Planning Minnesota

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Much Going On in the Coming Session

The Legislative and Law Committee has been very active as of late, and I want to take a minute to express the importance of this work to planners. Oftentimes, we get busy with our day-to-day work that we can put the big policy items on the backburner.

But truly, the legislature and its decisions affect our daily lives as citizens, and even more importantly, as public sector employees and consultants working for them. Whether it’s the transportation bonding bill, the regulations regarding shoreland, feedlots, or alternative energy sources, annexation procedures, or fighting for street improvement districts, this upcoming legislative session is worth getting involved in. There’s a lot going on!

According to work done by the legislative and law committee, 40% of responding planners say their work is hindered by outdated statutes. Therefore, I encourage you all to attend the Planner’s Day at the Capitol on April 4th from 1:30 to 4:00 p.m. A final agenda will be sent out prior to the event.

One more thought. If you are a transportation planner OR you commute to work every day, check out the work of MOVE MN. Minnesota transportation funding is set to be reduced in 2015, and MOVE MN is a group of organizations lobbying for a comprehensive funding package. Check out www.movemn.org for more information, or attend the transportation rally at the capitol on March 13th.

Finally, a note of thanks to all the volunteers who are active in the legislative and law committee, especially to the co-chairs Matt Brown and Andrew Mack. This is critical (and perhaps undervalued) work, so thanks for keeping all of us in the legislative loop!

Breanne Rothstein, AICP
President, APA-MN

According to work done by the legislative and law committee, 40% of responding planners say their work is hindered by outdated statutes. Therefore, I encourage you all to attend the Planner’s Day at the Capitol on April 4th from 1:30 to 4:00 p.m. A final agenda will be sent out prior to the event.
WCI Gets APA Membership Into Rural Hands

Since 2009, West Central Initiative (WCI) has sponsored APA-MN memberships for west central Minnesota communities. WCI has seen the membership as a rich resource for city staff and planning commission members to stay up to speed on planning topics and trends in Minnesota, and access a wealth of information from APA-MN’s legislative committee and more.

“Like their larger, metropolitan counterparts, rural cities face a myriad of challenges, ranging from downtown preservation and redevelopment to replacing aging infrastructure. The issue is, rural communities often have more limited government planning capacity,” says Wendy Merrick, WCI’s program director. “WCI believes that by sponsoring municipal membership in APA-MN we are building the capacity of our communities to plan for their future.”

Fergus Falls is one of the cities that has taken up WCI’s offer for APA-MN membership. Gordon Hydukovich, the city’s community development director, says that planning has been integral part of Fergus Falls operations for decades. There are been a planning commission since the 1960s, and a professional planner on staff since 1976. “The planner needs help in his/her role to educate and keep the ever-changing membership of the Fergus Falls Planning Commission current concerning planning practice and the law. Membership in APA-MN provides that assistance. Together the APA-MN organization and professional planner provide a real world guide to the operational planning commission,” Hydukovich explains.

The City of Parkers Prairie is one of APA-MN’s newest members. “This is our first year of enrollment and we already see many planning advantages from blogging with fellow communities to informative sessions to assist with our city planning for the future,” says Kim Schroeder, Parkers Prairie’s city clerk. “We hope to gain professional expertise and continue to be a community residents are happy to call home. Thank you,
What happens when an overeager buyer purchases a commercial building without first conducting an environmental assessment? A friend of the author found out the hard way.

The Eager Property Buyer, and the Cost of Overlooking Environmental Risks
By Jeri Massengill
Historical Information Gatherers, Inc.

This is a true story about Bob, a small business owner eager to purchase a building of his own, and his environmental consultant friend who tried to help, yours truly. I am sharing this comedy of errors for its entertainment value and also as a cautionary. So here goes.

One day out of the blue, Bob called. He explained he had purchased a building and was planning to convert it into a butcher shop. He needed a bank loan to finish paying for the property and to complete remodeling of the building. Since the property would be used as collateral, the bank wanted to know if there were any environmental concerns that could affect Bob’s ability to repay the loan. Naturally, I told Bob I would help. I was excited for my friend and thrilled that I was in a position to bring in a new client, “Hooray for me!” I thought, “I’m a rainmaker now!”

Mistake #1: Bob had purchased the property before conducting any environmental due diligence. When I first laid eyes on Bob’s property I immediately got nervous. It was a smallish building on a small corner lot on a commercial street. My first thought was “Bob has no idea what he has gotten himself into!” To be honest, if my client had not been a friend, I would have thought “Alright! This is going to be a bigger project than I expected!”

Outside and adjacent to the side of the building, Bob and I regarded a lone pipe sticking out of the pavement. Bob wanted to cut it off at ground level since it was in the way of his planned side door entry. “Let’s make sure you won’t cause an explosion first,” was my reply. We managed to get the cap off and sure enough, the smell of oil was observed. I explained the underground storage tank (UST) would have to be pumped out, removed and soil sampling completed to determine if a release had occurred. Bob was starting to look very worried.

Mistake #2: Bob’s real estate attorney was unaware of (or ignored) the need for environmental due diligence. I needed to know more about the history of the property, so Bob sent me to his real estate attorney just down the road. I asked the attorney if I could see the chain of title that listed the ownership history of the property. After about two minutes I asked, “Did you review this?” No response. “Did you know the property was once owned by the ‘Gas is Us’ Oil Company?!” No response. On my way out the door, I muttered something to the effect of “You are a crappy real estate attorney.”

But there was still hope! I knew that oil companies purchased land for possible exploration or development and those plans did not always come to fruition. I stopped at the local historical society where street view photos were provided for my review. Within minutes I found a photo of Bob’s future butcher shop. The building was clearly recognizable in the 1950s era photo as a filling station, complete with pump islands and a sign advertising gasoline.

Once back in my office, the call to Bob went something like this: “Bob, I just confirmed your new shop used to be a gas station. We need to figure out if there are more tanks still buried on the property and if there is soil or groundwater contamination.” Bob did not enjoy my subsequent lesson about UST regulations or my estimation of the percentage of old steel tanks that leaked. Bob groaned when I explained a solution would likely be expensive because as the property owner, he was now responsible for any contamination that needed to be cleaned up.

A few days later I arrived at Bob’s property to direct and document the removal of the UST next to the building. Another high school friend who worked for the city arrived to locate underground utilities and the
backhoe operator was an old acquaintance. Despite much talking about “the good old days”, the UST was soon uncovered and pulled out of the ground. Based on the smell, color and location of the odorous soils, I assumed the release was waste oil which had spilled due to overfilling of the tank. Waste oil often contains metals, solvents and other contaminants that can make soil and groundwater cleanup very expensive, so we wanted to remove as much of the contaminated soils as we could. After removing several buckets of stained soils and collecting samples for laboratory testing, I directed the backhoe operator to fill the hole with clean sand so as not to undermine the building foundation with further digging.

Mistake #3: The backhoe guy kept digging. “We’ll just keep going until we get all the stinky dirt out,” someone said. A few more buckets full of soil and I ordered, “You really need to stop now. I can see a crack in the foundation and I am afraid it will collapse.” Disagreement ensued. I was losing control of the job site, so I called Bob.

When he arrived a few minutes later, Bob was covered from nose to boots with blood. He announced he had been in the middle of butchering a bear delivered to his shop after a successful hunt. Everyone, except me, wanted to go see the bear. Luckily, a small chunk of the basement foundation fell into the hole before they could leave. This convinced Bob that filing the excavation IMMEDIATELY was the best course of action. Assuming things were under control, I then left to deliver the soil samples to the laboratory. Unfortunately, after I left, Bob decided to take further action. Mistake #4: Bob and his buddies made a “unique” (i.e.: stupid) attempt to find the missing fuel tanks. During a meeting a few days later with Bob and his wife I was informed of the plan that had been hatched during the liquid lunch following removal of the UST. Bob and his buddies decided they would push a long, heavy iron pole into the sandy soils in the parking lot to see if they could locate the tanks. Bob proudly told me they were able to push down several feet in multiple locations without hitting anything, so the tanks must be gone! I explained that old steel tanks get very rusty and I hoped he had not put a hole in one, causing a release of fuel. Bob’s wife proceeded to call him a few unflattering names. By the end of our meeting, Bob agreed to let me take the lead on any further investigations at the property.

In the next couple of days, while preparing the Phase I ESA report required by the bank, old city directories were reviewed. These books list property occupants by address and they confirmed several filling stations had once existed along the commercial street where the new butcher shop was planned. I also determined Bob’s property had been a gas station for at least 20 years. Old fire insurance maps were consulted. However, the maps did not show the tank locations because they were underground and not considered by the fire insurance industry to be a fire or explosion hazard. The City had no records regarding the tanks and no old timers familiar with the property could be found to interview.

Subsequent attempts to find the missing USTs were fruitless. Bob tried a metal detector, a water witching stick and made an unpleasant and unproductive call to the former property owner. Bob’s banker was insisting he needed a letter from the Minnesota Pollution Control Agency (MPCA) that would make him “comfortable”. We had about 5 weeks before Bob’s current lease would expire and needed to be in his new shop. The pressure was on. I came up with the following plan:

- Conduct a Phase II Subsurface Investigation to see if the site was contaminated.
- Pay extra to the driller and the lab to get the soil and groundwater sample results faster.
- Write up the results of the combined Phase I/II Investigation and submit the report to the Minnesota Pollution Control Agency (MPCA).
- Beg the MPCA staff to complete their review quickly and hope for a MPCA issued “comfort” letter in record time.

Six soils borings were drilled, three of which were converted to groundwater monitoring wells. The lab results showed only trace concentrations of petroleum compounds in a couple soil samples and no indication of groundwater contamination. The soil samples from the waste oil tank excavation indicated only a small amount of contaminated soils remained adjacent to the building. I surmised that any contamination that may have been present in the past had undergone natural attenuation aided by the porous soils and rela-
The Overeager Buyer (cont.)

tively fast moving groundwater. The MPCA was also very helpful, they were able to quickly review the data and issue a letter that made Bob’s banker happy. I was finally able to deliver good news to my old friend!

Shortly afterward, another reason for stress appeared. I was notified that Bob had not paid any of the invoices sent to him by my company. Bob said he could pay once he got his bank loan. Understandably skeptical, my boss told me he was placing a lien on Bob’s property to make sure we got paid. Fast forward to a call from Bob’s attorney a few days later. “We are finalizing the loan today, but you put a lien on the property!” he growled. Within a few minutes I convinced my boss to provide me with a signed lien waiver that I promised would be exchanged for a check in the full amount owed.

Mistake #5: I sent a college intern to collect the check. I told the innocent college student that under no circumstances could he hand over the lien waiver until he had the check in hand, had verified the amount, and made sure it was properly dated and signed. A couple hours later, the poor kid reported to my office. He described a room crowded with people in suits and ties. Everyone gave him angry looks and he was rudely instructed to produce the lien waiver. Despite being extremely intimidated, the brave intern refused to provide the lien waiver until he had reviewed the check. I was so proud! But for the rest of his summer employment, the intern made sure to steer clear of me and my crazy projects.

The Financial Pain and Stress

Happily, Bob got his new building remodeled and opened his shop on schedule. But he acquired many gray hairs caused by his “over eager property buyer” syndrome. These costs could have been avoided by hiring competent professionals to help in the beginning of his quest for a property to call his own.

Bob got his new building remodeled and opened his shop on schedule. But he acquired many gray hairs caused by his “over eager property buyer” syndrome. These costs could have been avoided by hiring competent professionals to help in the beginning of his quest for a property to call his own.

required the seller to pay for the waste oil tank removal, the Phase II Subsurface Investigation and the costs related to securing a comfort letter from the MPCA. Cost to Bob: $28,000

Mistake #3: The backhoe guy kept digging. Hiring buddies that will give you a “deal” is not always the best course of action. Foundation repair was needed. Cost to Bob: $1,200.

Mistake #4: Bob and his buddies decided to hunt for the missing fuel tanks. Thankfully, they did not rupture any buried tanks, hit a buried gas line, get electrocuted or cause any significant property damage. Cost to Bob: The stress of two women lecturing him at the same time; his consultant and his wife.

I hope you enjoyed my story and maybe learned a thing or two. I have another story involving a dishonest property owner, a city who unknowingly purchased a brownfield site, and a developer under the gun to meet an aggressive construction schedule. But since I don’t want to get sued, you will have to ask me about that fiasco in person.

Author notes: Jeri Massengill is currently CEO at Historical Information Gatherers (HIG), a Twin Cities based firm that provides environmental risk data to professionals conducting due diligence nationwide. Jeri is a former environmental consultant who enjoys telling “war stories” about her experiences on a wide variety of environmental projects. Jeri can be reached at jerim@historicalinfol.com.
Met Council Plan to Leverage Urban Land Institute Data

The Regional Indicators Initiative, a program through the Urban Land Institute Minnesota (ULI MN), has collected five years of energy, water, travel, and waste data for twenty Minnesota cities, and used these data to develop annual greenhouse gas inventories for each city. The initiative, which relied on local support from the Regional Council of Mayors, has earned national attention as the first effort of this scale. Its contribution to the understanding of greenhouse gas emissions at a city scale has been recognized by the twin cities’ Metropolitan Council, which is integrating the Regional Indicators data into its strategic framework for sustainable development. The Metropolitan Council’s December 2013 draft of its regional plan, *Thrive MSP 2040*, emphasizes the importance of tracking greenhouse gas emissions in order to identify reduction opportunities, and specifically references developing “the next generation of the Regional Indicators data.”

For the study years of 2008-2012, the data have shown that:

- Non-transportation energy is the largest contributor to greenhouse gas emissions;

![Regional Indicators Initiative Participating Cities Map](image-url)
Commercial and industrial energy use is greater than residential use as an overall average (60% versus 40%, respectively);

Water use shows the opposite trend – with 58% attributed to residential uses;

Inner- and outer-ring suburbs use significantly more water per person each day (64.4 and 78.8 gallons, respectively) than central/stand-alone cities (47.3 gallons); and

Processing municipal solid waste accounts for less than 5% of the total greenhouse gas emissions for these cities.

By leveraging ULI MN’s program, the Metropolitan Council will be better equipped to target its investments, technical assistance, and incentive programs toward the greatest opportunities for reduction, as well as track the progress of programs such as the Minnesota Pollution Control Agency’s GreenStep Cities. Additionally, the city-specific information provided by Regional Indicators data can inform each city’s subsequent analyses, plans, and policy decisions, as well as promote public understanding of the city’s effect on climate change.

Overall, the Metropolitan Council’s adoption of this data provides a strong example to other regional governmental agencies across the nation of the utility of efforts like the Regional Indicators Initiative as a first step toward mitigating climate change.

An official draft of Thrive MSP 2040 will be released in early 2014 for public comment. To explore interactive graphs of the Regional Indicators data, visit the website: http://regionalindicatorsmn.uli.org/.

Aubrey Austin, Associate, Urban Land Institute Minnesota. Email: Aubrey.Austin@ULI.org Phone: 612-338-1332
A State of Collaboration

The National Collaborative of State Planners, a new project of the Regional and Intergovernmental Planning Division, was launched in November to create a network within the American Planning Association for state planners in all 50 states. The Collaborative provides a venue to work together and advance effective state-level planning through sharing success stories and ideas.

A survey distributed to almost 350 state planners across the United States yielded an unexpectedly high response rate and a wealth of meaningful feedback that validates that state planners are indeed seeking a means for increased collaboration.

“Great idea for a state collaborative…it would be good to know what each state thinks it does best - this may be an entire program and not just a best practice.” -- Rhode Island state planner

According to the survey, important issues facing state planners today include climate change, the need for outreach regarding the benefits of statewide planning and the integration of economic development with planning. Additionally, planning for public health is a growing area of interest that is not well addressed.

Survey results showed that with tight budgets, state planners prefer a free online platform to share best practices, seek and provide feedback, and connect with one another. State planners see the most value in tools such as periodic e-newsletters and webinars that address state-level planning issues.

Find more survey results shared on the Collaborative’s website, www.stateplannersus.wordpress.com. The Collaborative’s website also features a growing set of best planning practices from across the country. Initiatives such as Massachusetts’ Ocean Management Plan and Delaware’s Strategies for State Policies and Spending are highlighted in addition to multi-state practices such as statewide growth/land use councils.

The National Collaborative is collecting information on state climate change initiatives to be the subject of a webinar this spring. The webinar will explore issues about integrating the related issues of disaster mitigation/response and sea level rise, additional issues identified by survey participants.

Join the National Collaborative at a facilitated discussion at the APA national conference in Atlanta to learn more. The discussion will be led by Richard E. Hall, Secretary of the Maryland Department of Planning, Armando Carbonell of the Lincoln Land Institute, Allison Joe of the California Strategic Growth Council, and Tim Chapin of the Department of Urban and Regional Planning at Florida State University. It is an exciting time for this new division initiative, and we encourage all state planners to get involved and add their voices to the collaboration.

For more information: www.stateplannersus.wordpress.com

Peter G. Conrad, AICP – Division Director of Membership: peter.conrad1@maryland.gov

To Get Involved:
- Visit our website
- Submit best practices
- Take our survey
- Join our mailing list
- Attend our facilitated discussion at the APA National Conference
Legislative and Law Update

By Andrew Mack, AICP and Matt Brown, AICP, co-chairs

2014 Planners Day at the Capitol and More!

Stay tuned for an announcement coming soon for this year’s program at the capitol. Program schedule is in final planning stages and is now set for April 4, 2014. Mark your calendars now and save the date!

We are planning to offer a tour of new improvements associated with Metro Transit’s new light rail corridor completion. We will also provide an update on what’s going on with legislation this year. You will also be able to get the latest information on our current planning enabling law reform outreach efforts. Thanks to the leadership provided by the APA MN Board and Chapter District Directors, your Legislative & Law Committee will be conducting focus group listening sessions in Greater Minnesota.

Legislative & Law Committee Planning and Zoning Reform Efforts Continue

The APA-MN Legislative and Law Committee in cooperation with Chapter District Directors, will host a series of focus groups in Greater Minnesota to discuss findings of the draft white paper, “Minnesota’s Planning and Zoning Enabling Laws: Analysis and Options for Reform.” The paper focuses on Minnesota’s primary planning statutes, Chapters 394 and 462, as well as some of the other statutes that affect local planning and zoning. The APA-MN Legislative Committee has been working for several years to identify issues and problems with these enabling laws.

The white paper provides a brief history of Minnesota’s planning and zoning laws, and analyzes the major differences between the two primary statutes, Chapter 394, applicable to counties, and Chapter 462, applicable to cities and to townships that choose to exercise planning authority.

Both planning statutes are based on models from earlier eras, beginning in the 1920s, and neither has kept up with contemporary planning practice.

- The statutes are structured differently, with many minor inconsistencies in wording, definitions and procedures. The cumulative effect of these differences is a pervasive lack of clarity for the non-expert reader.

- The primary conflicts between the statutes, as they are expressed in local planning and zoning requirements, play out at the edges of jurisdictions, where city, county and township regulations meet or overlap. In these areas, related statutes governing annexation and other municipal boundary changes also come into play.

- One significant gap in both statutes is between the comprehensive plan and the “official controls” – the zoning and other regulations – intended to implement the plan. The relationship between these official controls and the comprehensive plan is not clearly stated, creating ambiguity and uncertainty.

- Another significant weakness is the lack of consistent guidance on the contents of a comprehensive plan. This results in great variation in the “comprehensiveness” and effectiveness of plans across the state.

- Both statutes continue to be modified, often in tandem, with new requirements, in response to court decisions and emerging land uses or trends.
Legislative Update (Cont.)

These piecemeal updates create new inconsistencies and additional demands on local governments to keep pace with the changes.

- The lack of integration between the land use planning statutes and other related statutes is equally pervasive. Topics such as water resources, shoreland and floodplain management, annexation, airport planning and zoning, platting and subdivision, and redevelopment all affect or are affected by local planning, and are governed by separate, sometimes inconsistent, statutes.

Additionally, in response to a survey by the APA-MN Legislative and Law Committee (drawing responses from about 10% of the professional membership), about 40% of respondents indicated that their work has been hindered by an outdated state statute or rule. Over 80% of respondents are somewhat or very interested in reform of Minnesota’s planning and zoning enabling laws.

2014 Legislative Update

Minnesota Legislature scheduled to get the ‘Un-Session’ underway on February 25, 2014. Committee hearings already began about 1 month ahead of the session convening and numerous regional listening sessions in various districts are currently being conducted by legislators. To date there are 280 House bills that were pre-introduced and the Chapter Legislative & Law Committee is analyzing this information as they fit into various topical areas which pertain to the practice of planning in Minnesota such as planning & zoning laws, transportation, parks & trails, economic development, infrastructure bonding, etc. The 2014 legislative forecast is covered in detail in the January 2014 edition of Planning Minnesota. For a list of all current bills pending from last year (2013 1st Half of Legislative Biennium) and new bills on the 2014 list please go to our committee page at: http://www.mnapa.com/legislative_committee.php

The League of Minnesota Cities is Seeking Support for the Passage of Street Improvement Districts Legislation (HF 745 and SF 607)

The League of Minnesota Cities (LMC) is continuing its push for the passage of street improvement districts legislation in 2014 and is seeking to add to support for its passage. The legislation was drafted in 2013 in a way that would enable municipalities “to collect fees from property owners within a district to fund municipal street maintenance, construction, reconstruction, and facility upgrades. It would provide cities with an additional tool to build and maintain city streets.”

The legislation is filed in the House and Senate as follows:

SF 607 and Senate Counsel, Research, and Fiscal Analysis Summary
HF 745 and House Research Summary
Minnesota Management and Budget Fiscal Note on HF 745

The most recent list of support by local agencies and organizations has been published on LMC’s website at:
Legislative Update (Cont.)

http://www.lmc.org/media/document/1/sidresolutions.pdf

For additional information on LMC’s efforts, see:
http://tinyurl.com/m63ckev

Association of Minnesota Counties Urges Support for Transportation Funding

The Association of Minnesota Counties is highlighting the expressed support by 70 Minnesota Counties for improvements to transportation funding. The support is also linked to a broader effort by cities, towns and organizations known as “Move>>>MN.” At the federal level, the authorization for MAP-21 is set to expire on September 30, 2014. The American Association of State Highway and Transportation Officials released an update on its efforts and potential reauthorization of the federal legislation.

Continuation of 2013 Legislation

Although many bills were introduced and not acted on in 2013, the following represent some of the bills that will be watched in 2014.

Annexation Procedures and Subdivisions of Parcels (HF 1425 / SF 1353): The legislation was designed to address conflicts over annexation procedures in cases more than one city is positioned to annex land and restrict annexations by ordinance for land that is subdivided from parcels exceeding 120 acres was introduced just before the first policy committee deadline on March 11th. The bill was given a hearing on May 2nd in the House Government Operations Committee after all policy committee deadlines had passed. The Senate companion bill, SF 1353, was introduced on March 13 and referred to the Committee on State and Local Government. Although no action was taken in the Senate this year. Andrew Mack followed the House Government Operations Committee Hearing on this subject in St. Cloud last October. The Committee leadership wanted more background on the subject and to hear from various local government representatives on how cooperation amongst neighboring entities resulted in good long-range planning decisions for the area’s region as a whole. Andrew explained to the committee, in response to a committee question about what the Minnesota Legislature can do to improve local decision making, that effective Intergovernmental Cooperation is one very important aspect of planning in Minnesota. Additionally, there are several other important aspects representing the broad practice of planning in Minnesota which must also be considered. This is an especially important consideration when examining all related aspects of Minnesota’s Planning & Zoning Enabling Laws for the future good and prosperity of our state (please see APA MN White Paper). Annexation procedures will likely once again be discussed in 2014.

Partial Discharge of Easements (HF 752 / SF 480): In 2010, the Minnesota Supreme Court ruled that section 177.225 allows for the discharge of an entire easement that is acquired through a condemnation process. In response to the Court’s decision, the bills amend section 177.225 by allowing the property owner to petition for the discharge of the portion of the easement that is not being used for the purpose it was acquired. Similar legislation was introduced in the 87th Legislature. No action was taken on either HF 752 or SF 480 in 2013.

Municipal Street Improvement Districts: (HF 745 / SF 607): If passed, the bill would have permitted municipalities to designate a district (vs. a traditional 429 property frontage assessment proceeding) to collect
Legislative Update (Cont.)

fees from property owners in order to finance street construction, reconstruction, maintenance, and upgrades. Addressing the long-term needs of our existing country and state’s declining infrastructure needs continues to be an important consideration to many citizens and government leaders across the board. As noted previously, the League of Minnesota Cities is pursuing passage in 2014.

Economic Development Tax Increment District Job Creation Time Extension (HF 706 / SF 669): If passed, the bill would have extended the time that a district would have the authority to establish a new job creation district and to use surplus increments. The 2010 legislation that was passed in response to the severity of job losses caused by the economic collapse in the construction industry allowed economic development districts to be created for projects, including office and retail projects, that local governments determined would add new jobs in the state before 2014 that would otherwise not be created.

Prohibiting school construction near former landfills (HF 957 / SF 775): The bill prohibits school construction within one-quarter mile of a former landfill. The bill also requires schools located within one-quarter mile of a former landfill to mail an annual notice within 60 days of when school starts, informing students' parents and school employees about its location. Mailed notices will require including a map of the former landfill location. The school would also be required to post a location map on its website. HF 957 is scheduled to be discussed at the House Environment and Natural Resources Policy Committee meeting on January 28th.

Planning Law Update

The January 2014 edition of Planning Minnesota also had a lengthy law review of recent Minnesota Supreme Court Cases from 2013. We are now watching a couple of new Minnesota land use case decisions at the District Court level under appeal. Watch for future updates.

U.S. Supreme Court

For those interested in the environmental and energy front, there are some relevant things happening at the Federal Level. The U.S. Court of Appeals for the D.C. Circuit upheld the Environmental Protection Agency’s (EPA) regulation of greenhouse gas emissions from stationary sources. Certain states and organizations appealed to the U.S. Supreme Court. The Supreme Court granted certiorari based on this one issue:

“Whether EPA permissibly determined that its regulation of greenhouse gas emissions from new motor vehicles triggered permitting requirements under the Clean Air Act for stationary sources that emit greenhouse gases.”

It is not clear to many observers whether the decision that is reached relative to the Court’s question will have a significant effect on Title V operating permits for greenhouse gas emissions.

The US Supreme Court heard oral arguments for this case on February 24.

See:
Conference Update

By Hilary Holmes and James Gittemeier, 2014 Conference Co-Chairs

The Conference Planning Committee started the year off right with the annual conference kick off meeting on January 10th, hosted at WSB.

During the month of February the Events and Mobile Workshops, Program and Awards Committees have hit the ground running. We’ve established the conference theme, inspired by the unique location of Duluth, where multiple systems and geographies meet, and innovation and community resources carry the day.

The 2014 theme is “Port of Call: Charting the Course to Resiliency.” The Program Committee met on February 11 to identify session tracks building on this year’s theme of resiliency planning through the ability of communities to adapt or building on the inherent strengths of Minnesota communities.

The Committee released the Session Request for Proposals on February 14, which is available on the conference website at http://www.plannersconference.com/.

The proposal forms are available for online submission for Regular Sessions, Speed Sessions and Mobile Workshops. We encourage you to submit a session proposal and to encourage one or more of your colleagues to do the same.

The RFP closes on March 14 so don’t delay! The Conference Committee is scheduling a tour of our conference site, the Duluth Entertainment and Convention Center (DECC) in March. In the meantime, put October 1-3, 2014 on your calendar and get your session proposals in!

Who Passed The AICP Exam?

2013 Planners who received their AICP designation

- Dusty Finke
- Jim Flaaen
- Matt Fyten
- Lyssa Leitner
- Cindy Harper
- Shelley Miller
- Ellen Pillsbury
- Rose Ryan
- Brad Utech
- Christopher Vrchota
- Dan Walker
- Marc Weigle

Young Planner Survey

Members, this survey below is for those of you in the next generation of planners. Thanks for taking a few minutes to answer.

Please take a few minutes to respond!

Over the last year, ULI Minnesota and partners kicked off a regional discussion: “GreaterMSPAhead”

Seven regional priorities have risen to the top and GREATERMSP and ULI Minnesota need your help in making something happen! As you are likely aware, attraction and retention of the next generation plays an important role in making MSP a desired place to live, work and play. As GREATERMSP leads this effort, the voices of the next generation-your voices- are vital to informing this strategy.

Please take a moment and fill out the 10 minute survey but take another moment to pass it along to others young leaders!* https://umn.qualtrics.com/SE/?SID=SV_efEiVyRg5TbEHrv

If you have questions about this survey or the results, please email Peter Frosh at peter.frosch@greatermsp.org.

If you have questions about ULI Minnesota’s role, please contact Aubrey Austin at Aubrey.Austin@ULI.org

Mission: ULI Minnesota engages public and private sector leaders to foster collaboration, share knowledge, and join in meaningful strategic action to create thriving, sustainable communities.

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Hilary Holmes
Upcoming Events and Announcements

Twins Game

On Wednesday, May 14, 2014, APA Minnesota will be going to Target Field to see the Twins battle the World Champion Boston Red Sox. There will be a gathering at the Loop Bar (see website below for location) beginning at 5:15 pm. We have tables reserved at the rear of the bar. At the Loop, you can pick up your tickets and have a drink and bite to eat prior to the game. As part of the price, APA Minnesota will spring for several appetizers. The ball park is only 4 or 5 blocks from the Loop Bar. Here is the information.

Date: Wednesday, May 14, 2014
Time: Gathering at the Loop Bar is at 5:15 pm - first pitch is at 7:10 pm
Cost: $15 (this includes ticket and delicious appetizers at the Loop Bar)
Location: 606 Washington Ave N (http://www.theloopmpls.com/)
Parking: We always suggest taking transit but if you drive, you are on your own for parking.
Reservations. Reserve your ticket by emailing Lisa Wittman at lwittman@goldenvalleymn.gov (40 tickets available)
Payment: Checks should be made payable (within one week of your reservation) to APA Minnesota and sent to Lisa Wittman, City of Golden Valley, 7800 Golden Valley Road, Golden Valley, MN 55427
If you have questions, please contact Mark Grimes at 763-593-8095 or mgrimes@goldenvalleymn.gov

Webinar: Scenario Planning and Fiscal Impact Modeling

When: March 10, 3 p.m. Eastern

Developing a clear-eyed understanding of the short- and long-term fiscal implications of development choices has never been so necessary for planners in local and regional agencies. This webinar from EPA’s Smart Growth Program explores the development and use of scenario planning and fiscal impact modeling, investigating their use of analytical tools to explain fiscal costs (including local infrastructure capital and operations and maintenance costs and revenues). Speakers will discuss how scenario planning and fiscal impact tools can support smart growth implementation at a range of scales through innovative methods and how communities can use fiscal impact analyses to support planning and economic development decisions.

Learn more about webinars from EPA’s Smart Growth Program at http://www.epa.gov/smartgrowth/webinars/index.html.

Presenters: Raef Porter, Senior Research Analyst, Sacramento Area Council of Governments; Carson Bise, President, Tischler-Bise; Alex Steinberger, Urban Planner, Fregonese Associates

Who Should Attend: Planners in local and regional agencies and others interested in scenario planning
and fiscal impact modeling. APA Continuing Maintenance Credit AICP members can earn 1.0 Certification Maintenance credit for attending this webinar. Webinar Details: No pre-registration is required. Click on https://epa.connectsolutions.com/epasmartgrowth. Log in as a guest. Please test your computer before attending the meeting at http://admin.adobeconnect.com/common/help/en/support/meeting_test.htm.

Economic Diversity, Innovation, and Workforce Quality: IEDC Spring Conference

When: June 1-3

Economic Diversity, Innovation, and Workforce Quality; Critical Building Blocks of a Globally Competitive Region

From a vibrant collection of start-ups to supersized international companies such as General Mills, 3M, United Health Group, U.S. Bank and Cargill, Greater Minneapolis-Saint Paul has spread its bets over a rich range of businesses and industries. The 2014 Spring Conference will analyze trends in existing and emerging industries, while demonstrating how communities and regions can support, attract, and retain diverse sources of cluster-based activity amidst a changing global economic development landscape.

Learn how to attract, develop, and retain a skilled workforce to support the advanced industries of the present and future.

Engage in discussion regarding the regional talent retention strategies necessary to compete effectively in an age when companies are choosing to locate based on where they can find the right workers.

Explore the role of innovation in successful economic development efforts. Innovation may lead to new products and companies, but it also involves inspired thinking about the role traditional industries and institutions can play in a world hungry for new sources of wealth and prosperity.

Using the experience of the Twin Cities as a blueprint, attendees at the 2014 Spring Conference will gain valuable perspective and information to help put Greater MSP’s three building blocks to work in their own communities. Join IEDC from June 1-3, 2014, to tackle these important issues, network with other economic development professionals, and learn how you can help your community remain competitive for the long term.

Check out the conference program, expert speakers, and registertoday!

Hotel / Meeting Information

Radisson Blu Mall of America
2100 Killebrew Drive
Bloomington, MN 55425
Phone: (800) 967-9033
IEDC room rate: $159 single/double
Group rate cutoff: Monday, May 5, 2014

Creating Plans for Mobile Devices

When: Friday, March 14, 2014 12:00 PM - 1:30 PM

Learn how to create plans that can be read on Kindles, iPads and other mobile devices. Creating plans with mobile devices in mind allows for a richer, more interactive experience for readers. Learn about easy to use, free software and tips for creating an interactive mobile-ready plan. This webcast is sponsored by the Ohio Chapter of the American Planning Association. For more information go to https://www2.gotomeeting.com/register/536807242

Connecting Public Lands Planning to Local Communities

When: Friday, March 21, 2014 12:00 PM - 1:30 PM

The Bureau of Land Management (BLM) plays an integral role with the public, state and local governments, and Native American tribes in Nevada. Do you sometimes wonder how the BLM makes decisions? Not familiar with some of the legal mandates that the BLM must follow to make projects happen in cooperation with local communities? Although officially created in 1946, the BLM did not have any overarching legal mandate for managing its public lands until the Federal Land Policy and Management Act (FLPMA) was passed by Congress thirty years later. FLPMA is rooted in the importance of planning and public in-
Upcoming Events and Announcements

Involvement and the history of the BLM is also closely intertwined with the history of the western frontier in the United States. The purpose of this session is to introduce participants to the origins of the BLM, FLPMA, and other related laws for managing the Nation’s most extensive network of public lands. A better understanding of why and how the BLM works with the public, partners and diverse interests improves interjurisdictional collaboration to meet shared goals.

To register go to https://www2.gotomeeting.com/register/131234442

Planning resources to improve resilience in your county

When: Friday, March 28, 2014 12:00 PM - 1:30 PM

Webinar Registration

“Challenging” might be the best way to describe the average workday for many county planners along the U.S. coast and Great Lakes. Quite a few counties continue to add residents and development at a time when planners are striving to safeguard natural resources and area economies, prepare for intensified natural hazards, and adapt to climate change impacts such as sea level rise. Planners are finding these challenges a bit easier to tackle with the online Digital Coast, which hosts free data along with the training and tools needed to turn that data into useful information. The inundation mapping data and tools are helping them address flood frequency issues and lidar data sets help with shoreline mapping, beach restoration, and documenting the ‘footprints’ of beachfront buildings—important information to know if a future storm causes heavy damage. And a member of a township planning commission in Menominee County, Michigan, is a fan of C-CAP land cover data because the knowledge they have learned about their grasslands, open lands, vegetation, and forests, will benefit the development of their master plan. Both the American Planning Association and the National Association of Counties are partners in the Digital Coast effort, which is led by the National Oceanic and Atmospheric Administration (NOAA). During the webinar easily accessible web-based products will be discussed as well as case studies of how they have been applied. From this webinar participants will learn about C-CAP land cover data, the Coastal County Snapshot, Economics: National Ocean Watch (ENOW) data, Sea Level Rise and Coastal Flooding Impacts Viewer, and the Historical Hurricane Tracks website. During the webinar easily accessible web-based products will be discussed as well as case studies of how they have been applied. From this webinar participants will learn about C-CAP land cover data, the Coastal County Snapshot, Economics: National Ocean Watch (ENOW) data, Sea Level Rise and Coastal Flooding Impacts Viewer, and the Historical Hurricane Tracks website. During the webinar easily accessible web-based products will be discussed as well as case studies of how they have been applied. From this webinar participants will learn about C-CAP land cover data, the Coastal County Snapshot, Economics: National Ocean Watch (ENOW) data, Sea Level Rise and Coastal Flooding Impacts Viewer, and the Historical Hurricane Tracks website.

To register go to https://www2.gotomeeting.com/register/950688002

Looking for Brown Bag Ideas

Dear Members:

As you know, for many years, the APA MN chapter has organized 12-15 Brown Bag Lunches every year. These lunch meetings have served several purposes: they provide occasions to get information on a particular topic of interest to planners; they are an opportunity to earn a CM credit; and they are a simple way for planners to meet and network. The topics we have covered in the last few years have included such diverse events and projects as a Tour of Fort Snelling, the Union Depot Project, the Interchange, Photography for Planners, and Ethics in the Round. We meet in various offices, in diverse communities, usually in and around the Twin Cities.

Brown Bag Chairperson Matt Parent has asked that we query members to ask what topics they would like to see in the future. With planners working on so many unique projects, we believe there are dozens of opportunities to learn about what is going on in our communities. If you have an idea, please get in touch with Matt at tmatthew.parent@co.anoka.mn.us and he’ll take it from there.

Please help us present the excellent programs that have occurred via the Brown Bag Lunch. We hope to hear from all of you with suggestions.

APA MN Board
Job Opportunities and RFPs

Space Available
Lunning Wende Associates an architecture and planning firm located in Lowertown, Saint Paul (275 East Fourth Street, Suite 620) has three workstations for lease. Great natural light. On the new Central Corridor light rail line. Engaged professional studio environment. Additionally: reception area, conference room, small kitchen, copier and plotter. Access to our phone system can be arranged. Workstations average size is 8x10 feet with additional storage. $300/month/each. Contact Scott Wende: 651.221.0915 or scott@lunningwende.com

Job Title: Senior Transportation Planner
Hiring Agency: St. Cloud Area Planning Organization
Web Link: www.stcloudapo.org
Deadline: March 31, 2014
Salary Range: $54,262 to $77,232 DOQ

Job Description
The St. Cloud Area Planning Organization (APO) is the federally designated Metropolitan Planning Organization (MPO) for the St. Cloud, Minnesota Urbanized Area. The APO is seeking a self-motivated individual to assist with a variety of transportation planning related activities. The APO provides a positive work environment with excellent benefits. Specific job responsibilities include, but are not limited to the following:

Lead and coordinate the development of the APO’s Long-Range Transportation Plan.
Lead and coordinate the development of the APO’s Transportation Improvement Program (TIP).
Lead, coordinate, and chair the activities of the APO’s Technical Advisory Committee (TAC).
Lead and develop activities of the APO Bicycle and Pedestrian Committee.
Coordinate APO transportation planning activities with State and federal agencies and with local units of government.
Monitor and coordinate consultant work on transportation planning studies.
Develop and maintain the APO website and Facebook pages.

Assist with a variety of transportation planning activities.
Minimum requirements include a Bachelor’s degree in Urban and Regional Planning or closely related field, and three years of experience in transportation planning or urban planning. The ideal candidate will possess the following qualifications:
Master’s degree in Urban and Regional Planning
Five or more years of MPO transportation planning experience
American Institute of Certified Planners (AICP) certification
Proven experience with development of long range transportation plans, TIPs, and corridor studies
Strong analytical skills
Proven technical writing ability
Excellent interpersonal and public communication skills
Proficiency in a number of computer applications including word processing, spreadsheets, database software, ESRI ArcGIS software, and website development

Application Instructions
Supplemental material questions are included below and are required to be submitted by the application deadline. Send cover letter, résumé, and supplemental

The Minnesota Chapter of APA would like to recognize the following member municipalities for their support:

City of Browns Valley
City of Fergus Falls
City of Hawley
City of Parkers Prairie
City of Vergas
City of Moorhead
City of Perham
City of Wheaton
material responses as requested no later than Monday, March 31, 2014 at 4:30 p.m. to: St. Cloud Area Planning Organization, Attn.: Personnel Committee, 1040 County Road 4, Saint Cloud, MN 56303 or to admin@stcloudapo.org.

Required Supplemental Material:
Please describe your understanding, qualifications, and experience in the following areas.

Working knowledge of the theory and practice of comprehensive regional and community planning, including the relationship of transportation to land use and economic development.

Working knowledge of the theory and practice of performance based transportation planning and investment management.

Fluency in English language sufficient to communicate effectively with stakeholders and the general public both verbally and in writing.

Knowledge and applications in the use of Microsoft Office (Outlook, Word, Excel and PowerPoint) and in the use of GIS technology for planning, research, and analysis.

Job Title: Request for Proposal - 2014 Comprehensive Plan Update
Hiring Agency: City of St. Cloud
Deadline: March 17, 2014
Salary Range: NA

Job Description
The City of St. Cloud is requesting proposals from qualified firms with considerable experience in community design, land use and environmental planning, economic analysis, and citizen involvement/participation to update its Comprehensive Plan.

Application Instructions
Four paper copies and one digital copy (email or CD) of the proposals are required. The proposals shall be retained by the City and will not be returned. Sealed envelopes marked "Request for Proposals, 2014 Comprehensive Plan Update", with the proponents name and address on the upper left hand corner of the envelope will be received by the City Clerk’s Office at 400 2nd Street South prior to noon on March 17, 2014. Faxed or emailed proposals will not be accepted.

Job Title: Community Development Director
Hiring Agency: City of Orono
Web Link: www.ci.orono.mn.us
Deadline: March 21, 2014
Salary Range: $65,947 to $87,930 plus benefits

Job Description
The City of Orono is seeking candidates for the position of Community Development Director. This leadership position is responsible for managing the effective delivery of service relating to all development. Qualified candidates will have a bachelor’s degree in Urban Planning or a related field; and six years of experience in planning activities. Preferred candidates will have excellent management abilities and supervisory experience. Additional requirements are listed in the job description from the City’s website at www.ci.orono.mn.us.

Application Instructions
To ensure consideration a cover letter, current resume and completed City application is required by March 21, 2014 to: City Administrator, City of Orono, 2750 Kelley Parkway, Orono, MN 55356. Download the employment application and job description from the City’s website at www.ci.orono.mn.us.

Job Title: Planning & Community Services Manager
Hiring Agency: City of Cedar Falls, Iowa
Web Link: www.cedarfalls.com/jobs
Deadline: March 28, 2014
Salary Range: $73,361 - $108,960

Job Description
Manage/oversee the activities and operations of the Planning and Community Services divisions, including code enforcement, within the City’s Developmental
Job Opportunities and RFPs

Services Department. Position prepares and oversees the City’s long range, comprehensive and special plans; writes/revises planning and zoning related ordinances, reports and presentations; attends meetings for and provides guidance/support to a variety of boards, commissions and City Council; adheres to, advises and communicates planning related laws, regulations, ordinances and codes; serves as the City’s zoning administrator and City Planner.

Application Instructions
Submit completed application form from website along with resume and cover letter to City of Cedar Falls Administrative Services department. More information on the application procedure can be found at www.cedarfalls.com/jobs.

Job Title: Long Range Transportation Plan RFP
Hiring Agency: Mankato North Mankato Area Planning Organization
Deadline: April 10, 2014
Salary Range: NA
Job Description
Notice is hereby given that the Mankato/North Mankato Area Planning Organization (MAPO) is seeking the services of a qualified consultant. The purpose of this Request for Proposal (RFP) is to solicit responses from qualified consulting firms interested in the respective services, as described in the proposal for the purposes of conducting the MAPO’s 2045 Long Range Transportation Plan (LRTP). The firm selected must have experience and expertise in long range transportation planning, public involvement, level of service analysis, development impact review and a clear understanding of the MPO planning process and federal and state requirements.

The request for proposal is available on the MAPO’s web-site http://www.mankato-mn.gov/mapo/Page.aspx or available in person at the Inter Governmental Center (IGC) located at 10 Civic Center Plaza, Mankato, MN 56001. Any inquiries regarding this notice should be directed to Paul Vogel MAPO’s Executive Director by call (507) 387-8613 or by email to pvogel@city.mankato.mn.us.

Application Instructions
Proposals can be sent to the MAPO’s Office located at 10 Civic Center Plaza, Mankato, MN 56001 by 4:30 pm Thursday, April 10, 2014

Job Title: Planner
Hiring Agency: Landform
Web Link: http://www.landform.net/planner.html
Deadline: NA
Salary Range: DOQ
Job Description
Landform, a multi-disciplinary consulting firm in Minneapolis seeks creative, quick-thinking planners to provide land use planning services for public and private sector clients.

A bachelor degree in planning, urban design, public administration or similar field required; experience with municipal community development, economic development or urban planning desired; ability to maintain effective working relationships with other employees, agencies and clients; strong written and oral communication skills required. GIS experience desired. Previous municipal experience desired.

Application Instructions
Please send resume to:
Michelle Chapman
105 South 5th Avenue Minneapolis, MN 55401
612-252-9070
612-252-9077
E-mail: careers@landform.net

Job Title: Transportation Planning and Traffic Engineering Manager
Hiring Agency: Stonebrooke Engineering
Deadline: NA
Job Opportunities and RFPs

Salary Range: Varies based on experience

Job Description
Stonebrooke Engineering is seeking a qualified Civil Engineering or Planning candidate with 10+ years of experience working on, leading, and/or acting as project principal on municipal and transportation projects, with an emphasis in several or all of the following:

- Traffic operations, roundabout safety and operations, and signal timing
- Traffic safety analysis, road safety audits, and safety planning
- Permanent signing, striping, lighting, and traffic signal design
- Temporary traffic control design
- ITS design
- Corridor studies, alternative analysis, and traffic impact studies
- Multi-modal planning studies and implementation
- Applied research and implementation

Candidates should currently be licensed Professional Engineers (PE) or an AICP Certified Planners in the State of Minnesota, or have the ability to obtain such licensure within 12 months. Professional Traffic Operations Engineer (PTOE) or Professional Transportation Planner (PTP) certification is a plus.

This is the lead position for all transportation planning and traffic engineering activities at Stonebrooke. Initially this position will primarily involve leading and assisting on various civil engineering projects in a production role, following design standards and agency technical requirements, creating traffic operations and safety plans and reports, communicating with clients, presenting at project related meetings and conferences, and performing a variety of other assignments related to municipal, transportation, research, and planning projects. The person in this position will also lead and assist on developing responses to requests for proposals, letters of interest, requests for qualifications, etc.

Concurrent with production role activities, the successful candidate will assist Stonebrooke’s leadership team on developing and implementing a vision for the growth of the Transportation Planning and Traffic Engineering section. It is expected that as Stonebrooke grows, and particularly as the Transportation Planning and Traffic Engineering section grows, a greater share of the person’s time in this position will be spent on leadership and personnel issues, mentoring, marketing, and business development. Project related work will continue to be a priority, but proportionally will represent a smaller share of job duties.

Job Requirements
The successful candidate will possess a combination of some or all of the following attributes:

A work hard, play hard attitude and a desire to help guide the growth of Stonebrooke.

A commitment to engineering and advocating for reasonable and responsible solutions.

Demonstrated success as a group or section leader.

Demonstrated success developing responses to requests for proposals, letters of interest, and requests for qualifications.

Traffic signal, lighting, signing, striping, temporary traffic control, and/or ITS design experience.

Familiarity with traffic and roundabout operations, and traffic safety evaluation reports

Experience with planning activities, which may include corridor studies, alternatives analyses, multi-modal studies, development driven traffic impact studies, Minnesota county and city comprehensive or transportation plans, and road safety audits.

Knowledge of macroscopic and microscopic traffic operations modeling software (i.e. Synchro/Sim Traffic, RODEL, Highway Capacity Software, VISSIM, etc.).

Knowledge of travel demand modeling software such as Tranplan, TRIPS, TP+, and CUBE VOYAGER.

Knowledge of CADD software, including MicroStation and/or AutoCAD.

Knowledge of and experience working on federal aid and state aid projects, including familiarity with federal, state, and local processes, policies, standards, and regulations.

Experience working with regulatory agencies. Excellent written and verbal communication skills.

Stonebrooke Engineering is a growing civil engineering firm seeking motivated individuals looking for career advancement opportunities.

Application Instructions
To express interest in this position, contact Brenda Arvidson at barvidson@stonebrookeengineering.com or 952-402-9202.

Job Title: Senior Planner
Hiring Agency: SEH Inc.
Web Link: https://careers.sehinc.com/
Deadline: TBD
Salary Range: TBD
Job Description
Short Elliott Hendrickson Inc. (SEH®) is a multi-disciplined firm of engineers, architects, planners, and scientists known for our comprehensive technical capabilities and superior client service, which contribute to Building a Better World for All of Us®. We’ve been in business for 85 years serving both public and private clients from more than 30 offices across the Midwest, Colorado, and Wyoming.

We are looking for an individual who wants to be part of a team that provides exceptional service to our clients, and we have an immediate Full-Time opportunity for a Senior Planner within our Transportation Planning Practice Center located in St Paul, MN.

Responsibilities for this position include conducting transportation planning studies, environmental documentation and corridor studies. The environmental documentation will include state Environmental Assessment Worksheets and federal Categorical Exclusions, Environmental Assessments and Environmental Impact Statements. This position will work independently and as part of teams to prepare draft and final corridor studies, project reports, technical memos and assist in marketing all types of transportation planning consulting projects. The qualified individual will interact with clients on behalf of the company on projects including project meetings, public meetings and workshops.

Required Qualifications:
Bachelors Degree in Civil Engineering or Planning with an emphasis in transportation or related field.
Minimum of eight (8) years of consulting and/or public sector experience in transportation planning.
Licensed Professional Engineer and/or Certified Planner in the State of Minnesota or the ability to obtain registration within six months of employment.
Understanding of Federal and State of Minnesota environmental review requirements.
Familiarity working with traffic analyses results including operations and forecasting.
Previous marketing/business development experience including writing proposals for transportation consulting RFPs and preparing for and attending interviews and presentations.
Excellent verbal and written communication / presentation skills.
Ability to travel as needed for team meetings, client consultations, on-site inspections/visits, etc.; Occasional overnight travel will be required.

Preferred Qualifications:
Previous experience with multi-modal studies and analysis including bicycle and pedestrian plans.
Previous experience with transit studies and analysis.
Knowledge of the regional transportation planning/funding process and Federal/regional/local agency roles and interrelationships.
Knowledge of transportation capacity analysis.
Knowledge of travel demand forecasting methodology.

Application Instructions
For confidential consideration, please apply through the SEH website (https://careers.sehinc.com) or fax...
Job Opportunities and RFPs

resume and salary requirements to 651.490.2138. Please refer to the job number when submitting your resume by fax.

Job Title: Director of Community Development
Hiring Agency: City of New Hope
Web Link: http://www.ci.new-hope.mn.us/jobs
Deadline: March 10, 2014 at noon
Salary Range: $88,407 - $107,558

Job Description
This position oversees the planning, zoning, code enforcement, building inspection, business retention, economic development and/or redevelopment, and housing activities for the city of New Hope, MN.

Application Instructions
Download required application documents from http://www.ci.new-hope.mn.us and submit complete, required application documents by noon on March 10, 2014, by US Mail, email to elomaistro@ci.new-hope.mn.us, or fax 763-531-5136.

Job Title: Community Development Manager
Hiring Agency: City of Roseville
Web Link: http://agency.governmentjobs.com/roseville/default.cfm
Deadline: March 25, 2014
Salary Range: $98,883.20 - $119,142.40

Job Description
City of Roseville seeks a Community Development Director responsible for the organization and direction of all operations for the department. This position plans, promotes, and directs a variety of technical, administrative, and supervisory work in planning, organizing, directing, and implementing of the city’s long range planning, economic development, housing programs, project planning and review, zoning and land use compliance, GIS data management and coordination and building code enforcement activities.

MINIMUM QUALIFICATIONS:
Graduation from an accredited college or university with a Bachelor’s degree in public administration, business administration, economics, planning, urban studies, or a closely related field, AND five years of full-time, verifiable, increasingly responsible, professional work in field; OR a Master’s degree in public administration, business administration, economics, planning, urban studies, or closely related field, AND three years of full-time verifiable, increasingly responsible, professional work in field. Possession of a valid driver’s license.

Application Instructions
For more information and to apply online please visit us at: http://stlouiscountymn.gov/GOVERNMENT/Employment/CurrentJobPostings.aspx.
Leadership Directory

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