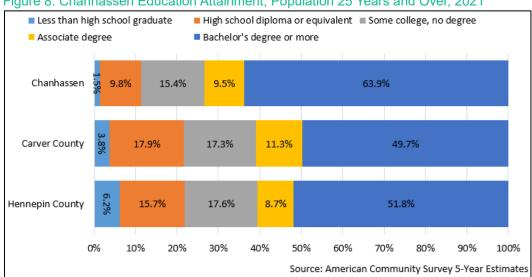
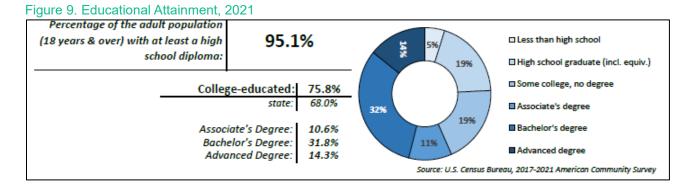


Figure 8. Chanhassen Education Attainment, Population 25 Years and Over, 2021

In Carver County, 95.1% of adults 18 years and over have at least a high school diploma. This is higher than the State of Minnesota, at 92.8%. Carver County also has a high percentage of college educated people with 75.8% compared to the state average of 68% (Figure 9).



## 4. Housing & Household Income

According to ACS 5-year estimates, Chanhassen had a median household income of \$123,566 in 2021. The comparative median household incomes were \$107,890 in Carver County and \$85,438 in Hennepin County (Figure 10).

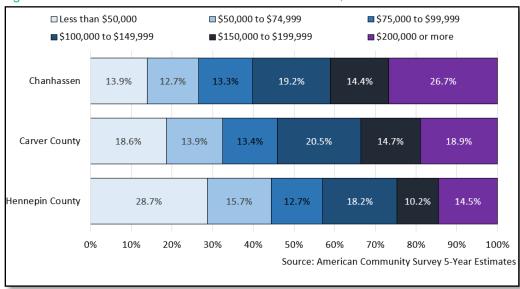


Figure 10. Household Income Distribution in Chanhassen, 2021

For occupied housing units, the median monthly housing cost in Chanhassen was higher than that of Hennepin and Carver Counties (Figure 11).

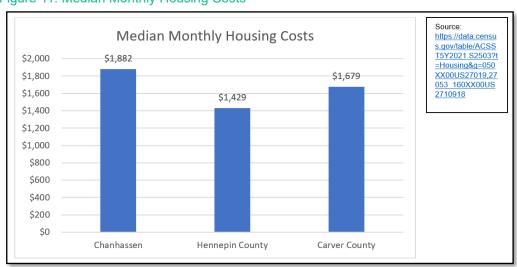


Figure 11. Median Monthly Housing Costs

Chanhassen residents also pay more for both owner-occupied and renter-occupied housing (Figure 12). In total, median housing costs in Chanhassen are 11% higher than the average owner-occupied home in Carver County. Additionally, renter-occupied housing costs in Chanhassen are 22% higher than the average renter-occupied housing in Carver County.

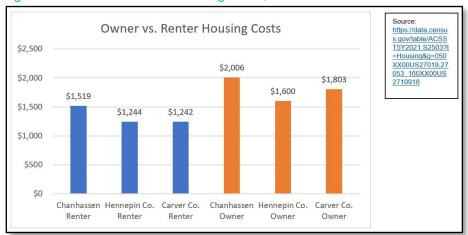


Figure 12. Owner Vs. Renter Housing Costs, 2021

Chanhassen had approximately 9,406 occupied housing units in 2021, with 8,262 (87.8%) being owner-occupied and 1,144 (12.2%) being renter-occupied. Chanhassen had approximately 488 vacant housing units in 2021 (4.9%).

 $\textbf{Source:} \ \underline{https://data.census.gov/table/ACSST5Y2021.S2501?t=Housing\&g=050XX00US27019,27053\_160XX00US2710918}$ 

In comparison,

- Hennepin County had 523,528 occupied housing units (63.1% owner-occupied and 36.9% renter-occupied) and approximately 26,726 vacant housing units in 2021 (4.9%).
- Carver County had 38,213 occupied housing units (82.7% owner-occupied and 17.3% renter-occupied) and approximately 1,602 vacant housing units in 2021 (4.0%).

Carver County had a higher median housing value than the state, having the 1st highest value of the 87 counties in 2021.

	Carver	Carver Co.	
	Total	Percent	Percent
Total	31,595	100.0%	100.0%
Less than \$50,000	1,009	3.2%	4.3%
\$50,000 to \$99,999	350	1.1%	6.1%
\$100,000 to \$149,999	1,093	3.5%	9.5%
\$150,000 to \$199,999	1,992	6.3%	14.8%
\$200,000 to \$299,999	7,538	23.9%	28.7%
\$300,000 to \$499,999	12,216	38.7%	26.4%
\$500,000 or more	7,397	23.4%	10.2%
Median (dollars)	\$353,3	800	\$250,200
Source	: 2017-2021 American Comm	unity Survey, 5-	Year Estimates

Table 13. Estimated Value of Owner-occupied Housing Units, 2021

## 5. Cost of Living

Carver County had a higher median household income than the state and a lower percentage of households with incomes below \$50,000. Overall, Carver County had the 2nd highest median household income of the 87 counties in the state.

Figure 14. Carver County Income vs. State of MN Income, 2017-2021

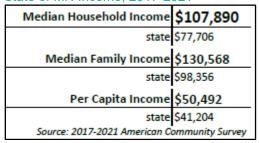


Figure 15. Household Incomes, 2021

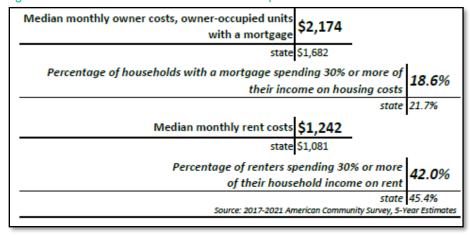


The cost of living has increased over the past 2 years. Carver County had a higher cost of living than the state, with a minimum hourly wage of \$17.77 required for a single person living alone to meet the basic needs and an hourly wage requirement of \$20.94 for a typical family with 2 adults and 1 child (see Table 14).

Table 14. Basic Needs Costs of Living Estimates, 2022

Single Veer	Single Yearly	Hourly Wage			Monthly Costs				
Single Adult, 0 children	Cost of Living		Child Care	Food	Health Care	Housing	Trans- portation	Other	Taxes
Carver Co.	\$36,968	\$17.77	\$0	\$360	\$161	\$1,066	\$675	\$390	\$429
State of Minnesota	\$33,708	\$16.21	\$0	\$359	\$157	\$903	\$663	\$345	\$382
Typical Family: 2 Adults (1	Family Yearly	Hourly Wage			N	Ionthly Co	sts		
working full-time, 1 part- time), 1 child	Cost of Living	, ,	Child Care	Food	Health Care	Housing	Trans- portation	Other	Taxes
Carver Co.	\$65,334	\$20.94	\$596	\$823	\$575	\$1,348	\$787	\$594	\$722
State of Minnesota	\$60,540	\$19.40	\$579	\$822	\$561	\$1,151	\$772	\$540	\$620
Source: DEED Cost of Living tool									

Figure 16 Household Income of Owner-Occupied vs. Rental Households in Carver County, 2017-2021



## C. STRENGTHS, WEAKNESSES, OPPORTUNITIES, THREATS (SWOT) ANALYSIS

This SWOT Analysis was completed as a collaboration between the Community Development Department and the Economic Development Commission (EDC).

#### CHARACTERISTICS WITHIN CHANHASSEN'S BORDERS:

Strengths: The strengths of a city are assessed by looking at characteristics internal to a city, and that impact how it might be viewed by potential businesses, developers, or other economic agents.

- Weakness: These are also focused on the internal features of a city that have the potential to impact its marketability to businesses, developers, or other economic agents. Can be categorized as real, perceived, or areas of uncertainty.
- Highly educated community with high-income levels.
- Full-time Fire Department.
- Close proximately to the major highway system.
- Elevated quality of life with access to natural amenities (parks, trails, lakes, etc.).
- A high number of major attractions (Paisley Park, the Arboretum, and Chanhassen Dinner Theatre) with approximately 350,000 annual visitors.
- Strong support from the Chamber of Commerce, Buy Chanhassen, Legion, and two Rotary groups.

- Perceived as resistant to change and not business-friendly (high city fees).
- Lack of attainable housing and rentals.
- No cohesive city center and lack of walkability, bike-ability, and public transportation.
- High land and development costs.
- Lack of developable land and the remaining parcels will be costly to develop/redevelop.

### CAN COME FROM OUTSIDE OF CHANHASSEN:

Opportunities: A city's future opportunities are approached broadly and strategically. Opportunities are related to the physical elements of the city, market conditions, and real or perceived advantages for the city.

- Infill and underutilized properties could be marketed to developers and other local investors (i.e., Mixed-Use).
- Underutilized parking ramp downtown.
- Youth and adult education, and incumbent worker training.
- Location and connectivity to MSP and the MSP/St. Paul International airport.

Threats: These can be categorized as real, perceived, or unknown. Understanding the underlying issues and causes of a threat, as well as minimizing their impacts, are methods by which their damage to a city can be mitigated.

- High cost of housing and limited workforce housing.
- Development, land, and building costs are high.
- Lack of available workforce, transportation, and land.
- Increasing interest rates.
- Refinancing interest rates are high therefore people stay in their homes longer.
- Neighboring cities have available land and areas for densification.

## D. Strategic Action and Implementation Plan

The City of Chanhassen's 2040 Comprehensive Plan identified the many reasons why people choose to live and work in the city. These reasons included:

- A neighborly place with low crime rates,
- An attractive and walkable downtown,
- Many community amenities and special attractions,
- A wide housing stock to accommodate all budgets and stages of life, and
- A large commercial base so residents can live and work in the community.

As part of this three-year plan, it is important to build off these positive attributes as well as to identify new areas where economic development initiatives can be implemented. The incorporation of both aspects will allow the city to maintain its identity while continuing to grow.

## **Goal 1. Healthy Local Economy**

Every business, job, and institution within the city relies on each other for success. Workers and jobs create ripple effects as people spend money on homes, local goods, and services. Businesses support the local economy through jobs and the potential for spin-off businesses. The city will continue to support businesses with the intention that their economic success will aid in the success of the overall city.

#### STRATEGY:

- 1. Create a business-friendly environment where current and future businesses are aware of staff, programs, and tools available to assist them through the various stages of business, from entrepreneurship to succession planning.
- 2. Attract employers who require employees to have a bachelor's degree or higher to utilize the available highly educated local workforce (Figure 4).

#### **OBJECTIVE:**

- 1. Continue the Business Retention and Expansion (BR&E) Program and Survey.
- 2. Educate the business community on the resources available to them.
- 3. Market incentives to attract high-wage/front-of-the-house jobs requiring at least a bachelor's degree or higher.

#### **TACTIC:**

- 1. Schedule monthly one-on-one meetings with local business owners and/or operators.
- 2. Businesses will be encouraged to complete the BR&E Survey and their responses will be compiled in SourceLink Pro.
- 3. The "Businesses" section on the website will be built out to include tools and resources for local businesses.

## Goal 2. Equity and Inclusion

The motto for the City of Chanhassen is "A community for life", therefore the city must work to ensure the availability of a variety of housing opportunities for residents of all races/ethnicities, income levels, and stages of life. By growing and maintaining a variety of housing types and styles, more residents will be able to live and work in Chanhassen.

#### STRATEGY:

- 1. Retain Naturally Occurring Affordable Housing (NOAH) for homeowners and renters. NOAH refers to residential properties that are typically older housing stock which are less desirable and therefore more affordable for renting or purchasing.
- 2. Encourage zoning for a diversity of housing types and styles. Diverse housing types such as apartments, townhouses, and twin homes require less energy to build, heat, and cool, have a lower impact on the environment, and are generally more affordable.

#### **OBJECTIVE:**

- Maintain the quality of existing naturally occurring affordable housing by providing funding to property owners to complete updates to their property while keeping it affordable to the community.
- 2. Promote density through planning initiatives such as mixed-use developments and/or increased density for development projects that contain a certain level of affordable units.

#### TACTIC:

- 1. Utilize \$300,000 in Metropolitan Council (METC) funds to create a program that will aid local NOAH homeowners and/or rental property owners to utilize funds to complete updates to the property.
- 2. Staff will continue to share vacant or underutilized properties and their future zoning classifications with developers.

## Goal 3. Sustainable Infrastructure

The purpose of sustainable infrastructure (roads, water, sewers, fiber, etc.) is to support the city's current residents, but it will also benefit future generations. The city must be mindful as we maintain and develop infrastructure to ensure that the current and future needs of the community are met. A common development/developer dilemma is the high development fees associated with extending public water and sewer infrastructure.

#### STRATEGY:

1. Inform businesses and developers on the history of the city's sewer and water infrastructure as well as on the current Sewer Availability Charge (SAC) and the Water Availability Charge (WAC) fee structure.

#### **OBJECTIVE:**

Educate property owners, developers, leasing agents, and business owners on the purpose
of the SAC/WAC fee and how this could affect them as their business grows or as their
property changes use in a way that creates more demand on the sewer and wastewater
systems.

#### **TACTIC:**

- 1. Create a webpage and/or market current webpage(s) that provides information on the development fees for new and expanding businesses in Chanhassen.
- Work with relevant departments to develop a policy related to the SAC/WAC fee so it's clear to the business community and property owners how the units are used, recorded, and/or reused.
- 3. Staff will market resources to property owners that can help mitigate the burden of these fees as their parcels change use or get significantly redeveloped.

## **Goal 4. Thoughtful Growth**

By promoting thoughtful growth, the city can tailor new and infill projects to meet the long-term goals of the community. Building for the future of Chanhassen will prevent costly redevelopments in the future and lead to higher levels of resident satisfaction. Priority should be placed on identifying ways to increase density and local connections without compromising quality. A walkable city, with purposeful development choices, will accommodate the growing population and attract a younger generation of residents.

#### STRATEGY:

- 1. Increase knowledge of available infill sites throughout the city.
- 2. Promote redevelopment of underutilized or under-performing parcels.
- 3. Convenience draws people to places, and having neighborhood businesses just a short walk or a bike ride away is a draw for current and new residents.

#### **OBJECTIVE:**

- 1. Staff will identify and connect with commercial property owners to discuss the possibility of infill and/or redevelopment.
- 2. Staff will work to educate property owners on the location of utilities and how that could affect future development.
- 3. Increase pedestrian connections and focus on keeping amenities within a walkable distance.

#### TACTIC:

- 1. All commercial/industrial infill lots will be identified, and staff will contact the current owners of these parcels to discuss their plans for the site.
- 2. Staff will request that developers add or expand sidewalks and trails with the land use development or improvements.

## **Goal 5. Community Development**

The League of Minnesota Cities states the following about Community Development:

"Cities must constantly respond to a changing environment. To create vibrant places for residents to live, work and play, cities regulate the use of land within their boundaries, use tools to assist in ensuring housing stock for residents, and to attract and support business for economic growth."

When community development is effective, there is less crime, less disparity between citizens, better jobs available, a more talented workforce, and fewer overall issues that impact residents. Community development doesn't necessarily solve problems in a city; but it will reduce problems and increase growth opportunities. Without community development, both economic and business development suffer greatly.

#### STRATEGY:

1. Increase the sense of community by celebrating local businesses.

#### **OBJECTIVE:**

- 1. Local businesses will work together to build an ecosystem where they feel supported by each other and the community.
- 2. Encourage residents to shop locally and support locally owned businesses.

#### TACTIC:

- 1. The city will aid in the promotion of a yearly Small Business Saturday event through business outreach and creating public-facing resources and branded materials.
- 2. Consider adding additional local business events such as Manufacturing or Restaurant Week or other programs that increase a positive business-friendly ecosystem.
- 3. The city will facilitate introductions between business owners and will add quarterly business meetings/tours.

## **E. Performance Evaluation Framework**

A. Healthy Local Economy	Timeline	Tracking/Reporting
Schedule monthly one-on-one meetings with local business	On-Going	Annual Report
owners and/or operators.		
2. Businesses will be encouraged to complete the BR&E Survey	On-Going	Annual Report
and their responses will be compiled in SourceLink Pro.		
3. The "Businesses" section on the website will be built out to	09/2024	This will be presented
include tools and resources for local businesses.		to the EDC on or
		before October 2024
B. Equity and Inclusion	Timeline	Tracking/Reporting
1. Utilize \$300,000 in Metropolitan Council (METC) funds to	06/2024	This will be presented
create a program that will aid local NOAH homeowners and/or		to the EDC on or
rental property owners to utilize funds to complete updates to the		before June 2024
property.		
2. Staff will continue to share vacant or underutilized properties	On-Going	Annual Report
and their future zoning classifications with developers.		
C. Sustainable Infrastructure	Timeline	Tracking/Reporting
Create a webpage and/or market current webpage(s) that	06/2025	This will be presented
provides information on the development fees for new and		to the EDC on or
expanding businesses in Chanhassen.		before July 2025
2. Work with relevant departments to develop a policy related to	05/2024	This will be presented
the SAC/WAC fee so it's clear to the business community and		to the EDC and CC on
property owners how the units are used, recorded, and/or		or before
reused.		July 2024
Staff will market resources to property owners that can help	12/2024	This will be presented
mitigate the burden of these fees as their parcels change use or		to the EDC on or
get significantly redeveloped.		before January 2025
D. Thoughtful Growth	Timeline	Tracking/Reporting
All commercial/industrial infill lots will be identified, and staff	12/2026	Annual Report
will connect with the current owners of these parcels to discuss		
their plans for the site and potential development.		
2. Staff will request that developers add or expand sidewalks and	On-Going	Annual Report
trails with the land use development or improvements.		
E. Community Development	Timeline	Tracking/Reporting
1. The city will aid in the promotion of a yearly Small Business	On-Going	Annual Report
Saturday event through business outreach and creating public-		
facing resources and branded materials.		
Consider adding additional local business events such as	On-Going	Annual Report
Manufacturing or Restaurant Week or other programs that		
increase a positive business-friendly ecosystem.		
3. The city will work to introduce business owners to each other	On-Going	Annual Report
and will add quarterly business meetings/tours.		

## F. Economic Resilience Plan

Resilience is an overarching theme that ties an economic development plan together. The resilience of a community or an economy is defined as "the capability to anticipate risk, limit impact, and bounce back rapidly through survival, adaptability, evolution, and growth in the face of turbulent change" (NADO Research Foundation) and the Federal Economic Development Administration (EDA) also defines economic resiliency as "the ability of an area to prevent, withstand, and quickly recover from major disturbances to its underlying economic base."

Staff has identified the following strategies to aid the business community and residents with a higher level of resiliency:

- 1. Promote public and private investments in the community to promote and sustain the creation and retention of local businesses.
- 2. Create more opportunities for entrepreneurs to start new businesses.
- Partner with the planning department to develop and implement areas within the 2050 Comprehensive Plan to promote balanced development including affordable housing and ownership options for young families and seniors to create intergenerational housing options.
- 4. Redevelop underutilized buildings, particularly targeting the Central Business District to create a true downtown.
- 5. Increase and modernize parking spaces downtown and utilize the existing parking provided by Southwest Transit.
- Partner with the planning department to design and install wayfinding street signs that are more visible for drivers and easy to read that will inform about local tourist attractions and destinations.
- 7. Encouraging diversification of industries and sectors to reduce oversaturation of industries or businesses. This helps spread risks and enhances overall resilience.
- 8. Promoting innovation and the adoption of new technologies to drive economic growth and competitiveness.
- 9. Building partnerships with businesses, communities, and other stakeholders to create a collaborative and coordinated approach to economic resilience.

## **City Council Item**

February 26, 2024



Item	Certificate of Achievement for Excellence in Financial Reporting	
File No.		Item No: I.2
Agenda Section	ADMINISTRATIVE PRESENTATIONS	
Prepared By	Laurie Hokkanen, City Manager	
Reviewed By		

SUGGESTED AC	SUGGESTED ACTION		
Acknowledge Certificate of Achievement for Excellence in Financial Reporting			
Motion Type	N/A		
Strategic Priority	Financial Sustainability		

### **SUMMARY**

The City of Chanhassen was recently awarded a Certificate of Achievement for Excellence in Financial Reporting through the Government Finance Officers Association of the United States and Canada for the annual comprehensive financial report for the 2022 fiscal year.

The report has been judged by an impartial panel to meet the high standards of the program, which includes demonstrating a constructive "spirit of full disclosure" to clearly communicate its financial story and motivate potential users and user groups to read the report.

The Certificate of Achievement is the highest form of recognition in the area of governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management.

#### **BACKGROUND**

## **DISCUSSION**

## **BUDGET**

## **RECOMMENDATION**

## **ATTACHMENTS**

Announcement of Award



2/9/2024

Laurie Hokkanen Manager City of Chanhassen, Minnesota

Dear Laurie:

We are pleased to notify you that your annual comprehensive financial report for the fiscal year ended December 31, 2022 qualifies for GFOA's Certificate of Achievement for Excellence in Financial Reporting. The Certificate of Achievement is the highest form of recognition in governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management.

When a Certificate of Achievement is awarded to a government, an Award of Financial Reporting Achievement (AFRA) is also presented to the individual(s) or department designated by the government as primarily responsible for its having earned the Certificate. This award has been sent to the submitter as designated on the application.

We hope that you will arrange for a formal presentation of the Certificate and Award of Financial Reporting Achievement, and give appropriate publicity to this notable achievement. A sample news release is included to assist with this effort.

We hope that your example will encourage other government officials in their efforts to achieve and maintain an appropriate standard of excellence in financial reporting.

Sincerely,

Michele Mark Levine Director, Technical Services

Melle Mark Line

## **City Council Item**

February 26, 2024



Item	Letter of Support for the State Highway 5 Mobility Project dated January 16, 2024	
File No.		Item No: J.1
Agenda Section	CORRESPONDENCE DISCUSSION	
Prepared By	Jenny Potter, Sr. Admin Support Specialist	
Reviewed By		

SUGGESTED AC	SUGGESTED ACTION		
N/A			
<b>Motion Type</b>	N/A		
Strategic Priority	N/A		

## **SUMMARY**

**BACKGROUND** 

**DISCUSSION** 

**BUDGET** 

**RECOMMENDATION** 

## **ATTACHMENTS**



# CITY OF CHANHASSEN

Chanhassen is a Community for Life - Providing for Today and Planning for Tomorrow

February 16, 2024

RE: Funding support for the State Highway 5 Mobility Project

#### To Whom it May Concern:

On behalf of the City of Chanhassen, we extend support for continued pursuit of funds for the Highway 5 Mobility Project that will address the remaining two-lane gap segment plagued with congestion and safety issues between the Cities of Victoria and Chanhassen.

Currently, Highway 5 serves 27,000 vehicles per day —including 800 heavy commercial vehicles per day, serving a demand 50% above the threshold of a two-lane highway section. This is resulting in a crash rate 2.5 times the state average. The proposed project will expand Highway 5 to a four-lane roadway and reduce vehicle delay up to 80%, result in a projected 51% crash reduction, provide multimodal facilities, and improve safety for all users. A major environmental benefit of the project includes a bridge over a portion of the corridor near the Arboretum that will reconnect severed wetland complexes supporting the habitat and water quality of Lake Minnewashta.

The City of Chanhassen recognizes and understands the value of the proposed improvements on Highway 5. The extreme congestion and high crash rates along the corridor currently create challenges for local residents to access jobs and services in the Twin Cities metro. The University of Minnesota Landscape Arboretum is investing over \$100M in redevelopment that will serve their approximately 700,000 annual visitors. Chanhassen recently completed a \$6M rehabilitation project for Minnewashta Pkwy and is currently constructing a \$15M reconstruction project of Galpin Blvd, both of which are direct collector road feeders to Highway 5. The City is also reinvesting in our downtown core, which is also accessed directly from Highway 5. A \$5.5M reconstruction of Market Blvd and a \$35M redevelopment of our Civic Campus is under design. Additionally, a 4-Acre redevelopment project bringing an additional 310 residential rental units is in the formal approval phase.

In summary, the City of Chanhassen, along with the project partners, support the continued pursuit of funding for the Highway 5 Mobility Project. We are united to bring forth this project that has been developed by the community through strong engagement and partnerships.

Sincerely,

Elise Ryan Mayor

Elise Ryam

Charles J. Howley, PE, LEED AP Public Works Director/City Engineer

W 1- W

PH 952.227.1100 • www.ci.chanhassen.mn.us • FX 952.227.1110

## **City Council Item**

February 26, 2024



Item	Letter from the Minnesota Department of Natural Resources dated February 20, 2024 - Final Approval of Chanhassen's Shoreland Ordinance Amendment		
File No.		Item No: J.2	
Agenda Section	CORRESPONDENCE DISCUSSION		
Prepared By	Kim Meuwissen, City Clerk		
Reviewed By			

SUGGESTED AC	SUGGESTED ACTION		
N/A			
<b>Motion Type</b>	N/A		
Strategic Priority	N/A		

## **SUMMARY**

**BACKGROUND** 

**DISCUSSION** 

**BUDGET** 

**RECOMMENDATION** 

**ATTACHMENTS** 

MN DNR Letter Approving Shoreland Ordinance Amendment



1801 South Oak Street Lake City, MN 55041

February 20, 2024

Eric Maass Chanhassen Planning Director EMaass@chanhassenmn.gov

Re: Final Approval of Chanhassen's Shoreland Ordinance Amendment

Dear Eric:

Thank you for submitting the shoreland ordinance amendment adopted by the city on January 22, 2024. We have reviewed the adopted ordinance amendment and find that it addresses the conditions and terms of implementation flexibility listed in my letter to you dated December 14, 2023. We are pleased to inform you that the adopted ordinance amendment is substantially compliant with the Statewide Rules (MR 6120.2500 – 6120.3900). It is approved for use.

Please remember to send all future proposed amendments to your shoreland ordinance to the DNR at least 30 days prior to a public hearing to allow enough time for us to review and prepare comments in time for the public hearing. Additional information on how to submit future amendments can be found at the DNR's website for "adoption and amendment shoreland ordinances."

Contact Taylor Huinker, DNR Area Hydrologist for your area, for questions about amending and administering your shoreland ordinance and with other water related plans and projects.

Sincerely,

Megan Moore

**DNR EWR South District Manager** 

Megan JC Moore

Attachments:

**Adopted Ordinance** 

c: Taylor Huinker, DNR Area Hydrologist – <u>taylor.huinker@state.mn.us</u> Ordinance.review.dnr@state.mn.us