



AGENDA
CHASKA CITY COUNCIL
ONE CITY HALL PLAZA, CHASKA CITY HALL
Monday, March 02, 2020
7:00 PM

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Adopt Agenda
5. Visitor Presentation
6. Consent Items
 - 6.A. On-Sale Liquor at Community Event - Fire and Ice Festival and Bonspiel at Firemen's Park for Schram Haus Brewery
 - 6.B. Public Improvements - SageWood Addition
 - 6.C. Adopt Resolution 2020-12, MnDOT Limited Use Permit - Lyman Blvd.
7. Action Items
 - 7.A. Approve Chaska Par 30/Learning Links of Chaska Project
 - 7.B. Adopt Resolution 2020-19, Joint Powers Agreement for County State Aide Highway 18 (CSAH18) Lyman Boulevard
 - 7.C. Adopt Resolution 2020-18, Approve Public Improvement Hearing for 2020 Street & Utility Reconstruction Project
8. Bills
 - 8.A. ACCOUNTS PAYABLE COUNCIL ROSTER 3-2-20
9. Other Business

- 9.A. City Administrator's Report
- 9.B. Biweekly Report 03-02-2020
- 9.C. Other Reports
 - 9.C.i. Financial Reports Jan 2020
 - 9.C.ii. STA PowerPoint Slides
- 10. Adjourn

**REQUEST FOR ACTION
CHASKA CITY COUNCIL
03/02/2020**

**Subject: On-Sale Liquor at Community Event – Fire and Ice Festival and
Bonspiel at Firemen’s Park for Schram Haus Brewery**

Prepared By: Vicki Schmid – Administration Clerk

The Schram Haus Brewery of 3700 Chaska Blvd, Chaska MN 55318 has made application for an On-Sale Liquor Permit at a Community Event for the Chaska Fire and Ice and Bonspiel located at the Firemen’s Park. This will allow patrons to purchase alcohol at their tent/table space in the park with their mobile unit during the Community Event on Friday, July 17th and 18th, 2020.

All required paperwork is on file, and the fees have been paid. Staff recommends approval of the license.

CITY COUNCIL ACTION REQUESTED

Motion to approve On-Sale Intoxicating License at a Community Event OSCF20.01 for Schram Haus Brewery, 3700 Chaska Blvd, Chaska MN for the Fire and Ice Festival and Bonspiel at Firemen’s Park, effective July 17th and 18th, 2020.

**REQUEST FOR ACTION
CHASKA CITY COUNCIL
3/02/2020**

Subject: Public Improvements – SageWood Addition

Prepared By: Matt Clark, City Engineer

Installation of public improvements is completed in SageWood Addition. Consistent with terms of the Development Agreement, Chaska is in a position to formally accept said improvements as public facilities. Further, the letter of credit guaranteeing those improvements shall be reduced to 5% for a period of 2 years from the date of acceptance.

CITY COUNCIL ACTION REQUESTED

Accept public improvements in SageWood Addition as municipal facilities and adjust to letter of credit accordingly.

FOR
D.R. HORTON, INC. — MINNESOTA
20860 KENBRIDGE CT, #100, LAKEVILLE, MN 55044
PHONE: (952) 985-7864

James R. Hill, Inc.
PLANNERS / ENGINEERS / SURVEYORS
2500 W. CTV. RD. 42, SUITE 120, BURNSVILLE, MN 55337
PHONE: (952)890-6044 FAX: (952)890-6244

I hereby certify that this plan,
specification or report was
prepared by me or under my
direct supervision and that I am
a duly Licensed Professional
Engineer under the laws of the
State of Minnesota.

JOEL G. COOPER

Joel G Cooper

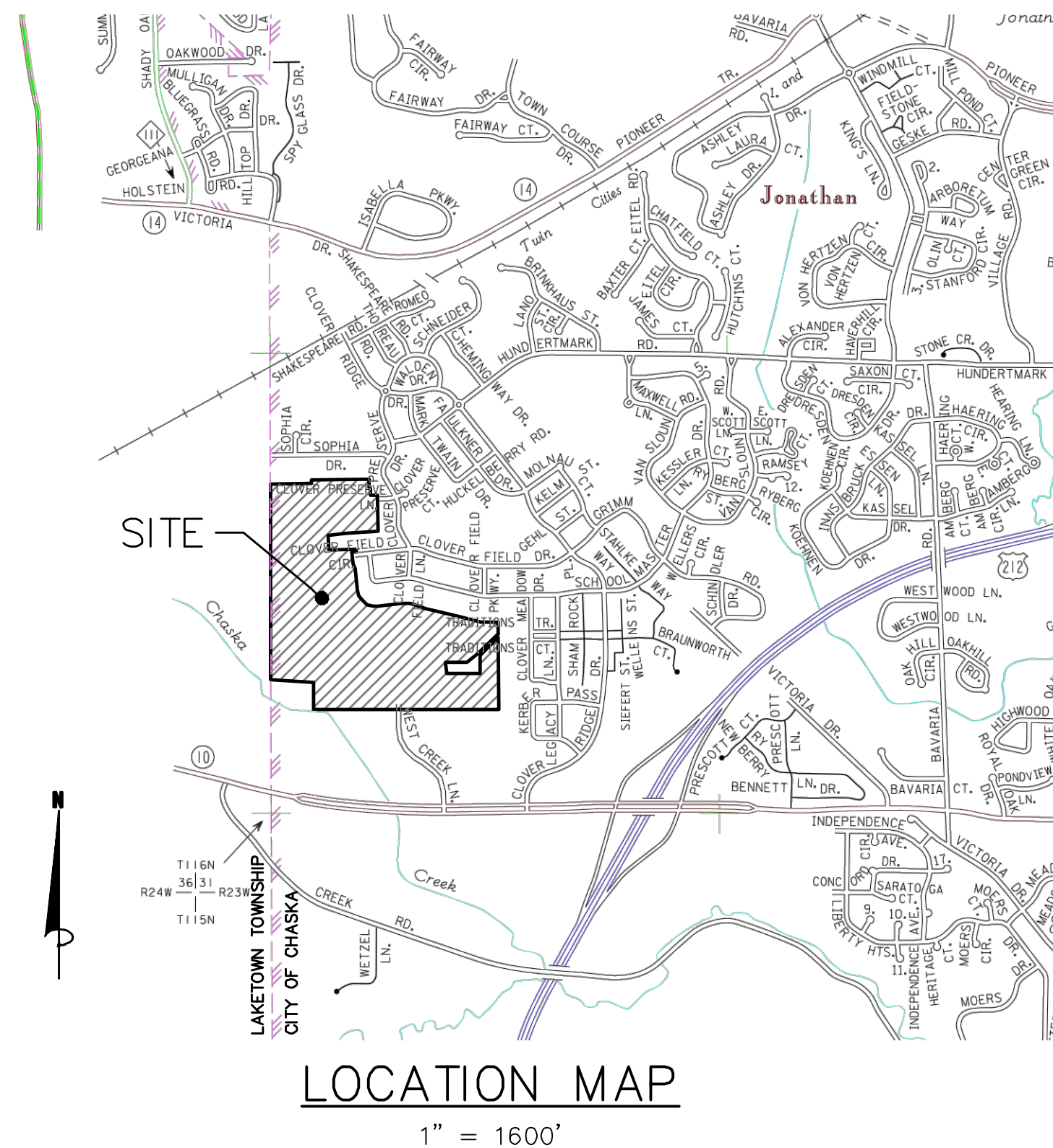
Date: 09/04/2018 Reg. No. 1847

SAGEWOOD
CHASKA, MINNESOTA

TITLE SHEET

D.R. HORTON, INC. — MINNESOTA
20860 KENBRIDGE CT. #100, LAKEVILLE, MN 55044

DRAWN BY JSO
DATE 09/04/18
REVISIONS
09/14/2018 REVISED STORM SEWER
09/18/2018 REVISED STORM SEWER
CAD FILE 23473TS
PROJECT NO. 23473
C1.0



SINGLE FAMILY REQUIREMENT & DATA (RM-1)

MIN. LOT AREA	8,400 S.F.
MIN. LOT WIDTH AT SETBACK	70 FEET
MIN. LOT AREA FOR CORNER LOT	10,800 S.F.
MIN. LOT WIDTH AT SETBACK FOR CORNER LOT	85 FEET

MINIMUM SETBACKS (RM-1)

FRONT (HOUSE)	30 FEET
FRONT (GARAGE)	25 FEET
SIDE (HOUSE)	7 FEET
SIDE (STREET)	20 FEET
REAR	30 FEET
MAXIMUM BUILDING COVERAGE	40%

BENCHMARK

CAST IRON MONUMENT, SOUTHWEST
CORNER OF THE SW1/4 OF NW1/4 OF
SEC. 31, T. 116, R. 23
ELEV=896.46

PROJECT COORDINATES

N 44° 48' 52"
W 93° 38' 24"

GOPHER STATE ONE CALL

CALL 48 HOURS BEFORE YOU DIG!
TWIN CITY AREA 651-454-0002
MN. TOLL FREE 1-800-252-1166

PROJECT CONTACTS

PROJECT ENGINEER:

DEVELOPER:

CITY ENGINEER:
NPDES OFFICER:
GENERAL CONTRACTOR REPRESENTATIVE:

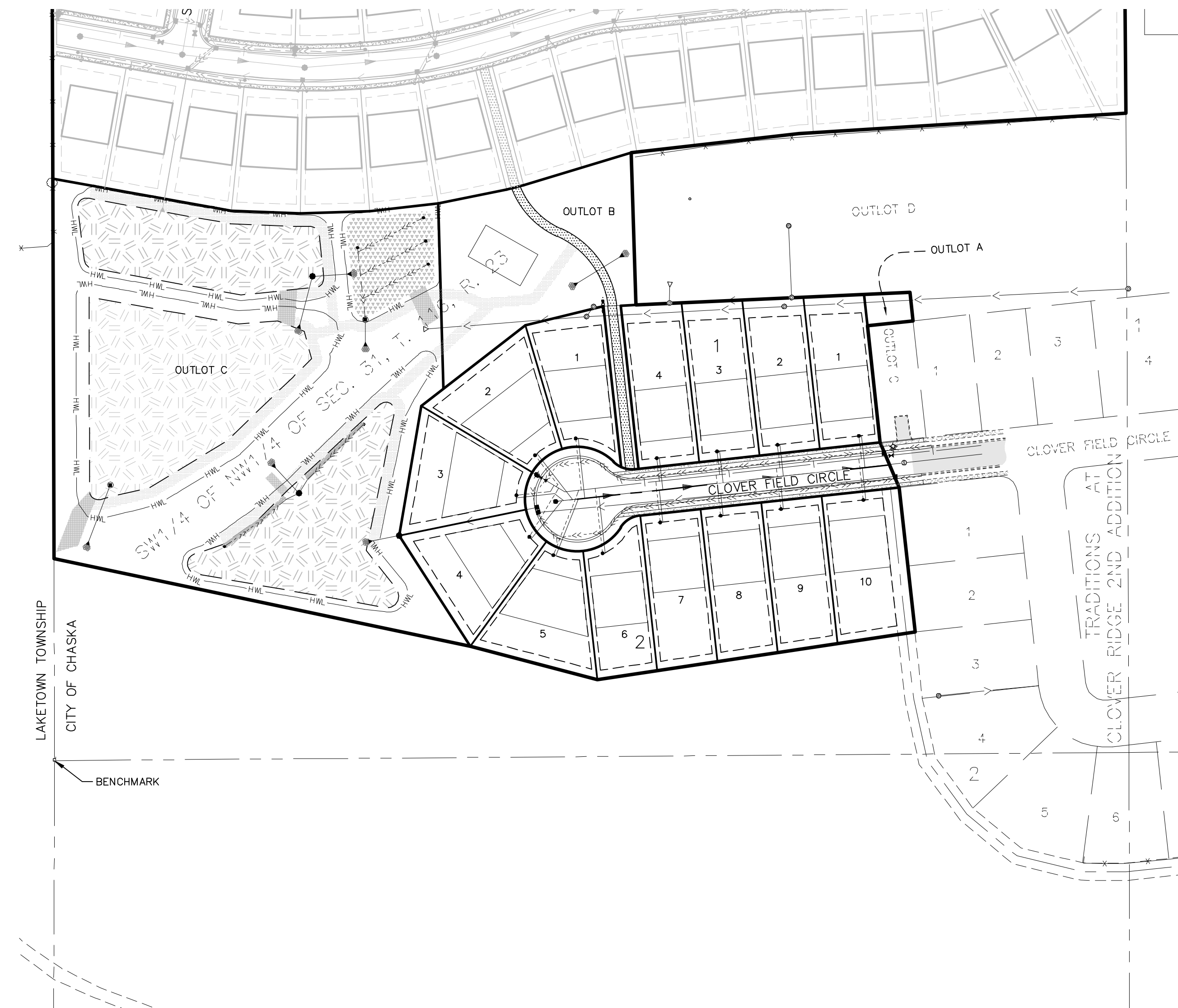
JOEL COOPER, P.E. - JAMES R. HILL, INC.

DEB RIDGEWAY - D.R. HORTON, INC. - MINNESOTA

MATT CLARK – CITY ENGINEER
AMY DELBECQ – MPCA
TO BE DETERMINED

(952)-890-6044 (O)
(612)-508-6480 (C)
(952)-985-7864 (O)

(952)-227-7522 (O)
(651)-757-2446 (O)

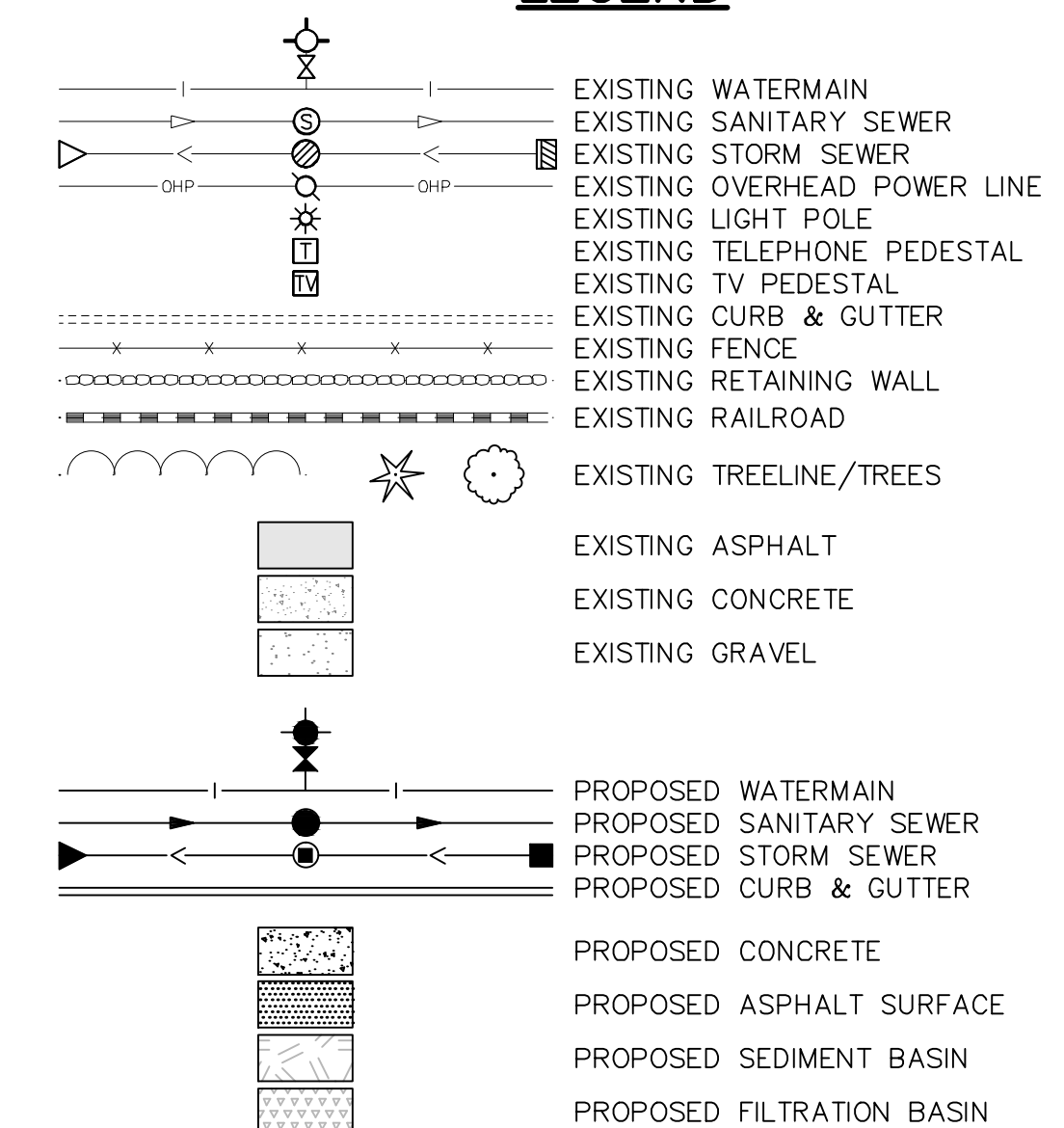


INDEX

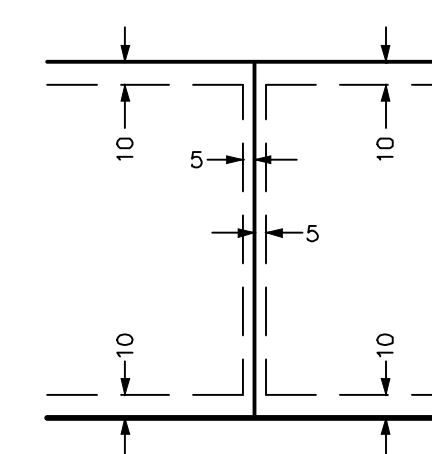
TITLE SHEET
SANITARY & WATERMAIN PLAN
STORM SEWER CONSTRUCTION
STREET CONSTRUCTION
CONSTRUCTION DETAILS

C1.0
C2.0
C3.0–C3.1
C4.0
C5.0

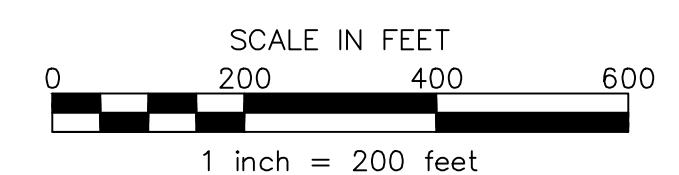
LEGEND



DRAINAGE AND UTILITY EASEMENTS
ARE SHOWN THUS:



BEING 5 FEET IN WIDTH AND ADJOINING
SIDE LOT LINES AND 10 FEET IN WIDTH
ADJOINING STREET LINES AND REAR LOT
LINES, UNLESS OTHERWISE INDICATED
ON THE PLAT.



**REQUEST FOR ACTION
CHASKA CITY COUNCIL
03/2/2020**

Subject: MnDOT Limited Use Permit – Lyman Boulevard and TH 41 Trail Facilities

Prepared By: Matt Clark, City Engineer

The state requires any local trail within the MnDOT right-of-way acquire a limited use permit. The permit outlines the City's responsibilities in terms of ownership and maintenance by occupying the state right-of-way for local pedestrian trail facilities. The City currently owns and maintains the portions of local/regional trail that exist within State right-of-way. A new City trail is proposed to be installed with the Lyman Boulevard Project of which a portion will be installed within the MnDOT right of way this summer that requires a state permit.

CITY COUNCIL ACTION REQUESTED

Motion to Adopt Resolution No. 2020-12, approving the Limited Use Permit with the State of Minnesota Department of Transportation for a Pedestrian Trail in the right-of-way of Trunk Highway 41 at the intersection of Lyman Boulevard/CSAH 18.

**CITY OF CHASKA
CARVER COUNTY, MINNESOTA**

RESOLUTION

DATE 03/02/2020 **RESOLUTION NO.** 2020-12

MOTION BY COUNCILMEMBER _____ **SECOND BY COUNCILMEMBER** _____

**CITY OF CHASKA LIMITED USE PERMIT
WITH THE STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION
FOR A NON-MOTORIZED RECREATIONAL TRAIL IN THE RIGHT- OF-WAY OF
TRUNK HIGHWAY 41 AT LYMAN BLVD.**

WHEREAS , the City of Chaska is a political subdivision, organized and existing under the laws of the State of Minnesota; and,

WHEREAS, the City Council of the City of Chaska has approved a plan to construct a non-motorized recreational trail in the right-of way of Trunk Highway 41 to promote the orderly and safe crossing of the highway; and,

WHEREAS, the State of Minnesota, Department of Transportation requires a Limited Use Permit for the construction and utilization of said pedestrian trail.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Chaska hereby enters into a Limited Use Permit with the State of Minnesota, Department of Transportation for the following purposes:

To construct, operate and maintain a non-motorized recreational trail within the right-of- way of Trunk Highway 41 of the State of Minnesota along Lyman Blvd. The City of Chaska shall construct, operate and maintain said trail in accordance with the Limited Use Permit granted by the Minnesota Department of Transportation.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the City Administrator and the City Engineer are authorized to execute the Limited Use Permit and any amendments to the Permit.
CERTIFICATION

I certify that the above Resolution is an accurate copy of the Resolution adopted by the Board of Commissioners of the City Council of the City of Chaska at an authorized meeting held on the 2nd day of March, 2020, as shown by the minutes of the meeting in my possession.

Subscribed and sworn to before me
this _____ day of _____, 20__

Notary Public _____

My Commission Expires _____

NOTARY PUBLIC

(Signature)

(Type or Print Name)

(Title)

H:\Projects\090000\90008\CAD_BIM\Graphics\Limited Use Permit\9008_LUP_gr01.dgn

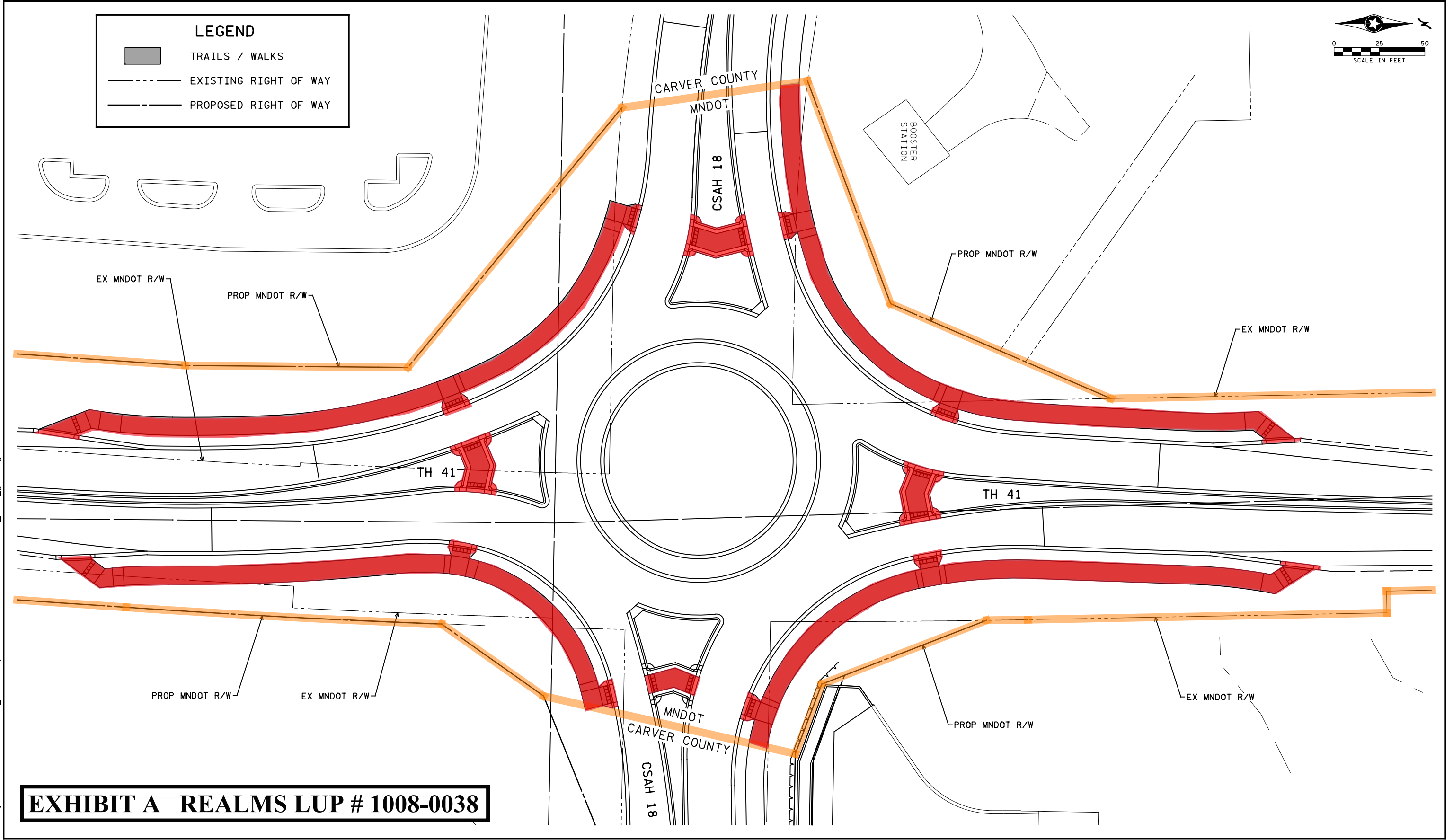


EXHIBIT A REALMS LUP # 1008-0038

Figure 1

**STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION**

LIMITED USE PERMIT

C.S. 1008 (T.H. 41)
S.P. 1008-94
County of Carver
LUP # 1008-0038
Permittee: County of Carver
Expiration Date: 05/18/2028

In accordance with Minnesota Statutes Section 161.434, the State of Minnesota, through its Commissioner of Transportation, ("MnDOT"), hereby grants a Limited Use Permit (the "LUP") to County of Carver, ("Permittee"), to use the area within the right of way of Trunk Highway No. 41 as shown in red on Exhibit "A", (the "Area") attached hereto and incorporated herein by reference. This Limited Use Permit is executed by the Permittee pursuant to resolution, a certified copy of which is attached hereto as Exhibit B.

Non-Motorized Recreational Trail

The Permittee's use of the Area is limited to only the constructing, maintaining and operating a nonmotorized recreational trail ("Facility") and the use thereof may be further limited by 23 C.F.R. 652 also published as the Federal-Aid Policy Guide.

In addition, the following special provisions shall apply:

SPECIAL PROVISIONS

1. **TERM.** This LUP terminates at 11:59PM on 05/18/2028 ("Expiration Date") subject to the right of cancellation by MnDOT, with or without cause, by giving the Permittee ninety (90) days written notice of such cancellation. This LUP will not be renewed except as provided below.

Provided this LUP has not expired or terminated, MnDOT may renew this LUP for a period of up to ten (10) years, provided Permittee delivers to MnDOT, not later than ninety (90) days prior to the Expiration Date, a written request to extend the term. Any extension of the LUP term will be under the same terms and conditions in this LUP, provided:

- (a) At the time of renewal, MnDOT will review the Facility and Area to ensure the Facility and Area are compatible with the safe and efficient operation of the highway and the Facility and Area are in good condition and repair. If, in MnDOT's sole determination,

modifications and repairs to the Facility and Area are needed, Permittee will perform such work as outlined in writing in an amendment of this LUP; and

- (b) Permittee will provide to MnDOT a certified copy of the resolution from the applicable governmental body authorizing the Permittee's use of the Facility and Area for the additional term.

If Permittee's written request to extend the term is not timely given, the LUP will expire on the Expiration Date.

Permittee hereby voluntarily releases and waives any and all claims and causes of action for damages, costs, expenses, losses, fees and compensation arising from or related to any cancellation or termination of this LUP by MnDOT. Permittee agrees that it will not make or assert any claims for damages, costs, expenses, losses, fees and compensation based upon the existence, cancellation or termination of the LUP. Permittee agrees not to sue or institute any legal action against MnDOT based upon any of the claims released in this paragraph.

- 2. REMOVAL. Upon the Expiration Date or earlier termination, at the Permittee's sole cost and expense Permittee will:

- (a) Remove the Facility and restore the Area to a condition satisfactory to the MnDOT District Engineer; and
- (b) Surrender possession of the Area to MnDOT.

If, without MnDOT's written consent, Permittee continues to occupy the Area after the Expiration Date or earlier termination, Permittee will remain subject to all conditions, provisions, and obligations of this LUP, and further, Permittee will pay all costs and expenses, including attorney's fees, in any action brought by MnDOT to remove the Facility and the Permittee from the Area.

- 3. CONSTRUCTION. The construction, maintenance, and supervision of the Facility shall be at no cost or expense to MnDOT.

Before construction of any kind, the plans for such construction shall be approved in writing by the MnDOT's District Engineer. Approval in writing from MnDOT District Engineer shall be required for any changes from the approved plan.

The Permittee will construct the Facility at the location shown in the attached Exhibit "A", and in accordance with MnDOT-approved plans and specifications. Further, Permittee will construct the Facility using construction procedures compatible with the safe and efficient operation of the highway.

Upon completion of the construction of the Facility, the Permittee shall restore all disturbed slopes and ditches in such manner that drainage, erosion control and aesthetics are perpetuated.

The Permittee shall preserve and protect all utilities located on the lands covered by this LUP at no expense to MnDOT and it shall be the responsibility of the Permittee to call the Gopher State One Call System at 1-800-252-1166 at least 48 hours prior to performing any excavation.

Any crossings of the Facility over the trunk highway shall be perpendicular to the centerline of the highway and shall provide and ensure reasonable and adequate stopping sight distance.

4. **MAINTENANCE.** Any and all maintenance of the Facility shall be provided by the Permittee at its sole cost and expense, including, but not limited to, plowing and removal of snow and installation and removal of regulatory signs. No signs shall be placed on any MnDOT or other governmental agency sign post within the Area. MnDOT will not mark obstacles for users on trunk highway right of way.
5. **USE.** Other than as identified and approved by MnDOT, no permanent structures or no advertising devices in any manner, form or size shall be allowed on the Area. No commercial activities shall be allowed to operate upon the Area.

Any use permitted by this LUP shall remain subordinate to the right of MnDOT to use the property for highway and transportation purposes. This LUP does not grant any interest whatsoever in land, nor does it establish a permanent park, recreation area or wildlife or waterfowl refuge Facility that would become subject to Section 4 (f) of the Federal-Aid Highway Act of 1968, nor does this permit establish a Bikeway or Pedestrian way which would require replacement pursuant to Minnesota Statutes Section 160.264. No rights to relocation benefits are established by this LUP.

This LUP is non-exclusive and is granted subject to the rights of others, including, but not limited to public utilities which may occupy the Area.

6. **APPLICABLE LAWS.** This LUP does not release the Permittee from any liability or obligation imposed by federal law, Minnesota Statutes, local ordinances, or other agency regulations relating thereto and any necessary permits relating thereto shall be applied for and obtained by the Permittee.

Permittee at its sole cost and expense, agrees to comply with, and provide and maintain the Area, Facilities in compliance with all applicable laws, rules, ordinances and regulations issued by any federal, state or local political subdivision having jurisdiction and authority in connection with said Area including the Americans with Disabilities Act ("ADA"). If the Area and Facilities are not in compliance with the ADA or other applicable laws MnDOT may enter the Area and perform such obligation without liability to Permittee for any loss or damage to Permittee thereby incurred, and Permittee shall reimburse MnDOT for the cost thereof, plus 10% of such cost for overhead and supervision within 30 days of receipt of MnDOT's invoice.

7. CIVIL RIGHTS. The Permittee for itself, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree that in the event improvements are constructed, maintained, or otherwise operated on the Property described in this Limited Use Permit for a purpose for which a MnDOT activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the Permittee will maintain and operate such improvements and services in compliance with all requirements imposed by the Acts and Regulations relative to nondiscrimination in federally-assisted programs of the United States Department of Transportation, Federal Highway Administration, (as may be amended) such that no person on the grounds of race, color, national origin, sex, age, disability, income-level, or limited English proficiency will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said improvements.
8. SAFETY. MnDOT shall retain the right to limit and/or restrict any activity, including the parking of vehicles and assemblage of Facility users, on the highway right of way over which this LUP is granted, so as to maintain the safety of both the motoring public and Facility users.
9. ASSIGNMENT. No assignment of this LUP is allowed.
10. IN WRITING. Except for those which are set forth in this LUP, no representations, warranties, or agreements have been made by MnDOT or Permittee to one another with respect to this LUP.
11. ENVIRONMENTAL. The Permittee shall not dispose of any materials regulated by any governmental or regulatory agency onto the ground, or into any body of water, or into any container on the State's right of way. In the event of spillage of regulated materials, the Permittee shall notify in writing MnDOT's District Engineer and shall provide for cleanup of the spilled material and of materials contaminated by the spillage in accordance with all applicable federal, state and local laws and regulations, at the sole expense of the Permittee.
12. MECHANIC'S LIENS. The Permittee (for itself, its contractors, subcontractors, its materialmen, and all other persons acting for, through or under it or any of them), covenants that no laborers', mechanics', or materialmen's liens or other liens or claims of any kind whatsoever shall be filed or maintained by it or by any subcontractor, materialmen or other person or persons acting for, through or under it or any of them against the work and/or against said lands, for or on account of any work done or materials furnished by it or any of them under any agreement or any amendment or supplement thereto.
13. NOTICES. All notices which may be given, by either party to the other, will be deemed to have been fully given when served personally on MnDOT or Permittee or when made in writing addressed as follows: to Permittee at: and to MnDOT at:

Auditor
Carver County Courthouse

State of Minnesota
Department of Transportation

600 E. 4th St.
Chaska, MN 55318

Metro District Right of Way
1500 W. County Road B2
Roseville, MN 55113

The address to which notices are mailed may be changed by written notice given by either party to the other.

14. INDEMNITY. Permittee shall defend, indemnify, hold harmless and release the State of Minnesota, its Commissioner of Transportation and employees and its successors and assigns, from and against:
- (a) all claims, demands, and causes of action for injury to or death of persons or loss of or damage to property (including Permittee's property) occurring on the Facility or connected with Permittee's use and occupancy of the Area, regardless of whether such injury, death, loss or damage is caused in part by the negligence of State of Minnesota or is deemed to be the responsibility of State of Minnesota because of its failure to supervise, inspect or control the operations of Permittee or otherwise discover or prevent actions or operations of Permittee giving rise to liability to any person.
 - (b) claims arising or resulting from the temporary or permanent termination of Facility user rights on any portion of highway right of way over which this LUP is granted;
 - (c) claims resulting from temporary or permanent changes in drainage patterns resulting in flood damages;
 - (d) any laborers', mechanics', or materialmens' liens or other liens or claims of any kind whatsoever filed or maintained for or on account of any work done or materials furnished; and
 - (e) any damages, testing costs and clean-up costs arising from spillage of regulated materials attributable to the construction, maintenance or operation of the Facility.

MINNESOTA DEPARTMENT
OF TRANSPORTATION

RECOMMENDED FOR APPROVAL

By: _____
District Engineer

Date _____

APPROVED BY:

COMMISSIONER OF TRANSPORTATION

By: _____
Director, Office of Land Management

Date _____

COUNTY OF CARVER

By _____
Its Chairman of the County Board

And _____
Its Auditor in his capacity as
Clerk of the County Board

The Commissioner of Transportation
by the execution of this permit
certifies that this permit is
necessary in the public interest
and that the use intended is for
public purposes.

REQUEST FOR ACTION CHASKA CITY COUNCIL 03/02/2020

Subject: Chaska Par 30/Learning Links of Chaska Project

Prepared By: Matt Podhradsky

As the Council is aware, for several months the City has been working with the group Learning Links of Chaska on a redevelopment plan for the Chaska Par 30 Golf Course. The goal for the redeveloped course is to be inclusive not just for traditional golfers, but one that breaks down both physical and economic barriers that often keep people from taking up golf as a sport. Specifically, the course is being designed to be adaptive to those who might have physical barriers that do not allow them to golf, and to keep it at a price point that is accessible to all.

For the City, the timing of this partnership has been very good as the Par 30 is now 50 years old. The course still has much of the original infrastructure from when it opened and has not generated enough revenue to support capital improvements needed to keep it functional. One major needed improvement is the irrigation system, which by itself would cost around \$400,000 to replace. At the same time our course does not drain well, making play difficult and infrastructure like our wellhouse is failing which would cost around \$200,000 to rehab. Finally, we have not controlled our own parking on site, which has left us paying \$14,000 a year to rent spaces at the Goodman Group Hazeltine Gates Office Building. If we were to move forward with some reinvestment back into the course, we would likely want to build/control our own parking facility, which would be about \$300,000 (\$10,000 per stall for 30 stalls). Without having a financial partner at the table, and also a larger vision that helps attract additional people to the course, making the decision to keep it open going into the future may not be straight forward as it could be a large investment with not much return through additional golfers to the course. The estimated total cost for the improvements outlined here is \$900,000.

As the Council may remember, back in September of last year, the Council did enter into a Letter of Intent with the Learning Links of Chaska to seek to partner and build a "barrier-free" golf course facility. The objectives jointly developed for this project include:

- Make the necessary improvements into the Par 30 to allow it to continue functioning as a community-owned golf course facility into the future
- Design the course to be Barrier-free, not allowing physical or economic barriers to impede people from utilizing this asset
- Design the course to have a positive environmental impact
- Design the course to be economically sustainable, both from a maintenance perspective and by diversifying the potential revenue streams coming into the course
- Design the course to be fun and versatile

At the time Council entered into the Letter of Intent, we had an estimate from the Golf Course Architect working on the project of \$1.5 million to complete the project, with the Learning Links committing to raising and contributing \$750,000 towards this project. At that time, the goal was to have the Learning Links seek to have their fundraising efforts completed by mid-winter of 2020, with the engineering of the project being completed simultaneously to both allow us to get firmer pricing/estimating on the project, and to allow it to move forward with construction this upcoming summer if fundraising was successful.

Since entering into the Letter of Intent, Learning Links has been able to move forward with their fundraiser efforts, currently being very close to meeting their \$750,000 goal. As a City, we have also been able to have our Engineers at Stantec complete the detailed engineering/grading documents to refine contractor estimates on the construction costs of the project. After completing these documents, it is clear that the project is going to be right around \$1,850,000 as opposed to the original \$1,500,000 estimate.

Much of the additional cost associated with the project result from stormwater/drainage issues that need to be addressed no matter if we went forward with this particular plan or not. These additional costs to address this need are \$350,000. Because this work is necessary to continue Par 30 operation, Staff recommends moving forward. We would suggest that we address these additional costs three ways:

- Learning Links of Chaska will commit to seeking an additional \$100,000 in donations towards the project (while we would desire to see their contribution get up to 50% of the total project cost, they feel that it would not be realistic to go over this amount given the fundraising they have already completed)
- Staff believes we can move over \$100,000 of wetland mitigation "credit/bank" from another wetland restoration project we are currently working on north of McKnight Park
- \$150,000 would come from our Storm Water Trunk and/or Operation Fund

Given the fact that much of this stormwater work needs to do one way or another, using the Storm Water Fund is appropriate. Staff believes it would sense to see this project move forward since the increased costs are work we would need to complete to continue using the site as a golf course, or to reutilize this site in any manner.

On a scheduling note, we had initially targeted to have the work start on this project in early spring of this year if the fundraising was successful. In working with contractors to get estimates on this project, they indicated that a preferred time to do the mass grading on this site and irrigation work would be the fall, as it would typically be dryer. For this reason, if we were to move forward with this project, we would recommend that it not start until September, which would allow us to have the Par 30 open until August 28th of this year. This schedule accommodates the majority of our users on the course, including our Leagues for this year. The Par 30 would then be closed for the entirety of the 2021 season for the grass to be planted and established, with plans to open it up in the Spring of 2022.

Although estimates on detailed plans did come in over our original \$1.5 million estimate, Staff is recommending that we move forward with this project based on the reasoning listed above. If Council was to move forward, we would recommend that the Council approve the new conceptual budget for this project at \$1,850,000, and to direct the Staff to move forward with

the following action items that need to be completed prior to us formally approving bids with contractors to officially move forward with this project:

- Develop a Formal Partnership Agreement with the Learning Links of Chaska on how financial donations would come into the City to meet their financial obligations, formalize expectations on how the new facility would be operated on a day-to-day basis to meet both the City and Learning Link objectives of the project, and to define the efforts to fundraise for Phase II of this project, which would be a formal Clubhouse/Training Center for the facility
- Authorize Stantec to move forward in finishing bid package for project, and to advertise and receive bids from contractors for construction of the project
- Submit all necessary permits from the Army Corps of Engineers and the Water Management Organization (WMO) for this site, to allow work on the pond/wetlands to occur

It would be our hope that we would be able to complete the items above by the beginning of summer, to allow us to bring back a recommended bid package and partnership agreement with Learning Links to allow this project to officially break ground in September of this year.

CITY COUNCIL ACTION REQUESTED

Motion to approve the project budget for the Chaska Par 30 Redevelopment project to increase to \$1,850,000, with the City's share of the project going from \$750,000 to \$1,000,000, and to authorize Staff to move forward on:

- Developing a Formal Partnership Agreement with Learning Links of Chaska
- Soliciting bids from contractors for the project
- Submitting all necessary permits to allow the project to move forward

AT THE TURN

Andrew Hartsock



An aerial view of the Chaska Par 30 course in Chaska, Minn. This spring, renovation is scheduled to begin on the 50-year-old Robert Trent Jones layout, transforming it from a nine-hole to a 10-hole course that is meant to be playable by golfers of all abilities. Photo by Brian Kirkvold, ExcelsiorAerial.com

(renovation)

Golf for all

Minnesota muni's renovation aims to make game of golf welcoming for everyone.

"Golf's intergenerational appeal is a superpower. Adaptive golf is in that same ballpark."
— Architect Benjamin Warren

After years of languishing in the considerable shadow of storied Hazeltine National Golf Club, the Chaska Par 30 was long overdue for a sprucing up.

"The course is 50-some years old," says Mark Moers, Class A superintendent at Chaska Town Course who oversees both suburban Minneapolis courses. "Everything is old on it. The bunkers are bad, and the irrigation system hasn't been replaced yet."

The Robert Trent Jones layout had seen its rounds played drop nearly in half—from 30,000 annually 10 years ago to 17,000—and was expected to spend about \$500,000 to update its irrigation system and parking area.

Then along came the nonprofit Learning Links, whose founder, Tim Anderson, a longtime Hazeltine member, envisioned something more for the little par-3 muni literally on Hazeltine's doorstep.

"Hazeltine is such an expensive and beautiful space. There are few places like it. It's a great golf course for really great players. Alongside it is this little 50-year-old, untouched short course you drive by every time on your way in there," says Susan Neuville, who serves on the Learning Links board of directors. "(Anderson) talked to people in the city. The city was ready to make some investment in drainage. He thought, 'Why not come up alongside the city and make it even better?' He thought in addition to what the city could already add, we could add the appreciation for the game. He thought there was a synergistic way to make that investment even bigger than just in the dollar sense."

The result is to be an unusual public-private partnership to make the game of golf accessible to all.

Last September, the city agreed to split the cost of a \$1.5 million renovation project with Learning Links. Work is to begin this spring, with reopening slated for late summer 2021.

The renovation is far from merely cosmetic.

"In early discussions with Learning Links, it became clear that our goal was to retrofit Chaska Par 30 to offer 'barrier-free' golf, without reducing fun levels for the existing customer base, and of course undertaking infrastructure upgrades," says golf course architect Benjamin Warren of Artisan Golf Design. "Society has reached a point where accessibility is a pillar of every publicly funded building or infrastructure project. There are thousands of munis out there in need of investment. With golf on track to become a Paralympic sport, why wouldn't cities step up and offer a few places that are designed specifically to cater to golfers with disabilities?"

Accessible golf

According to the U.S. Adaptive Golf Alliance, there are 20 million Americans with physical disabilities who would like to play golf. But not every — or even very many — courses are accessible.

"Golf's intergenerational appeal is a superpower. Adaptive golf is in that same ballpark," Warren says. "Why shouldn't a kid in a wheelchair be able to tee it up with their able-bodied buddies as 'just one of the four-some'?"

E.Q. Sylvester has seen both views from that four-some.

A former businessman, Sylvester is a longtime golfer who was competitive in the world of amateur club events and once carried a handicap of 6. Not long after he retired, in 2011, he suffered a kidney infection, which turned into sepsis. He underwent 12 surgeries and spent 10 months in hospitals and rehabilitation.

Now he's a triple amputee.

"We're all committed to including disabled in the fabric of the community — and in the game of golf," says Sylvester, chairman of the USAGA who also sits on Learning Links' design and programming advisory board.

What makes a course accessible?

"All of the playable area will be graded so carts can go anywhere a walking golfer can go. We'll use one type of grass at different lengths and pay attention to getting the drainage right," Neuville says. "By accessible, that means all playable spaces are available to all players, from the parking lot all the way through. The whole playing area will be graded so you can play in the same area anybody else is playing without feeling bored or being made to feel it's less exciting."

Warren seems to bristle a bit at the suggestion "accessible" is synonymous with "easy" or "beginner-friendly."

The team was careful, he says, to ensure the face-lift would be playable and interesting — for golfers of all abilities.

"Some slopes or sharp features that are impossible to navigate via a golf mobility device such as a SoloRider present no problem to a beginner golfer walking with clubs," Warren says. "The same goes for convoluted bunkering and soft sand. Likewise, playing a shot from a steep side slope while strapped to a SoloRider can be terrifying. A decent chunk of the Modified Rules of Golf is dedicated to dealing with situations where it might be impossible or unsafe for an adaptive golfer to make a swing. This is rarely a factor for beginner golfers."

Barrier-free

Steep grading, lack of compliance with the Americans with Disabilities Act and treacherous bunkers aren't the only obstacles to golf for disabled individuals. Even if special-needs golfers can get around a course,

"By accessible, that means all playable spaces are available to all players, from the parking lot all the way through."

— Susan Neuville, Learning Links board member



The Chaska Par 30 had seen its rounds played drop dramatically over the past decade and was in need of updates to its drainage and parking areas. A partnership between the city and the nonprofit Learning Links will result in more than just a cosmetic face-lift. Photo courtesy of the city of Chaska

Links to administer and distribute 6,000 rounds a year for 25 years. Of those, 2,000 rounds are to be free of charge.

"We'll be able to invite people to play at no expense. Another piece of this is to remove financial barriers," Neville says. "We're not throwing everything out the window. But you're there to enjoy the community. There are no expectations."

Model behavior?

Part of what attracted Warren, the architect, to the project was its potential to serve as a model for future renovations.

Warren sees developments like the Chaska Park 30 as crucial to preserving — and growing — the game of golf.

"Urban green spaces that welcome golfers are vital to the future health of the game," he says. "There will never be more golf in cities than we have today. With rapid urbanization and the changing recreation patterns of city dwellers, any space that provides an 'outdoor sport' experience within the city limits shouldn't struggle to find a customer base. If a group of muni golfers is ever faced with the choice of losing their facility to developers or campaigning for a redesign that enables nongolfers to safely share the property, there is no choice at all. Throw open the doors. Plenty of nongolfers are potential golfers. The arbitrary barriers to participation are created by us."

The Chaska project is unique in that it's a public-private partnership and that it carries a relatively small price tag, both of which offer challenges.

"Learning Links and the city of Chaska bring different knowledge bases and skill sets to the table," Warren says. "Team members have

been drawn from each entity and are dovetailing to great effect. One of the key ingredients of affordable golf is low-cost construction. I'm inspired by projects like CommonGround, Rustic Canyon and Winter Park. There's one unifying feature that makes these courses so popular: When resources are limited, architects can still get plenty of bang for the client's buck by building cool green complexes and being sparing with bunkers. In Chaska we're keenly aware that we are stewarding taxpayer funds and charitable donations.

"Minnesota is a tricky construction climate, and we will be dealing with clay and peat. We hope that creating a cool, affordable and accessible product in heavy soils — staying well within our preliminary budget of \$1.5 million — might inspire other cities to consider similar projects."

And if it inspires someone with a disability to take up a game that once had seemed unwelcoming at best and maybe even impossible?

"As I thought about the adaptive element — which was outside of my understanding at the time — that seemed to hold so much more meaning," Neville says. "I met many players who returned to this game after an illness, or older players who maybe returned after a stroke, or people in the military. I met a number of these people, either finding the game for the first time or finding it again after an amputation or emotional or social limitation, and this course is designed so they can reach it and navigate around it. The impact this can have on their lives is so profound."

— Andrew Hartsock (ahartsock@gcsaa.org) is GCM's managing editor.

XR700 132" Flex Deck Pull Behind Mower

The XR700 delivers the highest quality cut available for any PTO driven rotary mower. It offers an 132" (335.28 cm) cut in one pass with seven 21" (533.4 mm) flex decks. Budget minded customers who own a tractor can pay a fraction compared to self contained options. Also, the addition of the drawbar mounting option on the XR700T makes maneuverability and operation a breeze.

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Golf for all

Benjamin Warren of Artisan Golf Design explains how his redesign of a municipal short course in Minnesota is focused on accessibility for the entire community

There seems to be some momentum in short course development. The developers of destination resorts have proven that these facilities are popular and profitable. I consider the success stories at Goat Hill Park and Winter Park 9 to be more exciting though. Short courses are a perfect fit for urban lifestyles and can wipe their feet financially as part of a city's golf portfolio.

We're excited to have approval for our redesign of the Chaska Par 30 course in Minnesota, which is next door to Hazeltine National. After 50 years of service the Robert Trent Jones layout needed investment. Stakeholder engagement indicated that project goals should also embrace sustainability and accessibility. Local non-profit Learning Links is raising charitable dollars to supplement public funds. Could this model be a blueprint for other cities?

We're working with elite adaptive golfer Caroline Mohr to ensure that playing features on the new Par 30 are fun and safe for golfers with disabilities.

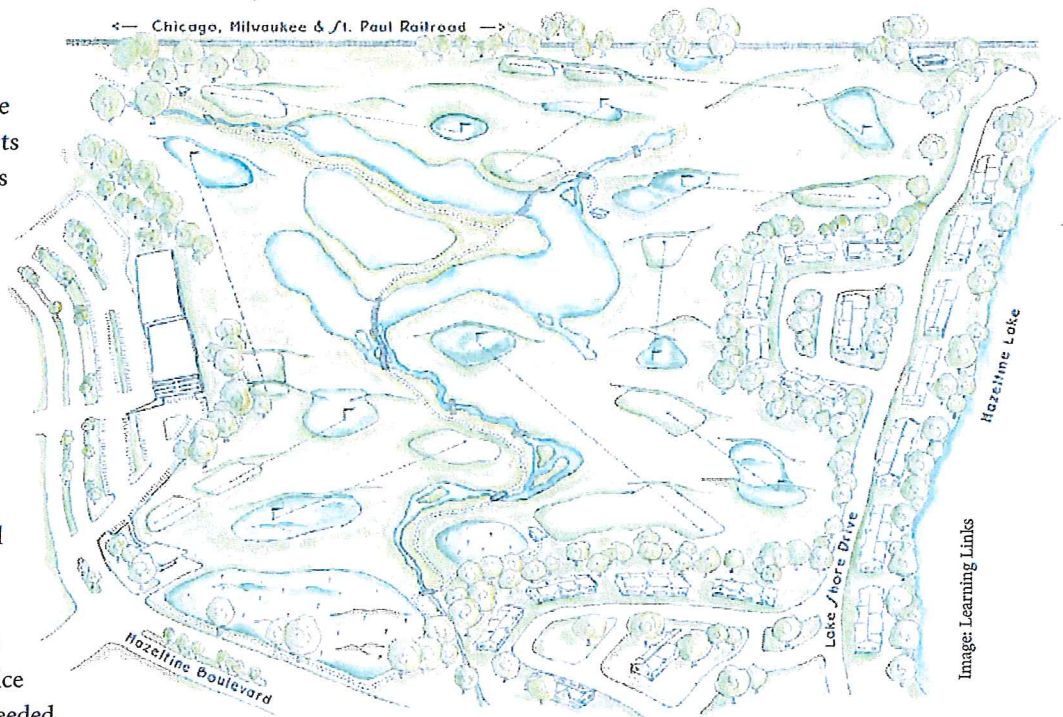
Caroline highlights the therapeutic benefits of spending time in green

space, herself coming back to golf after losing her leg. "It was freeing, healing and exciting," she said. "The golf course is a place to find your voice as a player, challenge your limits and grow. It is not only a place to practice your golf swing, but to actually deepen your knowledge about yourself, test your focus and learn about how you react to specific challenges. That's the interesting part about golf, it goes far beyond the game on the course."

Our new design for the course retains

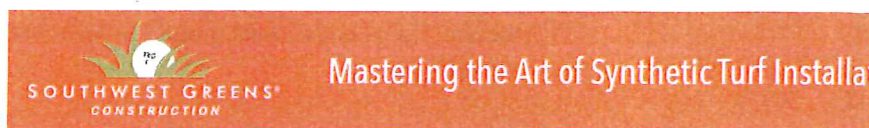
the current par of 30 but features ten all-new golf holes.

We'll move the clubhouse over to Hazeltine Boulevard and build a Himalayas-style putting course inspired by the public putting greens in my hometown, North Berwick. These types of facilities are a tried and tested entry point to the game. Absolutely anyone can enjoy the feeling of trundling a golf ball towards a hole. There's going to be a lot of energy around the new clubhouse. **GCA**



GOLF COURSE ARCHITECTURE

THE GLOBAL JOURNAL OF GOLF DESIGN AND DEVELOPMENT
(<http://www.golfcoursearchitecture.net>)



Chaska approves Artisan Golf Design's redesign plans for short course



By Richard Humphreys

Wed 18 Sep, 2019

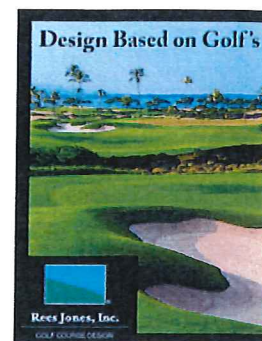
The city of Chaska in Minnesota has approved plans from Artisan Golf Design — a firm led by Benjamin Warren — for the redesign of Chaska Par 30, a municipal short course originally laid out by Robert Trent Jones that neighbours Hazeltine National.

The project is a partnership between Chaska and local non-profit Learning Links. John Kellin, head golf professional of Chaska Town Course, is representing the city on the project team.

“Tournament golf is part of Chaska’s identity,” said Kellin. “Hazeltine National has hosted the Ryder Cup, the US Open and the Women’s PGA. Chaska Town Course co-hosted the US Amateur in 2006 and will do so again in 2024. We’re proud of this heritage but our day-to-day focus is on serving the widest cross-section of golfers that we can.”

Warren said: “After fifty years of service the Par 30 needs investment. Through stakeholder engagement it became clear that the project’s goals should also embrace sustainability and accessibility.” The project has reached 75 per cent of its

MOST POPUL



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Ebert oversees changes at Liverpool ahead of 2022
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(<https://www.golfcoursearchitecture.net/project-refused-planning-permission>)

Coul Links project refuse permission
(<https://www.golfcoursearchitecture.net/links-project-refused-planning-permission>)

funding target, with 50 per cent of a US\$1.5 million budget being contributed by the city. The plan is to break ground in April 2020 and reopen the course in summer 2021.

Elite adaptive golfer Caroline Mohr will work with Artisan Golf Design to ensure that playing features on the new Par 30 are fun and safe for golfers with disabilities.

"Our design retains the current par of 30 but features ten all-new golf holes," said Warren. "We'll move the clubhouse over to Hazeltine Boulevard and build a Himalayas-style putting course inspired by the public putting greens in my hometown, North Berwick. These types of facilities are a tried and tested entry point to the game. Absolutely anyone can enjoy the feeling of trundling a golf ball towards a hole. There's going to be a lot of energy around the new clubhouse.

"We're fortunate that Ian Williams and Don Mahaffey of Green Irrigation Solutions, sustainability expert Tom Mead, and University of Michigan turfgrass scientist Dr Brian Horgan have all contributed their talents to the planning phase."

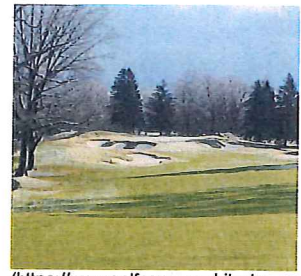
"This is an exciting time for adaptive golf," said Mohr. "Visibility and participation are increasing, and we have a new world ranking system that enables players with disabilities to compete in the same category as able-bodied golfers. I can't wait to see adaptive golfers on the main tours in the near future!

"The therapeutic benefits of spending time in green space are well known," continues Mohr. "Coming back to play golf after the loss of my leg was freeing, healing and exciting. The golf course is a place to find your voice as a player, challenge your limits and grow. It is not only a place to practice your golf swing, but to actually deepen your knowledge about yourself, test your focus and learn about how you react to specific challenges. That's the interesting part about golf, it goes far beyond the game on the course.

"Inclusion in the Paralympic Games at Paris 2024 or Los Angeles 2028 seems likely. Athlete categories will be diverse. Perhaps competitors with severe impairments will be chasing medals on a barrier free short course? Time will tell, but seeing the Learning Links model replicated in more communities would be really positive. Could Chaska Par 30 be the entry point for a future Paralympian?"

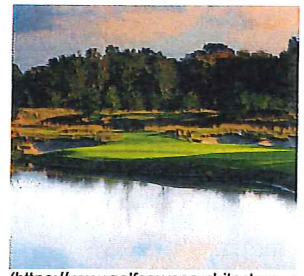
Warren added: "There seems to be some momentum in short course development. The developers of destination resorts have proven that these facilities are popular and profitable. I consider the success stories at Goat Hill Park and Winter Park 9 to be more exciting though. Short courses are a perfect fit for urban lifestyles and can wipe their feet financially as part of a city's golf portfolio. The project partners in Chaska aim to show that a barrier free golf facility can be an asset for the entire community. Artisan Golf Design is proud to be helping this cause."

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New Chaska golf course will welcome everyone

renovated site will serve lower-income golfers, those with disabilities.

BY KATY READ
karead@startribune.com

Chaska is planning to build a small public golf course that will be welcoming to just about anyone — golfers with disabilities, newbie golfers, wannabe golfers, kid golfers, power-income golfers and even skilled, seasoned golfers.

The new course will be on the site of Chaska Par 30, a standard nine-hole course operated by the city of Chaska. Construction of the renovated course, also called Chaska Par 30, is scheduled to begin next year, with opening expected in late summer 2021.

On the redesigned course, people who use wheelchairs or have other disabilities can golf — and socialize — alongside those who don't. Instructors will be available to teach adaptive golfing techniques. The course will also make the game more accessible to inexperienced players and people who otherwise could not afford to play. Organizers hope it will draw people from all over the metropolitan area.

"We feel everyone should have an opportunity to play the game of golf," said Susan Neuville, a board member for Learning Links, the Chaska-

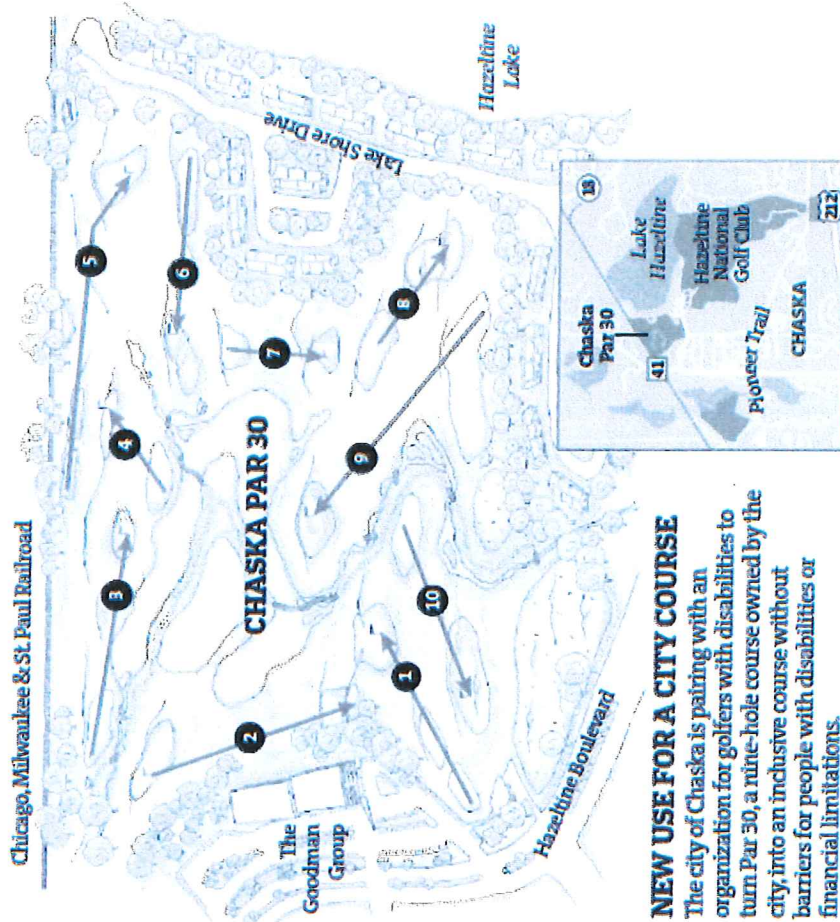
based organization steering the project and collecting donations for it. As a newbie golfer herself, married to an experienced golfer, Neuville said, "I know what it feels like to be on the outside of golf."

The Chaska City Council agreed this week to split the cost of the \$1.5 million project with Learning Links, which has already raised about \$400,000 and hopes to collect its remaining \$350,000 share by the end of the year.

To a casual observer, the new Chaska Par 30 will look like any other course, said Benjamin Warren, the architect hired to design it and a native of Scotland, where golf is believed to have originated. Standard courses have raised tee areas and large sand traps that can be hard to access for people with mobility limitations. Those features will be easier to navigate at Chaska Par 30. And the course's rolling topography and hollows planted with native, pollinator-friendly grasses "are fundamentally compatible with an adaptive course." Yet experienced golfers will still find it challenging, he said.

"Interesting golf doesn't need to have lots of hazards," Warren said.

The 30-acre course is near the private membership Hazeltine National Golf Club but not affiliated with it. The city also operates the 20-year-old Chaska Town Course, a



NEW USE FOR A CITY COURSE

The city of Chaska is pairing with an organization for golfers with disabilities to turn Par 30, a nine-hole course owned by the city, into an inclusive course without barriers for people with disabilities or financial limitations.

Source: Artisan Golf Design, City of Chaska

public 18-hole course where admission is \$45 to \$75, the higher price for people who don't live in Chaska. Admission at Chaska Par 30 will be \$10 for children and \$20 for adults, although fees will be lowered for those who otherwise couldn't afford it. Alongside the course will be a large

putting green that anyone can use, free of charge.

Because it's shorter than a standard 18-hole course, Chaska Par 30 won't require a great a time commitment. It won't even require a wardrobe of collared shirts and dress pants; many golf courses have dress codes prohibiting jeans,

but Chaska Par 30's code will be "come as you are."

"There's a lot of intimidation for a new person to take up golf," said John Kellin, head golf professional at the Chaska Town Course. "We want to eliminate that."

The course can also serve as a model that can be replicated

in other locations around the country, said Eric Snyder, a Learning Links interim executive director and consultant. The project has been in the works since 2014. The current Par 30, almost 50 years old, was due for about \$500,000 of updating on its irrigation system and parking area. Organizers saw an opportunity to spend a little more and build something new, with wider appeal.

Census data indicate that 57 million people in the country have disabilities. About 20 million of them want to play golf, according to E.Q. Sylvester, chairman and founder of the Illinois-based U.S. Adaptive Golf Alliance. Interest in golf among the general population has faded in recent years, he said.

"The golfing world is not paying attention to the potential new market of disabled golf," said Sylvester, himself an avid golfer and a triple amputee. By offering adaptive instructors and inclusive courses, he said, Chaska Par 30 is "one of the leaders" in the country.

Golf can be especially healthy for people with disabilities, Sylvester said, adding, "You've never seen so much smiles and happiness with people who never thought they'd be able to play golf before."

Katy Read • 612-673-4383

REQUEST FOR ACTION CHASKA CITY COUNCIL 03/02/2020

Subject: Joint Powers Agreement for County State Aide Highway 18 (CSAH 18) Lyman Boulevard

Prepared By: Matt Clark, City Engineer

Since 2015 Carver County has been evaluating the design and construction of the last remaining segment of a regional transportation system model agreement between Chaska, Chanhassen, and Carver County. The proposed reconstruction project of Lyman Boulevard from Norex Drive to the existing western edge is the last segment of a Master Transportation Agreement between all parties that has not been expanded or reconstructed of the regional roadways programmed in over 20 years. Previous projects included the upgrades of Audobon Roadway(CSAH 14), Engler Bouelvard (CSAH 10), and most recently Lyman Boulevard (CSAH 18) from Powers to Galpin Boulevard. All of these projects, including the proposed have been previously incorporated into a Master Transportation agreement between all parties involved with a cost share plan.

Over the last two years Carver County and their consultants have held several public informational meetings, and engaged public feedback, worked closely with the industrial park campus, which has all factored in the design and construction phasing for the project. Also, over that time County staff have been coordinating approvals of the final design and right of way acquisitions necessary for the project that is proposed to begin this spring and will be completed in 2020.

The general project area is shown as Phasing Exhibit with the overall project which consisting of a modernization of Lyman Boulevard from Galpin Boulevard extending the current road end west of TH 41. The project includes replacement of the outdated traffic signal at TH 41/Lyman Boulevard intersection and replacing it with a roundabout. Additional roundabouts will be built at Peavey Road/Lyman Boulevard and Norex Drive/Lyman Boulevard intersections as well. The project will also include completing the existing trail segment along the corridor, storm sewer and drainage upgrades and full depth reconstruction of the new highway. City trunk water main utilities are included with the project. The trunk watermain included with the project will provide a redundancy feed to service the industrial park which does not exist today.

To assist with financial support of the project, in 2016 the City assisted in supporting the County's application towards a Minnesota Highway Freight funding grant. In 2017 Carver County received \$2.2 M in federal grant funds to complete upgrades to the MnDOT Trunk Highway 41 and Lyman Boulevard.

The total project costs based on the low bid amount are \$10,743,086.62. Exhibit A summarizes the agreement for Chaska's portion of participation towards the overall project cost which include, land acquisition for right of way parcels only in Chaska, as well as a percentage of engineering

and construction of Lyman Boulevard between Galpin Boulevard to TH 41, and trunk water main utilities. The City's portion of the \$10.7M estimated total project cost are listed below:

CHASKA

Lyman Boulevard Road Improvements and Right of Way Costs	\$1,100,684
Trunk Watermain Utilities	<u>\$454,827</u>
Total	\$1,555,511

Chaska's portion of the total project costs is approximately \$1.55 million which amounts to 14.5% of the total project costs. The City's contribution to the road improvements and right of way acquisition to Lyman are eligible to be reimbursed through MSA and the trunk watermain costs are proposed to be paid through City trunk funds.

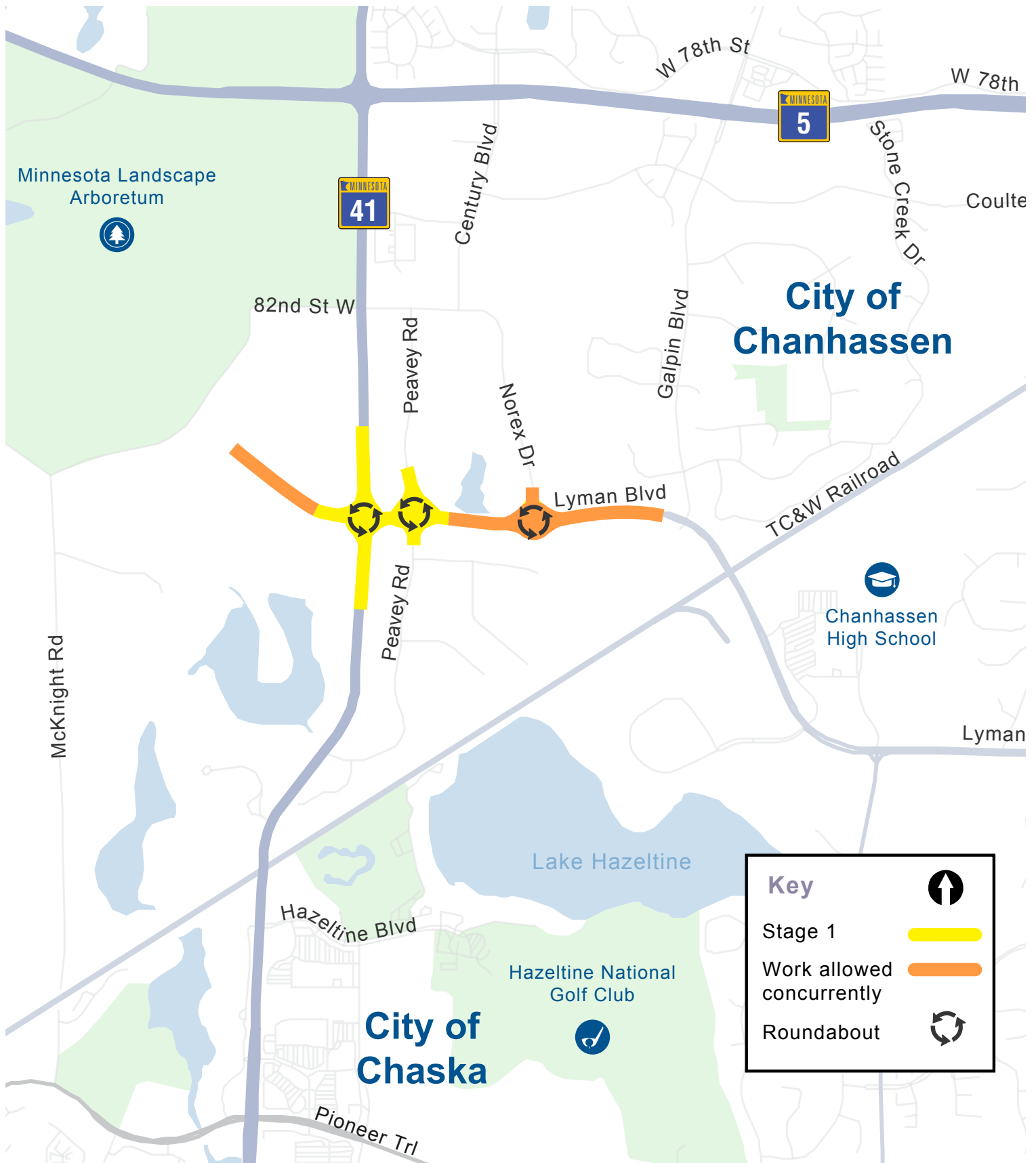
Construction is scheduled to occur in May with the first phase of the project including a closure of TH 41 to complete the new roundabout at the Lyman intersection. To complete phase 1 a closure of the state highway will through July of this year. Once phase 1 is completed the highway will reopen with the remainder of the project being constructed east and west of the TH 41. The underground utility work has been underway since 2019 in efforts to advance the timing for construction.

As a part of the project approval, Chaska is required to provide municipal consent for the proposed improvements and project cost share. Carver County has received bids on the project with the low bid received in the amount of \$7,525,889.15 from Eureka Construction which was within 3% of the estimated construction costs. Based on the information provided City staff recommends Council approve the formal joint powers agreement between the City and Carver County.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution No. 2020-19 approving the Joint Powers Agreement with Carver County for the construction on County State Aide Highway/County Highway 18 and approve the Bid Award to Eureka Construction, Inc. in the low bid amount of \$7,525,889.15.

Highway 41/18 Project | Construction Staging



Key	
Stage 1	
Work allowed concurrently	
Roundabout	

Project 128637 CSAH 18 From 0.25 W of TH 41 to Galpin Blvd
December 11, 2019
LOW BID PROJECT COST PARTICIAPTION

Modified Master Agreement: Cap Escalation/Reduction, County pays for 50% Lyman East R/W (land only), City Share by parcel in each City. (Land Only). County pays 100% of Parking Lot Mitigation. County Pays 100% of Lyman West.
Rationale: reduce cost burden to cities while keeping to spirit of past agreements. R/W handled similar to recent CIP projects (50% County-50% City).

Remaining Cap = \$ 2,763,290.00										
	CSAH 18 East of TH 41				CSAH 18 West of TH 41			TH 41		
Project Cost Splits								R/W Mitigation (Parking Lot/Wall)		
	Roadway Split Up to Cap	Roadway Split After Cap	R/W Mitigation (Parking Lot/Wall)	R/W Land Splits	Roadway Splits	R/W Mitigation (Parking Lot/Wall)	R/W Land Splits	Roadway Splits	R/W Land Splits	
Chanhassen	40.29%	45.00%	0.00%	2.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Chaska	19.42%	10.00%	0.00%	47.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Carver County	40.29%	45.00%	100.00%	50.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Engineering	20.00% of Construction Cost									

Low Bid	ROADWAY	R/W* Mitigation (Parking lot, retaining wall)	R/W Land*	UTILITIES	Engineering (20% of construction)	Totals
TH 41	\$ 1,544,323.35	\$ 378,118.06	\$ 689,961.69		\$ 384,488.28	\$ 2,996,891.38
Lyman (CSAH 18) - WEST OF TH 41	\$ 764,707.10				\$ 152,941.42	\$ 917,648.52
Lyman (CSAH 18) - EAST OF TH 41	\$ 4,323,849.05	\$ 453,428.52	\$ 563,742.45		\$ 955,455.51	\$ 6,296,475.53
Fiber (Carver County)				\$ 64,370.00	\$ 12,874.00	\$ 77,244.00
Watermain (Chaska)				\$ 379,022.65	\$ 75,804.53	\$ 454,827.18
Totals	\$ 6,632,879.50	\$ 831,546.58	\$ 1,253,704.14	\$ 443,392.65	\$ 1,581,563.75	\$ 10,743,086.62

Note: * Lyman West R/W costs included in TH 41 costs

Summary of Cost Shares	Roadway	R/W* Mitigation (Parking lot, retaining wall)	R/W Land*	Utilities	Engineering (20% of construction)	Total	Total Project Splits	Lyman - Road Construction Only	Construction Splits	Lyman - R/W (Land)	R/W Splits	Lyman - Parking Lot Mitigation	PK Lot Splits
Carver County TH 41	\$ 1,544,323.35	\$ 378,118.06	\$ 689,961.69		\$ 384,488.28	\$ 2,996,891.38	27.9%						
Carver County Lyman West	\$ 764,707.10	\$ -	\$ -		\$ 152,941.42	\$ 917,648.52	8.5%	\$ 764,707.10	100%	\$ -	100%	\$ -	100%
Carver County Lyman East	\$ 1,815,581.11	\$ 453,428.52	\$ 281,871.23		\$ 453,801.93	\$ 3,004,682.79	28.0%	\$ 1,815,581.11	42%	\$ 281,871.23	50.00%	\$ 453,428.52	100%
Carver County Utilities				\$ 64,370.00	\$ 12,874.00	\$ 77,244.00	0.7%						
Chaska TH 41	\$ -	\$ -	\$ -		\$ -	\$ -	0.0%						
Chaska Lyman West	\$ -	\$ -	\$ -		\$ -	\$ -	0.0%	\$ -	0%	\$ -	0%	\$ -	0%
Chaska Lyman East	\$ 692,686.82	\$ -	\$ 269,460.51		\$ 138,537.36	\$ 1,100,684.70	10.2%	\$ 692,686.82	16%	\$ 269,460.51	48%	\$ -	0%
Chaska Utilities				\$ 379,022.65	\$ 75,804.53	\$ 454,827.18	4.2%						
Chanhassen TH 41	\$ -	\$ -	\$ -		\$ -	\$ -	0.0%						
Chanhassen Lyman West	\$ -	\$ -	\$ -		\$ -	\$ -	0.0%	\$ -	0%	\$ -	0%	\$ -	0%
Chanhassen Lyman East	\$ 1,815,581.11	\$ -	\$ 12,410.71		\$ 363,116.22	\$ 2,191,108.05	20.4%	\$ 1,815,581.11	42%	\$ 12,410.71	2%	\$ -	0%
Totals	\$ 6,632,879.50	\$ 831,546.58	\$ 1,253,704.14	\$ 443,392.65	\$ 1,581,563.75	\$ 10,743,086.62	100%	\$ 5,088,556.15		\$ 563,742.45		\$ 453,428.52	

**CITY OF CHASKA
CARVER COUNTY, MINNESOTA**

RESOLUTION

DATE 03/02/2020 **RESOLUTION NO.** 2019-19

MOTION BY COUNCILMEMBER _____ **SECOND BY COUNCILMEMBER** _____

**APPROVING JOINT POWERS AGREEMENT BETWEEN CARVER COUNTY AND THE
CITY OF CHASKA FOR CONSTRUCTION ON COUNTY STATE AID HIGHWAY 18
(CSAH 18) LYMAN BOULEVARD**

Whereas, the City of Chaska proposes to enter into a Joint Powers Agreement with County of Carver for the construction on County State Aid Highway/County Highway 18 "Lyman Boulevard"; and

Whereas, the City of Chaska and County of Carver ("Parties") has the authority to construct, maintain, repair and improve public streets within their respective jurisdictions; and

Whereas, County State Aide Highway/County Highway 18 (CSAH/CH 18) (Lyman Boulevard) is duly dedicated public streets, of which the exception of the easterly 1315 foot segment of the Project, all is located within the corporate limits of the City; and

Whereas, the Parties desire to undertake a joint project to construct improvements on CSAH 18 (Lyman Boulevard), that involves grading, aggregate base, pavement surfacing, curb & gutter, sidewalk, trails, storm sewer, City utilities and other incidentals and to share the costs of such improvement as provided within the Joint Powers Agreement; and

Whereas, the Project has been awarded Local Partnership Project Funds (LPP) and Transportation Economic Development Funds (TED) through the Minnesota Department of Transportation (MnDOT) to be used on Trunk Highway 41; and

Whereas, the authority of the parties to enter into the Joint Powers Agreement is provided by Minnesota Statutes, Section 471.59

Whereas, pursuant to an advertisement for bids for said project, a bid opening was held on Tuesday, December 10, 2019, with bids being opened and tabulated according to State Statute and the following bids were received:

	CONTRACTOR	TOTAL BASE BID
Low	Eureka Construction, Inc	\$7,525,889.15
#2	Meyer Contracting Inc.	\$8,179,713.13
#3	Mathiowetz Construction Co.	\$8,337,513.81
#4	S.M. Hentges & Son, Inc.	\$8,607,006.80

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Chaska, Minnesota, that said Joint Powers Agreement is approved, and does hereby award the bid for the County State Aid Highway 18/Lyman Boulevard Improvements to the low bidder, Eureka Construction, Inc., in the amount of \$7,525,889.15, and Council further authorizes the Mayor and City Administrator to fully execute the agreement.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 2nd day of March, 2020.

Mark Windschitl, Mayor

Attest: _____
Chaska Deputy Clerk

CERTIFICATION

State of Minnesota)
County of Carver)
City of Chaska)

I hereby certify that the foregoing Resolution is a true and correct copy of a resolution presented to and adopted by the City Council of Chaska at a meeting therefor held in the City of Chaska, Minnesota, on the 2nd day of March, 2020, as disclosed by the records of said City in my possession.

City Administrator

(Seal)

JOINT POWERS AGREEMENT
FOR CONSTRUCTION ON COUNTY STATE AID HIGHWAY 18 (CSAH 18)

THIS AGREEMENT FOR CONSTRUCTION ON COUNTY STATE AID HIGHWAY/COUNTY HIGHWAY 18, ("Agreement") is made and entered into as of the _____ day of _____, 20____, by and between the City of Chaska ("City"), and the County of Carver ("County") (each sometimes hereinafter called "Party" and both sometimes collectively "Parties") the Parties being governmental and political subdivisions of the State of Minnesota.

WITNESSETH:

WHEREAS, each of the Parties has the authority to construct, maintain, repair, and improve public streets within their respective jurisdictions; and

WHEREAS, County State Aid Highway/County Highway 18 (CSAH/CH 18) (Lyman Blvd.) is duly dedicated public street, of which the exception of the easterly 1315 foot segment of the Project, all is located within the corporate limits of the City; and

WHEREAS, the Parties desire to undertake a joint project to construct improvements on CSAH 18 (Lyman Blvd.), that involves grading, aggregate base, pavement surfacing, curb & gutter, sidewalk, trails, storm sewer, City utilities and other incidentals and to share the costs of such improvements as herein provided; and

WHEREAS, the Project has been awarded Local Partnership Project Funds (LPP) and Transportation Economic Development Funds (TED) through the Minnesota Department of Transportation (MnDOT) to be used on Trunk Highway 41; and

WHEREAS, the authority of the Parties to enter into this Agreement is provided by Minnesota Statutes, Section 471.59.

NOW, THEREFORE, in consideration of the mutual promises and covenants of each to the other contained in this Agreement and other good and valuable consideration, receipt of which is hereby acknowledged, the Parties hereto do covenant and agree as follows:

ARTICLE I
THE AGREEMENT

Section 1.01. Purposes. The purpose of this Agreement is to define the rights and obligations of the City and the County with respect to the Project and the sharing of the costs of the Project.

Section 1.02. Cooperation. The City and the County shall cooperate and use their best efforts to ensure the most expeditious implementation of the various provisions of this Agreement. The Parties agree in good faith to undertake resolution of disputes, if any, in an equitable and timely manner. The Project will be open to inspection of duly authorized representatives of the Parties at any time during normal business hours and as often as reasonably deemed necessary.

Section 1.03. Relationship To Other Contracts. The City and the County acknowledge that Contract Documents will be entered into by the County on behalf of the Parties with respect to the Project, and that Change Orders or other documents may be entered into by the County on behalf of the Parties, with respect to the Project. This Agreement shall be construed so as to give the fullest effect to its provisions, consistent with the provisions of the other contracts and documents referred to above.

Section 1.04. Term. The term of this Agreement shall be for a period commencing on the date hereof and terminating on the date the Project is completed, accepted by the Parties and all amounts owed by one Party to the other have been paid in full.

Section 1.05. Recitals. The above recitals are true and correct as of the date hereof and constitute a part of this Agreement.

Section 1.06 Enabling Authority. Minnesota Statutes, Section 471.59, authorizes two or more governmental units to jointly exercise any power common to the contracting Parties.

ARTICLE II **DEFINITIONS**

Section 2.01. Definitions. In this Agreement the following terms shall have the following meanings unless the context requires otherwise:

- (a) **Agreement:** this Agreement, as it may be amended, supplemented, or restated from time to time.
- (b) **Change Order:** a written order, change order or supplemental agreement to the Contractor approved in writing, which may be electronic, by both Parties hereto and signed by the City Representative on behalf of the Parties authorizing a change in the work included within the Contract Documents and/or an adjustment in the price and/or an adjustment in the construction schedule, issued after execution of the contract for the construction of the Project.
- (c) **City:** the City of Chaska.
- (d) **City Representative:** Matt Clark, P.E., City Engineer
- (e) **City/County Costs:** the direct and indirect costs of City and County employees performing services on behalf of the Project, and other incidentals.
- (f) **Concept and Design Phase Professional Services Costs:** the fees and costs for all professional services performed in concept and design phase activities for the Project.
- (g) **Construction Phase Professional Services Costs:** the fees and costs for all professional services performed in construction phase activities for the Project.

- (h) **Contract Documents:** drawings; Engineers Estimate; specifications; general and special conditions; addenda, if any; Change Orders; and the construction contract for the Project; approved by the Parties, or their respective representatives.
- (i) **Contractor:** the person or entity that is awarded the contract for the construction of the Project.
- (j) **County:** Carver County.
- (k) **County Representative:** Lyndon Robjent, P.E., Carver County Engineer.
- (l) **Engineers Estimate:** the professional engineer's opinion of probable cost prior to the bidding of the Project, which encompasses all projected costs tabulated for each Party.
- (m) **Project:** In general the project consists of grading, select granular aggregate, aggregate base, bituminous pavement, curb & gutter, sidewalk, trails, retaining walls, city utilities, storm sewer, and other incidentals.
- (n) **Project Costs:** all costs for and associated with the construction of the Project, excluding Concept & Design Phase Professional Services Costs, Construction Phase Professional Services Costs, and City/County Costs.
- (o) **Project Location:** CSAH/CH 18 (Lyman Blvd.) from 0.25 miles West of Trunk Highway 41 to Galpin Boulevard, as generally depicted in **Exhibit A**.
- (p) **Uncontrollable Circumstances:** the occurrence or non-occurrence of acts or events beyond the reasonable control of the Party relying thereon, and not the result of willful or negligent action or inaction of the Party claiming the event as an Uncontrollable Circumstance, that materially adversely affects the performance of the Party claiming the event as an Uncontrollable Circumstance including but not limited to the following:
 - (1) Acts of God, including, but not limited to floods, ice storms, blizzards, tornadoes, landslides, lighting and earthquakes (but not including reasonably anticipated weather conditions for the geographic area), riots insurrections, war or civil disorder affecting the performance of work, blockades, power or other utility failure, and fires or explosions.
 - (2) The adoption of or change in any federal, state, or local laws, rules, regulations, ordinances, permits, or licenses, or changes in the interpretation of such laws, rules, regulations, ordinances, permits, or licenses by a court or public agency having appropriate jurisdiction after the date of the execution of this Agreement.
 - (3) A suspension, termination, interruption, denial, or failure of renewal of any

permit, license, consent, authorization, or approval essential to the construction of the Project.

- (4) Orders and/or judgment of any federal, state, or local court, administrative agency, or governmental body, provided, however, that the contesting in good faith by such Party of any such order and/or judgment shall not constitute or be construed to constitute a willful or negligent action or inaction of such Party.
- (5) Strikes or other such labor disputes shall not be considered an Uncontrollable Circumstance, unless such strike or labor dispute involves persons with whom the Parties have no employment relationship and the Parties, or either of them, cannot, using best efforts, obtain substitute performance.

ARTICLE III **ALLOCATION OF DUTIES**

Section 3.01. Concept and Design Phase Activities. Concept and design phase activities, including, but not limited to, field surveys, right of way plats, design, engineering, environmental documentation, permitting, right of way acquisition, and other matters, shall be completed by the Parties as follows:

See attached **Exhibit B - Allocation of Duties.**

Section 3.02. Construction Phase Activities. Construction phase activities, including, but not limited to, the bid process, preparation of contract documents, awarding of contract, construction inspection and surveying and other matters, shall be completed by the Parties as follows:

See attached **Exhibit B - Allocation of Duties.**

Section 3.03. Contract Award. The Contract Documents shall be approved in writing, which may be electronic, by the Parties prior to the solicitation of bids. In accordance with the applicable provisions of Minnesota Statutes, County will cause bids to be received by it for the construction of the Project and, subject to approval by the City if the low responsible bidder is more than the Engineers Estimate, shall award the contract for the construction of the Project to the lowest responsible bidder.

Section 3.04. Project Construction. Subject to Uncontrollable Circumstances, the Parties shall cause the Project to be constructed in accordance with the Contract Documents. The City shall have the right to review and approve of any proposed changes to the plans and specifications as they relate to City's cost participation prior to the work being performed.

Section 3.05. Maintenance Upon Project Completion and Final Acceptance. Highway maintenance shall be completed by the Parties, upon project completion and final acceptance of the Project, as follows:

The Parties agree to enter into a separate highway maintenance agreement for routine highway maintenance responsibilities, as may be amended from time to time. The City will perform all maintenance responsibilities on all streets under the City jurisdiction.

ARTICLE IV **PROJECT COST SHARING**

Section 4.01. Allocation.

(a) The Project Costs for all items shall be divided between the parties as follows:

See attached Exhibit C

(b) The Concept and Design Phase Professional Services Costs for all items shall be divided between the Parties as follows:

See attached Exhibit C

(c) The Construction Phase Professional Services Costs for all items shall be divided between the Parties as follows:

See attached Exhibit C

(d) All other costs including, but not limited to City/County Costs shall be divided between the Parties as follows:

See attached Exhibit C.

Section 4.02. Payments to Contractor. The County shall make partial progress payments to the Contractor and, upon approval of both Parties hereto, the final payment to the Contractor in accordance with the Contract Documents. The designated City Representative shall have the right to approve of any Change Orders prepared by the County that affect the City's share of the construction cost.

The City further agrees that it will participate in the settlement of any claim from the County's contractor for the Project that involve delays attributable to unreasonable delays in approval by the City for plan or specification changes deemed necessary by the County Engineer or staff. The amount of the City's participation in any such claim shall be commensurate with the percentage of delay directly attributable to City's actions.

Section 4.03. Adjustments and Reconciliation. To the extent that the actual value of any item included in an invoice cannot be accurately determined at the time of submission of the invoice, such item shall be invoiced on an estimated basis and an adjustment shall be made to reflect the difference between such estimated amount and the actual amount of such item on the next invoice after determination of the actual amount.

Prior to final acceptance of the Project, the designated County representative shall provide City with

a reconciliation of all costs for the Project and the respective contributions of the Parties for the review and approval of the Parties.

Section 4.04. Exclusive Responsibility. All aspects of application for State of Minnesota for State and Federal Funds and the grant thereof by the State, are the exclusive responsibility of the County, including but not limited to the investment, expenditure, and allocation of such funds. It is specifically agreed that any interest on the investment of any such funds is the sole property of the County, to use as the County shall see fit.

Section 4.05. Payment to County. The City agrees to reimburse the County for costs incurred, pursuant to Section 4.01. Unless previously deposited as provided herein, the City is responsible to pay these monies to the County within thirty (30) days of being invoiced for costs incurred or services performed. Costs will be invoiced at the completion of each project phase and upon final acceptance of the project by the Parties, unless an alternative schedule is mutually agreed upon in writing by the authorized representatives of the Parties.

After an award by County to the successful bidder on the Project, County shall invoice the City to deposit with the County ninety five (95) percent of the estimated City's share in the Project Costs.

Section 4.06. Payment to City. The County agrees to reimburse the City for costs incurred, pursuant to Section 4.01. The County is responsible to pay these monies to the City within thirty (30) days of being invoiced for costs incurred or services performed. Costs will be invoiced at the completion of each Project phase and upon final acceptance of the Project by the Parties, unless an alternate schedule is mutually agreed upon in writing by the authorized representatives of the Parties.

ARTICLE V **GENERAL PROVISIONS**

Section 5.01. Notices. All notices or communications required or permitted pursuant to this Agreement shall be either hand delivered or mailed to City and County, certified mail, return-receipt requested, at the following address:

City:	Matt Clark, PE City Engineer City of Chaska One City Hall Plaza Chaska, MN 55318
County:	Lyndon Robjent, PE County Engineer Carver County Public Works 11360 Hwy 212 West, Suite 1 Cologne, MN 55322

Either Party may change its address or authorized representative by written notice delivered to the other Party pursuant to this Section 5.01.

Section 5.02. Counterparts. This Agreement may be executed in more than one counterpart, each of which shall be deemed to be an original but all of which taken together shall be deemed a single instrument.

Section 5.03. Survival of Terms, Representations and Warranties. The representations, warranties, covenants, and agreements of the Parties under this Agreement, and the remedies of either Party for the breach of such representations, warranties, covenants, and agreements by the other Party shall survive the execution and termination of this Agreement. The terms of Sections 3.05, 5.14, 5.15, 5.16 and 5.17 shall survive the expiration, termination or withdrawal from this Agreement.

Section 5.04. Non-Assignability. Neither the City nor the County shall assign any interest in this Agreement nor shall transfer any interest in the same, whether by subcontract, assignment or novation, without the prior written consent of the other Party. Such consent shall not be unreasonably withheld.

Section 5.05. Alteration. It is understood and agreed that the entire Agreement between the Parties is contained herein and that this Agreement supersedes all oral agreements and negotiations between the Parties relating to the subject matter hereof. All items referred to in this Agreement are incorporated or attached and are deemed to be part of this Agreement. Any alteration, variation, modification or waiver of the provisions of the Agreement shall be valid only after it has been reduced to writing and duly signed by all Parties.

Section 5.06. Waiver. The waiver of any of the rights and/or remedies arising under the terms of this Agreement on any one occasion by any Party hereto shall not constitute a waiver or any rights and/or remedies in respect to any subsequent breach or default of the terms of this Agreement. The rights and remedies provided or referred to under the terms of this Agreement are cumulative and not mutually exclusive.

Section 5.07. Severability. The provisions of this Agreement are severable. If any paragraph, section, subdivision, sentence, clause or phrase of this Agreement is for any reason held to be contrary to law, or contrary to any rule or regulation having the force and effect of law, such decision shall not affect the remaining portions of this Agreement.

Section 5.08. Interpretation According to Minnesota Law. The Laws of the State of Minnesota shall apply to this Agreement.

Section 5.09. Final Payment. Before final payment is made to the Contractor, the Contractor shall provide a certificate of compliance from the Commissioner of Revenue certifying that the Contractor and any out-of-state subcontractors have complied with the provisions of Minnesota Statutes, Section 290.92.

Section 5.10. Headings. The headings to the various sections of this Agreement are inserted only for convenience of reference and are not intended, nor shall they be construed, to modify, define, limit, or expand the intent of the Parties as expressed in this Agreement.

Section 5.11. Further Actions. The Parties agree to execute such further documents and take such further actions as may reasonably be required or expedient to carry out the provisions and intentions of this Agreement, or any agreement or document relating hereto or entered into in connection herewith.

Section 5.12. Parties in Interest. This Agreement shall be binding upon and inure solely to the benefit of the Parties hereto and their permitted assigns, and nothing in this Agreement, express or implied, is intended to confer upon any other person any rights or remedies of any nature under or by reason of this Agreement.

Section 5.13. Employees. It is further agreed that any and all full-time employees of County and all other employees of said County engaged in the performance of any work or services required or provided for herein to be performed by the County shall be considered employees of County only and not of City and that any and all claims that may or might arise under Workman's Compensation Act of the State of Minnesota on behalf of said employees while so engaged and any and all claims made by any third Parties as a consequence of any act or omission on the part of County employees while so engaged on any of the work or services provided to be rendered herein shall be the sole obligation and responsibility of County.

It is further agreed that any and all full-time employees of City and all other employees of said City engaged in the performance of any work or services required or provided for herein to be performed by City shall be considered employees of City only and not of County and that any and all claims that may or might arise under Workman's Compensation Act of the State of Minnesota on behalf of said employees while so engaged and any and all claims made by any third Parties as a consequence of any act or omission on the part of said City employees which so engaged on any of the work or services to be rendered herein shall be the sole obligation and responsibility of City.

Section 5.14. Indemnification. The Parties' total liability under this Agreement shall be governed by Minn. Statutes, Section 471.59, Subd. 1a.

Each Party agrees that it will be responsible for the acts or omissions of its officials, agents, and employees, and the results thereof, in carrying out the terms of this Agreement, to the extent authorized by law and shall not be responsible for the acts/omissions of the other Party and the results thereof. For purposes of determining total liability for damages, the participating governmental units are considered to be a single governmental unit, the total liability of which shall not exceed the limits for a single governmental unit as provided in Minn. Statutes, Section 466.04, Subd. 1.

Each Party agrees to defend, hold harmless, and indemnify the other Party, its officials, agents, and employees, from any liability, loss, or damages the other Party may suffer or incur as the result of demands, claims, judgments, or cost arising out of or caused by the indemnifying Party's negligence in the performance of its respective obligations under this Agreement. This provision shall not be construed nor operate as a waiver of any applicable limitation of liability, defenses, immunities, or exceptions by statute or common law.

To the full extent permitted by law, actions by the Parties pursuant to this Agreement are

intended to be and shall be construed as a "cooperative activity" and it is the intent of the Parties that they shall be deemed a "single governmental unit" for the purposes of liability, all as set forth in Minnesota Statutes, Section 471.59, Subd. 1a(a); provided further that for purposes of that statute, each Party to this Agreement expressly declines responsibility for the acts or omissions of the other Party.

The Parties of this Agreement are not liable for the acts or omissions of the other participants to this Agreement except to the extent to which they have agreed in writing to be responsible for acts or omissions of the other Parties.

Section 5.15. Records – Availability and Access

- A. Pursuant to Minnesota Statutes, Section 16C.05, Subd. 5, the City agrees that the County, the State Auditor, or any of their duly authorized representatives at any time during normal business hours and as often as they may reasonably deem necessary, shall have access to and the right to examine, audit, excerpt, and transcribe any books, documents, papers, records, etc., which are pertinent to the accounting practices and procedures of the City and involve transactions relating to this Agreement.

City agrees to maintain these records for a period of six years from the date of termination of this Agreement.

- B. Pursuant to Minnesota Statutes, Section 16C.05, Subd. 5, the County agrees that the City, the State Auditor, or any of their duly authorized representatives at any time during normal business hours and as often as they may reasonably deem necessary, shall have access to and the right to examine, audit, excerpt, and transcribe any books, documents, papers, records, etc., which are pertinent to the accounting practices and procedures of the County and involve transactions relating to this Agreement.

County agrees to maintain these records for a period of six years from the date of termination of this Agreement.

Section 5.16. Data Practices. Each Party, its employees, agents, owners, partners, and subcontractors agree to abide by the provisions of the Minnesota Government Data Practices Act, Minnesota Statutes, Chapter 13 and implementing regulations, if applicable, and all other applicable state and federal laws, rules, regulations and orders relating to data privacy or confidentiality, and as any of the same may be amended.

Section 5.17. Nondiscrimination. During the performance of this Agreement, the City and the County agree to the following: No person shall, on the grounds of race, color, religion, age, sex, disability, marital status, public assistance status, criminal record, creed or national origin be excluded from full employment right in, participation in, be denied the benefits of or be otherwise subjected to discrimination under any and all applicable Federal and State laws against discrimination.

Section 5.18. Default and Withdrawal. Default in this Agreement may occur when a Party fails to perform any of the provisions of this Agreement or so fails to administer the work

as to endanger the performance of the Agreement. Unless the Party's default is excused by the non-defaulting Party, the non-defaulting Party may, upon written notice to the defaulting Party representative listed herein, cancel this Agreement in its entirety as indicated below.

Any Party may withdraw from this Agreement with or without cause by providing thirty (30) days' prior written notice to the other Parties herein. Only the governing bodies of the Participating Parties have authority to act pursuant to this provision of the Agreement.

Each Party to this agreement reserves the right to withdraw from and cancel this agreement within 30 days from the opening of bids for the project in the event either or both Parties consider any or all bids unsatisfactory; the withdrawal from or cancellation of the agreement to be accomplished by either or both Parties within 30 days of opening of bids by serving a written notice thereof upon the other, unless this right is waived by both Parties in writing.

Section 5.19. Third Party. This Agreement does not create any rights, claims or benefits inuring to any person that is not a Party hereto nor create or establish any third Party beneficiary.

IN TESTIMONY WHEREOF, The Parties hereto have caused these presents to be executed.

City of Chaska, Minnesota

Mayor

Date: _____

Attest:

Administrator

Date: _____

Approved As To Form:

Attorney

Date: _____

County of Carver, Minnesota

County Board Chair

Date: _____

Attest:

County Administrator

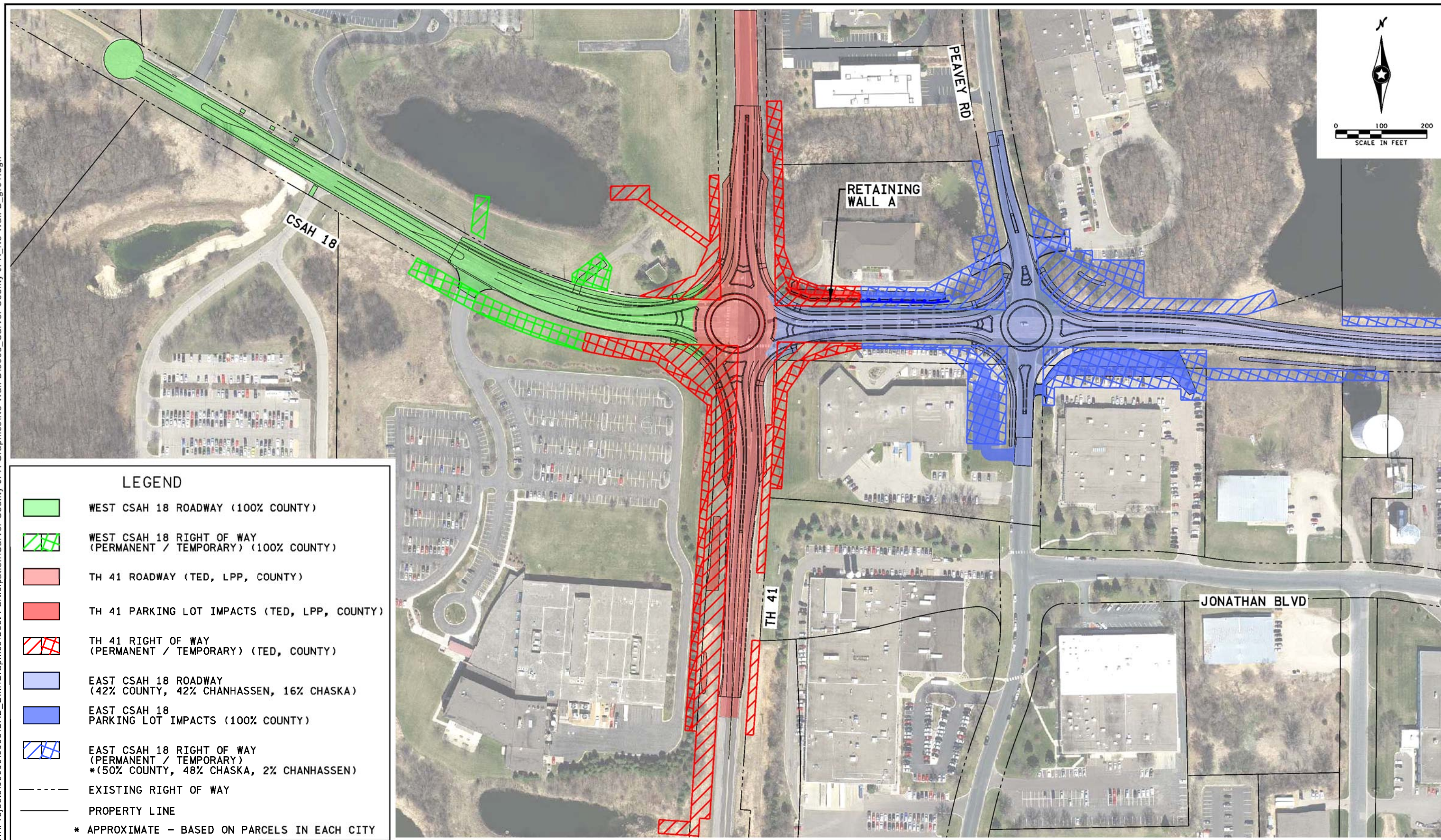
Date: _____

Approved As To Form:

County Attorney

Date: _____

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Joint Powers Agreement (JPA) Exhibit A

CSAH 18 (Lyman Blvd) Reconstruction Project

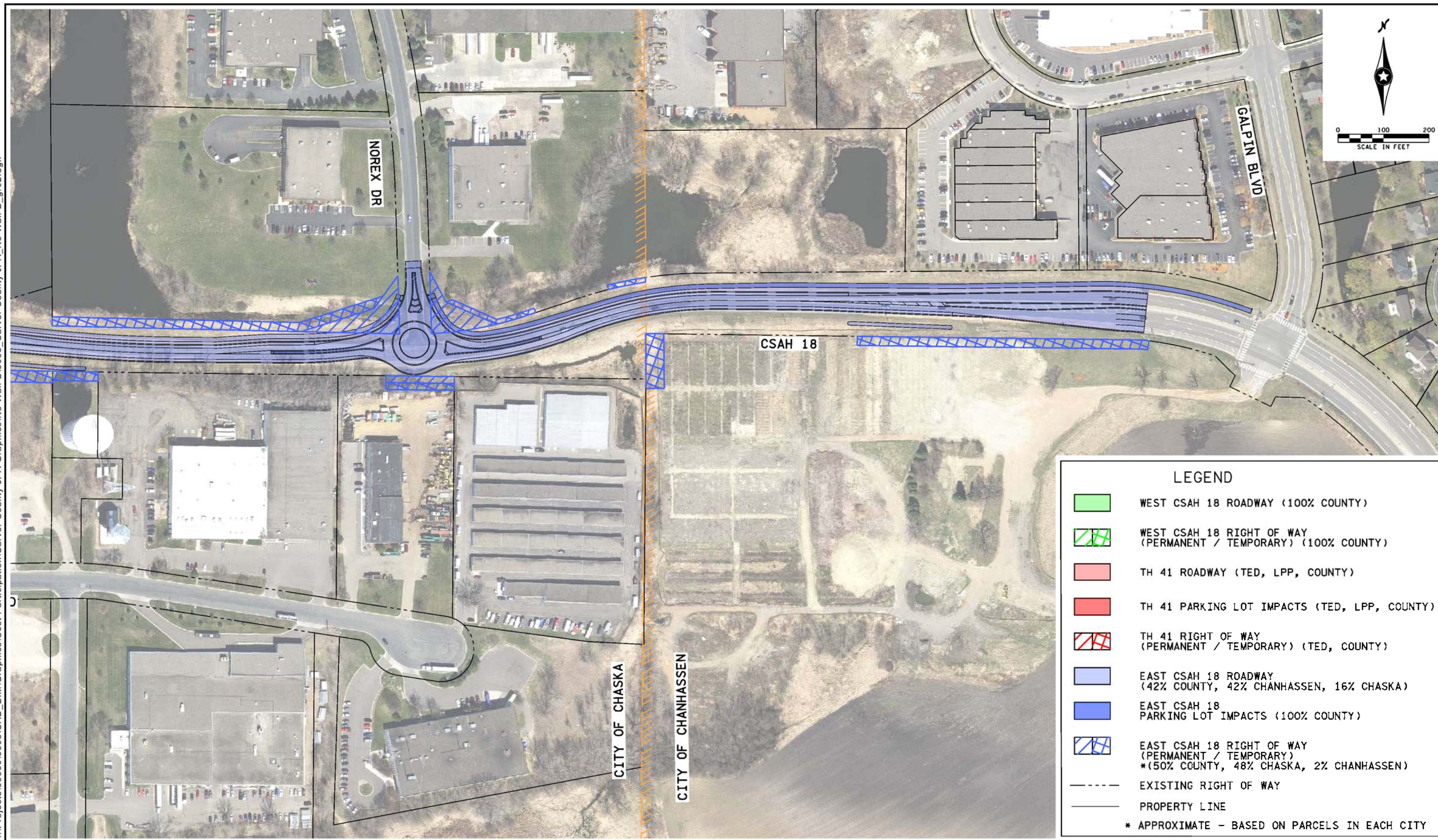
7.B. Adopt Resolution 2020-19, Joint...

Page 19 of 29

Packet Page 44 of 101

Figure 1

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Joint Powers Agreement (JPA) Exhibit A

CSAH 18 (Lyman Blvd) Reconstruction Project

Figure 2

Project 128637 CSAH 18 From 0.25 W of TH 41 to Galpin Blvd
December 11, 2019
LOW BID PROJECT COST PARTICIAPTION

Exhibit A: Figure 3

Modified Master Agreement: Cap Escalation/Reduction, County pays for 50% Lyman East R/W (land only), City Share by parcel in each City. (Land Only). County pays 100% of Parking Lot Mitigation. County Pays 100% of Lyman West.
Rationale: reduce cost burden to cities while keeping to spirit of past agreements. R/W handled similar to recent CIP projects (50% County-50% City).

Remaining Cap = \$ 2,763,290.00

	CSAH 18 East of TH 41				CSAH 18 West of TH 41			TH 41		
Project Cost Splits								R/W Mitigation (Parking Lot/Wall)		
	Roadway Split Up to Cap	Roadway Split After Cap	R/W Mitigation (Parking Lot/Wall)	R/W Land Splits	Roadway Splits	R/W Mitigation (Parking Lot/Wall)	R/W Land Splits	Roadway Splits	Lot/Wall	R/W Land Splits
Chanhassen	40.29%	45.00%	0.00%	2.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Chaska	19.42%	10.00%	0.00%	47.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Carver County	40.29%	45.00%	100.00%	50.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Engineering	20.00% of Construction Cost									

Low Bid	ROADWAY	R/W* Mitigation (Parking lot, retaining wall)	R/W Land*	UTILITIES	Engineering (20% of construction)	Totals
TH 41	\$ 1,544,323.35	\$ 378,118.06	\$ 689,961.69		\$ 384,488.28	\$ 2,996,891.38
Lyman (CSAH 18) - WEST OF TH 41	\$ 764,707.10				\$ 152,941.42	\$ 917,648.52
Lyman (CSAH 18) - EAST OF TH 41	\$ 4,323,849.05	\$ 453,428.52	\$ 563,742.45		\$ 955,455.51	\$ 6,296,475.53
Fiber (Carver County)				\$ 64,370.00	\$ 12,874.00	\$ 77,244.00
Watermain (Chaska)				\$ 379,022.65	\$ 75,804.53	\$ 454,827.18
Totals	\$ 6,632,879.50	\$ 831,546.58	\$ 1,253,704.14	\$ 443,392.65	\$ 1,581,563.75	\$ 10,743,086.62

Note: * Lyman West R/W costs included in TH 41 costs

Summary of Cost Shares	Roadway	R/W* Mitigation (Parking lot, retaining wall)	R/W Land*	Utilities	Engineering (20% of construction)	Total	Total Project Splits	Lyman - Road Construction Only	Construction Splits	Lyman - R/W (Land)	R/W Splits	Lyman - Parking Lot Mitigation	PK Lot Splits
Carver County TH 41	\$ 1,544,323.35	\$ 378,118.06	\$ 689,961.69		\$ 384,488.28	\$ 2,996,891.38	27.9%						
Carver County Lyman West	\$ 764,707.10	\$ -	\$ -		\$ 152,941.42	\$ 917,648.52	8.5%	\$ 764,707.10	100%	\$ -	100%	\$ -	100%
Carver County Lyman East	\$ 1,815,581.11	\$ 453,428.52	\$ 281,871.23		\$ 453,801.93	\$ 3,004,682.79	28.0%	\$ 1,815,581.11	42%	\$ 281,871.23	50.00%	\$ 453,428.52	100%
Carver County Utilities				\$ 64,370.00	\$ 12,874.00	\$ 77,244.00	0.7%						
Chaska TH 41	\$ -	\$ -	\$ -		\$ -	\$ -	0.0%						
Chaska Lyman West	\$ -	\$ -	\$ -		\$ -	\$ -	0.0%	\$ -	0%	\$ -	0%	\$ -	0%
Chaska Lyman East	\$ 692,686.82	\$ -	\$ 269,460.51		\$ 138,537.36	\$ 1,100,684.70	10.2%	\$ 692,686.82	16%	\$ 269,460.51	48%	\$ -	0%
Chaska Utilities				\$ 379,022.65	\$ 75,804.53	\$ 454,827.18	4.2%						
Chanhassen TH 41	\$ -	\$ -	\$ -		\$ -	\$ -	0.0%						
Chanhassen Lyman West	\$ -	\$ -	\$ -		\$ -	\$ -	0.0%	\$ -	0%	\$ -	0%	\$ -	0%
Chanhassen Lyman East	\$ 1,815,581.11	\$ -	\$ 12,410.71		\$ 363,116.22	\$ 2,191,108.05	20.4%	\$ 1,815,581.11	42%	\$ 12,410.71	2%	\$ -	0%
Totals	\$ 6,632,879.50	\$ 831,546.58	\$ 1,253,704.14	\$ 443,392.65	\$ 1,581,563.75	\$ 10,743,086.62	100%	\$ 5,088,556.15		\$ 563,742.45		\$ 453,428.52	

Highway 41/18 Project

Exhibit B – Allocation of Duties

Concept and Design Phase Activities

County will complete all concept and design phase activities of the Project and procure necessary Concept and Design Phase Professional Services, as generally shown on Exhibit A.

It is mutually agreed upon that City staff will need to be involved in giving direct input and direction to County's consultant for the design of City infrastructure improvements.

Construction Phase Activities

County will complete all construction phase activities of the Project and procure necessary Construction Phase Professional Services, except that City will provide for the construction inspection services for all City watermain, sanitary sewer utilities constructed with the Project, as generally shown on Exhibit A.

Highway 41/18 Project

Exhibit C – Project Cost Sharing

The County, City, City of Chanhassen and Independent School District 112 entered into a “New Master Agreement” on November 6, 2007 which included county highway improvements on CSAH 18 (Lyman Blvd.). Said agreement required the City and County to enter into further joint powers agreements for cost sharing on each section of road. County and City agree to follow the intent of the “New Master Agreement” and to cost share for this Project as follows:

Project Costs

The County and City agree to cost share Project Costs as follows:

1. The County has secured Local Partnership Project (LPP formerly Cooperative Agreement) funds and Transportation Economic Development (TED) funds through the Minnesota Department of Transportation (MnDOT) for this Project. It is mutually agreed by the Parties that County shall utilize these funding sources as shown in the cost participation table in Exhibit A which represents an estimate of the total costs for the Project and serves as a guide to how these costs will be split by the parties as well as how the LPP and TED funds will be allocated. The LPP and TED funds will be solely used for costs within the Trunk Highway 41 right of way. County further agrees to pay for all Project Costs for the areas generally depicted in Exhibit A shown as TH 41 Roadway, TH 41 Parking Lot Impacts and TH 41 Right of Way that are in excess of the LPP and TED funding.
2. The County agrees to pay for all Project Costs for the area generally depicted in Exhibit A shown as West CSAH 18 Roadway and West CSAH 18 Right of Way.
3. The City agrees to pay for sixteen percent (16%) of the Project Costs for the area generally depicted in Exhibit A shown as East CSAH 18 Roadway.
4. The County agrees to pay for all Project Costs for the area generally depicted in Exhibit A shown as East CSAH 18 Parking Lot Impacts.
5. The County and City agree to evenly split right of way acquisition costs for the Project within the corporate limits of the City, as generally depicted in Exhibit A.
6. The City agrees to transfer property or grant easement rights to the County of City owned property needed for the Project at no cost to the County.

Concept and Design Phase Professional Services Costs

The County and City agree to cost share Concept and Design Phase Professional Services Costs as follows:

1. The County agrees to pay for Concept and Design Phase Professional Services Costs incurred from consultants for the Project.
2. The City agrees to pay County ten percent (10%) of the City's cost share of the Project Costs for a lump sum reimbursement to the County for Concept and Design Phase Professional Services Costs incurred by County, as depicted in Exhibit A as half of the Engineering (20% of Construction) column..

Construction Phase Professional Services Costs

The County and City agree to cost share Construction Phase Professional Services Costs as follows:

1. The County agrees to pay for Construction Phase Professional Services, if any.

Other Costs

The County and City agree to cost share Other Costs in accordance with the Carver County Cost Participation Policy (Exhibit D) and augmented by the following:

1. The City agrees to pay County ten percent (10%) of the City's cost share of the Project Costs for a lump sum reimbursement to the County for all County direct and indirect costs of staff and other incidental costs, as depicted in Exhibit A as half of the Engineering (20% of Construction) column.
2. The City agrees to not bill County for direct and indirect internal staff costs for the Project in order to support the City administration and City utility inspection of the Project for City.



Carver County

Division of Public Works

EXHIBIT D: COST PARTICIPATION POLICY

Applicable to Cooperative Highway Projects between Carver County and Municipalities.

Adopted by the Carver County Board of Commissioners on February 17, 1998.
Amended by the Carver County Board of Commissioners on February 13, 2007, and March 19, 2013.

A. Construction Cost Share – Conventional Project (Projects programmed in the County 5-year CIP.)

Project Items	County Share	Municipality Share	Note
Right of Way	By Negotiation	By Negotiation	1
Retaining Wall in lieu of right of way	Same %age as R/W	Same %age as R/W	
Clearing and Grubbing	100%	0%	
Grading	100%	0%	2
Aggregate Base and Surfacing	100%	0%	3
Parking Lanes on 4-lane or 6-lane road	0%	100%	4
Storm Sewer and Ponds/Treatment Basins	%age of Contributing Flow	%age of Contributing Flow	5
Culverts	100%	0%	
Concrete Sidewalk	0%>5000 Population 50%<5000 Population	100%>5000 Population 50%<5000 Population	6
Concrete Curb and Gutter and Pedestrian Ramps	0%>5000 Population 50%<5000 Population	100%>5000 Population 50%<5000 Population	7
Concrete Median and Median Curb	100%	0%	8
Concrete Driveway Entrances (Apron)	100%	0%	9
Municipal Utility Adjustment or Construction	0%	100%	
Roundabouts	By Leg	By Leg	
Traffic Signals	By Leg	By Leg	10
Intersection Lighting	By Leg	By Leg	11
Street Lighting	0%	100%	12
Bridges	By Negotiation	By Negotiation	
Trails along county highway	0% Local 50% Linking & Regional 100% Destination	100% Local 50% Linking & Regional 0% Destination	13
Trail Underpass/Overpass	0% Local 50% Linking & Regional 100% Destination	100% Local 50% Linking & Regional 0% Destination	14
Landscaping	25% up to State Aid Limit	75%	15
Aesthetic Treatments	0%	100%	16
Highway Signs	100%	0%	
Electronic/Specialty Signs	By Negotiation	By Negotiation	
Noise Walls	By Negotiation	By Negotiation	17
Mobilization	Pro-rated by const. share	Pro-rated by const. share	
Erosion Control	Pro-rated by const. share	Pro-rated by const. share	
Traffic Control	Pro-rated by const. share	Pro-rated by const. share	
Engineering Services	Pro-rated by const. share	Pro-rated by const. share	



Carver County

Division of Public Works

Other items	By Negotiation	By Negotiation	
-------------	----------------	----------------	--

Conventional Project Notes

1. Fee title and permanent and temporary easements needed for projects on the existing county highway system or newly established or dedicated county highway system including the property needed for storm water treatment basins and wetland mitigation sites.
2. Includes grading and removal items. Applies to county roads and work necessary to tie in existing public street approaches. Enhancements to public streets approaches are the responsibility of the municipality. New public or private street approaches are the responsibility of the municipality.
3. Applies to county roads and work necessary to tie in existing public street approaches. Enhancements to public streets approaches are the responsibility of the municipality. New public or private street approaches are the responsibility of the municipality.
4. Includes grading, base and surfacing. Applies to county roads and work necessary to tie in existing public street approaches. Enhancements to public streets approaches are the responsibility of the municipality. New public or private street approaches are the responsibility of the municipality.
5. Includes catch basins, manholes, storm sewer pipes, outlet structures, grit chambers, and water quality and rate control ponds/basins. The county share is based on the ratio of contributing flow from the right of way to the total contributing flow.
6. Existing sidewalk impacted by the highway construction will be replaced in kind by the county.
7. Existing curb and gutter and pedestrian ramps impacted by the highway construction will be replaced in kind by the county.
8. The county pays for standard median design which is plain concrete. If a municipality requests decorative median the municipality pays the additional cost above the cost of a standard median.
9. Concrete aprons are installed at locations determined by the county. Driveways beyond the apron are constructed in-kind.
10. Applies to new and replacement traffic signals. Includes all components that make up a permanent warranted traffic control signal system with steel poles and mast arms installed at an intersection of a county highway and public roadway at an approved location by the county. The county pays 0% of a signal system at a private access/road. The municipality pays 100% of the furnishing and maintenance of electrical power to the traffic signal. The cost to modify, update or completely reconstruct the signal system will be shared at the same percentage as the original installation.
11. Designed to light an intersection for traffic safety purposes. Locations will be determined by the county.
12. Decorative type lighting along the roadway.
13. Applies to trails constructed with county road projects only. Stand alone trail projects are handled separately. Locations and descriptions are shown in the Carver County Comprehensive Plan and other related trail plans and policy documents. Applies to all costs associated with trail including but not limited to: grading, drainage, base, surfacing, pedestrian ramps, wetland mitigation due to trail impacts and additional right way needed for the trail. The county will only participate in trails constructed to meet State Aid Rules and Standards. Costs for major rehabilitation or replacement will be shared at the same percentage as the original installation. Townships are exempt from paying for trails.
14. Underpasses spanning 10 feet or more are considered bridges and will be added to the county bridge safety inspection program.
15. Landscaping items as approved by the county. State Aid limit is 5% of annual construction allotment.
16. Aesthetic items that do not serve a specific transportation use such as streetscaping, median plantings, decorative railing, ornamental fencing etc. All approved median plantings require irrigation.
17. Additional costs for decorative noise walls will be the responsibility of the requesting agency.



Carver County

Division of Public Works

B. Construction Cost Share – Development Driven Project (Projects not programmed in the County 5-year CIP)

Project Items	County Share	Municipality Share	Note
Right of Way	0%	100%	1
Retaining Wall in lieu of right of way	Same %age as R/W	Same %age as R/W	
Clearing and Grubbing	100%	0%	
Grading	100% for through lane and shoulder (up to 44' wide). 50% for additional through lanes and median. 100% for county rd. to county rd. turn lanes.	0% for through lane and shoulder (up to 44' wide). 50% for additional through lanes and median. 100% for city st. to county rd. turn lanes and county rd. to city st. turn lanes	2
Aggregate Base and Surfacing	Same as Grading	Same as Grading	
Parking Lanes on 4-lane or 6-lane road	0%	100%	3
Storm Sewer and Ponds/Treatment Basins	%age of Contributing Flow	%age of Contributing Flow	4
Culverts	100%	0%	
Concrete Sidewalk	0%	100%	
Concrete Curb and Gutter and Pedestrian Ramps	0%	100%	
Concrete Median and Median Curb	50%	50%	5
Concrete Driveway Entrances (Apron)	100%	0%	6
Municipal Utility Adjustment or Construction	0%	100%	
Roundabouts	By Leg if meets warrants by opening. By Leg up to 50% if meets warrants for design year. 0% if does not meet warrants for design year.	By Leg if meets warrants by opening. By Leg but no less than 50% if meets warrants for design year. 100% if does not meet warrants for design year.	
Traffic Signals	By Leg if meets warrants by opening. 50% of County Legs if meets warrants for design year. 0% if does not meet warrants for design year.	By Leg if meets warrants by opening. 100% of City legs plus 50% of County Legs if meets warrants for design year. 100% if does not meet warrants for design year.	7
Intersection Lighting	By Leg	By Leg	8
Street Lighting	0%	100%	9
Bridges	By Negotiation	By Negotiation	
Trail along county highway	0% Local	100% Local	10



Carver County

Division of Public Works

	50% Linking & Regional 100% Destination	50% Linking & Regional 0% Destination	
Pedestrian Underpass/Overpass	0%	100%	11
Landscaping	0%	100%	12
Aesthetic Treatments	0%	100%	13
Highway Signs	100%	0%	
Electronic/Specialty Signs	By Negotiation	By Negotiation	
Noise Walls	0%	100%	14
Mobilization	Pro-rated by const. share	Pro-rated by const. share	
Erosion Control	Pro-rated by const. share	Pro-rated by const. share	
Traffic Control	Pro-rated by const. share	Pro-rated by const. share	
Engineering Services	Pro-rated by const. share	Pro-rated by const. share	
Other items	By Negotiation	By Negotiation	

Development Driven Project Notes

1. Fee title and permanent and temporary easements needed for projects on the existing county highway system or newly established or dedicated county highway system including the property needed for storm water treatment basins and wetland mitigation sites. The cost share for right of way needed outside the boundaries of a development plat will be negotiated.
2. Includes grading and removal items. Enhancements to public streets approaches are the responsibility of the municipality. New public or private street approaches are the responsibility of the municipality.
3. Includes grading, base and surfacing. Applies to county roads and work necessary to tie in existing public street approaches. Enhancements to public streets approaches are the responsibility of the municipality. New public or private street approaches are the responsibility of the municipality.
4. Includes catch basins, manholes, storm sewer pipes, outlet structures, grit chambers, and water quality and rate control ponds/basins. The county share is based on the ratio of contributing flow. County share is based on the contributing flow from the right of way less roadway surface areas that the municipality pays for. The municipality share is the contributing flow from outside the right of way plus roadway surface area the municipality pays for. Costs to replace elements of storm sewer systems will be shared at the same percentage as the original installation.
5. The county pays for standard median design which is plain concrete. If a municipality requests decorative median the municipality pays the additional cost above the cost of a standard median.
6. Concrete aprons are installed at locations determined by the county. Driveways beyond the apron are constructed in-kind.
7. Applies to new and replacement traffic signals. Includes all components that make up a permanent warranted traffic control signal system with steel poles and mast arms installed at an intersection of a county highway and public roadway at an approved location by the county. To meet signal warrants, the intersection must meet either the four hour or the eight hour vehicular volume warrant standard. The county pays 0% of a signal system at a private access/road. The municipality pays 100% of the furnishing and maintenance of electrical power to the traffic signal. The cost to modify, update or completely reconstruct the signal system will be shared at the same percentage as the original installation.
8. Designed to light an intersection for traffic safety purposes. Locations will be determined by the county.
9. Decorative type lighting along the roadway.
10. Applies to trails constructed with county road projects only. Locations and descriptions are shown in the Carver County Comprehensive Plan and other related trail plans and policy documents. Costs associated with trail include grading, drainage, base, surfacing, pedestrian ramps, wetland mitigation due to trail impacts and additional right way needed for the trail. The county will only participate in trails constructed to meet State Aid Rules and Standards. Costs for major rehabilitation or replacement will be shared at the same percentage as the original installation.
11. Underpasses spanning 10 feet or more are considered bridges and will be added to the county bridge safety inspection program.
12. Landscaping items as approved by the county.
13. Aesthetic items that do not serve a specific transportation use such as streetscaping, median plantings, decorative railing, ornamental fencing etc. All approved median plantings require irrigation.
14. Additional costs for decorative noise walls will be the responsibility of the requesting agency.



Carver County

Division of Public Works

- C. Maintenance - Maintenance of county highways constructed under this policy will be as follows unless specified differently in a separate maintenance agreement.**
1. The county is responsible for maintenance of the county highway between curbs or between outside edges of shoulders. This includes but is not limited to snow and ice control, patching, crack sealing, seal coating, pavement rehabilitation, shouldering, striping and sign replacement. In addition, the county is responsible for routine maintenance outside the edge of shoulder and within the right of way of a rural county highway. The county may enter into agreements with municipalities to perform highway maintenance.
 2. The municipality is responsible for maintenance of the boulevard, landscaped median, trees, shrubs, irrigation systems, sidewalk, retaining walls, steps, aesthetic treatments, and other urban appurtenances within the right-of-way of an urban county highway.
 3. The county is responsible for maintenance of bridges and culverts on the county route.
 4. The municipality is responsible for maintenance of its utilities and storm sewer systems including detention/treatment basins. Costs to replace elements of storm sewer systems will be shared at the same percentage as the original installation.
 5. The county is responsible for maintaining roundabouts with the exception of island landscaping and aesthetic treatments which are the responsibility of the municipality.
 6. Unless stipulated by special agreement, the county will own and is responsible for maintaining traffic signal systems (with the exception of the attached lighting) at county road intersections with local public roadways and private streets. The municipality is responsible for maintaining the signal lighting and the electrical power to the signal system. The cost to modify, update or completely reconstruct the signal system will be shared at the same percentage as the original installation.
 7. The municipality is responsible for maintenance of intersection lighting at a county road and local road intersection. The county is responsible for maintenance of intersection lighting at a county road and county road intersection.
 8. The municipality is responsible for the maintenance of street lights.
 9. The municipality is responsible for maintaining local trails within the county highway right-of-way. Costs for major rehabilitation or replacement will be shared at the same percentage as the original installation.
 10. The municipality is responsible for maintaining pedestrian underpasses and overpasses.
 11. The county is responsible for maintaining highway signs.
 12. The county is responsible for maintaining electronic/specialty signs. The costs of maintenance will be shared at the same percentage as the original installation.
 13. Maintenance of noise walls is the responsibility of the agency paying for the initial installation.

REQUEST FOR ACTION CHASKA CITY COUNCIL 3/2/2020

Subject: Public Improvement Hearing for the 2020 Street & Utility Reconstruction Project (File#524-91200)

Prepared By: Matt Clark, City Engineer

The feasibility report for this year's downtown street and utility improvement project was recently presented to Council back in late January. The streets that have been selected include the blocks shown in red on the attached map. The planned improvements are consistent with past projects in the downtown area that include removal and replacement of sanitary sewer, water main, utility services, storm sewer, concrete curb, street, sidewalk and boulevard restoration. The nature and scope of this work always proves disruptive and a challenge to staff in terms of managing that disruption at an acceptable level.

Consistent with previous projects, a neighborhood meeting was held in February to discuss the overall project with those properties being affected with this year's project. At the meeting the information that was shared with Council was presented along with the draft assessments. This year's project, as with previous proposes a \$7,500 assessment to all residential properties. The residential assessment amount has remained consistent with all previous projects and follows the City policy for those properties that benefit by the improvements. The draft assessments were presented at the neighborhood information meeting. As discussed with Council, the previous project that occurred with Stoughton Avenue did include assessments to several of the properties that are included with this year's project. Staff is recommending the properties that were assessed previously would receive credit from the previous amounts and are shown accordingly in this packet for informational purposes. The final assessment role will be presented later in March for consideration at a future hearing.

Unique to this year's project area, given the minimal right of way and the overall impacts with the proposed street, utility, and electric improvements staff will need to work closely with property owners to perform construction work over portions of their properties. As the project moves forward, Engineering and Electric staff will plan on meeting with those properties to acquire the appropriate approvals. The action item this evening is for Council to consider ordering the overall

CITY COUNCIL ACTION REQUESTED

Motion to Approve Resolution No. 2020-18, Ordering the 2020 Street & Utility Reconstruction Project; directing the City Engineer to prepare the project plans and specification documents, and further, scheduling a Public Assessment Hearing for March 30, 2020.

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE 03/02/2020 **RESOLUTION NO.** 2020-18

MOTION BY COUNCILMEMBER _____ **SECOND BY COUNCILMEMBER** _____

**A Resolution Ordering the 2020 Street & Utility Reconstruction Project,
Authorizing Preparation of Construction Documents
and Establishing a Date for the Public Assessment Hearing (File#524-91200)**

WHEREAS, the 2020 Street & Utility Reconstruction Project Feasibility Study was accepted by City Council on January 27, 2020, and a Public Improvement Hearing was scheduled for March 2, 2020;

WHEREAS, ten days mailed notice and two weeks published notice of the hearing was given, and the hearing was held on the 2nd day of March, at which all persons desiring to be heard were given an opportunity to be heard thereon;

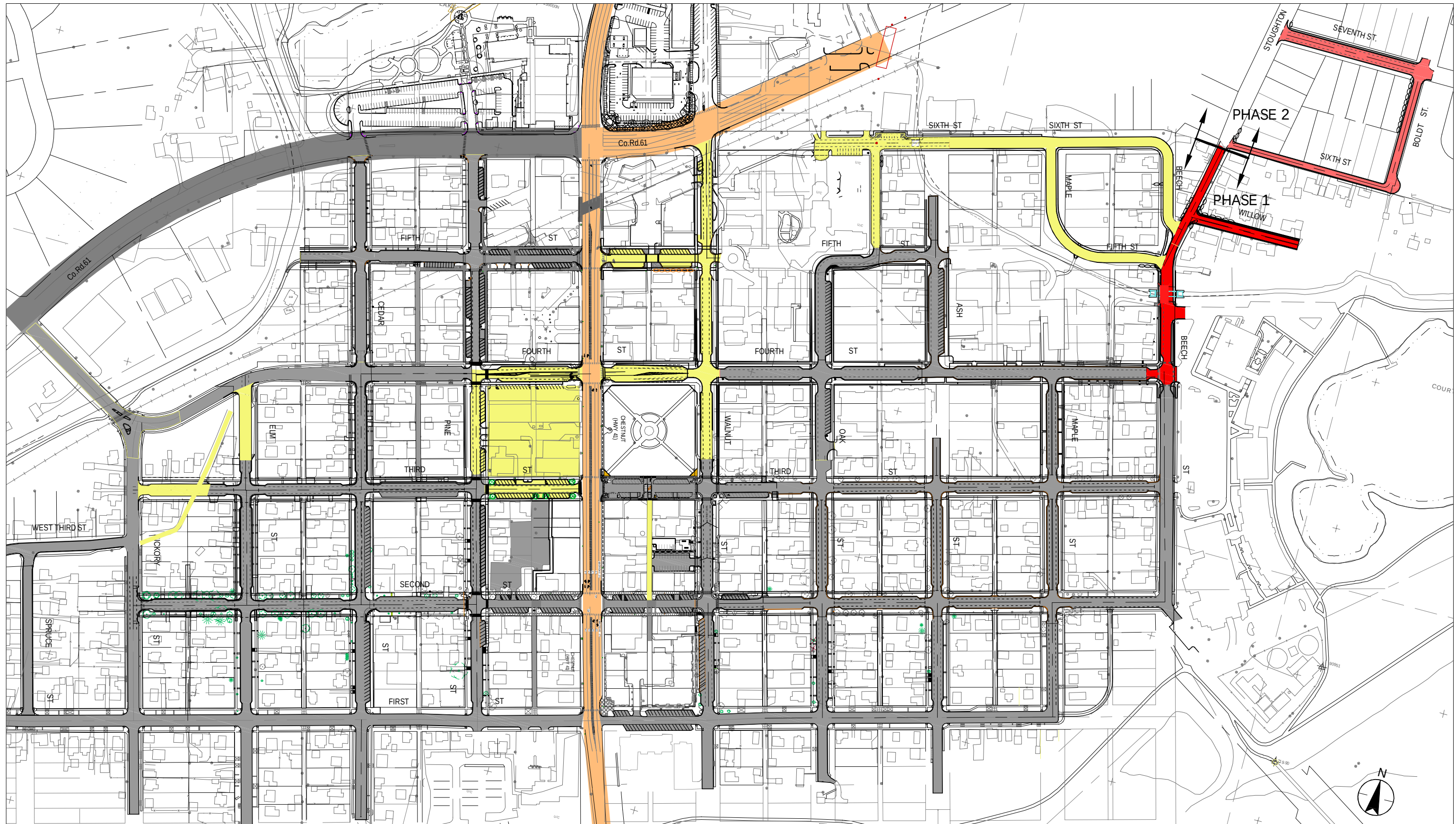
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Chaska, Minnesota, that said improvements are found to be necessary, cost-effective, and feasible and hereby orders said street improvements, and authorizes the City Engineer to prepare the project plans and specification documents.

FURTHER BE IT RESOLVED that a Public Assessment Hearing is scheduled for March 30, 2020, and the City Clerk is directed to mail and publish notices in accordance with provisions of Minnesota statutes.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 2nd day of March 2020.

Mark Windschitl, Mayor

Attest _____
Deputy Clerk



DOWNTOWN CHASKA MASTER STREET LAYOUT

CHASKA, MINNESOTA

2020 DOWNTOWN RECONSTRUCTION

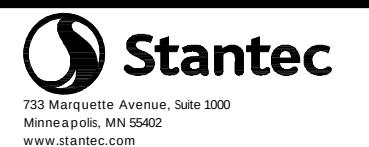
RECONSTRUCTED STREETS

FUTURE STREET RECONSTRUCTION



2020 DOWNTOWN RECONSTRUCTION

FIGURE A-2



CLAIMS ROSTER REPORT

FOR COUNCIL MEETING:

March 2, 2020

Paid and Unpaid Invoices:

Check #'s 331827-331906

\$139,088.92

Paid Electronic Invoices:

Wire #'s 2241-2247

\$64,712.90

Amount for Approval-Council Meeting:

March 2, 2020

\$203,801.82

Checks

02/28/2020 10:12 8482mrob		City of Chaska VENDOR INVOICE LIST		munis a tyler erp solution		P apinvlst		1	
INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
104592 AARP									
75197 CHECK DATE: 03/03/2020		02/19/2020	030320	331827	220.00	03/24/2020	INV	PD	4 HR Drivers Safety Class
103825 ACUSHNET COMPANY									
300262717 CHECK DATE: 03/03/2020		01/24/2020	030320	331828	-330.00	02/24/2020	CRM	PD	RESALE RETURNS
300262727 CHECK DATE: 03/03/2020		01/24/2020	030320	331828	-985.00	02/24/2020	CRM	PD	RESALE RETURNS
908178796 CHECK DATE: 03/03/2020		10/02/2019	030320	331828	-2,810.88	11/02/2019	CRM	PD	GOLF BALL REBATE
908703376 CHECK DATE: 03/03/2020		02/20/2020	030320	331828	382.24	06/19/2020	INV	PD	RESALE
908703728 CHECK DATE: 03/03/2020		02/20/2020	030320	331828	169.74	03/21/2020	INV	PD	RESALE
908708950 CHECK DATE: 03/03/2020		02/21/2020	030320	331828	1,850.76	06/20/2020	INV	PD	RESALE
908717666 CHECK DATE: 03/03/2020		02/24/2020	030320	331828	2,521.89	06/23/2020	INV	PD	RESALE
908717677 CHECK DATE: 03/03/2020		02/24/2020	030320	331828	3,060.45	06/23/2020	INV	PD	RESALE
908717688 CHECK DATE: 03/03/2020		02/24/2020	030320	331828	497.74	04/24/2020	INV	PD	RESALE
					4,356.94				
100843 AH HERMEL COMPANY									
815127 CHECK DATE: 03/03/2020		02/12/2020	030320	331829	581.65	03/12/2020	INV	PD	Vending supplies
100122 ARAMARK REFRESHMENT SERVICES									
1398019 CHECK DATE: 03/03/2020		02/20/2020	030320	331830	98.13	03/20/2020	INV	PD	COFFEE FOR FIRE DEPT
108063 WALTER E ARMSTRONG III									
75173 CHECK DATE: 03/03/2020		02/01/2020	030320	331831	1,633.18	03/01/2020	INV	PD	JR GOLF TRAINING KITS-RES



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8482mrob

City of Chaska
VENDOR INVOICE LIST

P 2
apinvlst

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
100146 ASPEN MILLS INC									
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CHECK DATE: 03/03/2020									
252371		02/12/2020	030320	331832	149.90	03/13/2020	INV	PD	DUTY UNIFORM - K. GRAVALI
CHECK DATE: 03/03/2020									
252372		02/12/2020	030320	331832	72.85	03/13/2020	INV	PD	BADGE FOR UNIFORM-GRAVALI
CHECK DATE: 03/03/2020									
					308.47				
100156 AUDUBON INTERNATIONAL									
16343-2020		02/18/2020	030320	331833	300.00	04/01/2020	INV	PD	MEMBERSHIP RENEWAL-MOERS
CHECK DATE: 03/03/2020									
102279 BOLTON & MENK INC									
0246539		02/18/2020	030320	331834	2,960.00	03/21/2020	INV	PD	2019 DOWNTOWN FUNDING
CHECK DATE: 03/03/2020									
0246541		02/18/2020	030320	331834	3,088.50	03/21/2020	INV	PD	MT PLEASANT CEMETERY-BURI
CHECK DATE: 03/03/2020									
					6,048.50				
100214 BORDER STATES INDUSTRIES INC									
919490715		02/19/2020	030320	331835	876.24	03/25/2020	INV	PD	INSULATING TAPE FOR TERMI
CHECK DATE: 03/03/2020									
919524557	200026	02/25/2020	030320	331835	2,214.62	03/25/2020	INV	PD	GRD ROD, ELBW LOAD BREAK
CHECK DATE: 03/03/2020									
919524558		02/25/2020	030320	331835	892.62	03/25/2020	INV	PD	N/S SUPPLIES - WIRE CLEAN
CHECK DATE: 03/03/2020									
					3,983.48				
100254 BRYAN ROCK PRODUCTS INC									
39616		02/15/2020	030320	331836	1,297.46	03/15/2020	INV	PD	GRAVEL FOR MCKNIGHT AND 8
CHECK DATE: 03/03/2020									
100293 CARGILL INC									
2905175429		12/31/2019	030320	331837	4,750.90	02/26/2020	INV	PD	ROAD SALT
CHECK DATE: 03/03/2020									



02/28/2020 10:12
8482mrob

City of Chaska
VENDOR INVOICE LIST

P 3
apinvlst

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100337 QWEST CORPORATION									
1486300323		02/15/2020	022720	331902	11,942.62	03/16/2020	INV	PD	FEB INTERNET SERVICE
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313196254/FEB20		02/18/2020	022720	331901	582.66	03/16/2020	INV	PD	FEB CITY HALL LOC PHN SVC
CHECK DATE:	02/27/2020								
314238800/FEB20		02/18/2020	022720	331901	72.57	03/16/2020	INV	PD	FEB LOCAL PHN SVC
CHECK DATE:	02/27/2020								
					12,597.85				
100368 CHASKA LAUNDRY CENTER									
37545		02/10/2020	030320	331838	188.02	03/13/2020	INV	PD	CCC towel laundry, wash m
CHECK DATE:	03/03/2020								
100350 CHASKA, CITY OF									
5 & UNDER 2020		02/20/2020	030320	331839	1,480.00	03/12/2020	INV	PD	5 & UNDER BONSPIEL PRIZE
CHECK DATE:	03/03/2020								
100428 COBRA GOLF INC									
DC130827		12/05/2019	030320	331840	-1,607.40	01/05/2020	CRM	PD	RESALE CREDIT
CHECK DATE:	03/03/2020								
DC132215		01/02/2020	030320	331840	-1,926.00	02/01/2020	CRM	PD	RESALE CREDIT
CHECK DATE:	03/03/2020								
DC133072		01/17/2020	030320	331840	-48.00	01/17/2020	CRM	PD	RESALE RETURN
CHECK DATE:	03/03/2020								
G1973094		02/19/2020	030320	331840	3,451.00	03/19/2020	INV	PD	RESALE
CHECK DATE:	03/03/2020								
G1981742		02/25/2020	030320	331840	616.45	03/25/2020	INV	PD	RESALE
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					486.05				
100436 COMCAST CORPORATION									
0036243/FEB20-TC		02/07/2020	022720	331903	247.47	03/03/2020	INV	PD	CLUBHOUSE CABLE
CHECK DATE:	02/27/2020								
0055482/FEB20		02/12/2020	022720	331903	6.75	03/08/2020	INV	PD	FD CABLE SUBSCRIPTION
CHECK DATE:	02/27/2020								
					254.22				
100475 CRYSTEEL TRUCK EQUIPMENT INC									



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City of Chaska
VENDOR INVOICE LIST

P 4
apinvlst

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
LP195969 CHECK DATE: 03/03/2020		02/07/2020	030320	331841	1,734.18	03/07/2020	INV	PD	SNOW CUTTING EDGES
100490 DAKOTA SUPPLY GROUP INC									
F308683 CHECK DATE: 03/03/2020	200021	02/04/2020	030320	331842	2,622.40	03/04/2020	INV	PD	METER HORNS, GASKETS AND
100570 DYNAMIC BRANDS LLC									
1186909 CHECK DATE: 03/03/2020		10/11/2018	030320	331843	-37.50	12/11/2018	CRM	PD	credit return baskets
INV1335589 CHECK DATE: 03/03/2020		02/20/2020	030320	331843	148.00	03/21/2020	INV	PD	PUSH CART PARTS
INV1335614 CHECK DATE: 03/03/2020		02/20/2020	030320	331843	37.95	03/21/2020	INV	PD	PUSH CART PARTS
					148.45				
103874 EARTH NETWORKS INC									
WBB0041039 CHECK DATE: 03/03/2020		02/18/2020	030320	331844	1,750.00	03/19/2020	INV	PD	WEATHER SERVICE
100643 FASTENAL COMPANY									
MNT1094301 CHECK DATE: 03/03/2020		02/18/2020	030320	331845	151.65	03/19/2020	INV	PD	SAW BLADES
100653 FERGUSON ENTERPRISES INC									
7316348 CHECK DATE: 03/03/2020		02/12/2020	030320	331846	147.48	03/12/2020	INV	PD	#91 STORM (JETTER REPAIRS
100673 FLEETPRIDE INC									
45758003 CHECK DATE: 03/03/2020		02/13/2020	030320	331847	601.86	03/13/2020	INV	PD	UNIT #109 STREET
100688 JOSEPH A POLUNC JR									
7906-26 CHECK DATE: 03/03/2020		02/14/2020	030320	331848	185.00	03/14/2020	INV	PD	Framed council & mother's
106634 GALLUS GOLF LLC									



02/28/2020 10:12
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City of Chaska
VENDOR INVOICE LIST

5
P
apinvlst

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
5208 CHECK DATE: 03/03/2020		02/06/2020	030320	331849	2,500.00	03/07/2020	INV	PD	MOBILE APP ANNUAL LICENSE
105242 GOLDLINE USA INC									
CM102953 CHECK DATE: 03/03/2020		12/06/2019	030320	331850	-336.45	03/26/2020	CRM	PD	MOBILE PRO SHOP COMMISSIO
INV509504 CHECK DATE: 03/03/2020		01/02/2020	030320	331850	447.35	03/26/2020	INV	PD	CURLING RESALE-BROOMS, PA
INV510380 CHECK DATE: 03/03/2020		01/16/2020	030320	331850	424.83	03/26/2020	INV	PD	CURLING RESALE-BROOMS, PA
INV511961 CHECK DATE: 03/03/2020		02/20/2020	030320	331850	549.76	03/26/2020	INV	PD	CURLING RESALE-BROOMS, GL
					1,085.49				
100759 GRAINGER									
9436986989 CHECK DATE: 03/03/2020		02/07/2020	030320	331906	226.23	03/07/2020	INV	PD	WTP FAN
9437202204 CHECK DATE: 03/03/2020		02/07/2020	030320	331906	5.84	03/07/2020	INV	PD	WTP SCREWS
					232.07				
107449 GRINNELL, KELLY									
75180 CHECK DATE: 03/03/2020		02/07/2020	030320	331852	33.35	03/21/2020	INV	PD	MILEAGE-EHLERS TIF SEMINA
100810 HAWKINS INC									
4664398 CHECK DATE: 03/03/2020		01/31/2020	030320	331853	3,874.61	02/29/2020	INV	PD	WTP CHEMICALS
100821 HEALTHPARTNERS INC									
95566924 CHECK DATE: 02/27/2020		02/12/2020	022720	331904	5,582.77	03/12/2020	INV	PD	MAR EMP DENTAL INS PREMIU
101612 THOMAS AND SANDRA RAUSA									
059995 CHECK DATE: 03/03/2020		02/26/2020	030320	331854	81.96	03/27/2020	INV	PD	NAMETAGS



02/28/2020 10:12
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City of Chaska
VENDOR INVOICE LIST

P 6
apinvlst

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
100919 INTEREUM INC									
168459 CHECK DATE: 03/03/2020		02/24/2020	030320	331855	149.00	03/25/2020	INV	PD	Replacement window for UB
100925 INTOXIMETERS INC									
650744 CHECK DATE: 03/03/2020		02/14/2020	030320	331856	145.00	03/14/2020	INV	PD	Drygas and mouthpiece
100943 JEFFERSON FIRE & SAFETY INC									
IN115050 CHECK DATE: 03/03/2020		02/12/2020	030320	331857	381.35	03/13/2020	INV	PD	GLOVES FOR FF
102031 TYCO FIRE & SECURITY (US) MANAGEMENT INC									
21466929 CHECK DATE: 03/03/2020		02/06/2020	030320	331858	237.60	03/06/2020	INV	PD	WTP SPRINKLER TEST & INSP
100977 KARIAN/PETERSON POWERLINE CONTRACTING									
1856 CHECK DATE: 03/03/2020		01/28/2020	030320	331859	4,845.00	02/29/2020	INV	PD	WO#638 LYMAN BLVD OH RELO
1857 CHECK DATE: 03/03/2020		01/30/2020	030320	331859	13,812.50	02/29/2020	INV	PD	WO# 461 41 DBL OH CIRCUIT
					18,657.50				
100991 KEY ENTERPRISES LLC									
2020-102540 CHECK DATE: 03/03/2020		02/12/2020	030320	331860	1,895.00	03/12/2020	INV	PD	ANNUAL DIRECTORY AD-MN GO
101021 KULLY SUPPLY INC									
512995 CHECK DATE: 03/03/2020		02/21/2020	030320	331861	96.06	03/22/2020	INV	PD	Lavatory Faucet
101043 LANO EQUIPMENT INC									
01-733258 CHECK DATE: 03/03/2020		02/12/2020	030320	331862	31.44	03/12/2020	INV	PD	#124 STREET BOBCAT-ANTENN
100940 LANO, JULIE									
75202		01/22/2020	030320	331863	46.00	03/25/2020	INV	PD	MILEAGE-BCA TRAINING-FAIT



02/28/2020 10:12
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City of Chaska
VENDOR INVOICE LIST

7
P
apinvlst

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 03/03/2020									
101097 LOCATORS & SUPPLIES INC									
0282387-IN		02/18/2020	030320	331864	177.41	03/18/2020	INV	PD	STOCK-GLOVES
CHECK DATE: 03/03/2020									
103449 MADDEN GALANTER HANSEN LLP									
75200		02/24/2020	030320	331865	745.21	03/24/2020	INV	PD	JAN LEGAL FEES
CHECK DATE: 03/03/2020									
107968 MARNITAS TABLE INC									
2099		02/19/2020	030320	331866	17,500.00	03/20/2020	INV	PD	2nd Community Diversity D
CHECK DATE: 03/03/2020									
101193 MID AMERICA METER INC									
020-2732		02/17/2020	030320	331867	717.50	03/18/2020	INV	PD	WELL #9
CHECK DATE: 03/03/2020									
103037 MINNESOTA DEPARTMENT OF NATURAL RESOURCES									
UWAT011960		02/14/2020	030320	331868	237.00	03/14/2020	INV	PD	LICENSE FOR UTILITY TO CR
CHECK DATE: 03/03/2020									
101327 MP NEXLEVEL LLC									
1118199		01/31/2020	030320	331869	1,937.88	02/28/2020	INV	PD	Cabling for Body Cam Dock
CHECK DATE: 03/03/2020									
103236 MRA-THE MANAGEMENT ASSOCIATION									
00356260		02/06/2020	030320	331870	350.00	03/07/2020	INV	PD	JAN COMPENSATION SERVICES
CHECK DATE: 03/03/2020									
101354 MTI DISTRIBUTING INC #700767									
1246089-00		02/21/2020	030320	331871	561.82	03/21/2020	INV	PD	PARTS FOR GREENS MOWER
CHECK DATE: 03/03/2020									
1246089-01		02/24/2020	030320	331871	1,032.67	03/24/2020	INV	PD	GREENS MOWER PARTS
CHECK DATE: 03/03/2020									



02/28/2020 10:12
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City of Chaska
VENDOR INVOICE LIST

P 8
apinvlst

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
					1,594.49				
100120 APPLIANCE SERVICE & SALES CTR INC									
215301		02/03/2020	030320	331872	888.99	03/10/2020	INV	PD	new top load washer-CCC
CHECK DATE: 03/03/2020									
101425 NORTHERN SAFETY TECHNOLOGY INC									
49805		02/10/2020	030320	331873	53.36	03/11/2020	INV	PD	#706 REPAIRS
CHECK DATE: 03/03/2020									
101436 NUCO2 INC									
62343923		02/24/2020	030320	331874	194.45	03/24/2020	INV	PD	Pool Chemicals
CHECK DATE: 03/03/2020									
103055 QUALITY PROPANE INC									
195669		02/17/2020	030320	331875	139.80	03/18/2020	INV	PD	LP Gas
CHECK DATE: 03/03/2020									
107855 STAPLES INC									
4666666		02/10/2020	030320	331876	77.75	03/10/2020	INV	PD	OFFICE SUPPLIES
CHECK DATE: 03/03/2020									
101607 BINGO LLC									
16866		02/16/2020	030320	331877	100.02	03/16/2020	INV	PD	D. PECORARO METER SCHOOL
CHECK DATE: 03/03/2020									
16870		02/16/2020	030320	331877	100.02	03/16/2020	INV	PD	G. WICKENHAUSER METER SCH
CHECK DATE: 03/03/2020									
34		02/16/2020	030320	331877	200.04	03/16/2020	INV	PD	D. PECORARO METER SCHOOL
CHECK DATE: 03/03/2020									
38		02/16/2020	030320	331877	200.04	03/16/2020	INV	PD	G. WICKENHAUSER METER SCH
CHECK DATE: 03/03/2020									
					600.12				
101616 RDO EQUIPMENT COMPANY									
P5964370		02/18/2020	030320	331878	6.40	03/18/2020	INV	PD	GASKETS FOR VACTOR
CHECK DATE: 03/03/2020									
101638 RURAL ELECTRIC SUPPLY COOPERATIVE									



02/28/2020 10:12
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City of Chaska
VENDOR INVOICE LIST

9
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apinvlst

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
771580-00 CHECK DATE: 03/03/2020		02/26/2020	030320	331879	1,926.00	03/26/2020	INV	PD	WO#718 N/S G&W SWITCH GEA
101652 RIES HEATING & A/C INC									
19591 CHECK DATE: 03/03/2020		02/10/2020	030320	331880	197.00	03/10/2020	INV	PD	FURNACE REPAIRS
19596 CHECK DATE: 03/03/2020		02/11/2020	030320	331880	148.50	03/11/2020	INV	PD	FURNACE REPAIRS
101699 SAFETY-KLEEN SYSTEMS INC					345.50				
82131480 CHECK DATE: 03/03/2020		02/11/2020	030320	331881	372.05	03/11/2020	INV	PD	PARTS WASHER
101738 SCHILLING SUPPLY COMPANY									
759583-00 CHECK DATE: 03/03/2020		02/21/2020	030320	331882	76.91	03/21/2020	INV	PD	cleaning supplies
103545 SEWER SERVICES INC									
I3214 CHECK DATE: 03/03/2020		01/31/2020	030320	331883	364.50	02/29/2020	INV	PD	1 LOAD PUMPED
104416 KELBRO COMPANY									
2472143 CHECK DATE: 03/03/2020		02/15/2020	030320	331884	260.35	03/15/2020	INV	PD	ICE MACHINE RENTAL
101775 THE SHERWIN-WILLIAMS COMPANY-CHANHASSEN									
1903-6 CHECK DATE: 03/03/2020		02/18/2020	030320	331885	82.79	03/18/2020	INV	PD	WTP PAINT
2035-6 CHECK DATE: 03/03/2020		02/21/2020	030320	331885	224.52	03/20/2020	INV	PD	Paint
105388 SHRED-IT US HOLDCO INC					307.31				
8129190524 CHECK DATE: 03/03/2020		02/15/2020	030320	331886	88.82	03/16/2020	INV	PD	Shredding



02/28/2020 10:12
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City of Chaska
VENDOR INVOICE LIST

P 10
apinvlst

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
101892	STUART C IRBY CO								
S011579925.002		02/03/2020	030320	331887	346.08	03/04/2020	INV	PD	RUBBER GLOVE TESTING
CHECK DATE: 03/03/2020									
S011747733.002	200025	02/10/2020	030320	331887	2,175.00	03/11/2020	INV	PD	FUSE S&C SMU20 100E
CHECK DATE: 03/03/2020									
S011763172.001		02/03/2020	030320	331887	267.69	03/04/2020	INV	PD	KYZ METER BOARD
CHECK DATE: 03/03/2020									
S011780202.001		02/12/2020	030320	331887	255.60	03/13/2020	INV	PD	MISC LINE HARDWARE - MISC
CHECK DATE: 03/03/2020									
S011780202.002		02/12/2020	030320	331887	12.50	03/13/2020	INV	PD	MISC LINE HARDWARE - WASH
CHECK DATE: 03/03/2020									
					3,056.87				
103677	SUN LIFE ASSURANCE COMPANY OF CANADA								
237741/FEB20		02/01/2020	022720	331905	4,435.00	03/01/2020	INV	PD	FEB EMP LIFE INS PREMIUMS
CHECK DATE: 02/27/2020									
101925	TALLMAN EQUIPMENT CO INC								
3245741		02/19/2020	030320	331888	1,579.84	03/20/2020	INV	PD	ELBOW AND BUSHING GROUNDS
CHECK DATE: 03/03/2020									
102026	API GARAGE DOOR INC								
525470		02/12/2020	030320	331889	638.00	03/12/2020	INV	PD	S/W BAY GARAGE DOOR REPAI
CHECK DATE: 03/03/2020									
102250	TYLER BUSINESS FORMS								
Invoice-44569		02/12/2020	030320	331890	455.50	03/12/2020	INV	PD	DIRECT DEPOSIT FORMS
CHECK DATE: 03/03/2020									
102129	UNITED FARMERS COOPERATIVE								
935928		02/25/2020	030320	331891	175.65	03/20/2020	INV	PD	WEED WHIP PARTS
CHECK DATE: 03/03/2020									
101555	UNITED STATES POSTAL SERVICE								
75223		02/25/2020	030320	331892	6,613.15	03/25/2020	INV	PD	Postage for Spring Summer
CHECK DATE: 03/03/2020									



02/28/2020 10:12
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City of Chaska
VENDOR INVOICE LIST

P 11
apinvlst

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
107745	US BANK NATIONAL ASSOCIATION								
407619717		02/19/2020	030320	331893	439.53	03/15/2020	INV	PD	CCC COLOR COPIER LEASE PM
CHECK DATE:	03/03/2020								
102061	USA BLUE BOOK								
133900		02/03/2020	030320	331894	118.89	03/03/2020	INV	PD	GAUGES
CHECK DATE:	03/03/2020								
107815	UTILITY LOGIC LLC								
12054		02/12/2020	030320	331895	73.99	03/12/2020	INV	PD	SKID FOR PUSH CAMERA
CHECK DATE:	03/03/2020								
102104	VESSCO INC								
79216		02/19/2020	030320	331896	224.40	03/19/2020	INV	PD	LUBRICANT
CHECK DATE:	03/03/2020								
102146	WATER SPECIALTY OF MINNESOTA INC								
11943		02/21/2020	030320	331897	2,650.30	03/21/2020	INV	PD	POOL CHEMICALS
CHECK DATE:	03/03/2020								
11944		02/25/2020	030320	331897	1,887.50	03/25/2020	INV	PD	POOL SUPPLIES-AQUASOL CON
CHECK DATE:	03/03/2020								
					4,537.80				
102166	WESCO DISTRIBUTION INC								
045375	200027	02/25/2020	030320	331898	4,443.48	03/25/2020	INV	PD	CROSSARMS
CHECK DATE:	03/03/2020								
102189	WM MUELLER & SONS								
252223		02/14/2020	030320	331899	512.22	03/14/2020	INV	PD	SAND FOR SALT
CHECK DATE:	03/03/2020								
252322		02/21/2020	030320	331899	96.23	03/21/2020	INV	PD	GROVES DRIVE CURB STOP
CHECK DATE:	03/03/2020								
					608.45				
102226	ZARNOTH BRUSH WORKS INC								
0178856-IN		02/05/2020	030320	331900	1,771.50	03/05/2020	INV	PD	BROOM WAFERS FOR BOBCAT B
CHECK DATE:	03/03/2020								



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City of Chaska
VENDOR INVOICE LIST

P 12
apinvlst

INVOICE	P.O.	INV DATE	CHECK RUN CHECK #	INVOICE NET DUE DATE	TYPE STS INVOICE DESCRIPTION
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1,771.50

117 INVOICES

139,088.92

** END OF REPORT - Generated by Michelle Robbin **

Electronic Payments



02/28/2020 10:11
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City of Chaska
VENDOR INVOICE LIST

P 1
apinvlst

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
101756 MII LIFE INCORPORATED									
1454256-ANNUAL FEE		02/20/2020	022420	2244	1,500.00	02/24/2020	DIR	PD	2020 ANNUAL FEE
CHECK DATE: 02/24/2020									
1454256-FEB		02/05/2020	022420	2243	297.00	02/24/2020	DIR	PD	FEB PARTICIPANT FEES
CHECK DATE: 02/24/2020									
1454256-JAN		02/05/2020	022420	2242	297.00	02/24/2020	DIR	PD	JAN PARTICIPANT FEES
CHECK DATE: 02/24/2020									
39328750		02/18/2020	022020	2241	2,465.71	02/20/2020	DIR	PD	2/20/20 FSA REIMBURSEMENT
CHECK DATE: 02/20/2020									
39337734-2019		02/25/2020	022720	2246	1,368.58	02/27/2020	DIR	PD	2019-2/27/20 FSA REIMBURS
CHECK DATE: 02/27/2020									
39337734-2020		02/25/2020	022720	2247	562.05	02/27/2020	DIR	PD	2020-2/27/20 FSA REIMBURS
CHECK DATE: 02/27/2020									
					6,490.34				
101498 PCARD									
2020/0212-PC		02/12/2020	022720	2245	58,222.56	02/27/2020	DIR	PD	FEB 2020 PCARD PURCHASES
CHECK DATE: 02/27/2020									
					58,222.56				
7 INVOICES					64,712.90				

** END OF REPORT - Generated by Michelle Robbin **

**Biweekly Report
March 2, 2020
By
Matt Podhradsky**

Upcoming Meetings

Looking out over the next month, we do have 5 Monday's during the month of March. For our upcoming meeting this Monday, March 2nd and the meeting on March 16th, we do not plan to have a Work Session prior to the Council meeting. We do plan on having a Work Session on March 30th, as well as on Monday, April 6th prior to the Council meetings. Both will start at 5:45 pm and go until 7. While we have not finalized with topic will be on each date, the two topics we will be discussing during these two work sessions will be the results of our recently completed rate analysis for our Utilities, as well as completing my Annual Review. Looking ahead further than this, we will also have a Work Session prior to the April 20th meeting. At this meeting we plan to have Carver County, along with representatives from Bolton and Menk come to talk about where they are at in the process for the Highway 10 (Engler Boulevard) corridor study.

If you have any questions about upcoming meetings or are aware of any that you will be not be able to attend, just let me know.

Police Chief Update

As I shared with you at the last Council meeting, we have been working hard over the past two weeks going through the process for interviewing candidates for our open Police Chief position. The first round of interviews was completed on Wednesday February 19th, with 6 candidates going through a three-panel interview process. Following that, it was narrowed down to three candidates that were brought back for a second round of interviews, which were held this past Wednesday and Thursday. This second round not only allowed all the officers in the Police Department to participate, but also brought the candidates out into the other departments across the City. Following this process, we will be following up on references of the candidates prior to making a conditional offer to one of the three candidates. The purpose for it being conditional is that we need to complete a full background investigation of this individual along with having them complete Psychological testing relevant to public safety and this particular position. This can take several weeks to complete, as there is generally a backlog across the Twin Cities for these services. We want to make sure that the finalist knows our intent prior to having to wait for these results.

I am very excited about the finalists that we had for the position, and confident that we will get a very good candidate out of this pool. If there are any questions on this, please feel free to let me know.

State Bonding Request for Highway 41 Project

This past week, Staff was able to formally submit a request for \$6.5 million to be considered for inclusion in this year's legislative Bonding Bill. This \$6.5 million would fill our remaining gap in this overall project that is over \$27 million in total costs. This request would be made specifically to support some of the components of the project that support the overall road construction project, including replacement of the on-street parking we will be losing as part of this project.

A big thank you to both Representative Boe and Senator Jensen who were willing to author these requests and help guide them through the process. It would be our hope to now get this request in front of the bonding committee for a hearing to continue in this process. The target date for construction of this project would be during the summers of 2022 and 2023.

If you have any questions about this, please let me know.

Transportation Day at the Capitol

Each year the Minnesota Transportation Alliance holds a Transportation Day event at the capitol as a way to educate us about transportation needs and issues being discussed at the legislature, and as a way for us all to connect with our Legislators to help advocate for transportation needs we have. This year's event is going to be on March 18th and will start at 8:30 am at the Best Western Capitol Ridge Hotel. With the City of Chaska now having submitted a request to Representative Boe and Senator Jensen on our Downtown Highway 41 project to be considered for this year's bonding bill, we will have something we are directly trying to lobby for during this year's session. As part of that day, we would plan on meeting with both, along with the hope of trying to meet with the Chair of the House and/or Senate Capital Investment Committees who oversee the bonding bills.

If you are interested in attend, please let me know so we can get you signed up. Right now I have heard interest from one Council member in attending this event. The day includes a continental breakfast along with a lunch. If you do go, you should plan on being their most of the day. Otherwise, if you have any questions, please let me know.

Reminder of Primaries

Just a reminder that this upcoming Tuesday will be the Presidential Primaries in the State of Minnesota. This is the first time that Minnesota has help anything other than a caucus for the presidential position, and it will also be part of "Super Tuesday" which is a grouping of Presidential Primaries being held across the Country. Our normal polling places will be open from 7 am-8 pm, with early voting currently occurring.

If you have any questions about this, please feel free to let me know.

**City of Chaska
Memorandum**

To: Administration, Mayor and City Council

**From: Lisa Nelson
Controller**



Date: February 26, 2020

**RE: Financial Reports –
Year-To-Date (YTD) Ending January 31, 2020**

FINACIAL REPORTS

Enclosed are year-to-date financial reports as of January 31, 2020.

Each fund includes the adopted budget compared to YTD actuals, and the resulting variance. Also presented is the percentage of actual revenue or expenditures compared to the annual budget.

These draft reports include the following revenues and expenditures:

- YTD revenue receipted by the City.
- YTD revenue from invoices issued by the City.
- YTD payrolls through check dates in January (3 payrolls).
- YTD vendor payments that:
 - 1) were previously approved by the City Council, or
 - 2) are pending approval by the Council at the March 2nd meeting.

These draft reports do not include the following revenues and expenditures:

- Workers Comp and Property Insurance allocations.
- Administrative charges and allocations
- General investment earnings revenue (allocated at year-end)
- Depreciation expense (recorded at year-end)

GENERAL FUND
REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
BUDGET AND ACTUAL
AS OF JANUARY 31, 2020

	2020 BUDGET	ACTUAL AS OF 1/31/2020	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED/ EXPENDED
REVENUES:				
Property Taxes *	\$ 6,937,682	\$ -	\$ (6,937,682)	0%
Franchise Fees:				
Cable TV	305,000	-	(305,000)	0%
Gas	460,000	-	(460,000)	0%
Licenses	184,979	44,251	(140,728)	24%
Permits:				
Building	565,500	30,002	(535,498)	5%
Plan Check	200,000	15,888	(184,112)	8%
Mechanical, Plumbing & Other	178,507	7,930	(170,577)	4%
Intergovernmental:				
State Aid - LGA	14,171	-	(14,171)	0%
State Aid - MSA	120,000	-	(120,000)	0%
State Aid - Police and Fire	399,500	-	(399,500)	0%
State - Other	61,606	585	(61,021)	1%
County, School and Local	166,160	-	(166,160)	0%
Charges For Services:				
General Government	166,080	4,385	(161,695)	3%
Public Safety	83,752	563	(83,189)	1%
Public Works	121,760	695	(121,065)	1%
Parks & Recreation	190,902	-	(190,902)	0%
Administrative Charges	4,671,406	-	(4,671,406)	0%
Fines And Forfeitures	70,219	500	(69,719)	1%
Investment Earnings	22,000	-	(22,000)	0%
Other Revenue	102,484	21,396	(81,088)	21%
TOTAL REVENUES	15,011,708	126,195	(14,885,513)	1%
EXPENDITURES:				
General Government:				
Mayor & Council	132,407	17,756	114,651	13%
Communications	99,774	9,079	90,695	9%
Administration	864,219	108,359	755,860	13%
Human Resources	241,025	27,525	213,500	11%
Elections	33,106	37	33,069	0%
Finance/Admin Services	1,743,479	226,986	1,516,493	13%
Information Services/Admin Services	1,277,863	98,231	1,179,632	8%
Fiber Systems	45,000	19,763	25,237	44%
Legal - City Attorney	80,000	4,394	75,606	5%
Community Development	330,418	58,365	272,053	18%
Engineering	393,501	35,928	357,573	9%
Government Buildings	227,735	17,772	209,963	8%
Facility Maintenance	409,973	1,563	408,410	0%
Total General Government	5,878,500	625,758	5,252,742	11%
Public Safety:				
Police	4,689,032	534,141	4,154,891	11%
State DUI Forfeitures	5,700	42	5,658	1%
Forfeited Drug Property	1,000	-	1,000	0%
Crime Prevention Program	350	50	300	14%
Fire Protection	2,070,512	154,472	1,916,040	7%
Building Inspections (Comm.Dev)	687,157	42,498	644,659	6%
Civil Defense	5,728	-	5,728	0%
Total Public Safety	7,459,479	731,203	6,728,276	10%
Public Works:				
Administration	366,164	55,148	311,016	15%
Streets & Alleys	1,782,805	123,018	1,659,787	7%
Snow Removal	249,625	74,922	174,703	30%
Signs	11,324	-	11,324	0%
Municipal Services/Building	232,202	15,664	216,538	7%
Parks Maintenance	1,096,237	93,224	1,003,013	9%
ISD #112 Grounds Maintenance	36,225	-	36,225	0%
Tree Control	37,597	-	37,597	0%
Total Public Works	3,812,179	361,976	3,450,203	9%
Parks & Recreation:				
Administration	608,218	61,324	546,894	10%
Youth Recreation	175,519	18,740	156,779	11%
Adult Recreation	105,768	11,184	94,584	11%
Beach/Firemen's Park	127,116	5,415	121,701	4%
Hockey & Skating Rinks	8,631	2,301	6,330	27%
Total Parks & Recreation	1,025,252	98,964	926,288	10%
Unallocated	79,298	(1,688)	80,986	-2%
TOTAL EXPENDITURES	18,254,708	1,816,213	16,438,495	10%
OTHER FINANCING SOURCES (USES):				
Transfers In	3,998,000	303,090	(3,694,910)	
Transfers Out	(755,000)	-	(755,000)	
NET TRANSFERS	3,243,000	303,090	(4,449,910)	
NET CHANGE IN FUND BALANCES	-	(1,386,928)	(2,896,928)	

* Tax settlements are received from Carver County In July and December

MOUNT PLEASANT MAINTENANCE FUND
REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
BUDGET AND ACTUAL
FOR THE PERIOD ENDED 1/31/2020

	2020 BUDGET	ACTUAL AS OF 1/31/2020	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED/ EXPENDED
<u>REVENUES:</u>				
Property Taxes *	\$ 6,000	\$ -	\$ (6,000)	0%
Charges For Services/Lot Sales	2,400	1,000	(1,400)	42%
Investment Earnings	300	-	(300)	0%
TOTAL REVENUES	<u>8,700</u>	<u>1,000</u>	<u>(7,700)</u>	11%
<u>EXPENDITURES:</u>				
Current:				
Public Works:				
Professional Services And Charges	8,500	75	8,425	1%
Capital Outlay	5,000	-	5,000	0%
TOTAL EXPENDITURES	<u>13,500</u>	<u>75</u>	<u>13,425</u>	1%
NET CHANGE IN FUND BALANCES	<u>(4,800)</u>	<u>925</u>	<u>5,725</u>	

* Tax settlements are received from Carver County in July and December

ECONOMIC DEVELOPMENT AUTHORITY (EDA) FUND
REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
BUDGET AND ACTUAL
FOR THE PERIOD ENDED 1/31/2020

	2020 BUDGET	ACTUAL AS OF 1/31/2020	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED/ EXPENDED
REVENUES:				
Property Taxes *	\$ 165,747	\$ -	\$ (165,747)	0%
Intergovernmental **	-	270,000	270,000	0%
Charges For Services	85,000	-	(85,000)	0%
Special Assessments	40,000	-	(40,000)	0%
Investment Earnings (Charges)	(5,400)	-	5,400	0%
Leases/Rent	31,300	2,546	(28,754)	8%
TOTAL REVENUES	316,647	272,546	(44,101)	86%
EXPENDITURES:				
Current:				
Administration:				
Professional Services	31,243	11	31,232	0%
Other Charges and Special Events	46,865	-	46,865	0%
Administrative Fees	160,957	-	160,957	0%
Economic Development Projects/Programs:				
Professional Services	41,300	4,442	36,858	11%
Other Charges and Special Events	19,382	-	19,382	0%
Debt Service:				
Principal - Promissory Note	13,100	1,058	12,042	8%
Interest - Promissory Note	3,800	342	3,458	9%
Capital Outlay	-	-	-	
TOTAL EXPENDITURES	316,647	5,853	310,794	2%
NET CHANGE IN FUND BALANCES	\$ -	\$ 266,693	\$ 266,693	

* Tax settlements are received from Carver County in July and December.

** Intergovernmental Revenue is a Pass-thru MIF Grant for Formacoat. Payment to Formacoat will be reflected in February activity.

EQUIPMENT ACQUISITION FUND
REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
BUDGET AND ACTUAL
FOR THE PERIOD ENDED 1/31/2020

	2020 BUDGET	ACTUAL AS OF 1/31/2020	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED/ EXPENDED
REVENUES:				
Property Taxes *	\$ 3,182,000	\$ -	\$ (3,182,000)	0%
Intergovernmental	-	-	-	
Charges For Services	4,000	-	(4,000)	0%
Interest Earnings	-	1,505	1,505	
Leases (tower)	125,000	17,556	(107,444)	14%
Donations/Contributions	-	-	-	
Other Revenue	-	-	-	
TOTAL REVENUES	3,311,000	19,061	(3,291,939)	1%
EXPENDITURES:				
Debt Service:				
Issuance Costs & Fiscal Agent Fees	192,000	-	192,000	
Capital Outlay:				
Furniture And Equipment				
Communications	10,000	-	10,000	0%
Admin. Services-Finance	23,000	-	23,000	0%
Admin. Services-Information Services	52,000	2,362	49,638	5%
Police	201,000	-	201,000	0%
Fire	290,000	-	290,000	0%
Public Works	158,000	1,474	156,526	1%
TOTAL EXPENDITURES	926,000	3,836	922,164	0%
OTHER FINANCING SOURCES (USES):				
Transfers In	24,000	-	(24,000)	0%
Transfers Out	(3,468,000)	-	3,468,000	0%
Bonds Issued	440,000	-	(440,000)	0%
Sale of Capital Assets	-	-	-	
TOTAL OTHER FINANCING SOURCES (USES)	(3,004,000)	-	3,004,000	
NET CHANGE IN FUND BALANCES	\$ (619,000)	\$ 15,225	\$ 634,225	

* Tax settlements are received from Carver County in July and December.

ELECTRIC FUND
REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET AND ACTUAL
FOR THE PERIOD ENDED 1/31/2020

	2020 BUDGET	ACTUAL AS OF 1/31/2020	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED / EXPENDED
OPERATING REVENUES:				
Residential Sales	\$ 8,581,000	\$ 744,936	\$ (7,836,064)	9%
Senior Sales	538,000	48,502	(489,498)	9%
Commercial Sales	1,203,000	110,831	(1,092,169)	9%
Industrial Sales	26,630,000	2,148,065	(24,481,935)	8%
Intradepartmental	1,010,000	86,646	(923,354)	9%
All Other Sales	1,767,000	145,867	(1,621,133)	8%
TOTAL OPERATING REVENUES	39,729,000	3,284,847	(36,444,153)	8%
OPERATING EXPENSES:				
Purchased Power	25,991,000	2,144,969	23,846,031	8%
Distribution:				
Personnel Services	1,757,725	196,536	1,561,189	11%
Supplies, Services & Other Charges	415,968	30,849	385,119	7%
Administration:				
Personnel Services	334,437	21,792	312,645	7%
Supplies, Services & Other Charges	2,759,015	52,711	2,706,304	2%
Utility Billing:				
Personnel Services	273,016	26,766	246,250	10%
Supplies, Services & Other Charges	145,239	22,337	122,902	15%
Conservation Programs	663,974	34,407	629,567	5%
Capital Outlay	796,500	166,409	630,091	21%
TOTAL OPERATING EXPENSES	33,136,874	2,696,776	30,440,098	8%
OPERATING INCOME	6,592,126	588,071	(6,004,055)	9%
NON-OPERATING REVENUES:				
Investment Earnings	33,500	2,133	(31,367)	6%
NON-OPERATING EXPENSES:				
Debt Service - Principal	484,675	-	484,675	0%
Debt Service - Interest	342,089	-	342,089	0%
Debt Service - Agent Fees	450	-	450	
TOTAL NON-OPERATING EXPENSES	827,214	-	827,214	0%
INCOME (LOSS) BEFORE CONTRIBUTIONS AND TRANSFERS	5,798,412	590,204	(5,208,208)	
CAPITAL CONTRIBUTIONS	-	128,235	128,235	
TRANSFERS IN (OUT):				
Transfers (Out)	(5,784,000)	(303,090)	5,480,910	
CHANGE IN NET POSITION	\$ 14,412	\$ 415,349	\$ 400,937	

WATER FUND
REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET AND ACTUAL
FOR THE PERIOD ENDED 1/31/2020

	2020 BUDGET	ACTUAL AS OF 1/31/2020	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED/ EXPENDED
OPERATING REVENUES:				
Residential Sales	\$ 1,302,000	\$ 79,510	\$ (1,222,490)	6%
Commercial Sales	919,000	53,542	(865,458)	6%
Industrial Sales	294,000	21,104	(272,896)	7%
All Other Sales	425,100	32,573	(392,527)	8%
TOTAL OPERATING REVENUES	2,940,100	186,729	(2,753,371)	6%
OPERATING EXPENSES:				
Pumping	240,137	28,814	211,323	12%
Treatment	269,812	20,061	249,751	7%
Distribution:				
Personnel Services	509,931	54,635	455,296	11%
Supplies, Services & Other Charges	306,904	5,766	301,138	2%
Administration :				
Personnel Services	120,861	12,947	107,914	11%
Supplies, Services & Other Charges	590,203	1,353	588,850	0%
Utility Billing:				
Personnel Services	136,511	13,383	123,128	10%
Supplies, Services & Other Charges	35,396	5,330	30,066	15%
Capital Outlay	181,000	-	181,000	0%
TOTAL OPERATING EXPENSES	2,390,755	142,289	2,248,466	6%
OPERATING INCOME	549,345	44,440	(504,905)	8%
NON-OPERATING REVENUES:				
Investment Earnings	16,200	108	(16,092)	1%
Lease - Bountiful Basket	30,000	2,508	(27,492)	8%
Insurance Claims	-	17,750	17,750	
TOTAL NON-OPERATING REVENUES	46,200	20,366	(25,834)	44%
NON-OPERATING EXPENSES:				
Debt Service - Principal	638,783	40,000	598,783	6%
Debt Service - Principal (Contra Account)	-	(40,000)	40,000	
Debt Service - Interest	350,748	15,540	335,208	4%
Issuance Costs & Fiscal Agent Fees	-	60	(60)	
Old Water Treatment Plant/Bountiful Basket	-	805	(805)	
TOTAL NON-OPERATING EXPENSES	989,531	16,405	973,126	2%
INCOME (LOSS) BEFORE CONTRIBUTIONS AND TRANSFERS	(393,986)	48,401	442,387	
TRANSFERS IN (OUT):				
Transfers In	485,000	-	(485,000)	
Transfers (Out)	(76,000)	-	76,000	
NET TRANSFERS IN (OUT)	409,000	-	(409,000)	
CHANGE IN NET POSITION	\$ 15,014	\$ 48,401	\$ 33,387	

SEWER FUND
REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET AND ACTUAL
FOR THE PERIOD ENDED 1/31/2020

	2020 BUDGET	ACTUAL AS OF 1/31/2020	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED/ EXPENDED
OPERATING REVENUES:				
Residential Sales	\$ 1,510,300	\$ 134,355	\$ (1,375,945)	9%
Commercial Sales	1,081,100	89,489	(991,611)	8%
Industrial Sales	1,091,000	89,178	(1,001,822)	8%
Other Sales	765,852	70,486	(695,366)	9%
TOTAL OPERATING REVENUE	4,448,252	383,508	(4,064,744)	9%
OPERATING EXPENSES:				
Pumping	49,056	765	48,291	2%
Treatment	2,675,539	445,923	2,229,616	17%
Collection:				
Personnel Services	509,933	54,043	455,890	11%
Supplies, Services & Other Charges	157,778	5,156	152,622	3%
Administration:				
Personnel Services	120,858	12,947	107,911	11%
Supplies, Services & Other Charges	579,947	737	579,210	0%
Utility Billing:				
Personnel Services	136,511	13,383	123,128	10%
Supplies, Services & Other Charges	35,203	5,330	29,873	15%
Capital Outlay	83,000	-	83,000	0%
TOTAL OPERATING EXPENSES	4,347,825	538,284	3,809,541	12%
OPERATING INCOME	100,427	(154,776)	(255,203)	
NON-OPERATING REVENUES:				
Investment Earnings	3,600	167	(3,433)	5%
Intergovernmental	-	-	-	
TOTAL NON-OPERATING REVENUES	3,600	167	(3,433)	5%
NON-OPERATING EXPENSES:				
Debt Service - Principal	138,783	125,000	(13,783)	90%
Debt Service - Principal (Contra Account)	-	(125,000)	(125,000)	
Debt Service - Interest	80,253	37,677	(42,576)	47%
Issuance Costs & Fiscal Agent Fees	-	265	265	
TOTAL NON-OPERATING EXPENSES	219,036	37,942	(181,094)	
INCOME (LOSS) BEFORE TRANSFERS	(115,009)	(192,551)	(77,542)	
TRANSFERS IN (OUT):				
Transfers (Out)	(116,000)	-	116,000	
CHANGE IN NET POSITION	\$ (231,009)	\$ (192,551)	\$ 38,458	

CHASKA COMMUNITY CENTER FUND
REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET AND ACTUAL
FOR THE PERIOD ENDED 1/31/2020

	2020 BUDGET	ACTUAL AS OF 1/31/2020	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED/ EXPENDED
OPERATING REVENUES:				
Admissions	\$ 445,926	\$ 39,432	\$ (406,494)	9%
Memberships	1,116,200	102,144	(1,014,056)	9%
Rentals	1,032,022	123,135	(908,887)	12%
Charges for Services/Lessons	639,193	46,376	(592,817)	7%
Other Sales	184,235	16,867	(167,368)	9%
TOTAL OPERATING REVENUE	\$ 3,417,576	\$ 327,954	\$ (3,089,622)	10%
OPERATING EXPENSES:				
Personnel Services	2,391,335	275,206	2,116,129	12%
Operating Supplies	201,378	30,663	170,715	15%
Professional Services	735,947	71,569	664,378	10%
Other Charges	296,605	30,983	265,622	10%
TOTAL OPERATING EXPENSES	3,625,265	408,421	3,216,844	11%
OPERATING INCOME	(207,689)	(80,467)	127,222	
NON-OPERATING REVENUES:				
Investment Earnings (Charges)	(11,400)	48	11,448	0%
TOTAL NON-OPERATING REVENUES	(11,400)	48	11,448	0%
NON-OPERATING EXPENSES:				
Debt Service - Principal	340,000	-	340,000	0%
Debt Service - Interest	154,030	556	153,474	0%
Issuance Costs & Fiscal Agent Fees	2,750	1,700	1,050	62%
TOTAL NON-OPERATING EXPENSES	496,780	2,256	494,524	0%
INCOME (LOSS) BEFORE TRANSFERS	(715,869)	(82,675)	633,194	
TRANSFERS IN (OUT):				
Transfers In	474,000	-	(474,000)	
CHANGE IN NET POSITION	\$ (241,869)	\$ (82,675)	\$ 159,194	

CHASKA PAR 30 FUND
REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET AND ACTUAL
FOR THE PERIOD ENDED 1/31/2020

	2020 BUDGET	ACTUAL AS OF 1/31/2020	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED/ EXPENDED
OPERATING REVENUES:				
Green Fees	\$ 129,700	\$ -	\$ (129,700)	0%
Cart Rental	10,000	-	(10,000)	0%
Merchandise & Other Sales	6,026	-	(6,026)	0%
TOTAL OPERATING REVENUES	145,726	-	(145,726)	0%
OPERATING EXPENSES:				
Golf - Maintenance Dept:				
Personnel Services	82,143	7,437	74,706	9%
Supplies, Services & Other Charges	23,444	267	23,177	1%
Golf - Club House:				
Personnel Services	39,975	-	39,975	0%
Supplies, Services & Other Charges	44,092	43	44,049	0%
Merchandise for Resale	4,080	-	4,080	0%
TOTAL OPERATING EXPENSES	193,734	7,747	185,987	4%
OPERATING INCOME	(48,008)	(7,747)	40,261	
NON-OPERATING REVENUES:				
Investment Earnings (Charges)	(1,500)	-	1,500	
TOTAL NON-OPERATING REVENUES	(1,500)	-	1,500	
CHANGE IN NET POSITION	\$ (49,508)	\$ (7,747)	\$ 41,761	

CHASKA TOWN COURSE FUND
REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET AND ACTUAL
FOR THE PERIOD ENDED 1/31/2020

	2020 BUDGET	ACTUAL AS OF 1/31/2020	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED/ EXPENDED
OPERATING REVENUES:				
Green Fees	\$ 1,332,000	\$ -	\$ (1,332,000)	0%
Driving Range	100,000	-	(100,000)	0%
Cart Rental	292,000	-	(292,000)	0%
Merchandise	314,500	-	(314,500)	0%
All Other Sales	139,000	8,879	(130,121)	6%
TOTAL OPERATING REVENUE	\$ 2,177,500	\$ 8,879	\$ (2,168,621)	0%
OPERATING EXPENSES:				
Golf - Maintenance Dept:				
Personnel Services	622,361	51,035	571,326	8%
Supplies, Services & Other Charges	276,107	8,298	267,809	3%
Golf - Club House:				
Personnel Services	525,897	36,876	489,021	7%
Supplies, Services & Other Charges	381,076	7,556	373,520	2%
Merchandise for Resale	173,417	(5,165)	178,582	-3%
Capital Outlay	61,180	555	60,625	1%
TOTAL OPERATING EXPENSES	2,040,038	99,155	1,940,883	5%
OPERATING INCOME	137,462	(90,276)	(227,738)	
NON-OPERATING REVENUES:				
Investment Earnings (Charges)	(8,200)	-	8,200	
TOTAL NON-OPERATING REVENUES	(8,200)	-	8,200	
NON-OPERATING EXPENSES:				
Debt Service - Principal	88,900	-	88,900	0%
Debt Service - Interest	19,200	-	19,200	0%
TOTAL NON-OPERATING EXPENSES	108,100	-	108,100	0%
CHANGE IN NET POSITION	\$ 21,162	\$ (90,276)	\$ (111,438)	

STORM WATER FUND
REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET AND ACTUAL
FOR THE PERIOD ENDED 1/31/2020

	2020 BUDGET	ACTUAL AS OF 1/31/2020	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED/ EXPENDED
OPERATING REVENUES:				
Residential Sales	\$ 992,000	\$ 75,749	\$ (916,251)	8%
Industrial Sales	758,000	60,616	(697,384)	8%
All Other Sales	3,000	398	(2,602)	13%
TOTAL OPERATING REVENUE	1,753,000	136,763	(1,616,237)	8%
OPERATING EXPENSES:				
Collections:				
Personnel Services	358,600	2,261	356,339	1%
Supplies, Services & Other Charges	355,864	1,112	354,752	0%
Administration :				
Personnel Services	134,417	13,655	120,762	10%
Supplies, Services & Other Charges	438,909	-	438,909	0%
Utility Billing:				
Supplies, Services & Other Charges	23,420	4,969	18,451	21%
Depreciation	30,000	-	30,000	0%
Capital Outlay	125,000	32,850	92,150	26%
TOTAL OPERATING EXPENSES	1,466,210	54,847	1,411,363	4%
OPERATING INCOME	286,790	81,916	(204,874)	
NON-OPERATING REVENUES:				
Investment Earnings	2,200	68	(2,132)	3%
Intergovernmental	-	-	-	
TOTAL NON-OPERATING REVENUES	2,200	68	(2,132)	
NON-OPERATING EXPENSES:				
Debt Service - Principal	137,333	80,000	57,333	58%
Debt Service - Principal (Contra Account)	-	(80,000)	80,000	
Debt Service - Interest	58,864	26,233	32,631	45%
Issuance Costs & Fiscal Agent Fees	-	175	(175)	
TOTAL NON-OPERATING EXPENSES	196,197	26,408	169,789	13%
INCOME (LOSS) BEFORE TRANSFERS	92,793	55,576	(37,217)	
TRANSFERS IN (OUT):				
Transfers In	206,186	-	(206,186)	0%
Transfers (Out)	(223,000)	-	223,000	0%
NET TRANSFERS IN (OUT)	(16,814)	-	16,814	
CHANGE IN NET POSITION	\$ 75,979	\$ 55,576	\$ (20,403)	

CHASKA CURLING AND EVENT CENTER FUND
REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET AND ACTUAL
FOR THE PERIOD ENDED 1/31/2020

	2020 BUDGET	ACTUAL AS OF 1/31/2020	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED/ EXPENDED
OPERATING REVENUES:				
Memberships	\$ 142,067	\$ 12,576	\$ (129,491)	9%
Rentals	199,257	9,628	(189,629)	5%
Lessons	237,311	34,444	(202,867)	15%
Leagues	219,075	81,900	(137,175)	37%
Leases	409,000	25,612	(383,388)	6%
Other Sales Revenue	68,371	1,812	(66,559)	3%
TOTAL OPERATING REVENUES	1,275,081	165,972	(1,109,109)	13%
OPERATING EXPENSES:				
Administration:				
Personnel Services	354,757	33,719	321,038	10%
Supplies, Services & Other Charges	345,385	18,645	326,740	5%
Event Center:				
Personnel Services	103,881	10,541	93,340	10%
Supplies, Services & Other Charges	39,953	3,423	36,530	9%
Curling Center:				
Personnel Services	241,359	29,927	211,432	12%
Supplies, Services & Other Charges	117,708	26,032	91,676	22%
Crooked Pint	53,326	3,511	49,815	7%
Curling/ Non-recurring Events	-	-	-	
Capital Outlay	5,000	-	5,000	
TOTAL OPERATING EXPENSES	1,261,369	125,798	1,135,571	10%
OPERATING INCOME	13,712	40,174	26,462	
NON-OPERATING REVENUES:				
Investment Earnings (Charges)	(11,800)	184	11,984	
TOTAL NON-OPERATING REVENUES	(11,800)	184	11,984	
NON-OPERATING EXPENSES:				
Debt Service-Principal	1,000,000	1,000,000	-	100%
Debt Service-Principal (Contra Account)	-	(1,000,000)	1,000,000	
Debt Service-Interest	585,877	242,514	343,363	41%
Issuance Costs & Fiscal Agent Fees	1,600	1,600	-	100%
TOTAL NON-OPERATING EXPENSES	1,587,477	244,114	1,343,363	15%
INCOME (LOSS) BEFORE TRANSFERS	(1,585,565)	(203,756)	1,381,809	
TRANSFERS IN (OUT):				
Transfers In	1,587,477	-	(1,587,477)	0%
CHANGE IN NET POSITION	\$ 1,912	\$ (203,756)	\$ (205,668)	



Seeking efficient, equitable service for the region

February 19, 2020



Guiding principles

- **Working together for transit solutions**
- **Connecting our region**
- **Regional service at a local level**
- **Reducing congestion**
- **Improving quality of life**





Innovation is our hallmark

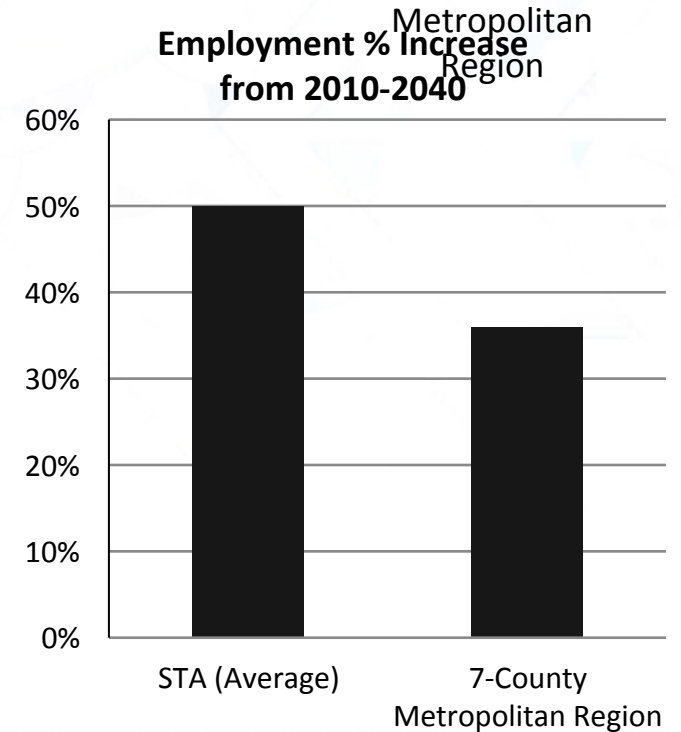
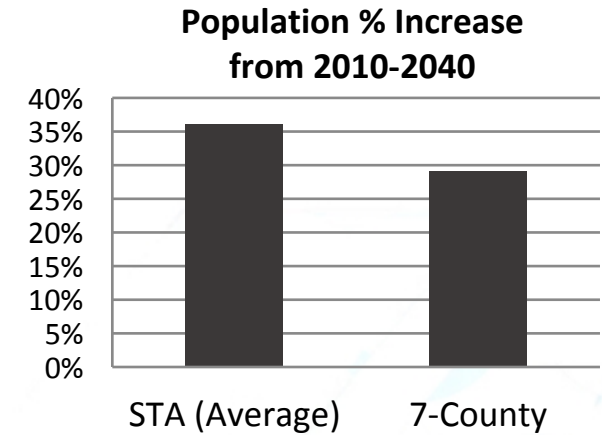
- **Leading microtransit and ride-on-demand options in the region**
- **Willing to test new service (Route 495)**
- **Success through partnerships**
- **Innovative routing to reduce congestion and improve trip times in Minneapolis**
- **High satisfaction rates**





Growth Potential

Annual ridership has grown 8 percent in the past 10 years to 5.2 million rides as population and employment growth in the suburbs outpaces the region.





Growth Potential

Growing rider demand from outside our service areas

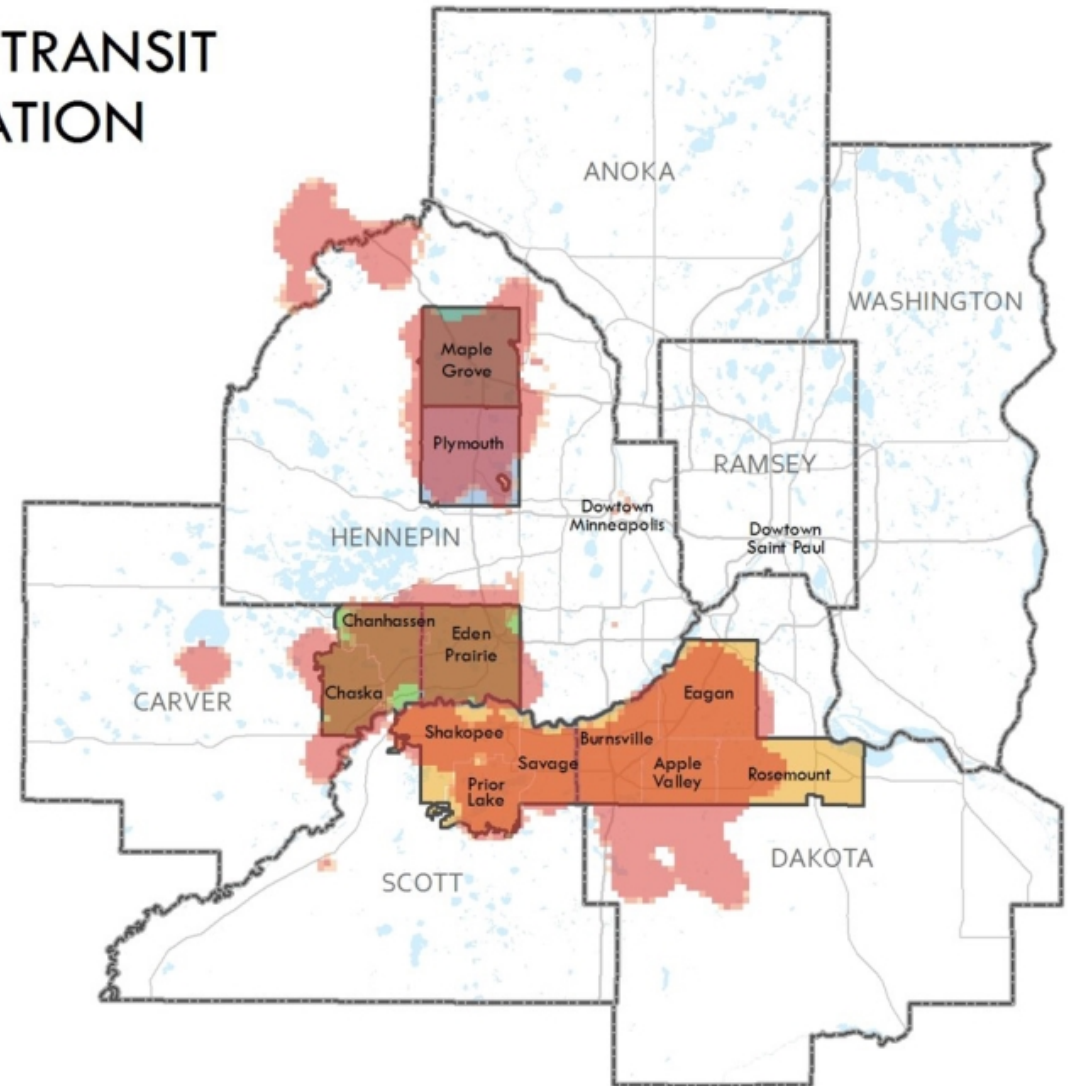
SUBURBAN TRANSIT ASSOCIATION

MAPLE GROVE TRANSIT

Plymouth Metrolink

SOUTHWEST TRANSIT

MTA
Minnesota Valley Transit Authority





Priority 1. Reinstate General fund appropriation eliminated in 2019.

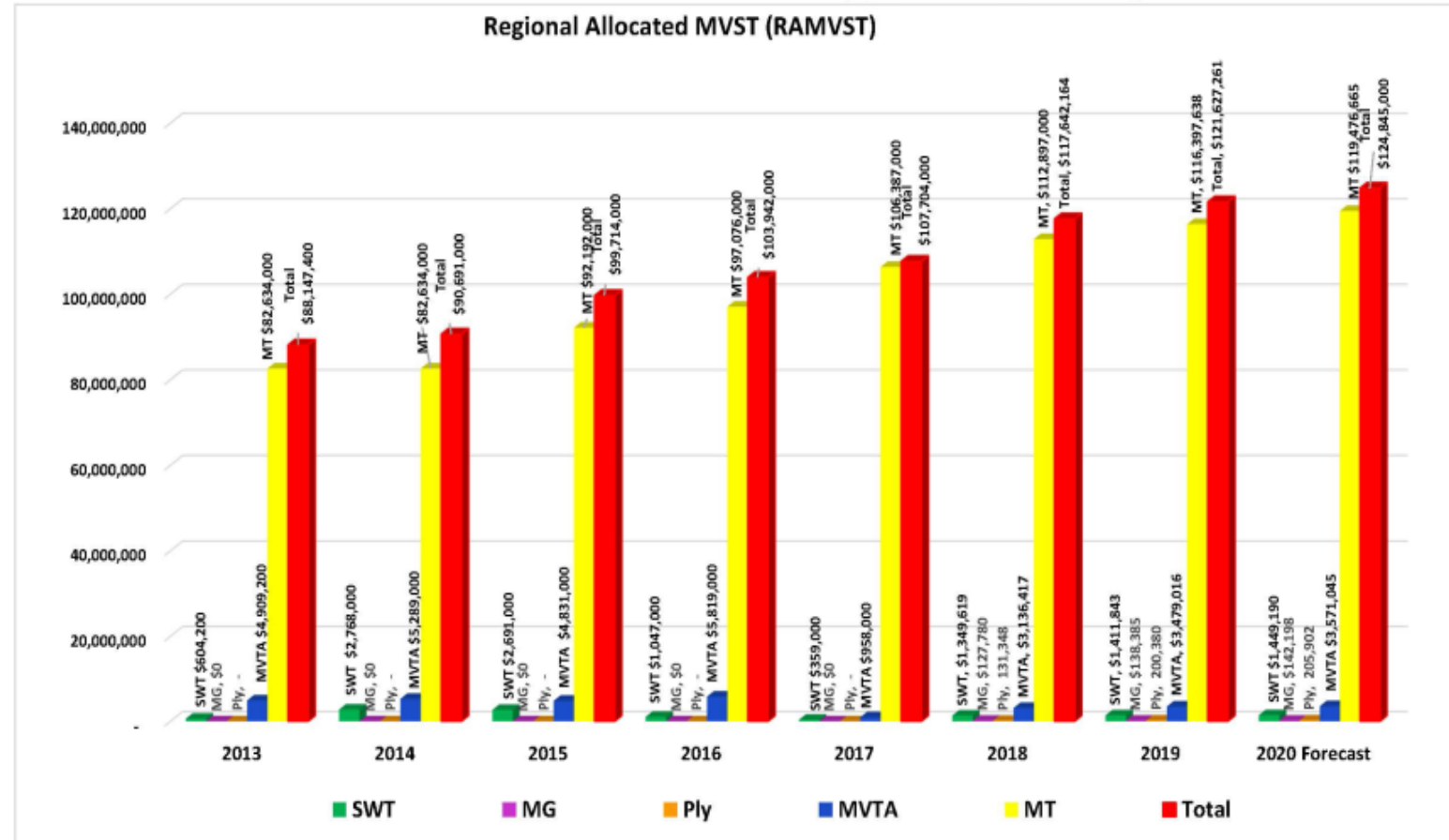
STA members received no general fund money in 2019 – nearly a \$2 million reduction. Projected motor vehicle sales tax (MVST) reductions could result in an overall 10 percent drop in funding.



2020 Legislative Priorities



Priority 2. A more equitable distribution of MVST funding. STA members need 6.25 percent of MVST to meet current and growing demands for suburban service.





Priority 3. Include STA agencies in enhanced safety/security initiatives

STA members have safety and security needs similar to the rest of the region and need proportionate share of funding to safeguard buses and facilities.





Priority 4. Include STA projects in Metropolitan Council bonding requests.

Additional funding needed to meet facility expansion needs as well as to maintain facilities in "state of good repair."

- SWT – Additional bus storage
- MVTA – Additional storage, garage



2020 Legislative Priorities



Priority 5. Funding required to add regional technologies.

Suburban providers have not been able to access funding for technology that other transit providers in the region already have installed.



Inability to serve regional stop locations.



Annual highlights

- **SouthWest PRIME double digit growth (11% in 2019). Started PRIME MD for non-emergency medical trips.**
- **Record state fair ridership for Maple Grove Transit, MVTA and SouthWest.**
- **Plymouth dial-a-ride ridership up 38.5 percent in 2019.**
- **Maple Grove Transit rebranded dial-a-ride service to MY RIDE and is targeting workforce rides through reverse commute service and added MY RIDE service.**
- **MVTA selected as Transit System of Year for rebranding efforts, launch of Connect microtransit pilot, and Apple Valley Transit Station modernization**



Summary – Legislative Priorities

- 1. Reinstate General fund appropriation eliminated in 2019.**
- 2. A more equitable distribution of MVST funding.**
- 3. Include STA agencies in enhanced safety/security initiatives**
- 4. Include STA projects in Met Council bonding requests.**
- 5. Funding required to add regional technologies.**



STA Contacts:

- **Mike Opatz, Maple Grove Transit:**

mopatz@maplegrovern.gov or (763) 494-6005

- **Luther Wynder, Minnesota Valley Transit Authority:**

lwynder@mvta.com or (952) 882-7501

- **Len Simich, SouthWest Transit:** lensimich@swtransit.org or (952) 974-3110

- **Laurie Hokkanen, Plymouth Metrolink:**

lhokkanen@plymouthmn.gov or (763) 509-5300

Government Relations:

- **James Clark, Messerli & Kramer:** jclark@messerlikramer.com or (651) 343-3032

- **Sherry Munyon, Capitol Access:** smunyon@capitolaccess.us or (612) 723-4245