



CITY OF CHANHASSEN

# 2024 Legislative Priorities



## 1. Transportation

a. Regional projects should have regional funding sources.

**TH 5 Project Improvements (West of TH 41 to Norwood Young America):** This joint project with MnDOT, Carver County, and the cities of Victoria, Waconia, Norwood Young America, and Chanhassen will expand the corridor to four lanes. The city supports the implementation of the Arboretum Area Transportation Plan, specifically improvements at the Highway 5 and Highway 41 intersection.

**W 82nd Street:** Support the amendment to include construction as an eligible reimbursement expense.

b. Funding for Metropolitan State Aid should be maintained to ensure local communities can address issues on these high-volume roads.



## 2. State Bonding Request

Provide up to \$22 million to support the construction of a regional recreational asset to serve the growing southwest metro population.



## 3. Building Fees

The city believes strongly that development should pay for development, and costs for those services should not be passed on to existing residents through increased property taxes. The City of Chanhassen supports fees and regulations necessary for new development to pay for itself. The City of Chanhassen disagrees with the recent Housing First (BATC) publications, which state that city building fees cause housing in Chanhassen to not be affordable. Based on city calculations, the fees charged for a new home in Chanhassen, including all development and building fees, are less than 5% of the total cost of the average new home in Chanhassen, but provide return on investment for those homeowners through inspections, infrastructure, and amenities. Local governments must ensure new developments meet established standards for the safety of future residents, and building permits play an essential role in advancing these oversight responsibilities.



## 4. Support Suburban Transit Agencies

Chanhassen supports suburban transit agencies, in concurrence with the findings of the 2021 Governor's Blue Ribbon Committee Report. The creation of these agencies provided residents and businesses with a desired service that met their needs while maintaining financial and management controls. The State should refrain from infringing on the ability of local agencies to provide and control bus services for the benefit of area businesses and residents. Suburban riders are an integral part of the suburban transit system.



## 5. Unfunded Mandates

Chanhassen opposes current and future statutory changes that create mandated tasks requiring new or added local costs without a corresponding funding mechanism. Without a funding source, Chanhassen is potentially in the position of having to increase property taxes and/or fees. These unfunded mandates add to the responsibilities for cities and the ability to fund traditional service needs.



## 6. **Local Governance & Restriction on Local Government Budgets:**

The city strongly supports participation in cooperative arrangements but firmly opposes any effort to weaken the ability of local governments to provide the best services and benefits for their communities (levy limits, unfunded mandates, cooperative purchasing, and ability to grant variances). Local budgets are subject to intense public scrutiny. Inflation alone forces cities to spend more money to maintain current service levels. The people who know what is best for this city are the people who live and work here.



## 7. **Environmental**

Wetland permitting processes are too time-consuming and slow down development processes. The State should research streamlining one or more of the following processes: Wetland Conservation Act, Clean Water Act requirements, EPA Standards, Regulatory Rules, etc., especially when it comes to Army Corp of Engineers (ACOE) jurisdictional impacts.



## 8. **Water Resources Protection Funding**

The city supports a program that would provide a stable funding source for water resource protection improvements. The program could be similar to the Municipal State Aid program.



## 9. **Fiscal Disparities**

Explore modifications to the fiscal disparities program to reduce the imbalances inherent in the current formula. The fiscal disparities program was created in 1971. Although the metro area's population has grown by over 1.5 million people since then, the formula for fiscal disparities has remained the same. As the population grows, the need for retail services to support residents grows. Individual cities and their property taxpayers take the lead in developing regional, retail, and service assets that support residents and visitors to the area. In addition to the cost of planning and developing these assets, retail and service industries consume significant city services, particularly in the area of public safety, as well as impose substantial burdens on local roads, bridges, and other transportation infrastructure.



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## **Legislative Priorities for Other Agencies**

[SouthWest Transit](#)

[Metro Cities 2022 Legislative Policies](#)

[League of MN Cities Legislative Policies](#)

[Municipal Legislative Commission](#)