

***Public Works Committee
Meeting Agenda
August 9, 2021 5:30 p.m.
City Council Chambers – Thurber Building***

1. August 9, 2021 / 5:30 p.m. City Council Chambers Thurber Community Building
2. EV Charging Programs.
3. Review proposed incentive program regarding the sale of Enterprise Drive properties.
4. Review Highway 30 Bridge Design.
5. Water Improvement Project Update

Members Present: Councilors Paul Novotny & Mike Urban

Members Absent: None

Others Present: Shane Fox, Chris Giesen, Steven Schlichter, Craig Britton, Joel Young & Brian Burkholder.

Pump Replacement: Schlichter reported that the pumps at the wastewater treatment plant and the Lone Stone lift station need attention. He recommended that the pump at the Lone Stone lift station be rebuilt at the cost of \$5,460.00. He also recommended that the Lone Stone Lift Station be rehabbed, along with a new pump, at a cost of \$27,330 in 2022.

Dog Pound: Needs a new roof and new windows. The committee suggested that the roof and windows be replaced.

Gjere Subdivision: Chris Giesen and Mike Sogla provided information regarding the proposed Gjere subdivision, a proposed housing development. This would involve 11 homes along Mill Creek Road. It was explained that Sogla's company owns approximately 10 acres of property, of which a relatively small part of the property will be used for this housing subdivision. Since Division Street will need improvements prior to any development beyond this particular proposal, it is proposed to set up a tax increment financing district to help fund the improvements in Division Street. Giesen explained that the TIF District had been established a few years ago and, now that development is eminent, the Development Agreement needs to be established to direct the payment of the increment dollars that get collected.

It was noted that three of the sanitary sewer lines would be shared by two units. Craig Britton suggested that the Homeowners' Association should address this issue so the owners are aware of the sharing arrangement. There was a general discussion regarding the timing of the second phase. It was pointed out that the actual use of the tax increment funds should not be identified until a more fully developed second phase is shown. The committee members said they are supportive of the concept and authorized the Development Agreement to be created.

Enterprise Drive Lots: Giesen provided an outline of a potential incentive program that might be used to promote the sale of the lots along Enterprise Drive. Incentives would be based on the value of the building constructed. The committee members supported the program that was described.

MEMORANDUM

TO: PUBLIC SERVICES COMMITTEE

FROM: JOEL YOUNG, CITY CLERK

SUBJECT: EV CHARGING STATIONS

DATE: 07/15/21

CC:

Action Requested: Develop a recommendation for the City Council to determine if the City should install and maintain one or more electric vehicle chargers.

Background Information: Both Peoples Energy Cooperative and MiEnergy are promoting the installation of electric vehicle charging stations in communities throughout the area. The following materials provide details on the programs and representatives from both companies have been invited to attend the committee meeting.



People's Energy Cooperative

Your Touchstone Energy® Cooperative 

Invitation to Participate in People's Energy Cooperative Electric Vehicle Charger Pilot Program

June 21st, 2021
Chatfield City Council
21 2nd St SE
Chatfield, MN 55923

Members of the Chatfield City Council,

In an effort to help speed the transition to clean fuels and ease the transition of our members who choose to purchase electric vehicles and allow them to charge in our service territory, People's Energy Cooperative (PEC) in partnership with our power supplier, Dairyland Power Cooperative, would like to invite your city to participate in our *Electric Vehicle Charging Pilot Program*.

In this program, PEC will purchase and provide you with a level 2 commercial electric vehicle charger. We will also work with you to install it in an appropriate location to be made available to the public as an amenity in your community. We are asking for your contribution in assisting with the installation of the charger, as well as long-term maintenance of the charger. You can find general information about level 2 chargers and electric vehicle charging in the attached EV Choice Brochure.

Your community was selected based on criteria that included traffic counts, proximity to existing chargers, amenities that will engage electric vehicle owners while charging, and the capacity of our infrastructure. We believe a level 2 charger will encourage travelers and locals to stop at or specifically visit your community and patronize local businesses and amenities while they take a charging break.

The breakdown of the project costs are estimated to be:

People's Energy Cooperative	City
<u>Initial Expenses</u> <ul style="list-style-type: none">• Charge EV brand charger - \$8,500• Contribution towards wiring and extension of lines – TBD, up to \$5,500 covered by PEC.	<u>Initial Expenses</u> <ul style="list-style-type: none">• Final readiness of site including bollards, ADA accessibility, excavation, and paving• Signage to direct public to charger• Specifics of cost and labor share will be discussed between City and PEC engineering staff prior to finalizing of agreement.
<u>Ongoing Expenses</u> <ul style="list-style-type: none">• Technical support (provided through partnership)• Data management to help you optimize use	<u>Ongoing Expenses</u> <ul style="list-style-type: none">• Maintaining a clear, clean, and accessible site year-round• Non-warranty repairs and maintenance for the initial lifespan of the charger• Electricity Use (may bill to users or offer for free) based on Time of Use Rate



People's Energy Cooperative

Your Touchstone Energy® Cooperative 

In paying for long term electricity use, you will have two options:

- You may choose to offer free charging to the public. We estimate this would be in the range of \$1,000-\$3,000 per year.
- You may charge the public to use your charger, either at the rate charged to you or with a margin of profit. Our chargers include the ability to pay by smart phone app, or you may upgrade to a credit card reader for \$1,100, however we believe most EV drivers will have access to pay by Smartphone. You may also offer more complex pricing solutions, including different classes of users through ZEF's pro-pricing program for an additional \$15/plug/mo.

About the Chargers:

We will provide a *Charge EV* branded dual plug pedestal mounted 15.4 kW output charger with 23 ft cables, product ZEFNET-80-PRO. This will provide the maximum charge rate for level 2 charging for the majority of cars on the road today, and the infrastructure will allow for an upgraded charger as that technology emerges and becomes more appropriate. You can find more information on this charger and various charging speeds at www.zefenergy.com.

These units come with a 5-year parts warranty, 5 years of operational software, and 5 years of connectivity costs all covered. Beyond the five-year window, costs are estimated at \$160/plug/year.

About Charge EV:

In December 2020, PEC was proud to partner with 29 regional electric cooperatives to form *CHARGE EV*, a regional electric vehicle charging network across Wisconsin, Illinois, Iowa, and Minnesota. In January 2021, *CHARGE EV* announced its investment in ZEF Energy Inc., who has successfully worked with electric cooperatives and municipalities since 2014. You can learn more, including the map of charger locations you would be included on, at www.charge.coop.

Next Steps:

We will host an informational on-line meeting in the near future for communities that choose to participate in this program where we will answer questions about this program as well as electric vehicle charging. As this is a pilot program, we will be developing a contractual agreement to support this program and appreciate your input.

Please contact Marty Walsh, People's Energy Cooperative Economic Development and Key Accounts Manager, at (507) 367-7050 or mwalsh@peoplesenergy.coop

We look forward to the opportunity of working with you on this program.

Kind Regards,

Mike Henke
President & CEO



People's Energy Cooperative

Your Touchstone Energy® Cooperative

www.peoplesenergy.coop ■ (800) 214-2694
memberservices@peoplesrec.com

ElectricSense

ELECTRIC VEHICLE CHARGING 2021 Energy Efficiency Rebate Form

ELIGIBILITY CRITERIA

- ❖ Equipment must be purchased in 2021.
- ❖ Equipment must be installed on Cooperative lines and requestor must be a member of the Cooperative.
- ❖ Rebate not to exceed a combination of the equipment cost and up to \$200 of installation cost.
- ❖ **Charging station must be managed through an Energy Management Program or Time-of-Use rate.**
- ❖ **A hard-wired, level two (2) electric vehicle charger may be required. Contact Cooperative for details.**
- ❖ **Charging station must be for a vehicle licensed for road use (not forklifts, etc.).**
- ❖ Additional eligibility criteria may apply. Contact Cooperative for details.
- ❖ Rebates are in place through December 31, 2021, or until funds are depleted.
- ❖ All documentation listed below must be submitted **no later than three (3) months** after install date. Rebate offer in current calendar year will be utilized, if still available.
- ✓ **This rebate form fully completed**
- ✓ **A copy of your receipt or invoice**
- ✓ **Documentation showing the equipment has been installed**
- ✓ **Completed documentation showing enrollment in a cooperative energy management program**

Submit required documentation to: 1775 Lake Shady Avenue South, Oronoco, MN 55960 or memberservices@peoplesrec.com

MEMBER INFORMATION

(Please fill out entire section)

Member Name			Email		
			<i>Email addresses are used for cooperative communications.</i>		
Address			Account		Phone
City	State	Zip	Date	Member Signature	
Rebate for: <input type="checkbox"/> Residential <input type="checkbox"/> Farm <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institution/Government <input type="checkbox"/> Other:					

REBATE INFORMATION

(Please fill in shaded boxes for all items for which you are requesting a rebate)

Equipment	Specifications & Required Information	Quantity	Rebate	Total: Size x Quantity x Rebate
Electric Vehicle Charging Station	Must enroll in energy management program or Time-of-Use rate		\$700	
Electric Vehicle Smart Charger with Integrated Metering	Must be Cooperative-specific smart charger; must enroll in energy management program or Time-of-Use rate		\$1,000	
Total Rebate Amount Requested:				

OFFICE USE ONLY

<input type="checkbox"/> Approved	<input type="checkbox"/> Not Approved - Reason:	<input type="checkbox"/> Legacy	<input type="checkbox"/> SMEC
I certify the rebates requested meet the eligibility criteria listed above.			
Cooperative representative:		Date:	Total rebate issued: \$

3/9/2021

PEOPLE'S ENERGY COOPERATIVE

Minnesota 59 Olmsted

Oronoco, Minnesota

Schedule EV: Off-Peak Electric Vehicle Charging

Effective: The rate shall become effective with March 2020 energy use.

Availability: This incentive rate is available to Legacy or SMEC separately metered, single-phase service, which has utility approved hard-wired, level two electric vehicle charger.

Type of Service: Single-phase, 60 Hz, at available secondary voltages. Members ("consumers") vehicle charging time will be controlled by the Cooperative.

Monthly Rate:

Basic Service Charge

\$5.50

Energy Charge

\$0.06500 per kWh

Minimum Monthly Charge: The Basic Service Charge

Power Cost Adjustment: Rider PCA applicable hereto.

Terms of Payment: The charges are net. In the event the current month's charges are not paid by the due date indicated on the bill, then a late fee of five percent (5%) shall be applied to the current charges due.

Taxes and Franchise Fees: Taxes and franchise fees are applied as applicable, and the amount of any change in existing or new taxes or franchise fees allocated to sales hereunder shall be added to the rates as appropriate to be paid by the member.

Terms and Conditions of Service:

- This rate and all Cooperative rates are subject to change from time-to-time by action taken by the Cooperative's Board of Directors. This action can include changes to applicable charges and credits that are identified as part of the rate currently in effect or added in the future.
- Service hereunder is subject to the provisions of the Cooperative Electric Service Standards and policies of the Cooperative.
- The Cooperative shall not be liable for any damage or loss sustained by member resulting from interruptions, deficiencies, or imperfections of service provided under this rate.
- Energy furnished under this rate shall not be resold.
- Execution of an Electric Vehicle Charging Agreement between the Cooperative and the member is required.

PEOPLE'S ENERGY COOPERATIVE

Minnesota 59 Olmsted
Oronoco, Minnesota

Schedule 167EV (On-Peak), 168EV (Off-Peak), 169EV (Overnight): Optional Electric Vehicle Charging Time-of-Use (TOU)

Effective: This rate shall become effective with January 2021 energy use.

Availability: This optional, incentive rate is available to all members ("consumers") for separately metered, electric vehicle charging. Also, available to all members for an additional, separately metered service which is connected to the same transformer as their main service.

Type of Service: Single or three-phase, 60 Hz, at available secondary voltages.

Monthly Rate:

Basic Service Charge:	\$5.50
Energy Charge:	
On-Peak:	\$0.2210 per kWh
Off-Peak:	\$0.1008 per kWh
Overnight:	\$0.0580 per kWh

Minimum Monthly Charge: The Basic Service Charge applicable to the type of service provided

Definition of Peak Periods:

On-Peak: 1 PM – 9 PM CST Monday – Friday (excluding holidays*)

Off-Peak: 6 AM – 1 PM CST Weekdays & all hours (excluding overnight) on
weekends and holidays*

Overnight: 9 PM – 6 AM CST All Days

**Holidays are New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day*

Power Cost Adjustment: Rider PCA applicable hereto.

Conservation Improvement Program Cost Recovery Adjustment: SMEC Rider CIP applicable hereto.

Terms of Payment: The charges are net. In the event the current month's charges are not paid by the due date indicated on the bill, then a late fee of five percent (5%) shall be applied to the current charges due.

Taxes and Franchise Fees: Taxes and franchise fees are applied as applicable, and the amount of any change in existing or new taxes or franchise fees allocated to sales hereunder shall be added to the rates as appropriate to be paid by the member.

Terms and Conditions of Service:

- This rate and all Cooperative rates are subject to change from time-to-time by action taken by the Cooperative's Board of Directors. This action can include changes to applicable charges and credits that are identified as part of the rate currently in effect, or added in the future.
- Service hereunder is subject to the provisions of the Cooperative Electric Service Standards and policies of the Cooperative.
- The Cooperative shall not be liable for any damage or loss sustained by member resulting from interruptions, deficiencies, or imperfections of service provided under this rate.
- Energy furnished under this rate shall not be resold.
- Members must be enrolled in this rate schedule for a minimum period of 12 months.
- Execution of a 'EV Charging Time-of-Use Rate Agreement' between the Cooperative and the member is required.

Joel Young

From: Marty Walsh <mwash@peoplesenergy.coop>
Sent: Tuesday, July 13, 2021 4:00 PM
To: Joel Young
Subject: Re: [External]RE: EV Chargers

Sure, there's a lot to absorb.

There are three levels of charging:

Level 1 is plugging into a 110v outlet. 3-5 miles an hour. Only good for those people who really only run around the neighborhood.

Level 3 is Direct Current from the power line to the car, or DC Fast Charging. On the low end, these are around 75 miles of charge per hour. The top end can be 250 miles in 20 minutes. The challenge is those cost \$50k on the low end, and can easily be \$500k including improvements to utility infrastructure behind the meter. Further, different cars are capped at how fast they can charge. Many top out way below that 250mi/20 min mark.

Based on the demand locally, we don't think we can justify the cost for a DCFC just yet, though we are considering future upgrades when laying our infrastructure.

Which brings us to the benefits of the Level 2 chargers. Top line: they balance speed and cost. Under \$10k, and 20-30 miles/hour of range (a number that continues to grow with each new car, some are up to 50, but I don't like citing fringe cases). I envision 4 main use cases for our chargers in this program:

- Destination Chargers: drivers who choose where to go for daytrips or short vacations based on charging infrastructure. It's not hard to imagine someone from Rochester or much farther seeing they can charge in Chatfield while seeing a show at the CCA, or hiking the Lost Creek Trail; and that influencing their decision to go to Chatfield over elsewhere. Same would go for people staying at Oakenwald or in an AirBnB.
- Pass through/convenience Chargers: 20-30 miles isn't much, but if you're on a road trip or driving a route, it can make or break your trip. If you're driving down 52 and need a place to stop for lunch or just stretch your legs, right now you stop wherever. A L2 charger would encourage those people to choose to stop in Chatfield, and spend money on food or some shopping when they do. Same as we see commercial fleets going electric. A route salesperson could shift the route to hit Chatfield at the right time to eat and charge.
- Residents without access: a certain percentage of residents want EVs but can't charge at home, mostly renters. As you said, people who live downtown park in this lot overnight, they could be charging as well.
- City/County Fleet: fleet vehicles are great candidates for EV conversion as the total cost of ownership is much lower, even with the higher upfront cost. These chargers would work great to trial the concept before installing chargers at the city shop.

I hope this helps explain the logic and see where the draw is for the EV community. I'd be happy to come talk to your council and answer questions and provide information on both charging and EV adoption locally (it's a lot).

Let me know what other questions you have.

Thanks Joel,

A **FREE** electric vehicle charger

for your city from your local electric cooperative

MiEnergy Cooperative recently collaborated with Dairyland Power Cooperative and 31 other electric cooperatives, to form CHARGE EV, LLC. This partnership stretches from Minnesota and Wisconsin to Iowa and Illinois. It presents an opportunity to help build a regional charging network for EV drivers living or visiting our area. MiEnergy is working with local municipal members to build a smaller community charging network within its electric service territory in southeastern Minnesota and northeastern Iowa.



FREE charger

- ▶ Commercial ZEFNET 40-CPD-SS, dual-head pedestal-mounted level 2 EV charging station with a charge rate of 7.7kW.
- ▶ One hour of charging will add approximately 20 to 30 miles to an EV's battery.
- ▶ Manufactured by Clipper Creek.
- ▶ Municipal determines the best location in the community for the charger
- ▶ Municipal is responsible for the cost of the electrical installation. It is recommended to get a quote from an electrician prior to ordering.
- ▶ Chargers are also available with higher charging rates. Any additional chargers or upgrades to what MiEnergy is offering is charged to the municipal. A price sheet is provided.

Billing

- ▶ ZEF Energy's ZEFNET utility platform.
- ▶ Municipal sets the cost for charging. This includes an energy charge, parking fee and/or charging based on time. This is set up individually with a QR code mounted on the charger to allow a driver to pay through an app to avoid credit card access point charges.
- ▶ Other billing options are available, but it involves a fee.
- ▶ MiEnergy helps coordinate the setup of the billing system for the charger.


Service

- ▶ All commercial units come with ZEF Energy's 5-5-5 plan: 5 years of parts warranty, 5 years of ZEFNET operational software, 5 years of connectivity costs.
- ▶ Costs to maintain the ZEFNET operational software and connectivity after the 5-year warranty are estimated at \$160/plug/year.

Timeline

- ▶ EV chargers must be ordered by July 1, 2021, and installed by the end of the year.



Your Touchstone Energy® Cooperative 

CHARGE
POWERED BY CO-OPS

Please feel free to reach out with any questions:

Kent Whitcomb, vice president of member services

800-432-2285 | kwhitcomb@MiEnergy.coop

www.MiEnergy.coop/municipals

Pave the Way for Electric Vehicle Charging in your Community

MiEnergy Cooperative's **FREE** electric vehicle charger
****Commercial ZEFNET 40-CPD-SS****

Introducing ZEF Energy's most popular electric vehicle charging station, the ZEFNET 40 Dualhead. The ZEFNET 40 is a high-quality, high-power, feature-packed EVSE, built and tested to automaker standards to ensure a reliable charge every time. The ZEFNET 40 takes the wear-and-tear of everyday use in all environments. Its tough NEMA 4 outdoor rated enclosure ensures you can install this unit anywhere with confidence. Works with ALL plug-in vehicles including the Chevy Bolt, Tesla Model 3, Chevy Volt, Nissan Leaf, Kia Soul, Ford C Max, etc.

The ZEFNET Dual-Head Pedestal is the most per-plug cost effective commercial pedestal configuration. Minimize electrical install costs with this Dual-Head configuration. Ideal for public, retail, workplace, and fleets, with data logging capability and advanced control to allow site/facility managers to minimize demand charge costs when adding EV chargers.



Pedestal-mounted, Dualhead

	Pricing	Charge Rate Level 2	1 Hour Charge
ZEFNET 40-CPD-SS **MIENERGY'S FREE CHARGER**	\$5,139	7.7 kW	20-30 miles
ZEFNET 60-CPD-SS	\$5,819	11.5 kW	30-50 Miles
ZEFNET 80-CPD-SS	\$6,229	15.4 kW	45-60 Miles

5-year warranty + support, 5-year cellular service, and 5-year ZEFNET access included.

As part of MiEnergy's program, the municipal is responsible for determining the best location in the community for the charger and the cost of the electrical installation. It is recommended to get a quote from an electrician prior to ordering. Chargers are also available with higher charging rates. Any additional chargers or upgrades to what MiEnergy is offering is charged to the municipal. Additional options are on the backside of this sheet.

Kent Whitcomb, vice president of member services
800-432-2285 | kwhitcomb@MiEnergy.coop
www.MiEnergy.coop/municipals

mienergy[™]
COOPERATIVE
Your Touchstone Energy[®] Cooperative 

CHARGE
POWERED BY CO-OPS

Additional Electric Vehicle Charging Station Options



Wall-Mount, Singlehead

	Pricing	Charge Rate Level 2	1 Hour Charge
ZEFNET-40-CWS	\$2,299	7.7 kW	20-30 miles
ZEFNET-60-CWS	\$2,569	11.5 kW	30-50 Miles
ZEFNET-80-CWS	\$2,769	15.4 kW	45-60 Miles

5-year warranty + support, 5-year cellular service, and 5-year ZEFNET access included.



Pedestal-Mount, Singlehead

	Pricing	Charge Rate Level 2	1 Hour Charge
ZEFNET 40-CPS-SS	\$2,919	7.7 kW	20-30 miles
ZEFNET 60-CPS-SS	\$3,259	11.5 kW	30-50 Miles
ZEFNET 80-CPS-SS	\$3,469	15.4 kW	45-60 Miles

5-year warranty + support, 5-year cellular service, and 5-year ZEFNET access included.



Full Feature Pedestal-Mount, Dualhead

	Pricing	Charge Rate Level 2	1 Hour Charge
ZEFNET-40-PRO	\$7,149	7.7 kW	20-30 miles
ZEFNET-60-PRO	\$7,829	11.5 kW	30-50 Miles
ZEFNET-80-PRO	\$8,239	15.4 kW	45-60 Miles
Embedded Breaker Panel	\$200		
Payment Module Option (Card reader)	\$1,100		
Custom Charger Branding	\$85		

High visibility LED charging status, 5-year warranty + support, 5-year cellular service, and 5-year ZEFNET access included.

TIPS FOR OFFERING ELECTRIC VEHICLE CHARGING

1 ASSESS YOUR NEEDS

How many visitors do you have and how long do they stay? For workplace charging, start with a survey to assess how many electric car drivers you currently have. Remember to plan ahead to meet future demand.

2 CONTACT AN ELECTRICIAN

Any certified electrical contractor can install the charging station.

3 PLACE YOUR ORDER

Contact MiEnergy Cooperative with the model number of the charger you would like to have installed.

4 CHECK PERMITTING NEEDS

You'll need an electrical permit. If there are structures to be built, you may need a building permit too. Work with your contractor to determine what is required.

5 CHOOSE A LOCATION

The closer to the electrical panel your stations are, the cheaper it will be to install them. Stations placed near the entrance to the building are likely to be in a visible area.

6 MAKE THE STATIONS SAFE

Install a wheel stop to protect against accidents (like a snow plow not stopping in time) and make sure your stations are properly lit.

7 PUT UP SIGNAGE

A sign that says "this parking place is only for electric vehicles while charging" will help eliminate confusion for non-electric car drivers.

8 ESTABLISH A USE & MAINTENANCE POLICY

Determine what (or if) you want to charge people for using the station. Make sure employees know who is responsible for maintaining the stations in case of repairs.

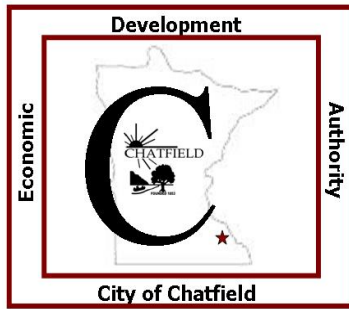
9 TELL US ABOUT IT

Hold a ribbon-cutting celebration to make sure your customers, community and employees know about the station. We'd love to celebrate with you! Also, post the stations on PlugShare.com and the Alternative Fuels Data Center.

mienergyTM
COOPERATIVE

Your Touchstone Energy[®] Cooperative 

Kent Whitcomb, vice president of member services
800-432-2285 | kwhitcomb@MiEnergy.coop
www.MiEnergy.coop/municipals



Chatfield Economic Development Authority
Thurber Community Center - Chatfield Municipal Building
21 Second Street SE
Chatfield, MN 55923
Voice 507.867.1523 Fax 507.867.9093
www.ci.chatfield.mn.us

August 9, 2021

To: Public Works Committee
From: Chris Giesen
RE: Enterprise Drive Development Incentive Program

Background

After many discussions and in an effort to see construction occur on the Enterprise Drive lots, the public works committee and staff composed a concept for a new program to incent lot sales, new tax base, and new utility users – as well as new or expanded businesses, jobs, etc...

The program would provide an incentive to purchase and build a new commercial building – providing a rebate to the owner, once construction is completed, based on the taxable value of the property once complete. Only lots zoned as B3 qualify for the rebate.

The EDA reviewed the concept program and recommends that it be adopted with the following rebate schedule:

Estimated Taxable Value	250,000	300,000	350,000	400,000	450,000
Taxes Payable:					
Annual Est. City Taxes Paid	4,456	5,504	6,553	7,601	8,650
Incentive Amount	25,000	35,000	45,000	55,000	65,000

In addition, the EDA recommended that in addition to the rebate listed on the above schedule, that the city waive water and sewer hookup fees for projects completed within 12 months of the program start.

The city should also consider removing listings for the undeveloped lots 12 and 13, as well as the undeveloped portion of Lot 1 Block 4, until such time as they are fully improved with services.

If this program is created, the city should eliminate the 3% “finders fee” and not consider listing the properties with licensed agents.

Recommended Program Outline:

1. Applicant would submit a program application and purchase offer to EDA staff for review.
 - a. Applicant must purchase lot at advertised price.
 - b. Applicant must provide taxable value estimate from Fillmore County with application.
 - c. Applicant must finish construction within 12 months of purchase.
 - d. Incentive amount paid out once certificate of occupancy is issued based on the amount approved in application.
2. Public works committee reviews purchase offer.
3. EDA reviews incentive application.
4. City council approves sale and incentive.
5. Incentive amount would be on a sliding scale based on the above schedule, dependent upon the estimated future value of the land and building once construction is completed.
6. Duration of program: 24 months.
7. Building constructed must be of equal or greater taxable value than building proposed in application.
8. If the city agrees to waive water and sewer hookup fees, construction must be finished within 12 months of the program start date.



Joel Young

From: Craig Britton <Craig.Britton@widseth.com>
Sent: Monday, August 2, 2021 11:52 PM
To: Joel Young; Brian Burkholder; Councilor Urban
Subject: TH 30 Bridge Replacement - Utility Meeting
Attachments: d550527_utility_br9008.pdf

Hello,

Brian and I sat in on the TH 30 Bridge replacement utility meeting today and here are some notes.

1. The project is planned to be let in November of 2022 and construction is anticipated to begin in the Spring of 2023.
2. The biggest impact to the utilities will be the realignment of the creek channel under the bridge. The water main may be too shallow due to the realignment.
3. Culverts are being replaced under the entrance drives and at Mill Creek Road. There is a sanitary sewer main line at Mill Creek Road that may be impacted.
4. At this time MnDOT is looking for utility location and depth information so that they can determine if there are impacts to the City utilities.
5. MnDOT is in the process of preparing a geotechnical report. From that we'll be able to see if bedrock is close to the surface.
6. The water main is relatively close to the bridge. Once MnDOT progresses the plans they'll be able to let us know if the overall water main horizontal alignment is a concern.
7. The City will need to obtain a permit from MnDOT in order to pothole for the water main.
 - a. Brian and I talked about getting the depths later this summer / early fall so that we can get the information to MnDOT.
8. MnDOT is anticipating that the 30% construction plans will be completed by around Christmas of 2021.
9. Brian and I talked about getting together early next week to talk about a plan for potholing the water main. We feel it's best for Widseth to shoot in and get the depths of the sanitary sewer at Mill Creek Road. Widseth will get that information to MnDOT.

If you have any questions please let me know.

Thanks,

Craig Britton, PE

Civil Engineer, Office Manager, VP
507-206-2125
3777 40th Avenue NW Suite 200
Rochester, MN 55901-3297

WIDSETH

Widseth.com

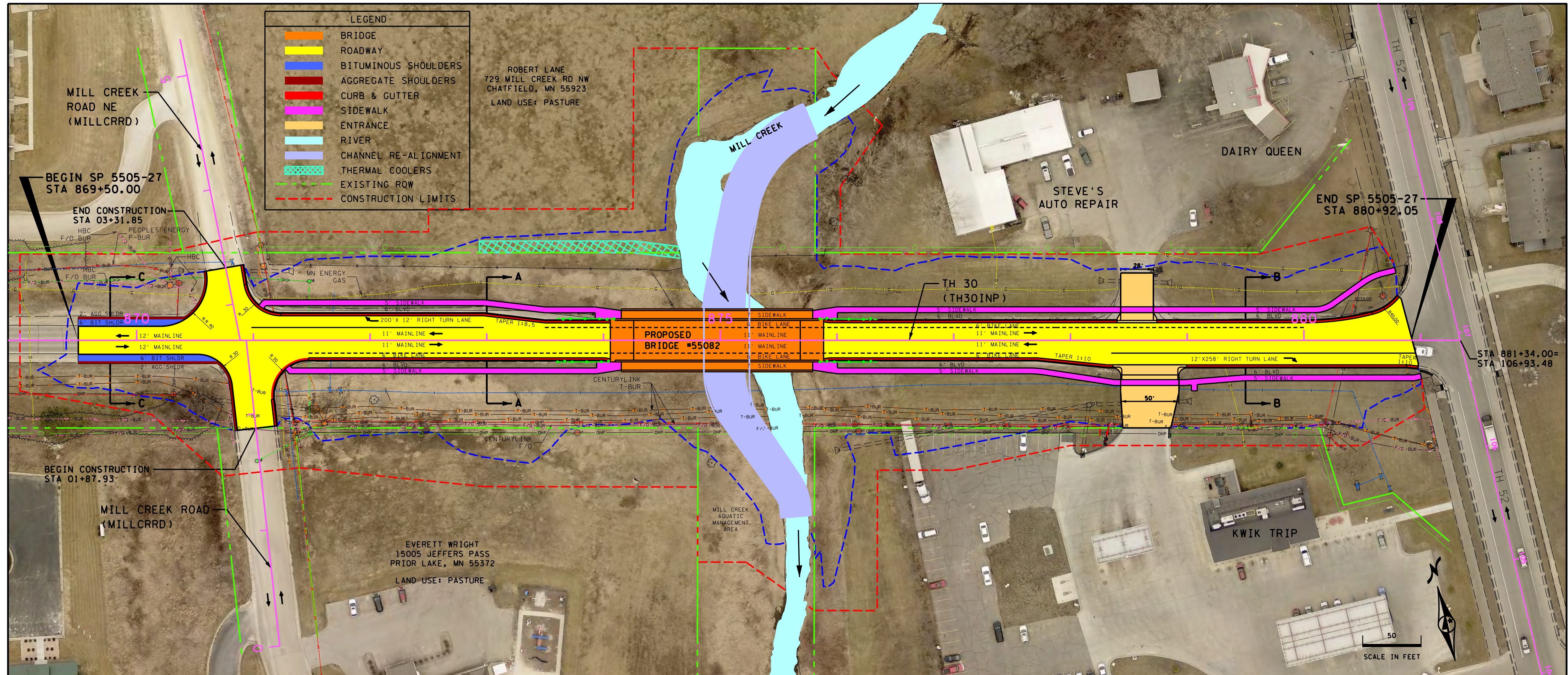
File Transfer | [Click here to transfer large files](#)

WIDSETH was recognized by Prairie Business Magazine as one of the 50 Best Places to Work in 2020!

CHATFIELD
POP. 2,779

INP. BR. #9008
NEW BR #55082

R 11 W



August 4, 2021

**City of Chatfield
Capital Improvement Plan (CIP)**

Rochester

3777 40th Avenue NW
Suite 200
Rochester MN 55901

Public Works Meeting – August 9, 2021

507.292.8743

Rochester@Widseth.com
Widseth.com

2022 – Water CIP

1. Old Territorial Tank (100,000 Gallon) – Constructed in 1963, Interior / Exterior Recoating in 1998
 - a. Scope of Work - Full reconditioning interior and exterior / no containment
 - b. Estimated Cost - \$234,000 plus 25% EAC = \$292,500
 - c. 2018 – Exterior Power wash / Replaced Vent Screen / Replaced Overflow
 - d. 2027 – 2 Year Warranty Inspection
2. Old Territorial Concrete Ground Reservoir (300,000 Gallon) – Construction Date is Unknown, but is estimated at 1890.
 - a. Scope of Work – Concrete structural repairs per 2014 inspection report
 - b. Estimated Cost - \$57,817 plus 25% EAC = \$72,271.25
 - c. 2027 – 5 Year AWWA Inspection
3. South Reservoir 3 (200,000 Gallon) – Constructed in 1976, Interior / Exterior Recoating in 1998
 - a. Scope of Work - Full reconditioning interior and exterior / no containment
 - b. Estimated Cost - \$275,000 plus 25% EAC = \$343,750
 - c. 2018 – Removed 1 foot section of overflow pipe / installed splash pad per MnDept of Health. Power washed exterior of tank / dry tank cleanout / removed sediment
 - d. 2027 – 2 year Warranty Inspection
4. Hilltop Elevated Water Tower (300,000 Gallon) – Constructed in 2009
 - a. Scope of Work - Dry tank cleanout
 - b. Estimated Cost - \$2,800
 - c. 2016 – Dry tank cleanout and evaluation was performed
5. Hilltop Elevated Water Tower (300,000 Gallon) – Constructed in 2009
 - a. Scope of Work – Power Wash
 - b. Estimated Cost - \$35,000
6. Well #2 (Old Territorial Road) Variable Frequency Drive (VFD)
 - a. Scope of Work – Installation of VFD
 - b. Estimated Cost - \$8,000
7. Generator for Well #2 (Old Territorial Road) and Booster Pump Station (Hillside Drive)
 - a. Installation of generator, concrete pad and electrical.
 - b. Booster Pump Generator Estimated Cost - \$133,335 (Plus \$8,981 ATS from open to closed)
 - c. Well #2 Generator Estimated Cost - \$105,899 (Plus \$7,365 ATS from open to closed)
 - d. Cost includes generator, concrete pad, wiring and switch gear.
 - e. Generators are proposed to be natural gas powered

8. Chemical Room Addition at Well #2 (Old Territorial Road)
 - a. Scope of Work – Concrete block addition to Wellhouse
 - b. Currently chlorine tanks are enclosed with tin, would prefer to have concrete block walls.
 - c. Estimated Cost - \$30,000
9. Well #2 (Old Territorial Road) Service Door
 - a. Scope of Work – Install a service door.
 - b. Building only has one door. Would like to add a service door next to the well so that cranes can more easily pull the pumps.
 - c. Estimated Cost - \$2,500
10. SCADA System (Supervisory Control and Data Acquisition)
 - a. Scope of Work – Installation of SCADA system for Wells 2 & 3. Allows City staff to monitor and control wells from a centralized location.
 - b. Estimated Cost - \$78,294
11. South Reservoir 3 (By south well on Johnson Street)
 - a. Scope of Work – Installation of mixer, mainly for water quality
 - b. Estimated Cost - \$15,000

Totals

- a. Old Territorial Tank - \$292,500
- b. Old Territorial Reservoir - \$72,271.25
- c. South Reservoir - \$343,750
- d. Water Tower Clean Out - \$2,800
- e. Hilltop Water Tower Wash - \$35,000
- f. Well 2 VFD - \$8,000
- g. Generators (Estimated Costs)
 - i. Booster Pump Station - \$133,335 (Plus \$8,981)
 - ii. Well 2 - \$105,899 (Plus \$7,365)
- h. Chemical Room Well 2 - \$30,000
- i. Well 2 Service Door – \$2,500
- j. SCADA System - \$78,294
- k. Reservoir 3 Mixer - \$15,000
- l. Estimated Total = \$1,119,349.25 to \$1,135,695.25**
- m. Note – CIP Included \$960,456