



**WORKSHOP AGENDA
SCOTT AND CARVER COUNTY
BOARDS OF COMMISSIONERS
200 4th Avenue West, Room GCE-222
Shakopee, Minnesota
June 9, 2026**

12:00 PM – Lunch

1:00 PM - Workshop

Workshop Agenda Items

1. Scott County Association for Leadership & Efficiency (SCALE) Insurance Pool
2. Lower Minnesota River Watershed District
3. Merriam Junction Trail
4. Transit/Non-Emergency Medical Transportation (NEMT)
5. Jail Medical Director
6. Round Robin Discussion



SCALE INSURANCE POOL UPDATE



Carver County Scott County Joint Meeting - 6/9/2026

SCALE Health Insurance Pool

- History and Pool Responsibilities
- Fiscal Impact
- Weighted Voting Status
- Current Status of Scott County and Carver County

Brief History

- Scott County: Received request from SCALE, agreed to see if there would be a benefit (2024)
- Original Feasibility Study conducted and results provided early 2024
 - Did not include Carver County
- Carver County: Employee Relations expressed interest to explore if a cost benefit (2024)
- Second Feasibility Study conducted and results provided spring 2026
 - Included Scott County, Carver County, Dakota County, and nine SCALE entities
- Subcommittee and legal counsel developed draft JPA and Bylaws (ongoing)
- Received a response from Department of Commerce that weighted voting may be an issue with the rules (May 2026)
- Currently exploring legislative path forward

Pool Responsibilities

- Members (cities, counties, etc.,) would select representatives to the Pool Board
- Cities agreed to provide additional voting power to larger entities (weighted voting)
- Pool Board Representatives would be responsible for running the pool
 - Administering the reserves through a trust
 - Fiduciary responsibility to the health of the pool
 - Select service providers (Service company, Financial Admin., Trust company, attorney, auditor, etc.)
 - Select Plan Administrator (e.g. Health Partners, BCBS, Medica)
 - Maintain the “Plan”
 - Set Premium Rates for the Plan
 - Members select their specific Plan Design Options
 - Retiree rights/responsibilities maintained for all members

Cost Control Benefits

- Joining a SCALE Insurance Pool is one of few options to reduce insurance cost increases without reducing insurance benefits
 - Spreads risk out to a larger pool
 - Does not reduce existing costs, bends the curve of increases down

Voting Weight Status

- Senate and Revisors Office Legal Counsel had informed us a statute change not necessary
 - Bill with our change was not introduced
- Staff reached out to the Department of Commerce (DoC) through multiple channels
 - No response until a contact provided by a legislator
- Was able to meet with DoC on April 28th
- Response received from DoC on May 13th stating that weighted voting may be an issue with the rules
- Would need a legislative change next year to utilize a weighted voting structure for the Board

Proposed Voting Weight w/ Current Planned Participants

- Scott County (approx. 795 participants) (with weighted-voting change) – 3 votes (37.5%)
- City of Shakopee (approx. 172 participants) – 1 vote
- City of Prior Lake (approx. 118 participants) – 1 vote
- City of Jordan (approx. 29 participants) – 1 vote
- City of Elko New Market (approx. 18 participants) – 1 vote
- City of Credit River (approx. 2 participants) – 1 vote

Total Votes: 8

Proposed Voting Weight w/ Current Planned Participants & Carver County

- Scott County (approx. 795 participants) (with weighted-voting change) – 4 votes (33% of total votes)
- Carver County (approx. 675 participants) – 3 votes (25% of total votes)
- City of Shakopee (approx. 172 participants) – 1 vote
- City of Prior Lake (approx. 118 participants) – 1 vote
- City of Jordan (approx. 29 participants) – 1 vote
- City of Elko New Market (approx. 18 participants) – 1 vote
- City of Credit River (approx. 2 participants) – 1 vote

Total Votes: 12

Joint Powers Agreement Draft Proposal

- Required Quarterly meetings
- Language related to the ability to remove members for failure to perform their responsibilities
- Financial penalty for a member being expelled from the pool
 - This would include a member attempting to leave before 5-year commitment
- Defines language and formula for weighted voting
- Other minor clarifying language underway

Scott County Status

- The Scott County Board directed staff to take the necessary actions to join the SCALE Health Insurance Pool with coverage effective as of 1/1/2028
 - Staff should fully engage with the working group, which would become the Board of Trustees, to establish:
 - Final language for the Joint Powers Agreement and Bylaws
 - RFP process and selection of the Board's Service Providers
 - Service Company, Financial Administrator, Trust Company
 - Secure legislative change regarding vote weighting for members
 - Ensure proposed language addresses any known issues
 - Include as part of the County's legislative platform

Carver County Status

- Carver County Board has directed staff to continue exploring SCALE Health Insurance Pool for potential coverage effective 1/1/2028
 - Staff will fully engage with the working group, which would become the Board of Trustees, to establish *proposed*:
 - Final language for the Joint Powers Agreement and Bylaws
 - RFP process and selection of the Board's Service Providers
 - Service Company, Financial Administrator, Trust Company
 - Secure legislative change regarding vote weighting for pools:
 - Ensure proposed language addresses any known issues
 - Ensure language is sufficiently broad to allow pools to agree on weighted voting approach
 - Include as part of the County's legislative platform

Questions and Discussion



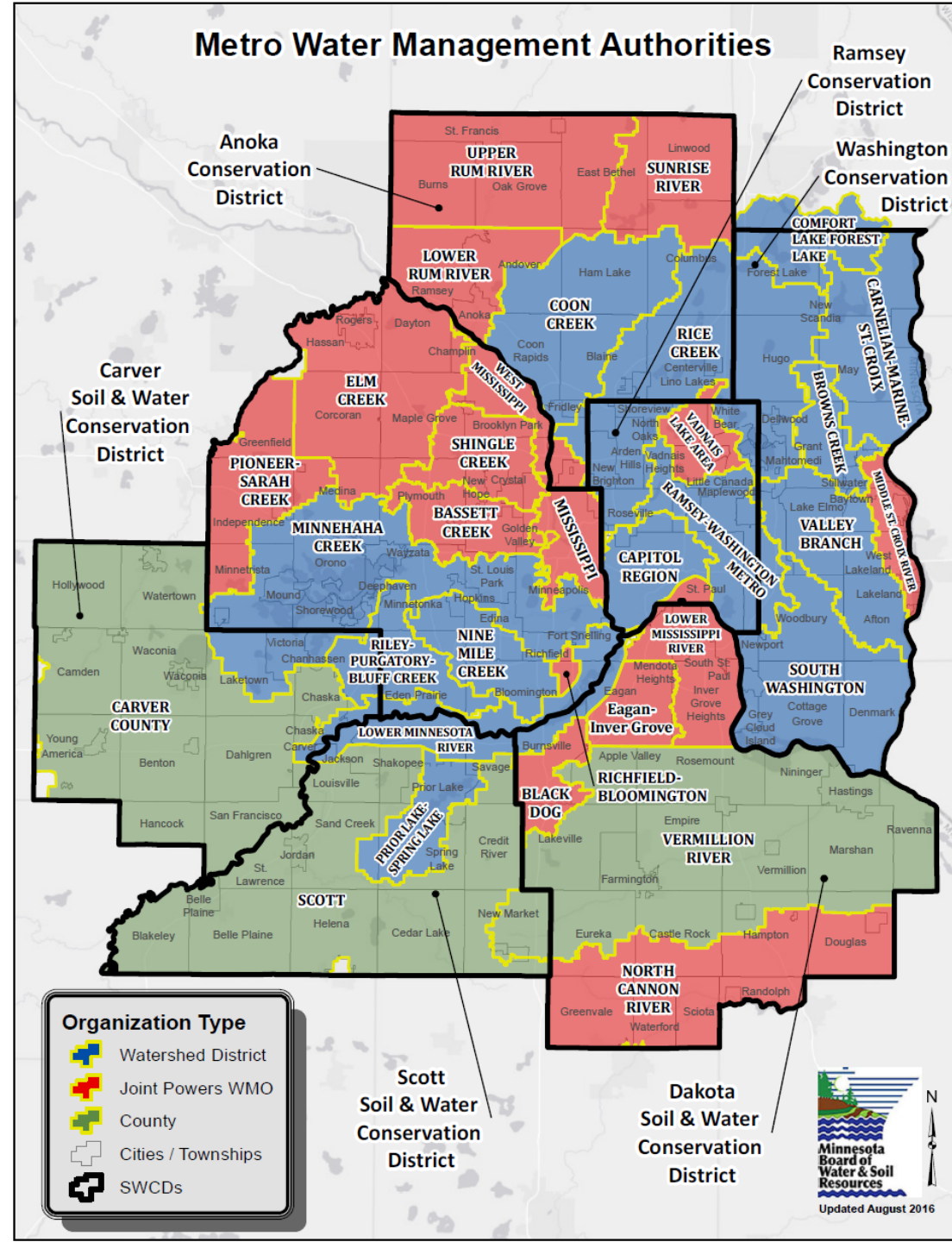
Lower Minnesota River Watershed

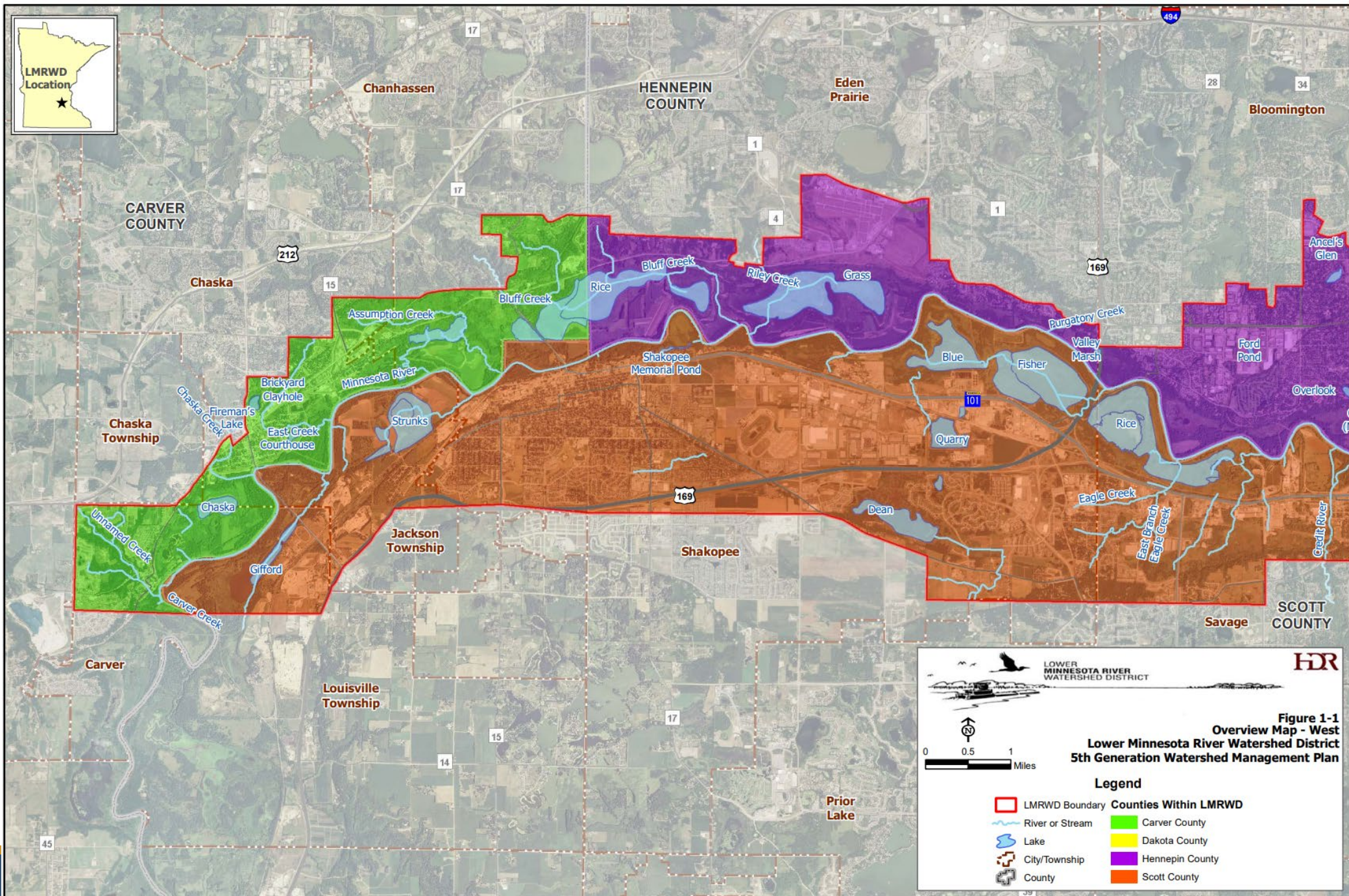
JOINT CARVER/SCOTT COUNTY BOARD WORKSHOP

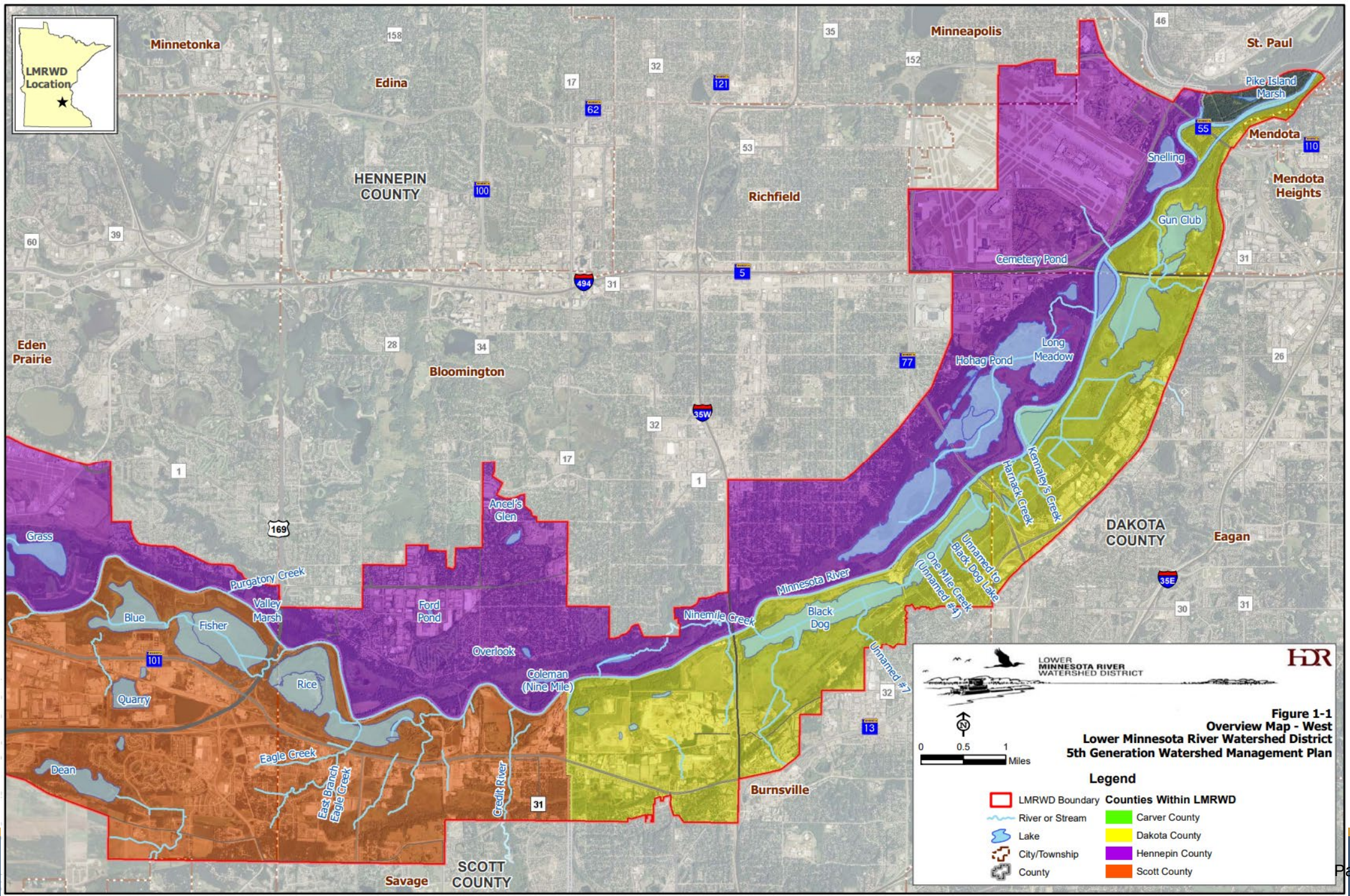
JUNE 9, 2026

Lower Minnesota River Watershed District

LMRWD's 80-square-mile boundary includes the Minnesota River Valley from the city of Carver, at the west, to the confluence with the Mississippi River near Fort Snelling and the Minneapolis-St. Paul International airport, at the east.







Recommendation

- 1) Pursue filing a joint petition between Counties to request a boundary change*. This boundary change would effectively eliminate the Lower MN from Carver County and Scott County
- 2) Submit a letter to the MN BWSR to request management of the MN River as a state led multi – county effort.

*Note: alternative boundary change considerations could be reviewed following further discussions with the Lower MN district, Dakota and Hennepin Counties, and the affected cities.



March 24, 2026

John Jaschke
Executive Director
Minnesota Board of Water and Soil Resources
520 Lafayette Road
St Paul, MN 55155

Dear Mr. Jaschke,

Carver, Dakota and Scott Counties care about the quality of the Minnesota River and recognize the importance this riverway has on our history, landscape, environment, recreation and economy.

County Investments

Through our respective watershed management organizations and joint watershed districts, we have invested millions of dollars to fund capital projects over the years that hold back water or stabilize bluff ravines in the basin, which reduces riverbank and bluff erosion sediment into the Minnesota River.

Examples of these major capital projects include extensive ravine stabilization projects in the Blakeley Bluffs region in wake of the 2014 flooding, as well as more recent stabilization projects in key tributaries flowing into the Minnesota River (Sand Creek, Picha Creek) in Scott County; creek and ravine restorations and stabilizations in Carver County including West Creek re-meander, East Creek Sediment pool, Seminary Fen ravines, Bevens Creek dam failure restoration, and Carver Creek slope failure restoration.

County Support

In addition to these investments in our respective geographies along the Minnesota River, our three counties supported the original formation of the State Legislative-created Lower Minnesota River Watershed District (LMRWD) in 1959. In our board resolutions supporting the establishment of this new district, we cited its most valuable and primary purpose: to improve the channel of the Minnesota River for water storage, navigation and other public uses. Maintaining and dredging this navigation channel has been critical to the economic vitality of the Ports of Savage and U.S. Salt barge terminal in Burnsville.



Thank you.



Merriam Junction Regional Trail Construction Update

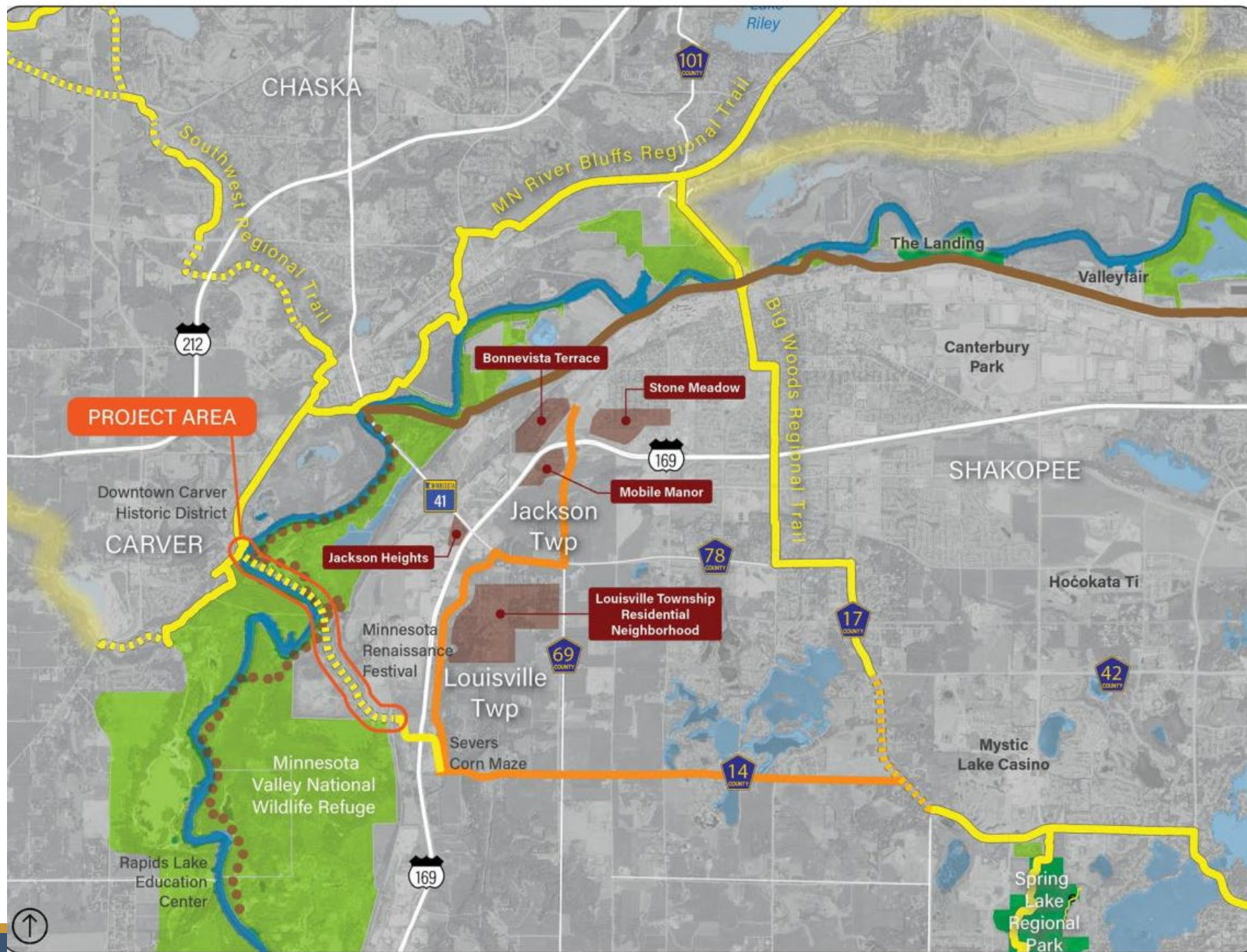
JOINT SCOTT COUNTY & CARVER COUNTY WORKSHOP

JUNE 9, 2026

Corridor History

- Minneapolis and St. Louis Railroad and Union Pacific Railroad Operated between 1870 and 2007
- Abandoned in 2008
- Scott County acquisition in 2010





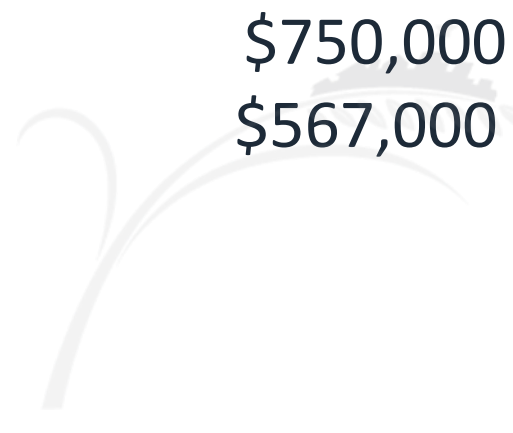
- Connection to Downtown Carver, MN River Bluffs Regional Trail, and Southwest Regional Trail
- MJT Phase 2 along CH 14 connecting to Big Woods Regional Trail

Project Scope of Work

- Construction Groundbreaking in 2024
- \$22.5 Million Contract to Ames Construction
- 2.2 Miles of multi-use trail
- 3,300 Feet of River Riprap Stabilization between bridges 8 and 10
- Four bridges (7-10)



Funding



• Scott County TAA	\$12,915,754
• Carver County	\$1,400,000
• Federal STBG (regional solicitation)	\$5,500,000
• State GO Bonds (DNR river stabilization)	\$4,000,000
• Met. Council	\$1,980,000
• DNR LCCMR	\$1,000,000
• Congressional Earmark	\$750,000
• ARPA	\$567,000

Construction Progress (2025)

- High flood waters paused construction for more than 60 days in Summer 2025 delaying the Bridge #10 deck pour into mid November
- Change Order executed for winter concrete pour operations to recover schedule
- Carver Riverside Park reopening will occur in June 2026 to meet cooperative agreement commitment
- Also allows removal of causeway material to be used for embankment construction and resolves logjam issues from causeway

River Revetment/Riverbank Stabilization

- Project includes extensive river revetment process along the MN River to protect the trail from future erosion during high scour conditions.
- Original contract included placement of 33,000 tons of riprap along with turf establishment in the amount of \$4.2M of which \$4M was DNR funded.
- Following onsite review, it was determined that additional river depth information was needed to validate these quantities.
- Underwater topographic survey was ordered and identified the need for additional riprap material to adequately protect the trail as well as geogrid placement to increase slope stability.

Construction Progress (2026)

- Bridge #8 beams set in February 2026, and deck pours in May 2026.
- Geogrid placement ongoing through end of June
- Riverbank stabilization ongoing through mid-July
- Work is complete on Carver side of Bridge #10, working to reopen Carver Riverfront Park



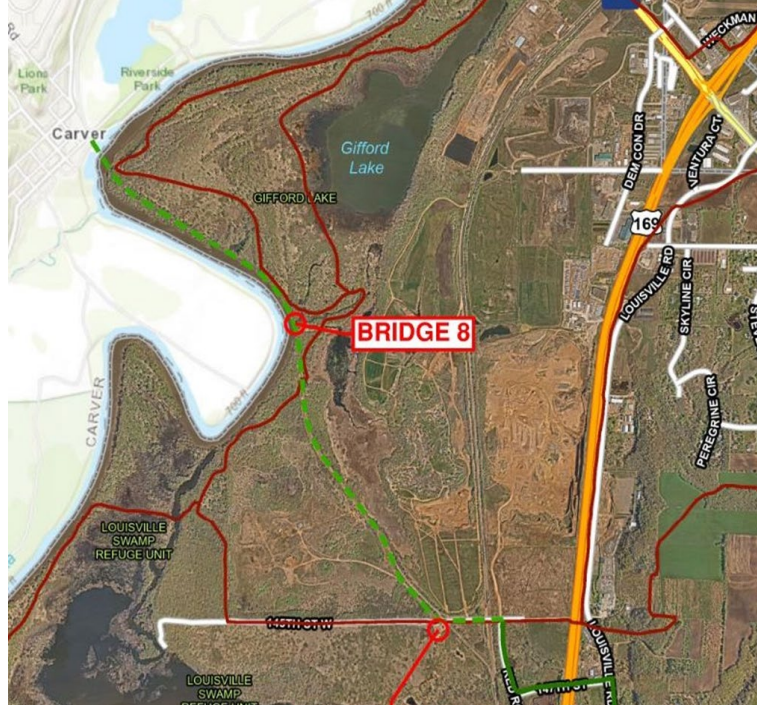
Bridge #8

165 feet long

Crosses a spring fed stream

Union Pacific removed the rail bridge in 2008

Site of the railroad derailment in 2007

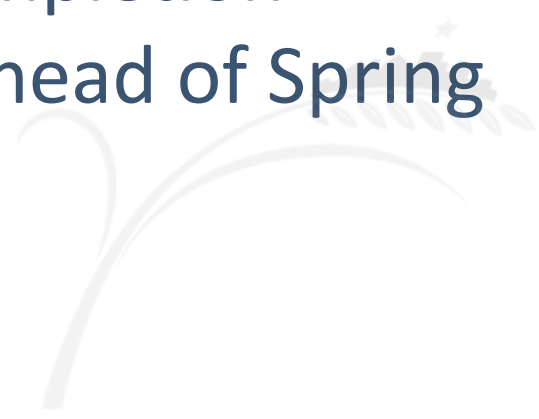






Upcoming Schedule

- Carver Riverfront Park scheduled to reopen June 12th
- Geogrid installation to be complete by end of June
- Final paving and restoration Summer and Fall 2026
- Expecting substantial completion around November 1st - ahead of Spring 2027 schedule





Thank you.

Bridge #7

170 Feet Long

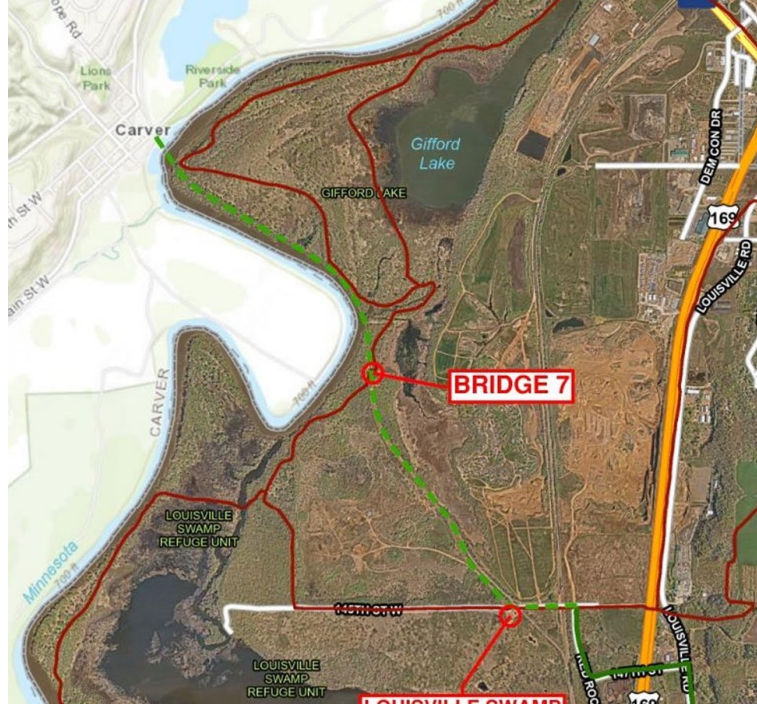
Crosses the Minnesota State Trail
(DNR)

Removed the old Rail Bridge

Groundwater Contamination
Found

Pier Redesign to avoid
groundwater pumping needs

95% Complete



Bridge #9

490 feet long

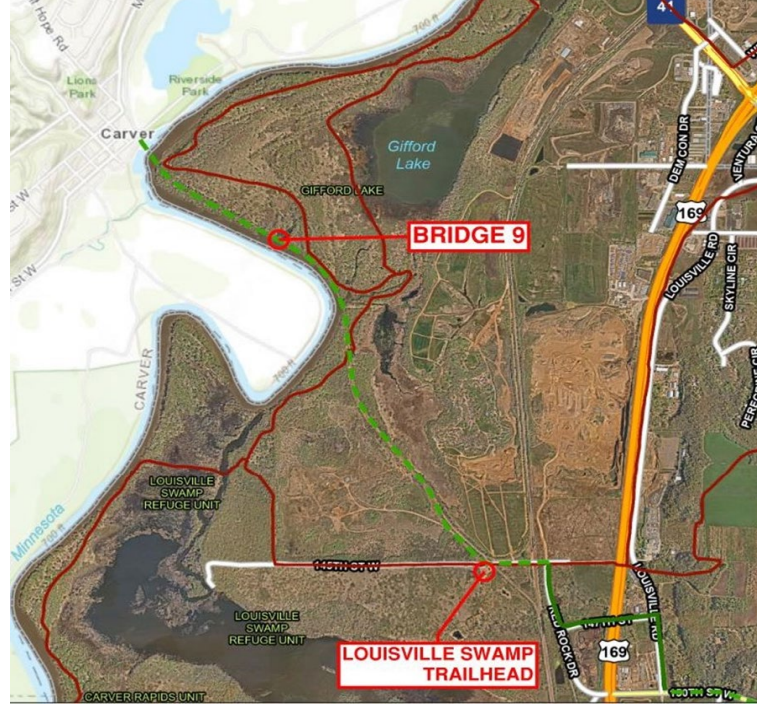
Crosses a river backwater wetland

The Minnesota River pushed the bridge deck over 20 feet in 2014

Removed the old Rail Bridge

Includes five piers

90% Complete



Bridge #10

605 feet long

Crosses the Minnesota River

Union Pacific removed the rail bridge in 2008

Connects Scott County Merriam Junction Trail to Carver Levee Trail

Includes two piers

90% Complete



Bridge #10 Timelapse

February 13, 2025

North cofferdam built



Bridge #10 Timelapse

March 9, 2025

South cofferdam built



Bridge #10 Timelapse

April 6, 2025

North pier constructed



Bridge #10 Timelapse

August 15, 2025

South pier constructed



Bridge #10 Timelapse

September 15, 2025

North cofferdam removed



Bridge #10 Timelapse

October 15, 2025

2/3 of the bridge deck poured



Bridge #10 Timelapse

November 16, 2025

Full bridge deck poured



Bridge #10 Timelapse

December 22, 2025

North causeway being removed



River Embankment Stabilization

3,300 feet long between Bridge #8 and Bridge #10

Protect the Trail from the Minnesota River erosion

\$4M in funding from State GO Bonds

>30,000 CY of riprap

Class III and Class IV Riprap

20% Complete



Maintenance

- Per MJT – CCRRA – Scott County JPA
 - Each party responsible for their respective approach
 - Scott County owns bridge and handles routine minor maintenance
 - Preventative and major bridge maintenance will be shared equally by Scott County and CCRRA
- Parties will coordinate to provide notice of maintenance activities and all for access as needed



Transit/Non-Emergency Medical Transportation(NEMT)



Carver County/Scott County Joint Board Meeting - 6/9/2026

Go Scott/Carver **Mobility Management**

Mobility Management, known as Go Scott/Carver is a cooperative agreement between Scott and Carver Counties for:

- Transit Link contract oversight
- Fixed route Circulators
- Expanded weekend and evening services
- Non-emergency medical assistance transportation (NEMT)
- Providing information to the citizens about transportation resources and use



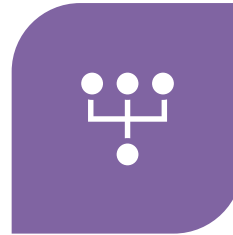
Go Scott/Carver **Mobility Management**



SCOTT COUNTY IS A FISCAL
AGENT



COST SPLIT BASED ON USE OF
SERVICES, SET AT 65% SCOTT
COUNTY AND 35% CARVER
COUNTY



JOINT COOPERATIVE
AGREEMENT FORMS THE JOINT
MOBILITY ADVISORY BOARD



INCLUDES TWO
COMMISSIONERS, ONE FROM
EACH COUNTY, APPOINTED BY
THE COUNTY BOARD

Go Scott/Carver **Mobility Management**

Funding:

MNDOT Grant for 2026-2027 is \$578,000 for 26-27 grant

MNDOT Mobility Management grant funds up to 2.3 FTEs with focus on:

- Transit Link contract oversight
- Educational resources for citizens
- Requires County Match:
 - \$38,000 for Scott County
 - \$20,000 for Carver County



Grant ends 2027- new application for 2028-2029 due August 2027

Transit Link Contract with Met Council

Transit Link Service Overview



Service Hours

Supports 102 hours/day

30 hours – Carver County

70 hours – Scott County



Funded By

Metropolitan Council



Contract Term

August 1, 2025 –

July 31, 2030



Seamless Travel

Residents receive seamless transportation between Carver and Scott Counties



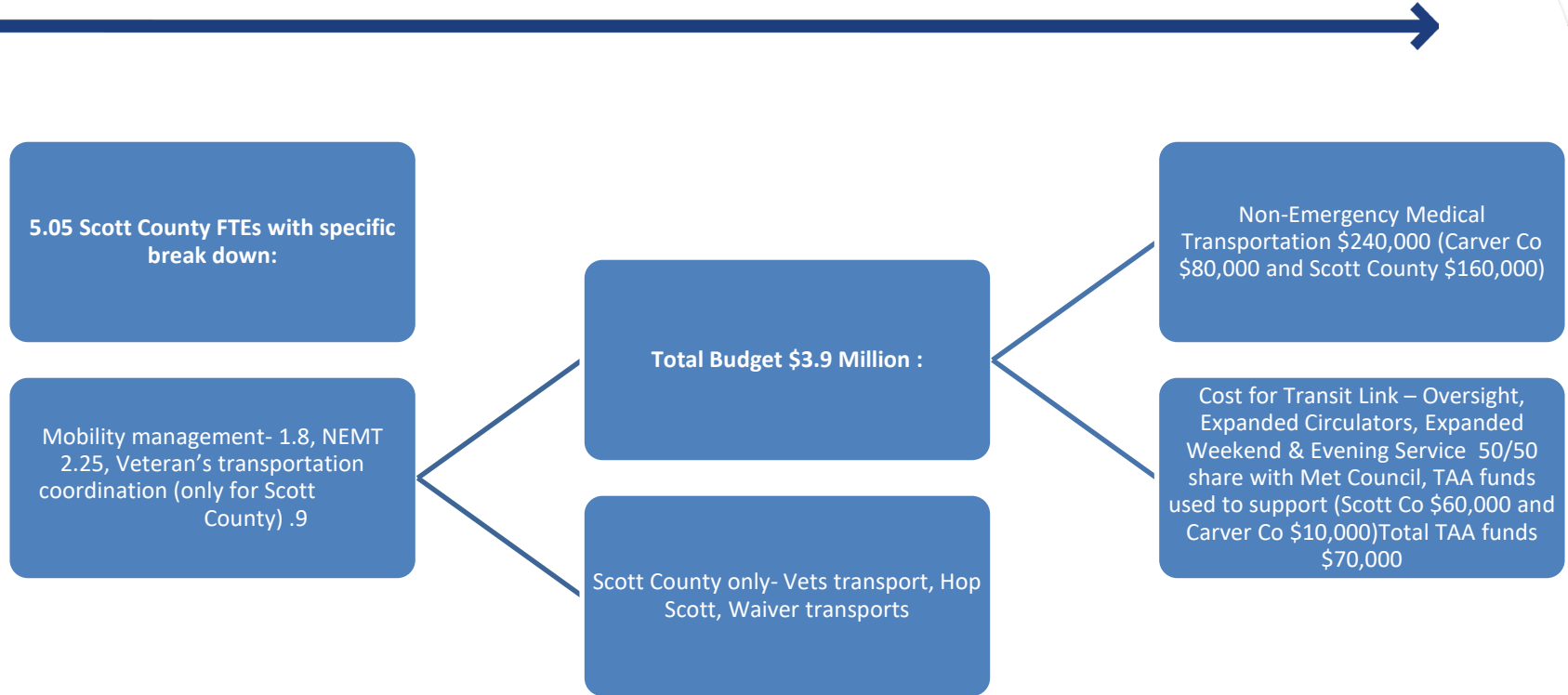
Transit Link Contract with Met Council

Other Transit Link Service Include:

- Weekend service on Transit Link (7:30–4:30) funded with a split cost of 50/50 between Met Council and both Counties.
- Scott County has extended weekday service to 9PM
- Carver County has ability to add extended weekday service
- Fixed route circulators – NYA and Waconia, funded 50/50 split of cost between Scott/Carver Counties – offered to residents at low cost – \$1.00 fare each way compared to \$3.50 each way
- Belle Plaine is the next Fixed Route Circulator to come online in June
Staff work with ProAct to assist residents' transportation needs for both counties



Current Status



Future Considerations: Transit Link Transition October 1, 2026



Have Met Council Manage Transit Link services: (60 days notice required for the transition to start 10.1.2026)

Impact:

- Met Council will bill Counties for Expanded Weekend & Evening Services
- Counties will have ability to get new circulators and modify routes
- Counties will partner and will continue to budget and provide oversight of local Transit needs. Current cost for the partnership: Scott County -\$75,000, Carver County \$15,000 (costs subject to change based on needs)

Budget/FTE impact:

Reduce FTEs: down to 3.5 Scott County FTEs: NEMT- 1.5, Mobility Management. 1.0, Veterans' services .90

Reduce Budget in half: **\$3.0 Million** through 12/31/2026; down to **\$1.6 Million in 2027**

Both Counties continue to receive MnDOT Mobility Grant

Scott County continues Veterans transport and Hop Scott and software

Future
Considerations:
Scott County

Veterans

ProAct

Staffing

Taxi Waiver Services



Future Consideration : Non- Emergency Medical Transportation

- Scott County and Carver County explore entering a contract for Non-Emergency Medical Transportation Vendor.
- Further Reduces FTEs: down to 1.9 Scott County FTEs: Mobility management- 1.0, Veteran Services 1.9
- Cost of NEMT unknown

Staff Recommendations



Renew and modify Scott
County/Carver County Mobility
Management Agreement



Explore an option to
contract with NEMT Vendor



Turn Transit Link services
over to Met Council

Contacts

Thank you

Scott County: Alan Herrmann
aherrmann@co.scott.mn.us

Carver County: Kate Probert
Fagundes
kprobert@carvercountymn.gov

Medical Director/ Correctional Health

- There is consensus among the three Sheriffs to pursue this partnership.
- The group is focused on a hybrid model:
 - Nursing staff would stay with local Sheriff's Offices
 - Medical Director and any additional staff with regional responsibilities operate within a JPA
- The group is meeting on a monthly basis. This month's questions include:
 - What are the implications for malpractice insurance and liability?
 - What other multi-county models exist across the country?
 - What is a realistic target for implementing this model?