



Dakota County

Physical Development Committee of the Whole Agenda

Tuesday, March 10, 2026

9:30 AM

Conference Room 3A, Administration
Center, Hastings

(or following **General Government and Policy**)

If you wish to speak to an agenda item or an item not on the agenda, please notify the Clerk to the Board via email at CountyAdmin@co.dakota.mn.us
Commissioners may participate in the meeting by interactive technology.

1. **Call to Order and Roll Call**

Note: Any action taken by this Committee of the Whole constitutes a recommendation to the County Board.

2. **Audience**

Anyone in the audience wishing to address the Committee on an item not on the Agenda or an item on the Consent Agenda may send comments to CountyAdmin@co.dakota.mn.us and instructions will be given to participate during the meeting. Verbal comments are limited to five minutes.

3. **Approval of Agenda (Additions/Corrections/Deletions)**

3.1 Approval of Agenda (Additions/Corrections/Deletions)

4. **Consent Agenda**

4.1 Approval Of Minutes Of Meeting Held On February 10, 2026

5. **Regular Agenda**

5.1 *Environmental Resources* - Authorization To Approve Letter From Dakota, Carver And Scott Counties To Minnesota Board Of Water And Soil Resources On New Approach To Restoring Minnesota River

5.2 *Parks* - Approval Of Schematic Design For Lake Byllesby Regional Park Campground Building And Amendment of Project Budget

5.3 *Parks* - Approval Of Schematic Design For West Lake Byllesby Regional Park Master Plan Improvements

- 5.4 *Transportation* - Information On Top Ten Ranked Safety Critical County Intersections And Corresponding Mitigations - 2023-2025 Review
- 5.5 *Physical Development Administration* - Update On Dakota County Comprehensive Plan And Provide Direction On Approach
- 6. **Physical Development Assistant County Manager's Report**
- 7. **Future Agenda Items**
- 8. **Adjournment**
 - 8.1 Adjournment

**For more information please call 952-891-7000.
Physical Development agendas are available online at
<https://www.co.dakota.mn.us/Government/BoardMeetings/Pages/default.aspx>
Public Comment can be sent to CountyAdmin@co.dakota.mn.us**



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-5406

Agenda #: 3.1

Meeting Date: 3/10/2026

Approval of Agenda (Additions/Corrections/Deletions)



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-5407

Agenda #: 4.1

Meeting Date: 3/10/2026

Approval Of Minutes Of Meeting Held On February 10, 2026



Dakota County

Physical Development Committee of the Whole

Minutes

Tuesday, February 10, 2026

9:00 AM

Conference Room 3A, Administration
Center, Hastings

1. Call to Order and Roll Call

The meeting was called to order at 9:00 a.m. by Commissioner Holberg.

Present

- Commissioner Mike Slavik
- Commissioner Joe Atkins
- Commissioner Laurie Halverson
- Commissioner William Droste
- Commissioner Liz Workman
- Chairperson Mary Liz Holberg
- Commissioner Mary Hamann-Roland

Also in attendance were Heidi Welsch, County Manager; Tom Donely, First Assistant County Attorney; Georg Fischer, Physical Development Assistant County Manager; Liz Hansen, Administrative Coordinator.

The audio recording of this meeting is available upon request.

2. Audience

Commissioner Holberg asked if there was anyone in the audience that wished to address the Physical Development Committee of the Whole on an item not on the agenda or an item on the consent agenda. No one came forward and no comments were submitted to CountyAdmin@co.dakota.mn.us.

3. Approval of Agenda (Additions/Corrections/Deletions)

3.1 Approval of Agenda (Additions/Corrections/Deletions)

Motion: Mary Hamann-Roland

Second: Joe Atkins

Ayes: 7

4. Consent Agenda

4.1 Approval Of Minutes Of Meeting Held On January 13, 2026

Motion: Laurie Halverson

Second: William Droste

Ayes: 7

Commissioner Slavik, Commissioner Atkins, Commissioner Halverson, Commissioner Droste, Commissioner Workman, Chairperson Holberg, and Commissioner Hamann-Roland

5. Regular Agenda

5.1 Authorization To Execute First Amendment To Joint Powers Agreement With Scott County For Design And Construction Of Regional Household Hazardous Waste Collection And Recycling Facility And Amend Project Budget

Motion: Mary Hamann-Roland

Second: William Droste

Nikki Stewart, Resources Development Director, and Dave Magnuson, Environmental Resources Supervisor, presented this item and responded to questions.

The committee approved an amendment to the Joint Powers Agreement with Scott County for the regional household hazardous waste facility, reducing the project cost from \$24 million to \$21.15 million. Scott County will cover 26% of capital and maintenance costs, with operational expenses based on resident participation. The operations agreement estimates 44,000 participants in the first year, including 5,400 from Scott County.

Staff will prepare and submit a mid-year county board request for staffing at the new recycling zone and incorporate the costs into the 2027 household hazardous waste program budget. They will also seek guidance on whether to collect mattresses and appliances for recycling, providing options for the board to consider. Additionally, staff will organize a groundbreaking ceremony, coordinate with the City of Lakeville for approvals, and notify the board when the schedule is finalized.

WHEREAS, by Resolution No. 25-456 (September 23, 2025), the Dakota County Solid Waste Master Plan (Plan) was adopted; and

WHEREAS, the Plan supports the Dakota County Board of Commissioners' desire to remove household hazardous waste (HHW) from the solid waste stream because of health, safety, and environmental concerns; and

WHEREAS, Dakota and Scott Counties have partnered to build the Dakota-Scott Regional HHW and Recycling Facility, known as the Recycling Zone Plus, that will accept HHW and traditional and non-traditional recyclables and therefore increase proper management of solid waste and increase recycling in both counties and prolong the life of the two current facilities by stabilizing growth at those sites with the addition of a second facility; and

WHEREAS, by Resolution No. 24-055 (January 23, 2024), the Dakota County Board approved the joint powers agreement (JPA) with Scott County for design and construction of the Dakota-Scott Regional HHW and Recycling Facility,

which Dakota County and Scott County executed on February 1, 2024; and

WHEREAS, by Resolution No. 21-419 (August 24, 2021), the Dakota County Board authorized submittal of the Minnesota Pollution Control Agency's (MPCA) Solid Waste Capital Assistance Program Application for a \$2 million 2020 bonding award for Phase I (property acquisition); and

WHEREAS, by Resolution No. 25-388 (August 26, 2025), the Dakota County Board authorized submittal of the second MPCA Solid Waste Capital Assistance Program Application for another \$6 million 2025 bonding award for Phase II (facility construction); and

WHEREAS, the State of Minnesota awarded \$2 million in bond funds in 2020 for Phase I and \$6 million in 2025 for Phase II; and

WHEREAS, an amendment (first) to the JPA is needed to account for changes to the estimated project cost, state funding actually awarded, and maximum contributions, address contributions for initial fleet acquisition costs, and extend the initial term of the JPA to December 31, 2036; and

WHEREAS, the first amendment to the JPA shall:

- (A) Amend the initial term of the JPA to expire on December 31, 2036.
- (B) Amend the estimated project total cost to \$21,150,000 based on project bids received.
- (C) Amend the state bonding fund contribution to reflect the \$6 million awarded.
- (D) Amend each county's maximum contribution towards the project costs based on the updated estimated project costs (\$21,150,000) and state funding awards (totaling \$8,000,000):
 - (1) Dakota County's maximum contribution towards the project costs shall be \$9,731,000 (74% of the remaining project costs after application of the state funding), and
 - (2) Scott County's maximum contribution towards the project costs shall be \$3,419,000 (26% of the remaining project costs after application of the state funding).
- (E) Add a provision addressing initial contributions of Dakota County and Scott County towards the initial fleet acquisition cost for large equipment estimated at \$316,000, with Scott County's contribution not exceeding \$82,160 (26% of the estimated cost).
- (F) Amend Scott County's annual contribution (26% of its share) to the capital replacement and maintenance budget, which now also includes fleet and facility equipment replacement costs, to \$97,518.61 annually.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the County Manager to execute the first amendment to the joint powers agreement between Dakota County and Scott County for the Dakota-Scott Regional Household Hazardous Waste Collection

and Recycling Facility, amending the initial term, estimated project cost, actual state bonding awarded, the counties' maximum contributions, and Scott County's annual contribution for capital replacement (including fleet and facility equipment) and maintenance budget and adding a provision addressing initial fleet acquisition as set forth herein, subject to approval by the County Attorney's Office as to form; and

BE IT FURTHER RESOLVED, That the 2026 Facilities Capital Improvement Program is hereby amended as follows:

Expense	
Recycling Zone Plus	<u>(\$3,749,136)</u>
Total Expense	(\$3,749,136)
Revenue	
2025 State Bonding	(\$2,000,000)
Env. Legacy Fund	(\$3,168,136)
Scott County	<u>\$1,419,000</u>
Total Revenue	(\$3,749,136)

This item was approved and recommended for action by the Board of Commissioners on 2/17/2026.

Ayes: 7

Commissioner Slavik, Commissioner Atkins, Commissioner Halverson, Commissioner Droste, Commissioner Workman, Chairperson Holberg, and Commissioner Hamann-Roland

5.2 Authorization To Execute Operations Agreement With Scott County For Operation Of The Regional Household Hazardous Waste Collection And Recycling Facility

Motion: Liz Workman

Second: Mike Slavik

WHEREAS, by Resolution No. 25-456 (September 23, 2025), the Dakota County Solid Waste Master Plan (Plan) was adopted; and

WHEREAS, the Plan supports the Dakota County Board of Commissioners' desire to remove household hazardous waste (HHW) from the solid waste stream because of health, safety, and environmental concerns; and

WHEREAS, Dakota and Scott counties have partnered to build the Dakota-Scott Regional HHW and Recycling Facility, known as the Recycling Zone Plus, that will accept household hazardous waste and traditional and non-traditional recyclables and therefore increase proper management of solid waste, increase recycling in both counties, and prolong the life of the two current facilities by stabilizing growth at those sites with the addition of a second facility; and

WHEREAS, by Resolution No. 24-055 (January 23, 2024), the Dakota County Board approved the joint powers agreement with Scott County for design and

construction of the Dakota-Scott Regional HHW and Recycling Facility, which Dakota County executed with Scott County on February 1, 2024; and

WHEREAS, the Dakota County Board of Commissioners wishes to execute an operations agreement with Scott County to fund Scott County's share of the operational costs not offset by revenue from fees charged to participants for the Dakota-Scott Regional HHW and Recycling Facility; and

WHEREAS, Scott County will pay Dakota County for each Scott County resident to use the RZP based on the average net cost per participant, with the cost adjusted annually.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the County Manager to execute an operations agreement with Scott County for the operation of the Dakota-Scott Regional Household Hazardous Waste Collection and Recycling Facility, subject to approval by the County Attorney's Office as to form.

This item was approved and recommended for action by the Board of Commissioners on 2/17/2026.

Ayes: 7

Commissioner Slavik, Commissioner Atkins, Commissioner Halverson, Commissioner Droste, Commissioner Workman, Chairperson Holberg, and Commissioner Hamann-Roland

6. Physical Development Director's Report

Georg Fischer, the Physical Development Assistant County Manager, also gave a detailed update on the Dakota County emerging contaminants work group, highlighting additional PFAS sampling in Inver Grove Heights. He also specified the unique chemical fingerprint of the Cottage Grove 3M plant, which could potentially increase Hastings' eligibility for funding.

7. Future Agenda Items

Chair, Commissioner Mary Liz Holberg, asked the Committee if anyone had a topic they would like to hear more about at an upcoming Physical Development Committee of the Whole. No Commissioners requested topics for future meetings at this time.

8. Adjournment

8.1 Adjournment

Motion: Mike Slavik

Second: Mary Hamann-Roland

On a motion by Commissioner Mike Slavik, seconded by Commissioner Mary Hamann-Roland, the meeting was adjourned at 9:14 a.m.

Ayes: 7

Respectfully submitted,

Liz Hansen
Administrative Coordinator

DRAFT



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-5467

Agenda #: 5.1

Meeting Date: 3/10/2026

DEPARTMENT: Environmental Resources

FILE TYPE: Regular Action

TITLE

Authorization To Approve Letter From Dakota, Carver And Scott Counties To Minnesota Board Of Water And Soil Resources On New Approach To Restoring Minnesota River

PURPOSE/ACTION REQUESTED

Authorize the Board Chair to co-sign a letter in partnership with Carver and Scott counties to the Minnesota Board of Water and Soil Resources (BWSR) on new approach to restoring the Minnesota River.

SUMMARY

Dakota County includes several watershed management organizations (WMOs) and districts, including three specifically working to improve the water quality of the Minnesota River. These three include the Black Dog WMO, the Eagan-Inver Grove Heights WMO, and the Lower Minnesota River Watershed District (LMRWD). Carver, Dakota, and Scott counties have supported the efforts of these WMOs either directly or indirectly.

Regarding the LMRWD, the counties have some concern as to the district's current approach and direction in capital investments to improve the Minnesota River. The counties also want more focus on working with others upstream to mitigate flooding impacts and other means to improve the river. A letter has been drafted among the counties to the BWSR, the regulatory authority for WMOs, to consider a new approach to managing improvements to the Minnesota River.

Portions of the communities of Mendota Heights, Mendota, Lilydale, Eagan, and Burnsville are located within the LMRWD boundaries in Dakota County. The LMRWD is a Special Purpose Unit of government formed under Minn. Stat. § 103D. Upon establishment, the LMRWD became a legal entity for providing local participation to the U.S. Army Corps of Engineers to construct a navigational channel. With this purpose in mind, a nine-foot navigation channel was developed from the mouth of the Minnesota River to mile 14.7 at Savage, Minnesota. Construction of the project began in 1966 and was completed in 1968. The LMRWD is still involved with the maintenance of the channel and works with local units of government, residents, and local organizations to provide strategic resource evaluation and management.

RECOMMENDATION

Staff recommends the authorization of the Board Chair to co-sign a letter with Carver and Scott counties' board chairs to BWSR to explore a new approach to restoring the Minnesota River (Attachment: Letter).

EXPLANATION OF FISCAL/FTE IMPACTS

- None Current budget Other
 Amendment Requested New FTE(s) requested

RESOLUTION

WHEREAS, Dakota County has several watershed management organizations and districts responsible for managing surface water in a watershed; and

WHEREAS, under Minn. Stat. §103D.101, the Minnesota Board of Water and Soil Resources (BWSR) coordinates the planning and implementation activities for watershed districts and watershed management organizations; and

WHEREAS, Carver and Scott counties are requesting authorization of its County Board Chairs to co-sign a letter to BWSR on a new approach to restoring the Minnesota River and the role of the Lower Minnesota River Watershed District.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the County Board Chair to co-sign a letter in partnership with Carver and Scott counties to the Minnesota Board of Water and Soil Resources to consider a new approach restoring the Minnesota River and the role of the Lower Minnesota River Watershed District.

PREVIOUS BOARD ACTION

None

ATTACHMENTS

Attachment: Letter

BOARD GOALS

- Thriving People A Healthy Environment with Quality Natural Resources
 A Successful Place for Business and Jobs Excellence in Public Service

CONTACT

Department Head: Nikki Stewart

Author: Nikki Stewart



March 2, 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.

County Concerns

While we continue to support LMRWD's original, primary purpose, today our three counties have growing concerns with the District's seemingly expanded mission and scope. Recent examples that have raised concern include the District's decision to bond for a capital improvement project without unanimous support from all counties, and its decision to pursue the acquisition of land around the Savage Fen without support from the City of Savage.

It also appears that to improve the quality of the Minnesota River we need to engage with partners upstream. The recent presentation of MnDOT's Trunk Highway 41 river gauge shows the flooding impacts. Between 1935 and 1990, there were 4 events hitting flood stage at the TH 41 crossing. From 1991 to 2025, there have been 12 events. Besides the water quality issues, we need to understand the impacts to major state and regional infrastructure as part of the discussion.

Next Steps

We think it's time for a change and time to think beyond the narrow scope and boundary of the LMRWD. On behalf of the Boards of Commissioners for Carver, Dakota, and Scott Counties, we respectfully request the State's support in exploring a fresh, coordinated, basin-wide approach to restoring the Minnesota River. The challenge facing the Minnesota River is not an urban issue, a rural problem, or a single watershed district's responsibility to address. It truly takes a collective response.

As the State's namesake river, the Minnesota River has needed collective attention for decades. Our counties recognize and appreciate the significant past efforts to protect this vital resource on a basin-wide approach, which provides a strong foundation for renewed action. Notably, the landmark 1994 study *"Working Together: A Plan to Restore the Minnesota River"* led to the creation of the Minnesota River Board (MRB) to address the river's challenges. A few of our current Commissioners were involved in the 1994-2014 effort to revitalize and reshape the MRB and its multi-county, multi-agency approach to basin-wide planning and funding. While we understand the challenges that ultimately ended that initiative, we firmly believe its core mission remains essential: *"To provide leadership, build partnerships, and support efforts to improve and protect water quality in the Minnesota River Basin."*

It is time to renew this mission with a modern approach. We are asking the Minnesota Board of Soil and Water Resources to explore an effort that brings together cities, townships, counties, watershed districts, and other key stakeholders across the basin to

develop a new, collaborative strategy for improving water quality and protecting this critical resource.

Thank you for your consideration and commitment to the future of the Minnesota River.

Sincerely,

Tom Workman, Chair
Carver County Board of Commissioners

Laurie Halverson, Chair
Dakota County Board of Commissioners

Jon Ulrich, Chair
Scott County Board of Commissioners



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-5185

Agenda #: 5.2

Meeting Date: 3/10/2026

DEPARTMENT: Parks

FILE TYPE: Regular Action

TITLE

Approval Of Schematic Design For Lake Byllesby Regional Park Campground Building And Amendment of Project Budget

PURPOSE/ACTION REQUESTED

Review and approve schematic design for the Lake Byllesby Regional Park Campground Building. Authorization to amend the project budget in the amount of \$500,000.

SUMMARY

The adopted 2025 Parks Capital Improvement Program (CIP) includes a project that explores the replacement or renovation of campground buildings in Lebanon Hills and Lake Byllesby Regional Parks. This project was funded through the Metropolitan Council's Regional Bonding Modernization Grant Program and through a county match. These grant funds expire on June 30, 2027.

To help prioritize needs, the 2025 "Campground Buildings and Beach House Replacement Study" established a building program and developed preliminary pricing. One of the buildings in this study was a campground building at Lake Byllesby which was programmed to include a severe weather component. Currently, the campground does not have an adequate space for visitors and staff to shelter in during inclement weather. Furthermore, the campground building that is informally used for shelter is not designed to withstand strong storms.

In June 2025, Capital Projects Management staff developed a Request for Proposals (RFP) for professional design services to design a building in the campground that would function as a severe weather shelter. Six firms responded. By Resolution No. 25-468 (October 7, 2025), the Dakota County Board of Commissioners awarded the contract to Bloom Companies.

The overall building will meet IC-500 code for a storm shelter and will be large enough to accommodate park staff, campers, and their visitors. Additionally, this building will bring restrooms, showers, and dishwashing space to the east side of the campground which primarily serves tent campers.

Bloom Companies prepared designs, and schematic-level drawings were sent for cost estimating in December 2025. Construction of the campground building was estimated at \$2,200,000; this estimate is \$500,000 over the existing project budget.

By Resolution No. 25-444 (September 23, 2025), the Dakota County Board of Commissioners authorized application for, and acceptance of, State Fiscal Year 2026 - 2027 Parks and Trails Legacy

Fund (PLTF) Grants. The grant acceptance for the Lake Byllesby Regional Park Improvements is in the amount of \$740,130 and is available on July 1, 2026. This award was programmed in the 2026 Parks CIP for work in 2027, however, as the funding is available in mid-2026 and aligned with the needs of the Lake Byllesby Campground Building program, staff recommend a budget amendment to shift the \$500,000 of the \$740,130 from the Lake Byllesby Regional Park Master Plan Improvements in 2027 to the Lake Byllesby Regional Park Campground Buildings project in 2026.

RECOMMENDATION

Staff recommends the County Board approve the schematic design as shown. Staff also recommends amendment of the project budget in the amount of \$500,000.

EXPLANATION OF FISCAL/FTE IMPACTS

The 2025 Parks CIP Adopted Budget for this project is \$2,633,095. Of that total budget, \$1,633,095 is from the grant administered through the Metropolitan Council; this budget does not include any general fund dollars. Some of these funds were used to fund the campground study and Bloom Companies' contract. The remaining current budget is \$2,419,129. A budget amendment is needed to accept the PTLF grant in 2026 and amend the corresponding project budgets. This budget will be amended by \$500,000 from the State Fiscal Year 2027 PTLF which will be sufficient funding for anticipated construction costs. The current project budget had \$1,000,000 of General Fund Balance. The project will be amended to no longer include General Fund Balance and will now have \$500,000 of PTLF that was requested for Lake Byllesby and reallocating \$1,000,000 of PTLF from Whitetail Woods to Lake Byllesby.

Project 2000405 Lebanon Hills and Lake Byllesby Regional Parks: Campground Buildings and Beach House Replacement/Renovation Project

Current Budget

Funding Source	Total Budget	Available Budget
General Fund Balance	\$1,000,000	\$1,000,000
Metropolitan Council - Modernizing Parks and Trails Fund	\$1,633,095	\$1,419,129
Total	\$2,633,095	\$2,419,129

Amended

Funding Source	Total Budget	Available Budget
Parks and Trails Legacy Fund - State Fiscal Year 2027	\$1,500,000	\$1,500,000
Metropolitan Council - Modernizing Parks and Trails Fund	\$1,633,095	\$1,419,129
Total	\$3,133,095	\$2,919,129

- None
 Current budget
 Other

Amendment Requested

New FTE(s) requested

RESOLUTION

WHEREAS, the adopted 2025 Parks Capital Improvement Program includes a project that explores the replacement or renovation of campground buildings; and

WHEREAS, this project has received a grant through the Metropolitan Council’s Regional Bonding Modernization Grant program; and

WHEREAS, the 2025 “Campground Buildings and Beach House Replacement Study” recommended new buildings in Lake Byllesby, which include a severe weather component; and

WHEREAS, Bloom Companies prepared schematic-level designs that were cost-estimated in December; and

WHEREAS, design for the construction of a new campground building was estimated at \$2,200,000; this estimate is 20 percent over budget. Scope cuts will be made during design development to bring the estimated costs back within the project budget; and

WHEREAS, staff recommends that the County Board approve schematic design as shown in Attachment: Schematic Design.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby approves the design for the new campground building in Lake Byllesby Regional Park; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby amends the 2026 Parks Capital Improvement Program as follows:

Expense

Campground Buildings and Beach House \$500,000

Total Expense **\$500,000**

Revenue

Parks Lakes and Trails Legacy Fund \$500,000

Total Revenue **\$500,000**

PREVIOUS BOARD ACTION

25-468; 10/07/25

25-444; 9/23/25

ATTACHMENTS

Attachment: Presentation Slides

BOARD GOALS

- Thriving People A Healthy Environment with Quality Natural Resources
- A Successful Place for Business and Jobs Excellence in Public Service

CONTACT

Department Head: Niki Geisler

Author: Christina Lundgren



Approval Of Schematic Design For Lake Byllesby Regional Park Campground Building

Christina Lundgren, Senior Project Manager

Physical Development Committee Meeting

March 10, 2026

Overview

- Background
- Design
- Schedule
- Budget
- Approval
- Questions

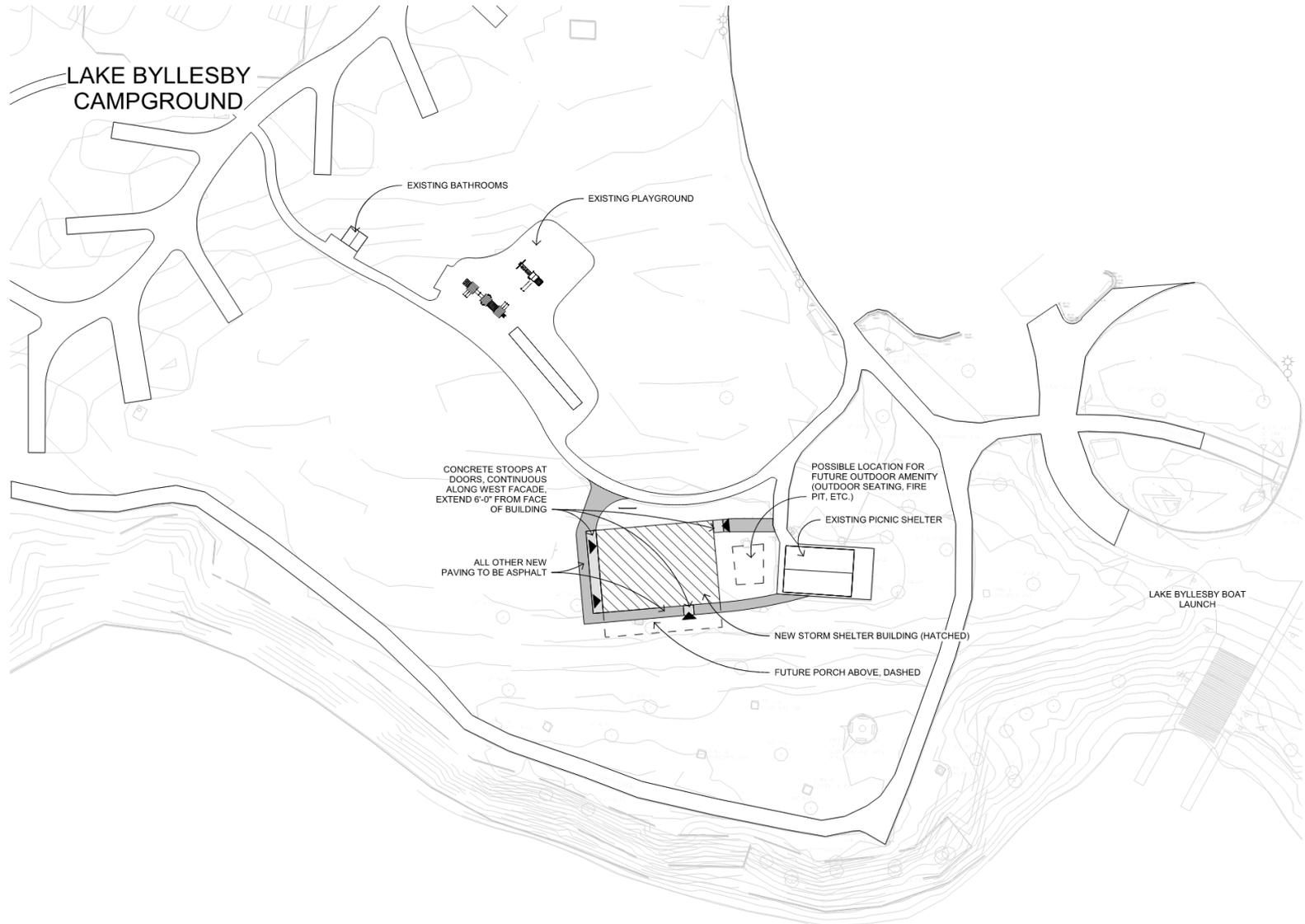


Background

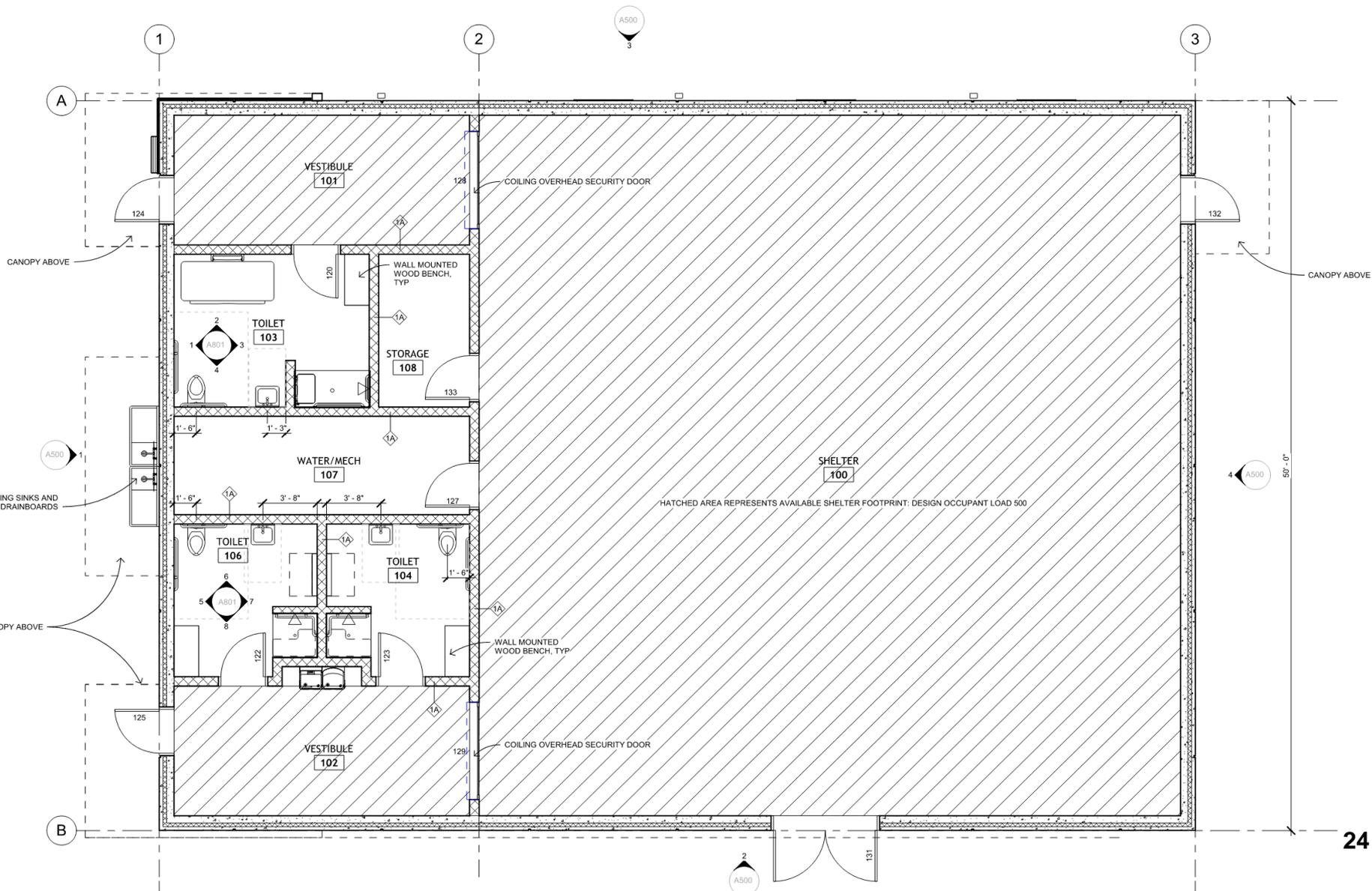
- Lake Byllesby Regional Park Master Plan
- 2025 Campground Building Study
- Design Team Selection
- Design



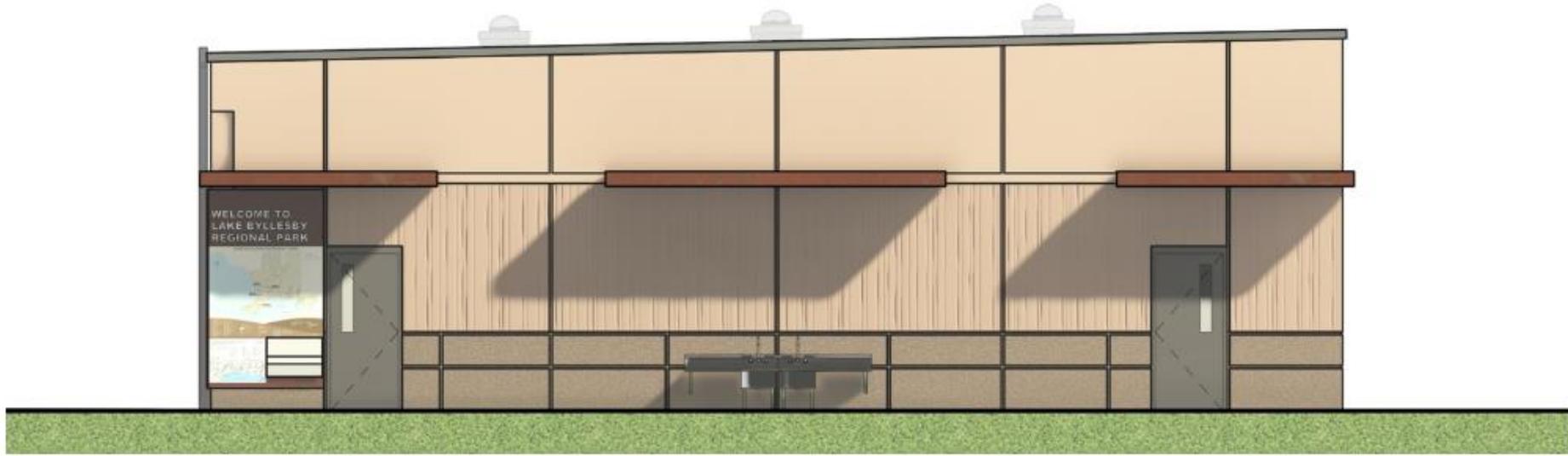
Design



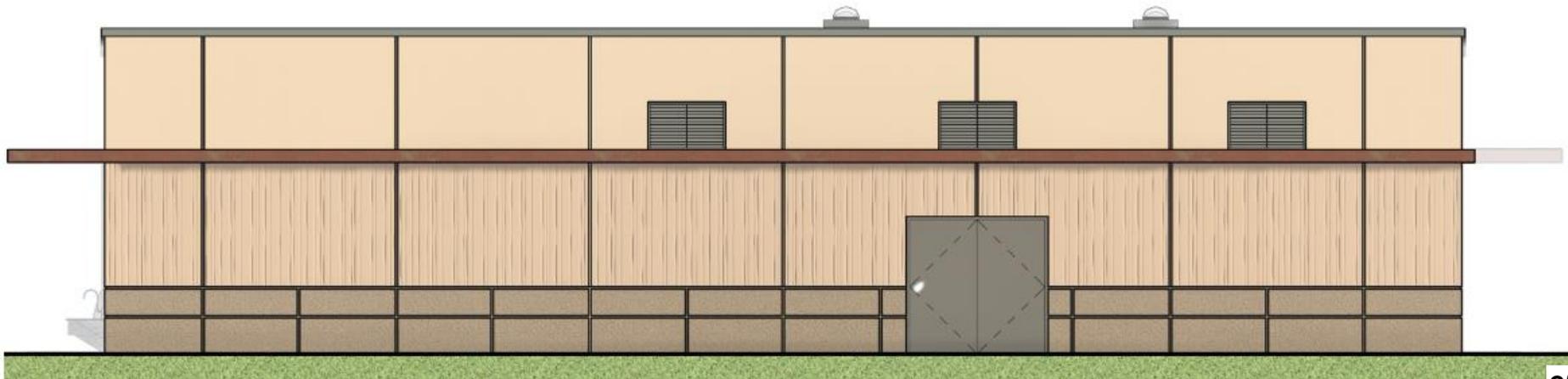
Design - Floorplan



Design – Exterior Elevations



WEST ELEVATION - NOT TO SCALE



SOUTH ELEVATION - NOT TO SCALE

Schedule



Design Development

February 2026

Construction Docs

March 2026

Bidding and Award

April to May 2026

Construction

June 2026 to Feb 2027

Occupancy

Spring 2027

Budget



Costs

Construction Costs:	\$2,500,000
Project Soft Costs:	<u>\$ 419,129</u>
Project Budget:	\$2,919,129

Funding

Metropolitan Council Modernizing Parks and Trails Fund	\$1,419,129
Parks and Trails Legacy Fund Grant FY2027 (secured)	\$1,500,000

Requested Actions



Approve the Schematic Design for the Lake Byllesby
Regional Park Campground Building

Amend the Parks Capital Improvements Budget

Questions?



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-5062

Agenda #: 5.3

Meeting Date: 3/10/2026

DEPARTMENT: Parks

FILE TYPE: Regular Action

TITLE

Approval Of Schematic Design For West Lake Byllesby Regional Park Master Plan Improvements

PURPOSE/ACTION REQUESTED

Review and approve the Lake Byllesby Regional Park Master Plan Improvements schematic design as presented.

SUMMARY

The 2018 Lake Byllesby Regional Park Master Plan identified project sites to be developed on the west side of the park near Randolph, MN. The adopted 2025-2029 Parks Capital Improvement Program (CIP) includes a project to develop three sites on the west side of the Lake Byllesby Regional Park to formalize access and create basic trailhead amenities. Funding for this project came from the Environment and Natural Resources Trust Fund and a County match. The funds expire on June 30, 2029.

In August 2025, Capital Projects Management staff developed a Request for Proposals for professional design services. Three firms responded with proposals. The internal selection committee selected Aune Fernandez Landscape Architects (AFLA) to provide the design services for this project.

Working with a Core Planning Group comprised of staff from Facilities Management and Parks, AFLA developed concept options to meet the project needs. Schematic design concepts were then selected and further developed. Those concepts and images were shared with the public at an open house event and online through a project webpage in January 2026. Public comments and feedback were collected and considered by the team to influence and refine the project schematic design. The project design concepts and images are represented in Attachment: Schematic Design Presentation.

Concurrently, access to the Byllesby Bluff site was explored. This site has historically been accessed via a private rail crossing from the north. Staff has been discussing the feasibility of creating a public rail crossing at this same location with the rail line owner, Union Pacific Railroad. Discussions are ongoing, but a firm decision has yet to be reached.

A schematic design package was used to prepare two independent construction cost estimates. Both construction cost estimates for the three project sites exceeded the available project budget. Because of this budget limit, staff propose to proceed with the proposed work at the 56 Turnaround site and the 83 Overlook site. Cost estimates for work at these two sites are within the available

project budget. Work at these two locations can proceed according to the original project schedule, with a return to County Board for approval of the construction bid and award in summer 2026, construction starting in fall 2026 and completion in spring 2027. Until access to the Byllesby Bluff site is confirmed, staff recommend the work at that site proceed on a different schedule, pending the outcome of the decision on access from Union Pacific Railroad. A decision from Union Pacific Railroad is expected in spring 2026, but if access is approved, additional design work will follow to meet Union Pacific Railroad’s design requirements for a public crossing.

RECOMMENDATION

Staff recommends the approval of the West Lake Byllesby Regional Park Master Plan Improvements schematic design as presented.

EXPLANATION OF FISCAL/FTE IMPACTS

The Parks CIP Budget for this project is \$1,493,333. Of that total budget, \$373,333 is the required grant match and is funded with available County Program Aid (CPA) and Environmental Legacy Fund (ELF).

Project 2000457 Lake Byllesby Regional Park Master Plan Improvements

Funding Source	Total Budget	Available Budget
Environmental & Natural Resources Trust Fund (ENRTF)	\$1,120,000	\$1,024,433
Environmental Legacy Fund (ELF) balance	\$341,436	\$341,436
County Program Aid (CPA)	\$31,897	\$31,897
Total	\$1,493,333	\$1,397,766

- None
- Current budget
- Other
- Amendment Requested
- New FTE(s) requested

RESOLUTION

WHEREAS, the 2018 Lake Byllesby Regional Park Master Plan identified project sites to be developed on the west side of the park; and

WHEREAS, the adopted 2025-2029 Parks Capital Improvement Program includes a project to develop three sites on the west side of Lake Byllesby Regional Park to formalize access and create basic trailhead amenities; and

WHEREAS, staff selected Aune Fernandez Landscape Architects (AFLA) through a Request for Proposals process to provide the design services for this project; and

WHEREAS, an internal Core Planning Group worked with AFLA to develop and refine the project schematic design; and

WHEREAS, access to the Byllesby Bluff site is still pending a decision from Union Pacific Railroad; and

WHEREAS, schematic design level construction cost estimates were prepared to confirm costs aligned with the available funding; and

WHEREAS, cost estimates for the proposed work at the 56 Turnaround site and the 83 Overlook site is within the available project budget, and can proceed according to the original project schedule; and

WHEREAS, staff recommend the work at the Byllesby Bluff site proceed on a different schedule, pending the outcome of the access decision from Union Pacific Railroad; and

WHEREAS, staff recommends that the County Board approve schematic design as presented and shown in Attachment: Schematic Design.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby approves the schematic design for the West Lake Byllesby Regional Park Master Plan Improvements project.

PREVIOUS BOARD ACTION

None.

ATTACHMENTS

Attachment: Presentation Slides

BOARD GOALS

- Thriving People A Healthy Environment with Quality Natural Resources
- A Successful Place for Business and Jobs Excellence in Public Service

CONTACT

Department Head: Niki Geisler

Author: Trish Bremer



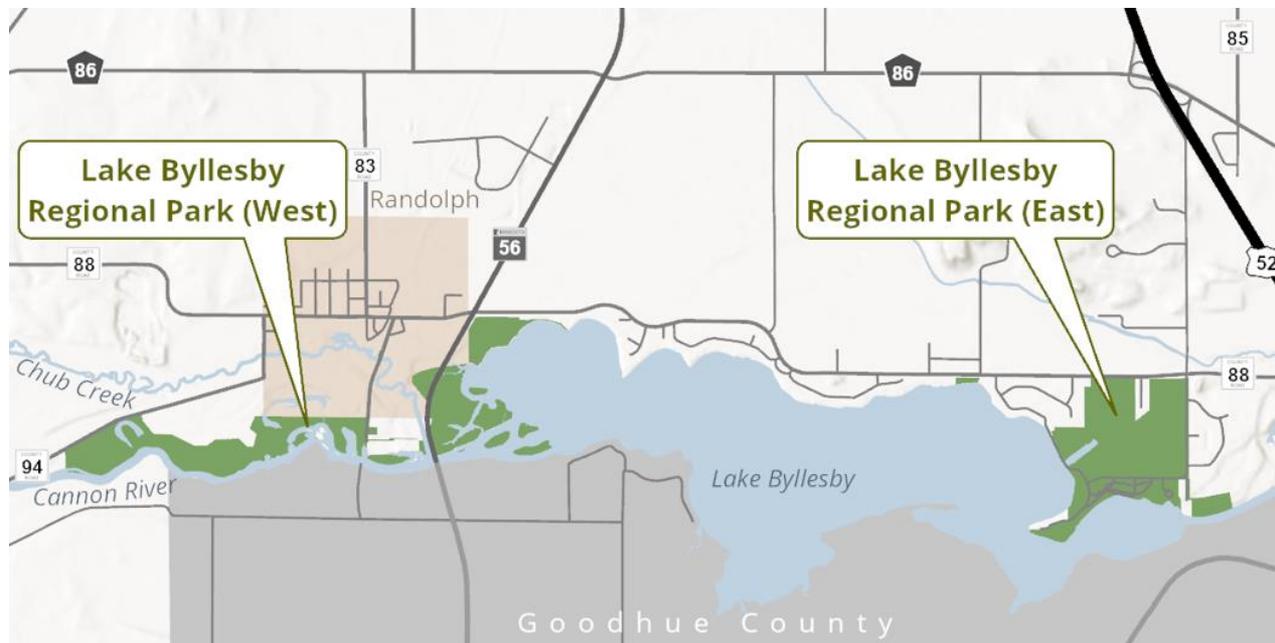
Lake Byllesby Regional Park Master Plan Improvements

Trish Bremer, Senior Project Manager
Capital Projects Management

Physical Development Committee Meeting
March 10, 2026

Overview

- Project Background
- Public Engagement
- Schematic Design
- Budget
- Schedule
- Requested Action



Project Background

- 2018 Lake Byllesby Regional Park Master Plan
- 2025 Environment and Natural Resources Trust Fund Grant
- 2025 CIP Approved Project
- 2025 Hired Aune Fernandez Landscape Architects

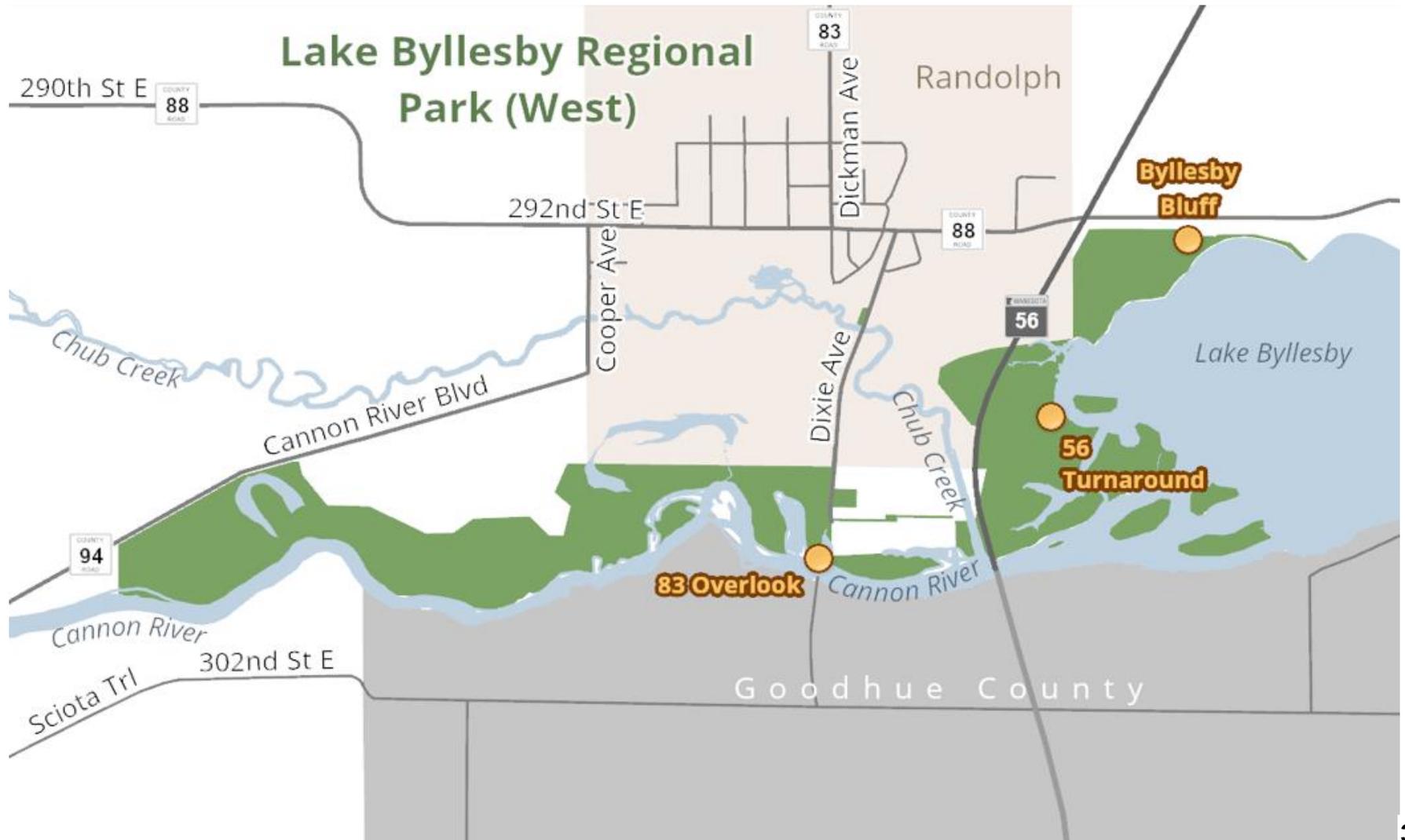


Public Engagement

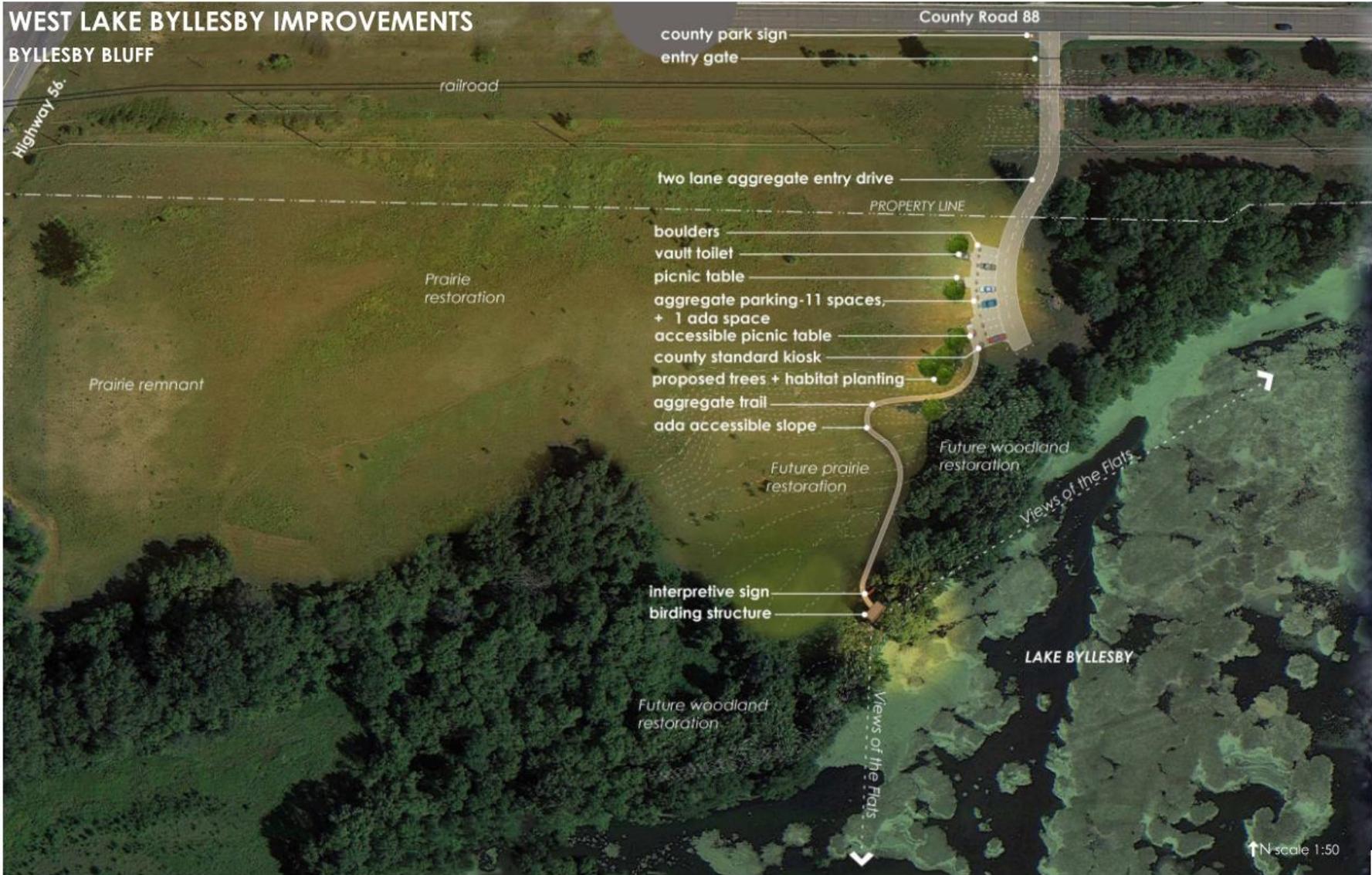
- Public open house
- Project webpage and open comment period
- Design reviews with tribal partners
- Partner organization reviews



Schematic Design



Schematic Design – Byllesby Bluff



Schematic Design – Byllesby Bluff

WEST LAKE BYLLESBY IMPROVEMENTS BIRDING STRUCTURE



Schematic Design – 56 Turnaround

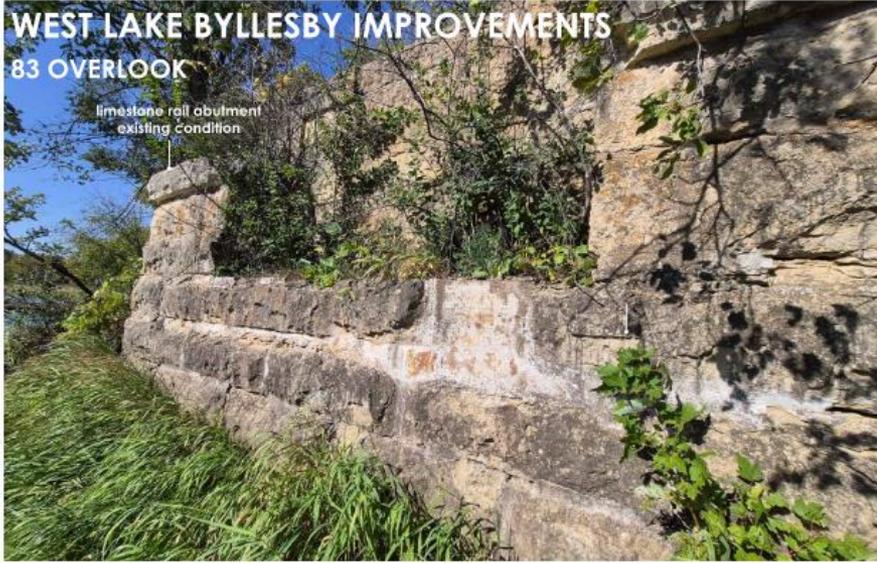
WEST LAKE BYLLESBY IMPROVEMENTS 56 TURNAROUND



Schematic Design - 83 Overlook



Schematic Design - 83 Overlook



Budget



Natural Resource costs:	\$ 306,800
Construction costs:	\$ 942,533
Project soft costs:	<u>\$ 244,000</u>
Total Project Costs:	\$1,493,333
2025 Environment and Natural Resources Trust Fund Grant	\$1,120,000
County Match (County Program Aid and Environmental Legacy Funds)	<u>\$ 373,333</u>
Total Project Funding:	\$1,493,333

Schedule – Two Sites



A schedule to complete work at the 56 Turnaround and 83 Overlook sites (as one project):

Remaining Design Work	Feb to May 2026
Bidding and Award	Jun to Jul 2026
Construction Work	Aug 2026 to Apr 2027
Restoration Work	May 2027 to Sep 2029

Schedule – Byllesby Bluff site



A possible schedule, due to slower confirmation of site access by Union Pacific Railroad:

Access Confirmation	Feb to Jul 2026
Remaining Design Work	Aug to Dec 2026
Bidding and Award	Jan to Mar 2027
Construction Work	Apr 2027 to Aug 2027
Restoration Work	Sep 2027 to Sep 2029

Requested Action

- Approve the Schematic Design for the Lake Byllesby Regional Park Master Plan Improvements.

Questions?



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-5334

Agenda #: 5.4

Meeting Date: 3/10/2026

DEPARTMENT: Transportation

FILE TYPE: Regular Information

TITLE

Information On Top Ten Ranked Safety Critical County Intersections And Corresponding Mitigations - 2023-2025 Review

PURPOSE/ACTION REQUESTED

Provide an update to County Leadership regarding review of the County’s highest-ranked intersections in relation to crashes as well as provide information on corresponding mitigations and studies.

SUMMARY

Every year, Dakota County Traffic staff reviews and logs crashes that occurred on the County transportation system from the prior year in a process called the Intersection Crash Listing (ICL). A Crash Rate Index (CRI) is determined for each intersection by combining crash data from three years prior and calculated by weighting the three-year crashes against traffic volumes and crash comparisons to similar intersections across the state. CRI is an adequate indication of whether an intersection has statistically significant safety concerns.

County staff ranks all intersections by their CRI to help determine where safety improvements can be made or to evaluate what may be causing the crashes. Below are the 2023-2025 highest-ranked CRI intersections on the County network and the corresponding mitigations and evaluations, both planned and in process. Since the ICL utilizes the past three years of crash data, sometimes there are occurrences where an ICL ranking exists after the mitigation has taken place.

ICL Ranking Based on CRI

Intersection	Mitigation/Evaluation
County State Aid Highway (CSAH) 50 and CSAH 60	Striping Updates and Evaluation (2025)
CSAH 33 and December Trail	Control Evaluation (2025)
CSAH 62 and CSAH 85	Mumble Strips Installed (2025) and Further Improvements (2026)
CSAH 46 and Trunk Highway (TH) 52 E Ramp	Temp Signal (2026) and Roundabout Installation (2029)
TH 3 and CSAH 78	Potential Mumble Strip (2026) and Roundabout Installation (Minnesota Department of Transportation led) (2029 or earlier)

CSAH 9 and 190th	Three-Quarter Intersection (2029)
CSAH 8 and Livingston Avenue	Three-Quarter Intersection (2029)
CSAH 42 and Biscayne Avenue	Median Closure (2025) and Signal Installation (2027)
CSAH 73 and 55 th /Cenex	Signage Improvements and Speed Evaluation (2026)
CSAH 42 and TH 52 W Ramp	Signal Installation (2026)

The County also conducts an ICL for high-severity crashes. These count fatal and serious injury crashes in an attempt to illustrate where the most dangerous intersections are as opposed to where the most crashes are occurring. As such, many of these tend to be in high-speed rural areas and may involve more run-off roads or crashes involving deer.

The below intersections denote the ten highest-ranked intersections when weighted with crash severity and their corresponding mitigations and evaluations.

ICL Ranking Based on Severity

Intersection	Mitigation/Evaluation
CSAH 62 and CSAH 85	Mumble Strips Installed (2025) and Further Improvements (2026)
TH 3 and CSAH 78	Potential Mumble Strip (2026) and Roundabout Installation (Minnesota Department of Transportation led) (2029 or earlier)
CSAH 46 and CSAH 85	Roundabout Installed (2024)
CSAH 86 and TH 52 W Ramp	Evaluation (2026)
CSAH 47 and CSAH 86	Mumble Strip Install (2026) and Intersection Improvements (2027)
CSAH 9 and CSAH 70	Signal Timing Updates (2026)
CSAH 47 and CR 78	Mumble Strip Installation (2026) and Intersection Improvements (2027)
CSAH 86 and TH 56	Roundabout Installation (2026)
CSAH 33 and December Trail	Control Evaluation (2025/2026)
CSAH 8 and 15 th Ave	Signage/Sight Line Clearing (2024) and Potential Bumpouts (2028)

Dakota County Traffic staff continues to monitor these safety issues, evaluates worthwhile improvements, and determines all potential causes that may relate to these locations. In addition, intersections that do not make the top ten but experience metrics that suggest a safety issue or a sharp increase in crashes still receive mitigation and evaluation. While the ICL mitigation process is reactive to historical crash data, Dakota County proactively utilizes safe design and operation principles in engineering processes to minimize crashes in the future

RECOMMENDATION

Information only; no action requested.

EXPLANATION OF FISCAL/FTE IMPACTS

- None Current budget Other
 Amendment Requested New FTE(s) requested

RESOLUTION

Information only; no action requested.

PREVIOUS BOARD ACTION

None.

ATTACHMENTS

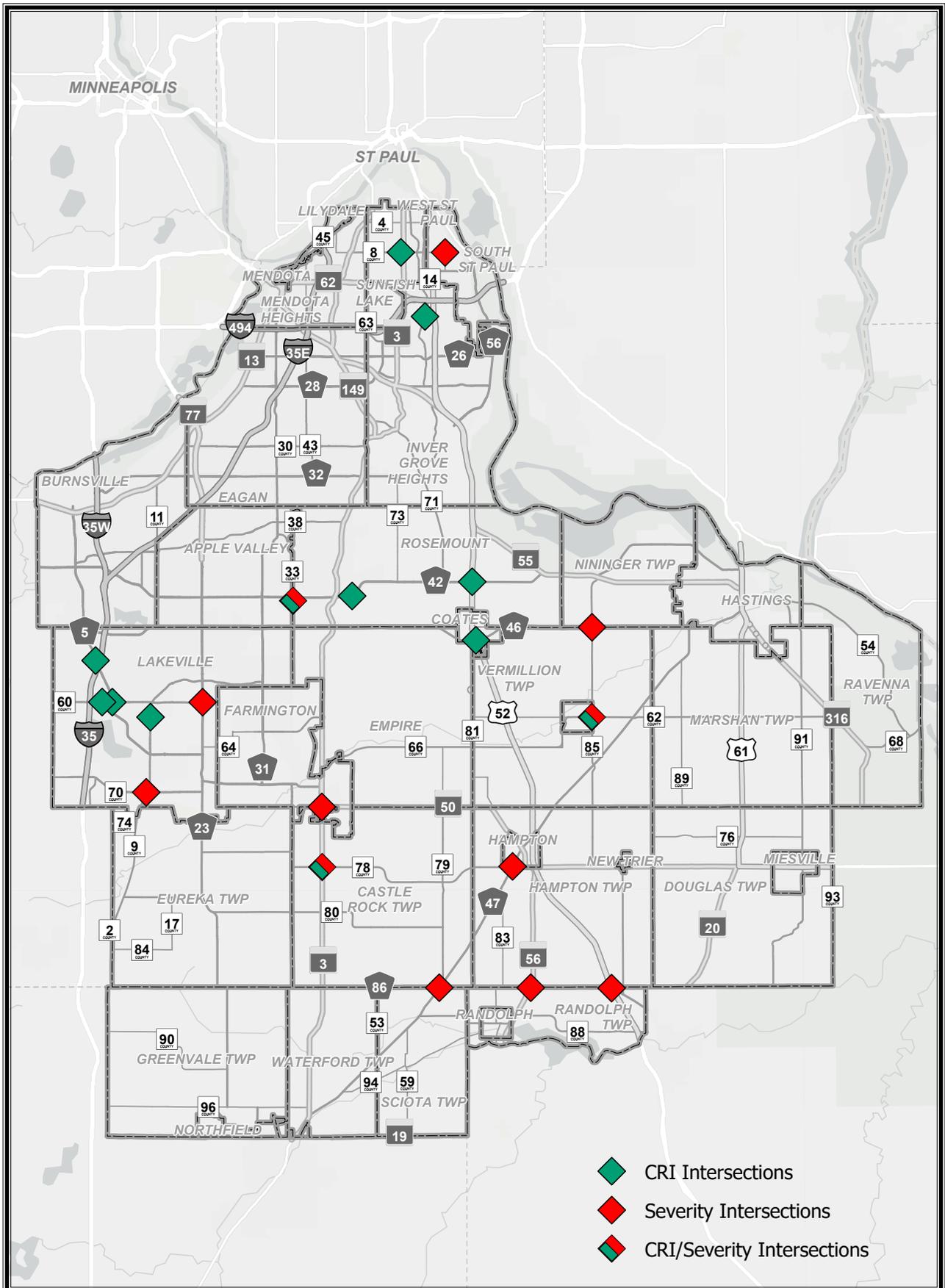
Attachment: Crash Locations by Top Ranked CRI and Severity
Attachment: Presentation Slides

BOARD GOALS

- Thriving People A Healthy Environment with Quality Natural Resources
 A Successful Place for Business and Jobs Excellence in Public Service

CONTACT

Department Head: Erin Laberee
Author: Tyler Krage



Intersection Crash Listing Ranking Based on Crash Rate Index and Severity



Information on Top Ten Ranked Critical County Intersections and Corresponding Mitigations

Dakota County Physical Development Committee of the Whole

March 10, 2026

Tyler Krage, County Traffic Engineer

Presentation Outline



- Crash Rate Index (CRI), Severity, & Other Background
- Additional Mitigations and Monitoring
- Top 10 Crash Locations by CRI
- Top 10 Crash Locations by Severity
- Questions and Discussion

Crash Rate Index (CRI)

- 3 years of crashes
- Traffic Volume
- Comparison to other similar intersections in MN
- Values higher than 1.0 suggests safety issue

Severity Crash Rate

- 3 years of crashes
- Traffic Volume
- Uses severe crashes, particularly Fatality and Severe Injury Crashes

County Traffic staff evaluates and ranks all eligible intersections annually by these criteria (Intersection Crash Listing)

- Intersection Crash Listing (ICL) Ranks intersections by mentioned metrics
- Other Safety Monitoring includes
 - Focusing on safety-forward approaches on design and operations
 - MnDOT County Road Safety Plan Recommendations
 - Citizen requests
 - Awareness of unexpected or severe crashes occurring
 - Prioritization and expediting as necessary

Top 10 Ranked CRI Intersections



Intersection	City	CRI	2023-2025 Crashes	Mitigation/Evaluation
CSAH 50 and CSAH 60	Lakeville	5.96	423	RAB Striping Improvements (2025) and Evaluation
CSAH 33 and December Trail	Rosemount/ Apple Valley	4.20	17	Control Evaluation (2025/2026)
CSAH 62 and CR 85/Goodwin	Vermillion	3.88	11	Mumble Strip Installation (2025) and further improvements (2026)
CSAH 46 and TH 52 Ramps	Coates	3.66/ 2.84	17 / 16	Temporary Signal Installation (2026) and Roundabout Installation (2029)
CSAH 78 and TH 3	Castle Rock	3.29	13	Roundabout Installation (MnDOT led) (2029 or earlier)
CSAH 9 and 190th	Lakeville	3.03	21	¾ Intersection Installation (2029)
CSAH 8 and Livingston	West St Paul	3.00	15	¾ Intersection Installation (2029)
CSAH 42 and Biscayne	Rosemount	2.97	25	Median Closure (2025) and Signal Installation (2027)
CSAH 73 and Cenex / 55th	Inver Grove Heights	2.94	11	Signage Improvements and Speed Evaluation (2026)
CSAH 42 and TH 52 West Ramp	Rosemount	2.91	18	Signal Installation (2026)
CSAH 60 and Orchard Trail	Lakeville	2.71	26	Signal Installation (2027)
CR 5 and Kenyon	Lakeville	2.34	15	Temp Signal (2026) and Permanent Signal Installation (2029)

Bold mitigations denote completed work

Asterisk denote Low-Volume Skew

Top 10 Ranked by Severity Rate



Intersection	City	Severity Metric	2023-2025 K+A Crashes	Mitigation/Evaluation
CSAH 62 and CSAH 85	Vermillion	5.60	2A	Mumble Strips Installed (2025) and further improvements (2026)
TH 3 and CSAH 78	Castle Rock	2.98	2A	Potential Mumble Strip (2026) and Roundabout Installation (MnDOT led) (2029 or earlier)
CSAH 46 and CSAH 85	Vermillion	2.58	2A	Roundabout Installed (2024)
CSAH 86 and TH 52 W Ramp	Randolph	2.37	1A	Evaluation (2026)
CSAH 47 and CSAH 86	Castle Rock / Sciota	1.77	2A	Mumble Strip Install (2026) and Intersection Improvements (2027)
CSAH 9 and CSAH 70	Lakeville	1.76	4A	Signal Timing Updates (2026)
CSAH 47 and CR 78	Hampton	1.58	1A	Mumble Strip Installation (2026) and Intersection Improvements (2027)
CSAH 86 and TH 56	Castle Rock	1.49	1A	Roundabout Installation (2026)
CSAH 33 and December Trail	Apple Valley / Rosemount	1.47	1A	Control Evaluation (2025/2026)
CSAH 8 and 15 th Ave	South St Paul	1.41	1A	Signage/Sight Line Clearing (2024) and Potential Bumpouts (2028)
CSAH 23 and 185th	Lakeville	1.39	1K and 2A	Fatality from elderly wrong-way driver
TH 3 and CSAH 50 N Junction	Farmington	1.38	2A	Working with MnDOT to relay potential signal timing updates
CSAH 38 and Irving	Burnsville	1.29	2A	Roundabout Installation in 2027

Bold mitigations denote completed work

Asterisks denote Low-volume skew

Questions?



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-5331

Agenda #: 5.5

Meeting Date: 3/10/2026

DEPARTMENT: Physical Development Administration

FILE TYPE: Regular Information

TITLE

Update On Dakota County Comprehensive Plan And Provide Direction On Approach

PURPOSE/ACTION REQUESTED

Receive an update on the Comprehensive Plan amendment and provide direction on approach.

SUMMARY

Local governments within the Minneapolis-St. Paul metropolitan area are required to update their comprehensive plans every ten years, due by December 31, 2028. Dakota County received a System Statement (attachment: System Statement) from the Metropolitan Council on September 22, 2025, directing the County to update its comprehensive plan consistent with the Imagine 2050 regional development guide. The regional development guide includes regional policy plans for transportation, parks, and water resources.

Over the next 18 months Dakota County will need to update its comprehensive plan vision, goals, and policy chapters (e.g. transportation, parks, water resources) to reflect the needs of County residents, coordinate with local units of government, and meet the requirements of the Metropolitan Council.

RECOMMENDATION

Information only; no action requested.

EXPLANATION OF FISCAL/FTE IMPACTS

- None
- Current budget
- Other
- Amendment Requested
- New FTE(s) requested

RESOLUTION

Information only; no action requested.

PREVIOUS BOARD ACTION

None.

ATTACHMENTS.

- Attachment: Dakota County System Statement
- Attachment: Presentation Slides

BOARD GOALS

- Thriving People A Healthy Environment with Quality Natural Resources
 A Successful Place for Business and Jobs Excellence in Public Service

CONTACT

Department Head: Erin Stwora

Author: Kurt Chatfield



DAKOTA COUNTY

2025 SYSTEM STATEMENT



IMAGINE²⁰₅₀



2025 SYSTEMS STATEMENT DAKOTA COUNTY

Regional Development Plan Adoption

On February 12, 2025, the Met Council adopted Imagine 2050 as a comprehensive development guide for the Twin Cities metro region. Imagine 2050 includes regional systems plans, including the 2050 Transportation Policy Plan, the 2050 Water Policy Plan, the 2050 Regional Parks and Trails Policy Plan, and the 2050 Housing Policy Plan. The development guide also outlines land use policies and community designations important for local comprehensive planning updates.

The Metropolitan Council is now issuing systems statements pursuant to [State statute](#).

Systems Statements

Metropolitan systems plans are long-range comprehensive plans for the regional systems – transit, highways, and airports; wastewater services; and parks and open space – along with the capital budgets for those systems. Systems statements explain the implications of metropolitan system plans for each community in the region. They are intended to help communities prepare or update their comprehensive plan, as required by the Metropolitan Land Planning Act:

Within nine months after receiving a system statement for an amendment to a metropolitan system plan, and within three years after receiving a system statement issued in conjunction with the decennial review required under [section 473.864, subdivision 2](#), each affected local governmental unit shall review its comprehensive plan to determine if an amendment is necessary to ensure continued conformity with metropolitan system plans. If an amendment is necessary, the governmental unit shall prepare the amendment and submit it to the council for review.

The system statement includes information specific to a community, including:

- community designation or designation(s)
- forecasted population, households, and employment through the year 2050
- guidance on appropriate densities to ensure that regional services and costly regional infrastructure can be provided as efficiently as possible
- affordable housing need allocation.

In the following sections, this systems statement contains an overview of key changes and updates to the policies and plans from the previous 2040 regional development guide and specific system changes that affect your community:

- Transportation, including metropolitan highways, aviation, and transit
- Water Resources, including wastewater, surface water, and water supply planning

- Regional parks and trails

Regional Development Guide

The development guide adopted in February 2025 reflects the vision and plans adopted by communities for a prosperous, equitable, and resilient region with abundant opportunities for all to live, work, play, and thrive.

Regional values are shared core beliefs or principles that guide the work of developing and implementing Imagine 2050. The values build on those identified in Thrive MSP 2040 and incorporate what we've learned over the last ten years as well as the common values expressed by local governments and partners across the region. These values guide the Met Council in building partnerships and developing policies and programs to support Imagine 2050.

The Met Council has endorsed the following goals for our region to achieve through our policies, practices, programs, and partnerships:

- Our region is equitable and inclusive.
- Our communities are healthy and safe.
- Our region is dynamic and resilient.
- We lead on addressing climate change.
- We protect and restore natural systems.

Dispute Process

If your community disagrees with elements of this systems statement or has any questions about the process, please contact your Sector Representative, Angela Torres, at 651-602-1566, to review and discuss potential issues or concerns. The Council and local government units and districts have usually resolved issues relating to the system statement through discussion.

Request for Hearing

If a local governmental unit and the Met Council are unable to resolve disagreements over the content of a system statement, the unit or district may, by resolution, request that a hearing be conducted by the Met Council's Land Use Advisory Committee or by the State Office of Administrative Hearings to consider amendments to the system statement. According to Minnesota Statutes [section 473.857](#), the request shall be made by the local governmental unit or school district within 60 days after receiving the system statement. If the Met Council does not receive a hearing request within 60 days, the statement becomes final.

Next Steps in the Regional Planning Cycle

Receipt of this system statement and the metropolitan system plans triggers a community's obligation to review and amend its comprehensive plan by December 2028. Local comprehensive plans and amendments will be reviewed by the Met Council for conformance to

metropolitan system plans, consistency with Met Council policies, and compatibility with adjacent and affected governmental units. Updated local comprehensive plans are due to the Met Council for review by Dec. 31, 2028.

Forecasts

The Met Council uses the forecasts developed as part of Imagine 2050 to plan for regional systems. Communities should base their planning work on these forecasts. Given the nature of long-range forecasts and the planning timeline undertaken by most communities, the Met Council will maintain on-going dialogue with communities to consider any changes in growth that may have an impact on regional systems.

Imagine Forecasts for Dakota County

	2020 (actual)	2030	2040	2050
Population	439,882	470,028	490,546	524,986
Households	168,008	185,413	198,626	213,800
Employment	166,945	202,533	217,393	244,183

Housing Policy

The purpose of the Housing Policy Plan, adopted by the Metropolitan Council in February 2025, is to provide leadership and guidance on regional housing needs and challenges and to support Imagine 2050. The Housing Policy Plan provides an integrated policy framework that unifies our existing roles in housing and identifies opportunities to expand our role in supporting safe, affordable and dignified housing in the region.

Consistent with state statute (Minn. Stat. 473.859, subd. 2(c) and subd. 4), cities and townships must include a housing element and implementation program in their local comprehensive plans that address existing and projected housing needs.

The Met Council has determined the regional need for low-income housing for the decade of 2031-2040 (see Appendix B in the Housing Policy Plan).

Based on regional forecasts, the regional need for future affordable housing units is 39,700. Local Future Affordable Housing Need allocations may be updated throughout the decade if local projected sewerage growth changes.

Climate Policy

In 2023, the State legislature amended the Metropolitan Land Planning Act ([Minn Stat. § 473.859, subd. 2 and 7](#)) to include new requirements that comprehensive plans address climate mitigation and adaptation. In climate policy, mitigation strategies focus on minimizing contributions to climate change through efficiency measures and reducing greenhouse gas emissions. Adaptation strategies focus on how to change policies and practices to adjust to ongoing and future impacts of climate change.

The Met Council will assist communities in addressing climate mitigation and adaptation elements by providing communities with greenhouse gas inventories and technical assistance for identifying appropriate strategies.

Community Designation

Community designations group jurisdictions with similar characteristics for the application of regional policies. The Council uses community designations to guide regional growth and development; establish land use expectations including overall development densities and patterns; and outline the respective roles of the Council and individual communities, along with strategies for planning for forecasted growth. If there are discrepancies between the Imagine 2050 Community Designations Map and the Community Designation map contained within this systems statement, communities should follow the specific guidance contained in this document. Imagine identifies Dakota County with the community designations of Agricultural, Diversified Rural, Rural Center, Rural Residential, Suburban, Suburban Edge, and Urban on the Community Designation map.

Agricultural cities and townships mostly include more than 50% prime agricultural land with large areas dedicated to farming. These areas are planned and zoned for long-term agricultural use and development that is not compatible with agricultural uses is discouraged. These farming activities support the economic competitiveness of the region and promote local food production. Large portions of these areas are enrolled in the Metropolitan Agricultural Preserves and Green Acres Program. While most Agricultural areas have lower surface temperatures compared to the rest of region, they also include some higher vulnerability drinking-water areas, as well as high potential for groundwater and surface water interaction. Preservation of these agricultural areas and implementing best management practices in farming operation is important for overall water quality improvement. Agricultural cities and townships often have more than one community designation representing the existing patterns of development within and nearby. Some jurisdictions have orderly annexation agreements with adjacent cities and some represent the transition from areas with large agricultural production to smaller farms or homesteads.

Diversified Rural cities and townships include some prime agricultural land and farms, as well as large-lot residential development and clustered housing. Most of these areas were developed just prior to 2000 with lower residential densities. This pattern of development is most conducive for future expansion of urban infrastructure, as some of these areas are within the Met Council's LongTerm Service Area. Considering the long-term plans for orderly growth of these areas, urbanized levels of residential development is discouraged to avoid premature demand for wastewater expansion, as are subdivisions that would preclude future urbanized development. Diversified Rural cities and townships may have more than one community designation based on forecasted growth and current or planned development patterns.

Rural Center cities serve as vital commercial, employment, and residential hubs for the surrounding rural and agricultural areas. Although typically smaller in scale than cities in the urban service area, Rural Centers have similar development patterns. Often these municipalities have a denser historic downtown or core area surrounded by lower density residential subdivisions and include less than 5% prime agricultural land. These cities usually

operate their own municipal wastewater treatment services, facilitating denser land uses and provide water supply services to their residents. Most of these areas were developed prior to 2000 and have relatively higher intersection density, compared to the surrounding areas. Similar to their counterparts in the urban service area, they face the challenge of integrating sustainable development practices to ensure that growth and conservation effectively coexist. Rural Center cities may have more than one community designation due to surrounding township areas that were included in an orderly annexation agreement where growth was planned in previous planning cycles.

Rural Residential communities are areas with larger lot developments which preclude the provision of urban infrastructure, such as regional wastewater service. Rural Residential areas represent historic development patterns of average lots sizes of 1-2.5 units per acre that were mostly built in the 1980s and 1990s. The growth pattern in Rural Residential areas is not aligned with the Met Council's mission of orderly and economical growth, therefore, the Met Council discourages any expansion of this community designation. These cities and townships generally plan to accommodate minimal growth while preserving natural areas as some areas may have environmental limitations to development. Rural Residential cities and townships often have more than one community designation representing the historic development patterns which exist alongside newer planned development areas which may be anticipating regional sewer service or are part of orderly annexation areas in nearby cities.

Suburban areas are primarily residential, featuring auto-oriented, medium-density housing developments. Many Suburban jurisdictions have a downtown or core area with a more urban development pattern, reflecting their initial phase of development; however, all of these municipalities experienced most of their growth in the 1980s and early 1990s. This has resulted in an overall development pattern of expansive subdivisions that prioritize vehicle access and exhibit limited intersection density, which affects the efficiency of public transit. Many Suburban areas also feature park-and-ride facilities to enhance connectivity to larger transit networks, supporting commuter needs. Unlike Urban and Urban Edge cities, these jurisdictions often include small amounts of undeveloped land, providing opportunities for future development or green space conservation. Additionally, as the last of their greenfield areas are developed and their earlier developments age, these municipalities are experiencing opportunities for infill and redevelopment, often at higher densities than the prevailing development pattern. As these areas continue to grow, they face challenges such as rising surface temperatures and strains on local water supplies, emphasizing the importance of integrated resource management strategies.

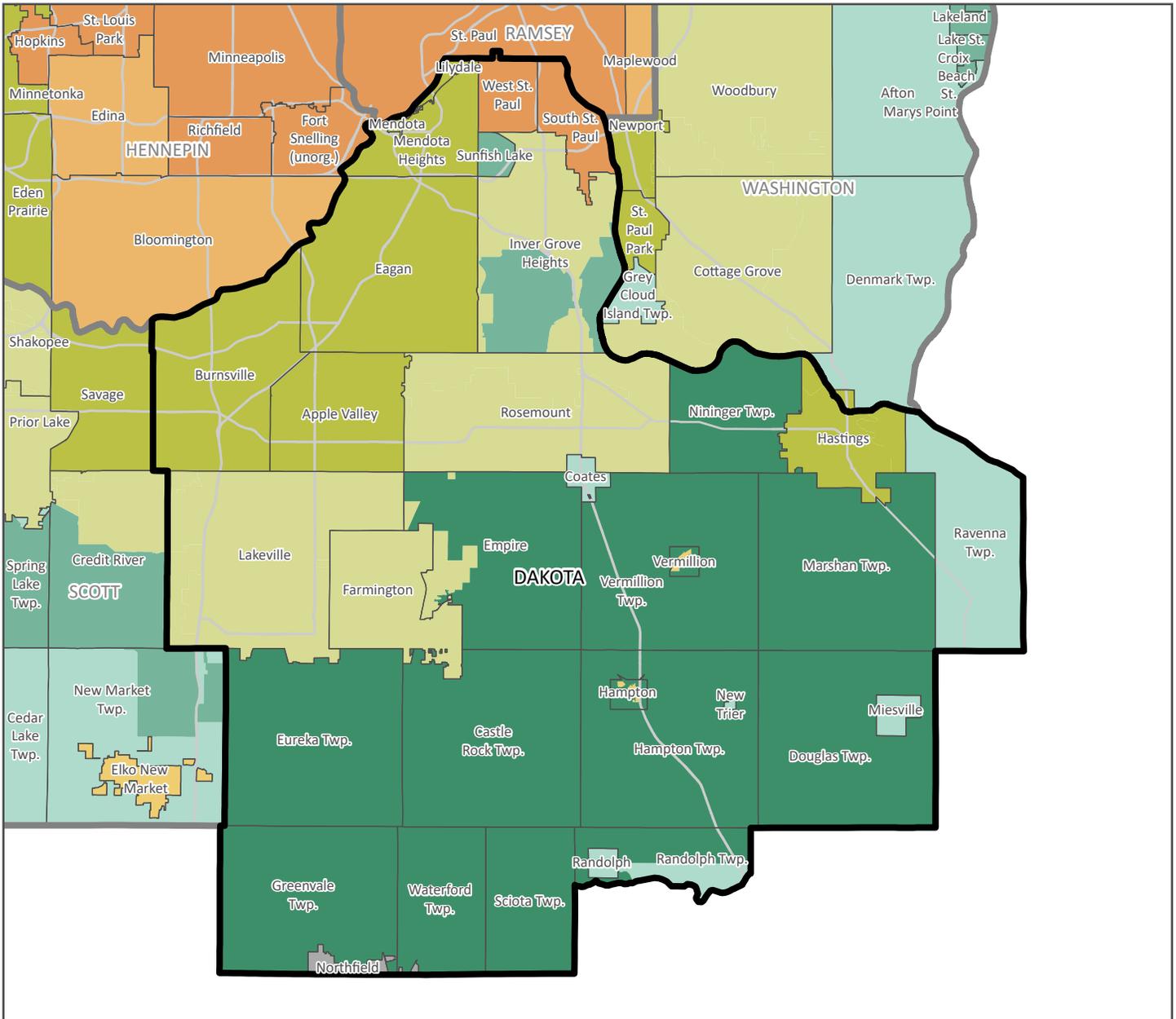
Suburban Edge municipalities are on the edge of the Metropolitan Urban Service Area (MUSA) and primarily developed after the 1990s. While denser downtown or core areas are often present, the predominate development pattern is low or medium density residential subdivisions characterized by cul-de-sacs and limited access to major thoroughfares for traffic movement. These areas also feature extensive undeveloped land planned for low to medium residential densities along with some areas guided for industrial and commercial uses, often near highway intersections. The planning challenge in Suburban Edge areas is to improve street connectivity and integrate sustainable development practices, ensuring that growth and conservation effectively coexist. Suburban Edge cities may have more than one community designation based on forecasted growth and current or planned development patterns. This

happens generally when areas in a municipality either have an historic development pattern more appropriate for a different designation or portions of the municipality are not currently planned for future development and are still considered rural or agricultural in nature.

Urban cities represent the densest and most centrally located local governments within the metro area, proven by extensive development that includes mixed-use areas combining residential, commercial, and cultural uses. Urban cities are fully developed, and the majority of these cities' growth occurred before or in the decades immediately following World War II. The influence of the streetcar network on their initial development resulted in a development pattern that is less dependent on personal automobiles, and most of their housing stock was built prior to 1965. Due to the age of their building stock and increased prevalence of interconnected neighborhoods which are more conducive to high frequent transit, they experience the most opportunities for redevelopment, often at significant densities. At the same time, they also confront significant environmental challenges, including elevated median surface temperatures that often exceed 93 degrees Fahrenheit, necessitating strategies for urban cooling and greening to mitigate urban heat island effects.

Specific strategies for Dakota County can be found on your [Community Page](#) in the [Local Planning Handbook](#).

Dakota County Community Designations



Urban Service Areas

- Urban
- Urban Edge
- Suburban
- Suburban Edge

Rural Service Areas

- Rural Center
- Diversified Rural
- Rural Residential
- Agricultural
- Non-Council Community

2050 TRANSPORTATION SYSTEM STATEMENT DAKOTA COUNTY

Transportation Policy Plan Overview

The 2050 Transportation Policy Plan (TPP) is the metropolitan system plan for transportation—including highways, transit, bicycle, pedestrian, freight, aviation, and travel demand management—to which local comprehensive plans must conform. It also includes regional transportation objectives, supporting policies and actions, and regional performance measures. The full TPP can be found at the following url:

<https://imagine2050.metrocouncil.org/chapters/transportation>.

This system statement summarizes the regional systems and any significant changes to them, other important regional transportation considerations, and changes made to the 2050 TPP since the 2040 TPP was adopted in 2015. Additionally, this system statement highlights those elements of the system plan that apply to your community. The TPP incorporates the policy direction and the new 2050 socioeconomic forecasts adopted by the Met Council in the regional development guide, Imagine 2050, and extends the planning horizon from 2040 to 2050.

Federal and State Requirements

The TPP meets both state requirements outlined in statute for a metropolitan system plan, and federal requirements as a fiscally constrained long-range investment plan for surface transportation. As the region has recently received a significant number of new and increased sources of transportation revenue, the 2050 TPP does not include an increased revenue scenario, but it does include additional opportunities for investment. The plan also continues to assume competitive transportation funding (e.g., state and federal discretionary programs like INFRA and Corridors of Commerce) will be sought and amended into the plan as awarded.

Under the Metropolitan Land Planning Act, local comprehensive plans are expected to conform to the projects currently identified as funded in the fiscally constrained plan, which is the official metropolitan system plan. The additional opportunities for investment may be identified separately in local plans as unfunded proposals.

Federal requirements also call for metropolitan transportation plans to be performance based, so the TPP includes objectives, policies, and actions for the regional transportation system. These objectives, policies, and actions guide the Met Council and regional partners in planning and investment in the surface transportation system.

In addition to reviewing this system statement, consult the TPP to ensure that your community's local comprehensive plan and plan amendments conform to the metropolitan transportation system plan. Communities should also review the Imagine 2050 Land Use Policy for land use considerations near certain transportation infrastructure. The format of this plan is different than past TPPs. The plan is no longer separated by chapter, rather each modal plan is distinguished from each other as individual investment or system plans. If the Met Council has a role in the funding of a regional system, the plan is identified as an

investment plan. If not, then it is identified as a system plan. There is no appendix in the 2050 TPP, supporting documentation is combined directly with the specific investment or system plan and identified as support documentation.

2050 Transportation Policy Plan Regional Systems

Adopted by the Met Council in February 2025, the TPP identifies the regional transportation systems, regional transportation objectives and policies, and other regional transportation issues communities should consider when producing their own comprehensive plans. This section will cover descriptions of each system and key changes made to these systems.

Regional Transportation Policies and Actions

In addition to identifying regional systems and investment needs, the TPP includes a set of policies and related actions to guide investments, planning and priorities for the regional transportation system. The policies and actions cover many topics including safety, highway planning priorities, complete streets, non-motorized transportation, equity, climate and natural systems. Communities are encouraged to incorporate regional policies in their local plans.

Regional Highway System

The Metropolitan Highway System is made up of principal arterials, shown in Figure 1 of the Highway Investment Plan and included with this system statement. This system is federally known as the National Highway System. The Metropolitan Highway System is a vital element of the regional transportation system; while minor arterials are lower order roadways that provide connectivity and relieve congestion in the principal arterial system. Principal and minor arterials combined represent the Regional Highway System.

Key Changes from the 2040 TPP

- A major shift from the previous TPP is that potential new revenues are no longer considered a means to resolve unmet needs on the system. The 2050 TPP does not have a current and increased revenue scenario as a result. Instead, it identifies funded projects in the fiscally constrained plan and additional opportunities beyond what is funded. Multiple studies completed since the 2040 TPP identified additional opportunities for investment, shown in figures 8 and 10.
- The 2050 TPP identifies highway investments in five major categories:
 - Safety: Figure 7 in the Highway Investment Plan shows regionally significant safety investments.
 - Spot mobility: Figure 8 in the Highway Investment Plan shows funded regionally significant spot mobility projects alongside identified additional opportunities for investment.
 - Interchanges: Figure 9 in the Highway Investment Plan shows funded and planned regionally significant interchange investments.
 - Managed lanes: Figure 10 in the Highway Investment Plan shows the existing, under construction and planned E-ZPass system. It also includes managed lane corridors which are identified as additional opportunities for investment.

- Targeted regional capacity: Figure 11 in the Highway Investment Plan shows funded and planned regionally significant highway capacity investments. It also includes potential future capacity enhancements identified in studies.
- Modifications were made to the 2050 TPP that removed appendix naming found in previous plans and reworks previous chapters. Support documents for the Highway Investment Plan include Functional Classification, Preliminary Interchange Approval Process, and Congestion Management Process. The project list appendix item is now a separate section of the TPP, titled Long Range Highway and Transit Capital Project List. This updated list identifies projects from 2025 to 2050.

Regional Transit System

The regional transit system comprises the region’s transitways, regular route bus services, demand response services, transit centers and park and rides, and transit advantages. This system is operated by six different service providers in the region. The COVID-19 pandemic upended transit, and some services vary dramatically from pre-pandemic levels. Many routes were suspended in the region and are still in the process of restructuring.

Key Changes from the 2040 TPP

- A major shift from the previous TPP is from new revenues raised to fill budget gaps in the system. A new source of revenue for transit was created in 2023 to fund operations and maintenance for the region. Similar to highways, the Transit Investment Plan no longer contains a current and increased revenue scenario. The projects shown in the 2050 TPP are those in the fiscally constrained plan. Additional opportunities for investment are also identified in the plan and these may be incorporated into local comprehensive plans.
- Several transitways have been implemented and opened and additional transitways have been identified in the region. Multiple arterial bus rapid transit (BRT) routes are completed and operational, while more alignments have been identified in studies for future implementation. The Transit Investment Plan identifies investments planned to be implemented in the 2050 TPP:
 - Two light rail extensions (Green Line Extension, Blue Line Extension)
 - Two dedicated BRT routes (Gold Line, Purple Line)
 - Five arterial BRT routes (B Line, E Line, F Line, G Line, H Line)
- Modifications were made to the 2050 TPP that removed appendix naming found in previous plans and reworks previous chapters. Support documents for the Transit Investment Plan include Transit Design and Performance Guidelines.

Regional Aviation System

The regional aviation system includes Minneapolis-Saint Paul International Airport, eight publicly owned regional airports, and two privately owned seaplane bases. These regional airports are owned and operated by the Metropolitan Airports Commission (MAC) and local communities.

Key Changes from the 2040 TPP

- The MAC completed an update to the Long-Term Comprehensive Plan (LTCP) for the Minneapolis-Saint Paul International Airport in 2024. This update moves the planning horizon to 2040 with new operation forecasts, anticipated noise impacts and capital project needs.
- The Aviation System Plan now identifies all facilities beyond regional airports with aviation activity. These facilities may be incorporated into and considered in local planning. Aviation appendix items of the TPP are now included as a single support document titled Aviation Supporting Information.

Regional Bicycle System

The regional bicycle system is identified through the Regional Bicycle Transportation Network (RBTN). It is made up of alignments and corridors. Corridors are shown where more specific alignments within those corridors have not yet been designated. The process used to develop the RBTN, the general principles and analysis factors used in its development, and studies done to analyze and update the network can be found in the Bicycle Investment Plan. The RBTN was established in the 2040 TPP to achieve the following goals:

- Establish an integrated and seamless network of on-street bikeways and off-road trails.
- Provide the vision for a “backbone” arterial network to serve daily bicycle trips by connecting regional destinations and local bicycle networks.
- Encourage cities, counties, park agencies, and the state to plan and implement future bikeways in support of the network vision.

The RBTN also incorporates regional bicycle barriers which are established in the TPP as the region’s most significant physical barriers to everyday bicycle travel. These barriers include freeways and expressways, railroad corridors, and secondary rivers and streams. They were developed and analyzed through the [Regional Bicycle Barrier Study](#). The barriers are included on the [Regional Bicycle Barriers Map](#).

Key Changes from 2040 TPP

- The RBTN has been refined and expanded since it was first implemented in the 2040 TPP. Requests from local governments to add and revise RBTN corridors and alignments prompted the [Regional Bicycle Guidelines and Measures Study](#), which developed specific measures to review updates and requests from local agencies.
- The RBTN undergoes a formal update of alignments and corridors about every two years. The next formal update will take place in 2025 prior to the 2026 Regional Solicitation.

Regional Freight System

The regional freight system includes interconnecting transportation modes, some of which are unique to freight and some which overlap with passenger travel modes. There are five distinct modes of freight transportation: highway trucks, railroads, river barges, air freight, and pipelines. Combined with intermodal or warehouse/distribution terminals and supporting

infrastructure, these modes of transportation comprise the regional freight system, known as the Metropolitan Freight System.

Key Changes from 2040 TPP

- E-commerce has become an increasingly important segment of freight movements and deliveries of goods to homes. The [Urban Freight Distribution Study](#) focused on e-commerce trends and impacts or opportunities of last-mile parcel deliveries in regional communities. The study notes that as urban deliveries become more common, local communities are encouraged to create curb management policies, consider delivery needs in their complete streets planning and identify microhubs for last-mile parcel distribution.

Pedestrian System

The Met Council coordinates with local partners on pedestrian issues and trends, and aids in funding for pedestrian needs.

Key Changes from 2040 TPP

- In the previous TPP pedestrian and bicycle travel were combined into one chapter and discussed together. The pedestrian system is now discussed and considered as an independent investment section.
- To address rising pedestrian danger on our streets, the Met Council developed the [Pedestrian Safety Action Plan](#) in 2022. It includes analysis of crash trends in the region, recommended actions to increase pedestrian safety, and a weighted crash score on every road to aid in future safety planning and project prioritization. Communities are encouraged to incorporate the plan's findings into the pedestrian elements of their comprehensive plans.

Travel Demand Management

Travel demand management (TDM) is the application of strategies, programs, and policies to increase the efficiency of transportation systems by reducing travel demand, or redistributing this demand in space or in time. These initiatives are intended to inspire new travel habits to support infrastructure investments while reducing the demand for personal vehicle trips.

Key Changes from 2040 TPP

- TDM has its own dedicated investment plan and discussion in the 2050 TPP. The section identifies key regional partners in TDM as well as their roles and responsibilities. Local communities are being asked to discuss how they include travel demand management strategies in their local plans, since some of them have relationships to land use controls and ordinances.
- The Met Council conducted the Regional Travel Demand Management Study in 2023. It concluded with the [Regional Travel Demand Management Action Plan](#). The action plan outlines structure for a regional TDM program to implement strategies, programs, and incentives to change travel behaviors and reduce single-occupant vehicle trips, vehicle-miles traveled, and greenhouse gas emissions. The action plan is summarized in the 2050 TPP Travel Demand Management Investment Plan.

System Plan Considerations Affecting Your Community

Your community should consult the complete TPP in preparing your local comprehensive plan. In addition, your community should consult Imagine 2050 and the current version of the Met Council's Local Planning Handbook (LPH) for specific comprehensive plan requirements. Specific system plan considerations affecting your community are detailed below.

Regional Highway System

There are principal arterials located within your community:

- Dakota CSAH 23
- Dakota CSAH 32
- Dakota CSAH 42
- Dakota CSAH 70
- Interstate 35
- Interstate 35E
- Interstate 35W
- Interstate 494
- Trunk Highway 13
- Trunk Highway 316
- Trunk Highway 55
- Trunk Highway 62
- Trunk Highway 77
- US Highway 52
- US Highway 61

The 2050 TPP includes the following regional highway mobility improvements in your community as shown in the *Highway Investment Plan* Figures 8, 9, 10, 11:

- Funded or Planned Interchanges
 - TH 13 at Chowen Avenue
 - TH 13 at Nicollet Avenue
- Funded or Planned Targeted Regional Capacity
 - Add Northbound Lane on I-35W
 - Dakota CSAH 46 from MN 3 to MN 52

The TPP includes programmed safety investments in your community, these investments can be seen on this system statement and in Figure 7. Communities should incorporate these investments in your local plans and consider local planning to support these investments on your local system.

Regional Transit System

Your community is located within the following Transit Market Areas: TMA 2, TMA 2 Emerging, TMA 3, TMA 3 Emerging, TMA 4, and TMA 5.

- TMA 2: Primarily Urban and Urban Edge communities where walkability and density of population and jobs can support higher transit service levels. Transit in these areas provides a dense network of routes with frequent, all-day service that serves a wide variety of trip purposes. Market Area 2 typically has a similar route structure to Market Area 1, but lower levels of service, as demand warrants.
- TMA 2 Emerging: Emerging market areas are locations with significant pockets of higher density, but conditions in the surrounding area still limit the success of local transit. These areas should be a focus for future development that will connect them with areas of higher transit intensity, specifically looking at extensions of existing routes or connections.

- TMA 3: Mainly lower density Urban Edge and Suburban communities. It is characterized by lower density and less transit-supportive street networks and land use but with some pockets of denser development. Transit service in this market area includes suburban local routes, express and commuter service, and non-regular route transit services, usually dial-a-ride, providing basic transportation access.
- TMA 3 Emerging: Emerging market areas are locations with significant pockets of higher density, but conditions in the surrounding area still limit the success of local transit. These areas should be a focus for future development that will connect them with areas of higher transit intensity, specifically looking at extensions of existing routes or connections.
- TMA 4: Mostly Suburban Edge communities along with portions of Suburban communities. It is characterized by low population and job densities that do not support frequent local transit service and a spread out, often circuitous, street network that hinders efficient routing. Transit service in Market Area 4 is mainly peak-period express and commuter service at park-and-rides which can effectively gather the lower density transit demand into one spot. There are some suburban local routes, including suburb-to-suburb connectors, although service is typically very infrequent. Non-regular route transit, usually dial-a-ride, is generally available.
- TMA 5: Generally Rural communities including rural centers but also some suburban edge communities as well as freestanding town centers characterized by very low-density development or undeveloped land not well suited for regular-route transit service outside of limited peak-period express and commuter service.

Your community is located within the Transit Capital Levy District.

Your community should acknowledge in your local comprehensive plan existing transitway and planned investments for your community. The transitways with a mode and alignment identified located within your community are: Orange Line, Red Line and G Line.

The TPP includes additional opportunities for investment in transitways in your community that are under study for mode and alignment which should be acknowledged and considered in planning. These transitways still under study are: Orange Line Extension, Red Line Extension, and Red Rock BRT.

Your community should also identify potential stations along planned transitways (once identified) and adopt guiding land use policies, station-area plans, and associated zoning, infrastructure, and implementation tools that support future growth around transit stations consistent with Imagine 2050. Communities can find further guidance for station-area planning in the Transportation section of the LPH and the [Transit Oriented Development Guide](#).

Regional Aviation System

All communities must include an aviation element in the transportation sections of their comprehensive plans. The degree of aviation planning and development considerations that need to be included in the comprehensive plan varies by community. Even those communities not impacted directly by an airport have a responsibility to include airspace protection in their comprehensive plan. The protection element should include potential hazards to air navigation

including electronic interference. Local comprehensive plans can also begin to consider other aviation uses which do not take place at airports, like drones.

- Your community is within the influence area of MSP International Airport. The MSP International Airport LTCP has been updated since the TPP Aviation System Plan was last updated in 2020. The LTCP was approved and updated in 2024. The LTCP for this airport is shown in the Aviation Supporting Information document of the TPP. The full MSP International Airport LTCP can be found [here](#).
- Your community is within the influence area of Airlake Airport. The LTCP for this airport is shown in the Aviation Supporting Information document of the TPP. The full Airlake Airport LTCP can be found [here](#). The Airlake LTCP has not been updated since the TPP Aviation System Plan was last updated in 2020, but it is planned to be updated and amended into the TPP in 2030.
- Your community is within the influence area of Downtown St Paul Airport. The LTCP for this airport is shown in the Aviation Supporting Information document of the TPP. The full Downtown St Paul Airport LTCP can be found [here](#). The St Paul Downtown LTCP has not been updated since the TPP Aviation System Plan was last updated in 2020, but it is planned to be updated and amended into the TPP in 2026.
- Your community is within the influence area of South St Paul Airport. The LTCP for this airport is shown in the Aviation Supporting Information document of the TPP. The full South St Paul Airport LTCP is found in the 2040 South St Paul Comprehensive Plan. An update to the South St Paul LTCP should be included in the South St Paul 2050 Comprehensive Plan. Your community should coordinate with South St Paul on the aviation section of your comprehensive plan.
- Consideration and information for Wipline Seaplane Base should be updated in your community's 2050 Comprehensive Plan.

Communities influenced by airports should review the LTCP(s) to ensure that the updated comprehensive plan developed by the community remains consistent with the airport plans. Consult the LPH for specific comprehensive planning requirements and considerations such as airport zoning, noise and other environmental mitigation, airport development and economic impacts, ground access needs, infrastructure requirements, and general land use compatibility.

Local communities should also consider other facilities which may generate aviation activity, such as heliports or private air facilities. To see all aviation facilities in the region including those that are not defined as a part of the regional aviation system, refer to Figure 6 of the Aviation System Plan.

Regional Bicycle Planning

The RBTN is depicted on Figure 2 of the Bicycle Investment Plan. The network consists of Tier 1 and Tier 2 corridors and alignments. These are not intended to be the only bicycle facilities in the region. Local units should also include local network plans in their communities.

In your community there are many RBTN corridors and alignments. Your community should incorporate the RBTN map within your local bicycle plan maps and use your comprehensive planning process to identify suitable alignments within and along the RBTN corridors for future incorporation into the TPP. In addition, agencies should plan their local on and off-road bikeway networks to connect to the designated Tier 1 and Tier 2 alignments, as well as any

new network alignments within RBTN corridors to be proposed in local comprehensive plans. Bikeway projects that complete segments of, or connect to, the RBTN are given priority for federal transportation funds through the Transportation Advisory Board’s biannual regional solicitation.

In your community there are one or more identified bicycle barrier crossings. Please review the [Regional Bicycle Barriers Online Map](#) to determine which regional bicycle barriers and prioritized barrier crossing improvement locations are in your community. The tiered crossing improvement locations are used as one alternative criterion in the Regional Solicitation to distribute federal transportation funds. Communities are encouraged to analyze and address the need for new bicycle barrier crossings or improved bicycle facilities at existing barrier crossings.

Regional Freight Planning

The Met Council encourages all local governments to plan for freight movement in their communities. Trucks are the major mode of freight movement in the region and across the nation to distribute consumer goods as well as move manufactured goods and commodities, and they operate in every community.

The Metropolitan Freight System and the National Highway Freight Network are shown in Figures 1 and 5 of the Freight Investment Plan, respectively. The following regional freight facilities are in your community:

- Pipeline Terminal
- River Terminal
- Trucking Terminal
- Dakota CSAH-70 (I-35 to CSAH-23)
- Interstate 35
- Interstate 35E
- Interstate 35W
- Interstate 494
- TH-13 (I-35W to US-169)
- TH-156 (I-494 to Annapolis St)
- US-52 (I-494 to 117th St (Inver Grove Heights))
- Two active freight railroads

These networks and facilities should be incorporated into your local comprehensive plan. The local plan should also plan for compatible adjacent land uses, consider last-mile freight delivery needs and curb management strategies for local deliveries, if applicable. Refer to the *Urban Freight Distribution Study* for specific guidance on how to consider e-commerce and local deliveries on the local transportation system.

Other Transportation Policy Plan Considerations

Pedestrian Planning

The Met Council encourages local governments to address pedestrian needs for transportation in their local comprehensive plans. An adopted pedestrian, active transportation, or multimodal plan can be included as an addendum to or in addition to the comprehensive plan. This planning should also include ensuring your local community has a current Americans with Disabilities Act (ADA) self-evaluation that covers the public rights-of-way for transportation. Agencies with 50 or more employees must also have an adopted ADA transition plan, not just a self-evaluation.

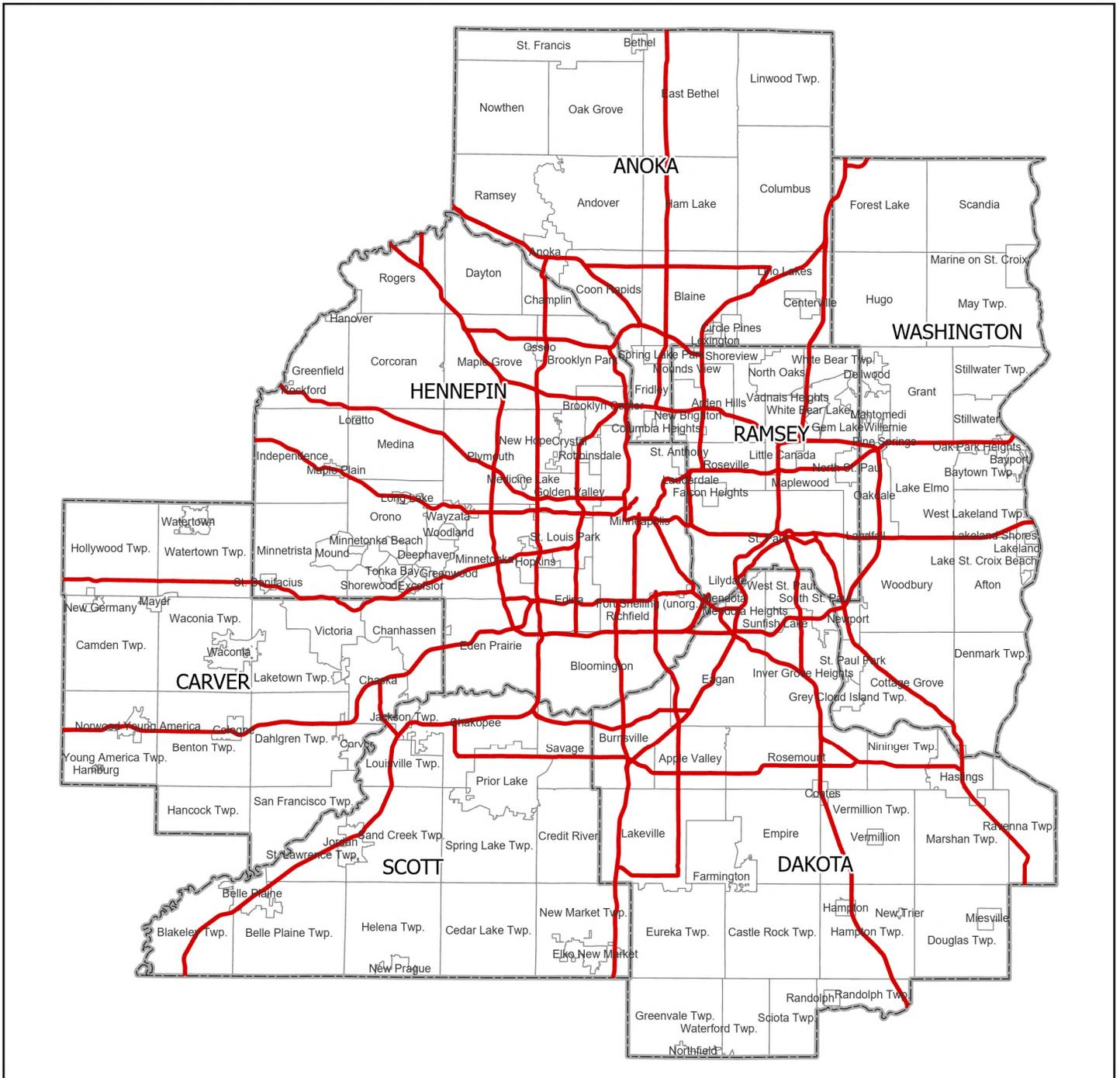
Travel Demand Management

The Met Council encourages local governments to address travel demand management needs for areas which experience traffic congestion. Your community is served by: Metro Transit Commuter Programs. Local governments should identify the transportation management organization which serves their community and describe any policies, ordinances, practices or programs in place which would aid in regional TDM work in their local comprehensive plans.

Greenhouse Gas Emissions

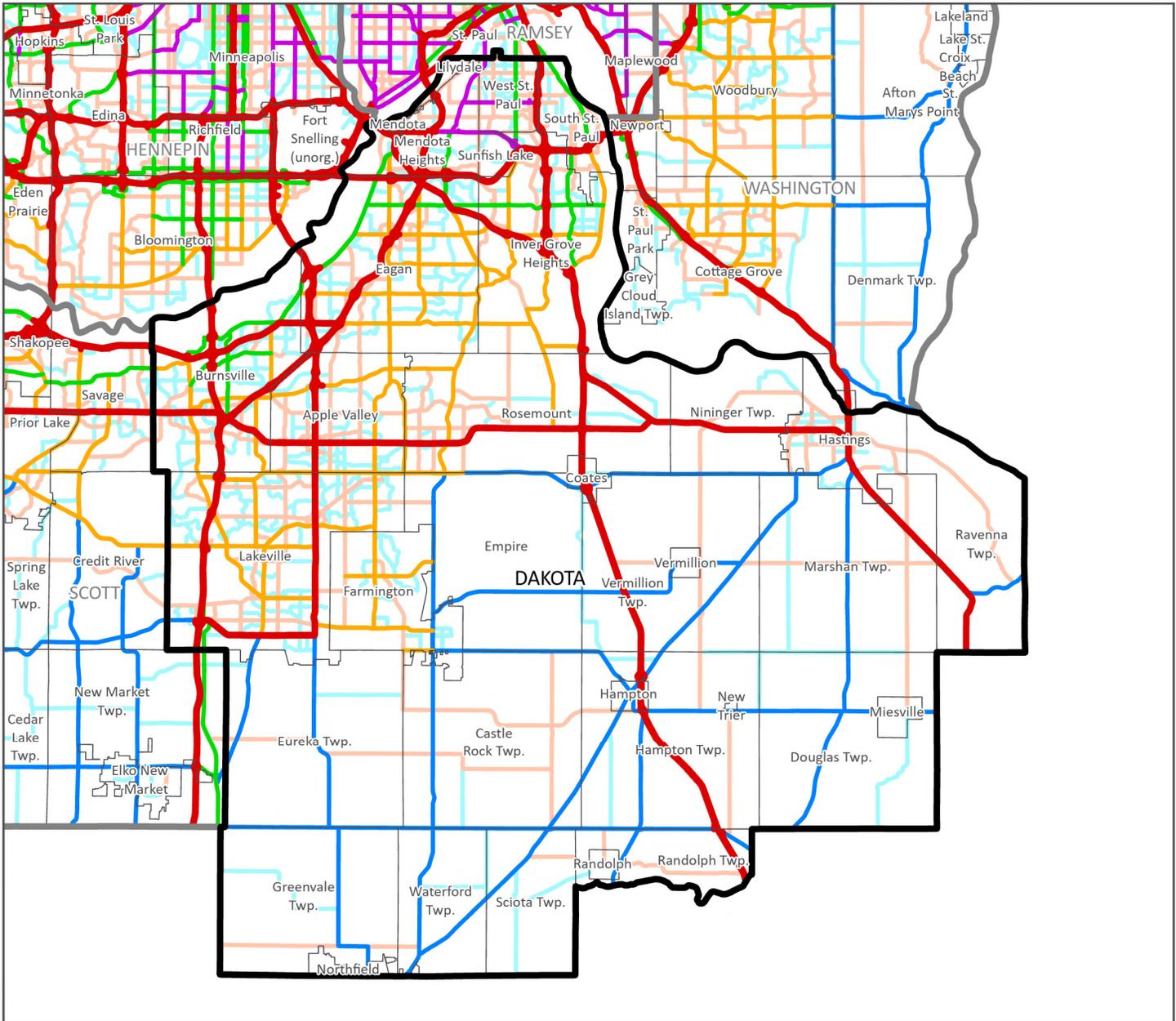
State law directs the Minnesota Department of Transportation to establish targets to meet greenhouse gas (GHG) emissions reduction for the seven-county metro region to reach net-zero emissions in the transportation sector by 2050. Your community must include plans or strategies to limit GHG emissions on the surface transportation system in your comprehensive plan to meet the designated regional targets.

Principal Arterial Highways



— Principal Arterial Roads

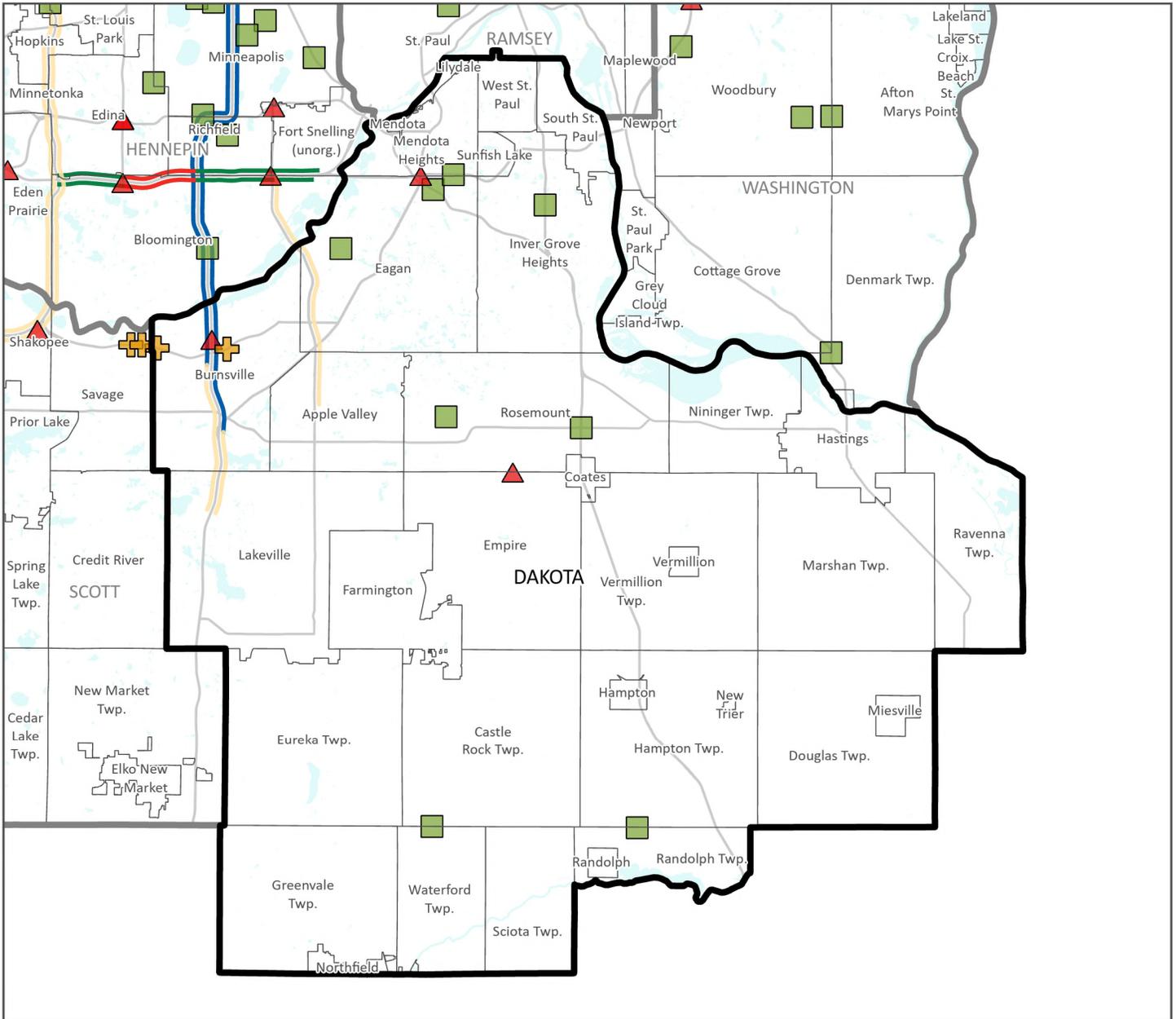
Dakota County Functional Class - All Roads



Functional Class

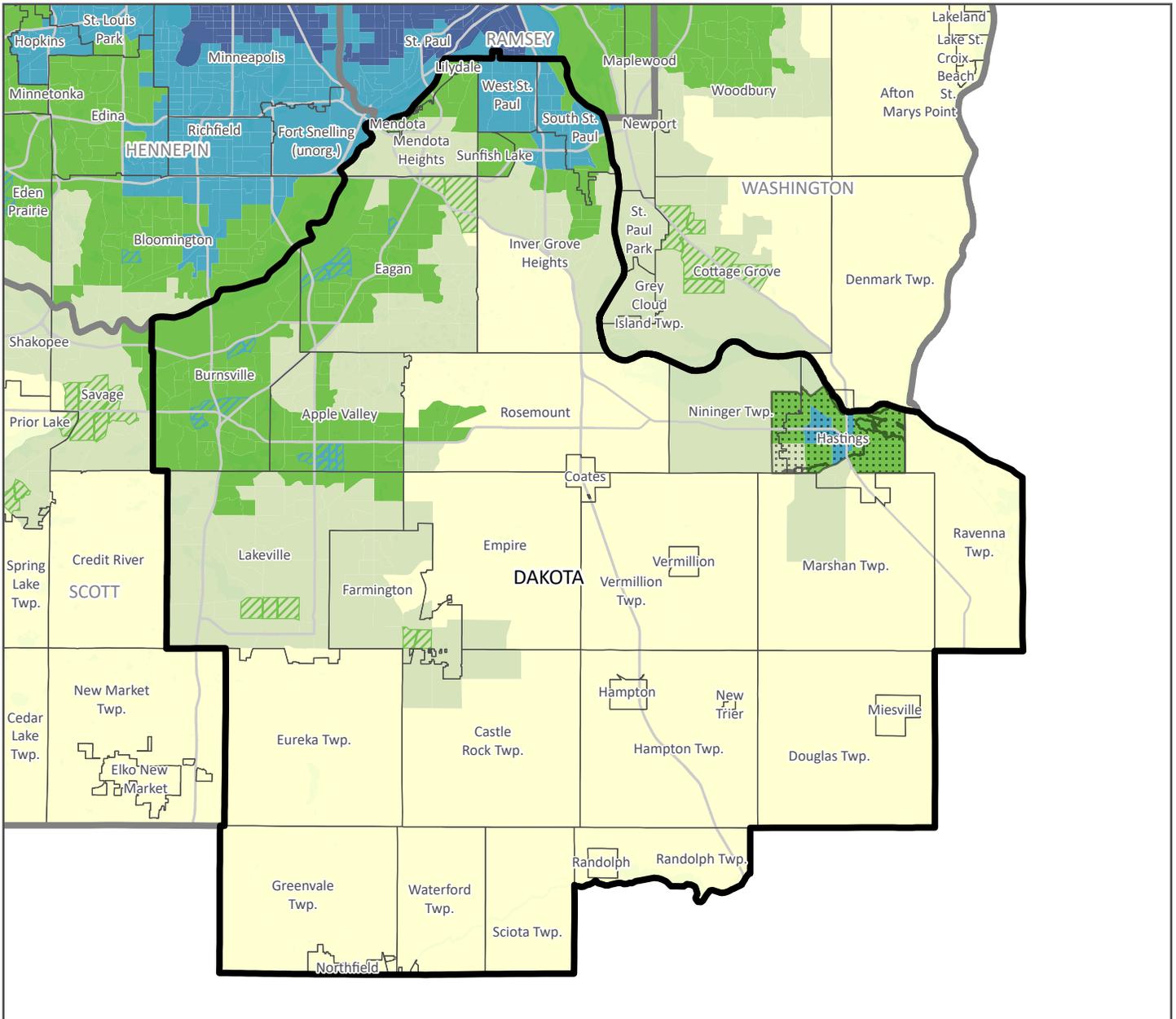
- Principal Arterial
- Minor Arterial Augmentor
- Minor Arterial Reliever
- Minor Arterial Expander
- Minor Arterial Connector
- Major Collector
- Minor Collector

Dakota County Long Range Highway Projects



- | | |
|----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
|  Interchanges | E-ZPass System |
|  Targeted Regional Capacity |  Existing E-ZPass System |
|  Safety |  Under Construction E-ZPass |
|  Spot Mobility |  Planned Managed Lanes |
| |  Under Study Managed Lanes |
| |  Vision Managed Lanes |

Dakota County Transit Market Areas

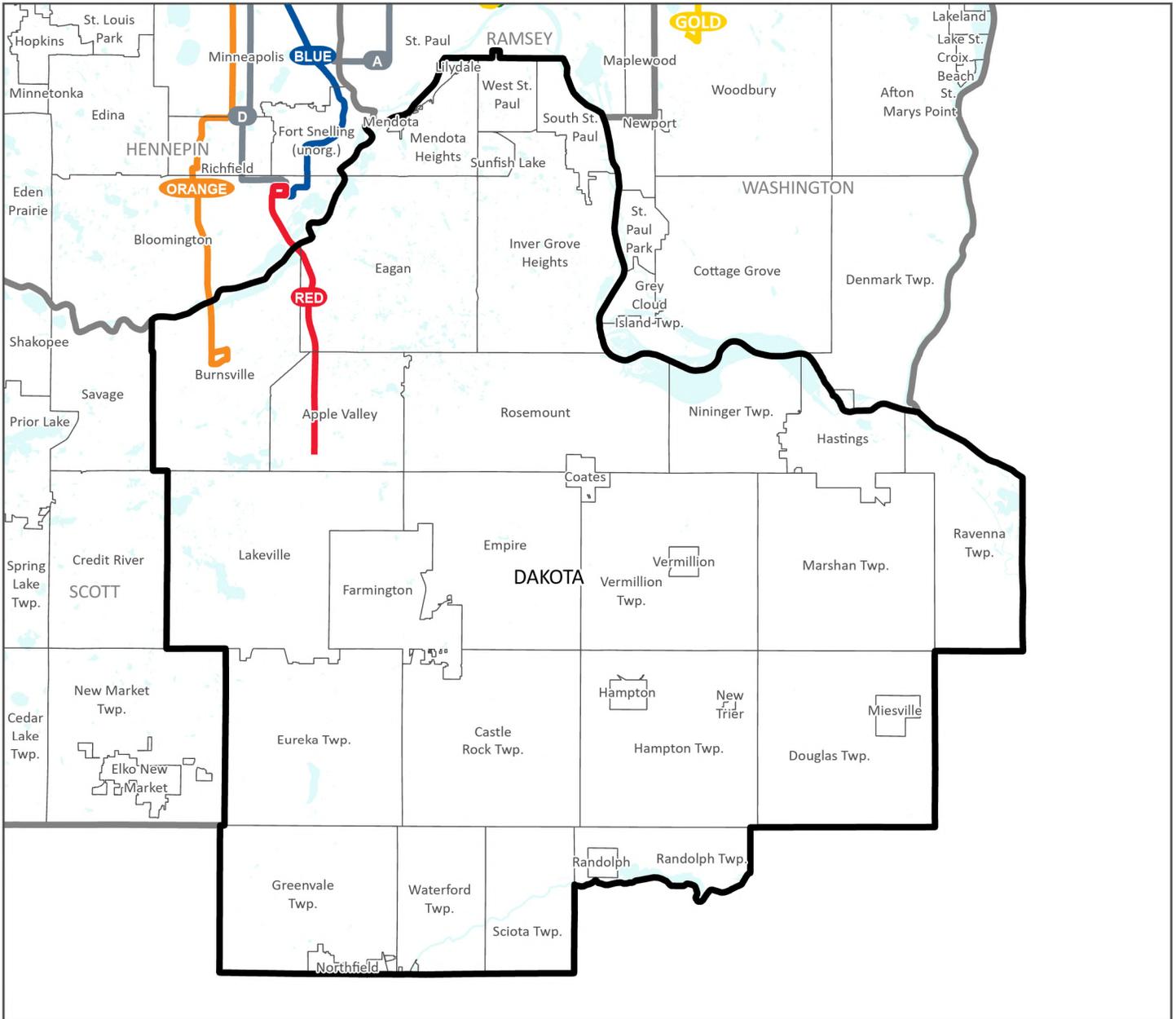


Transit Market Areas

- TMA 1
- TMA 2
- Emerging TMA 2
- TMA 3
- Emerging TMA 3
- TMA 4
- TMA 5

Freestanding Town Center

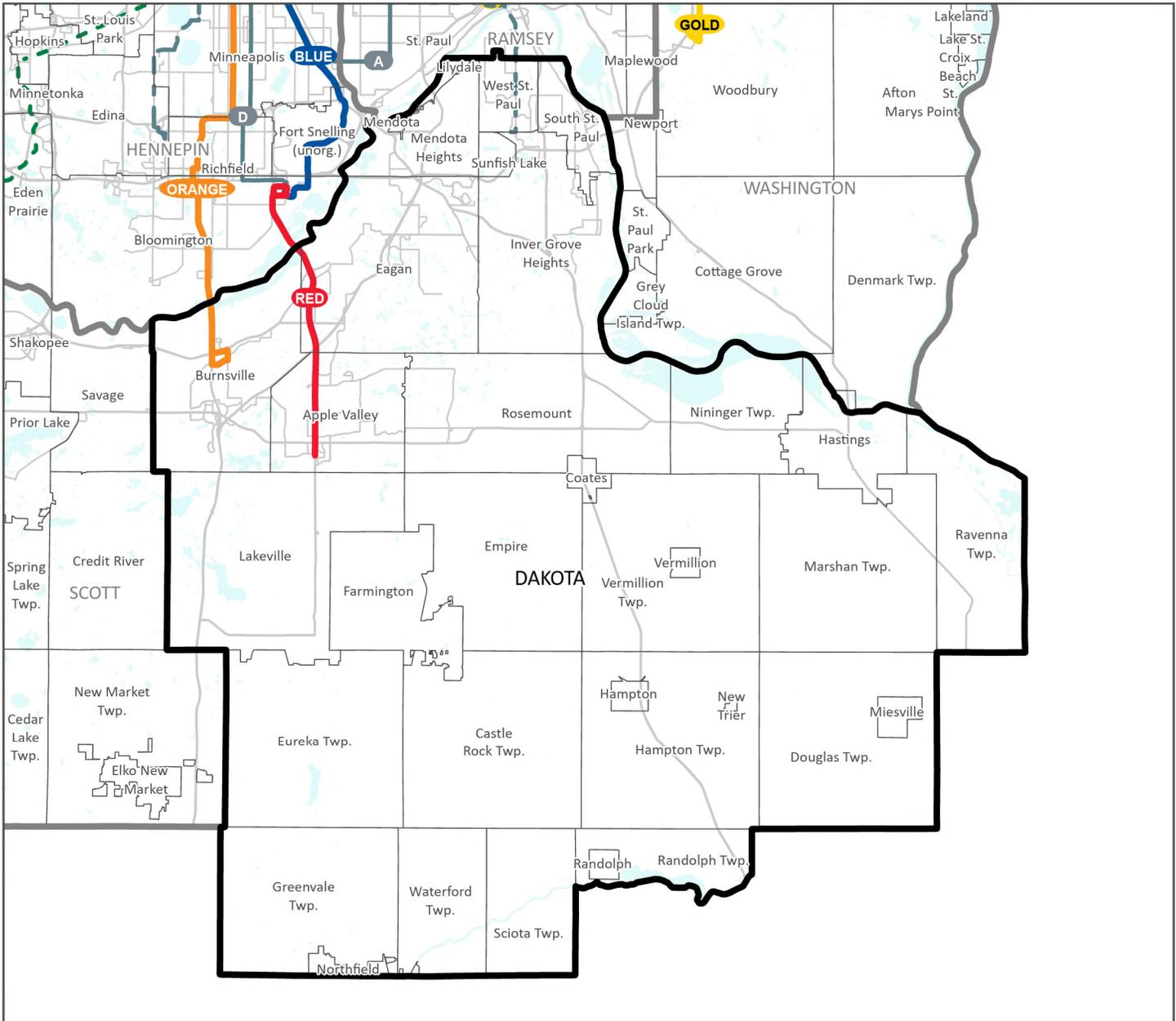
Dakota County Current Transitways and High Frequency Bus Network



Existing Transitways

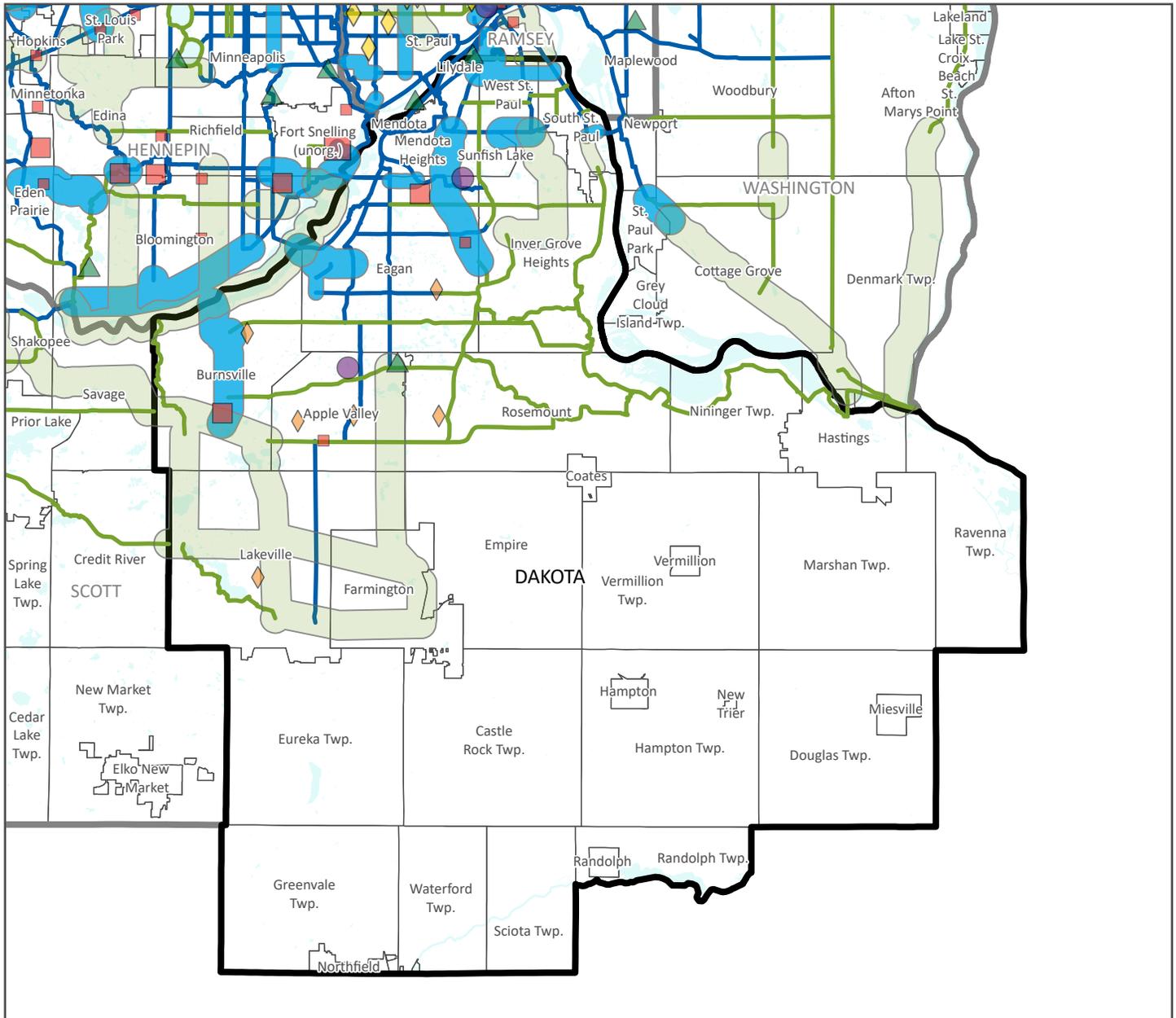
- A Line
- C Line
- D Line
- Blue Line
- Green Line
- Northstar
- Orange Line
- Red Line
- Gold Line
- High Frequency Network

Dakota County Transitway Expansion Investments



- | | | |
|------------------------------|----------------------|------------------------|
| Planned Transitway Alignment | Gold Line | Purple Line |
| Transitway Name | Orange Line | Gold Line Extension |
| Current ABRT | Northstar | Local and Commuter Bus |
| Blue Line | Planned ABRT | |
| Green Line | Blue Line Extension | |
| Red Line | Green Line Extension | |

Dakota County Regional Bicycle Transportation Network



Alignments

- Tier 1
- Tier 2

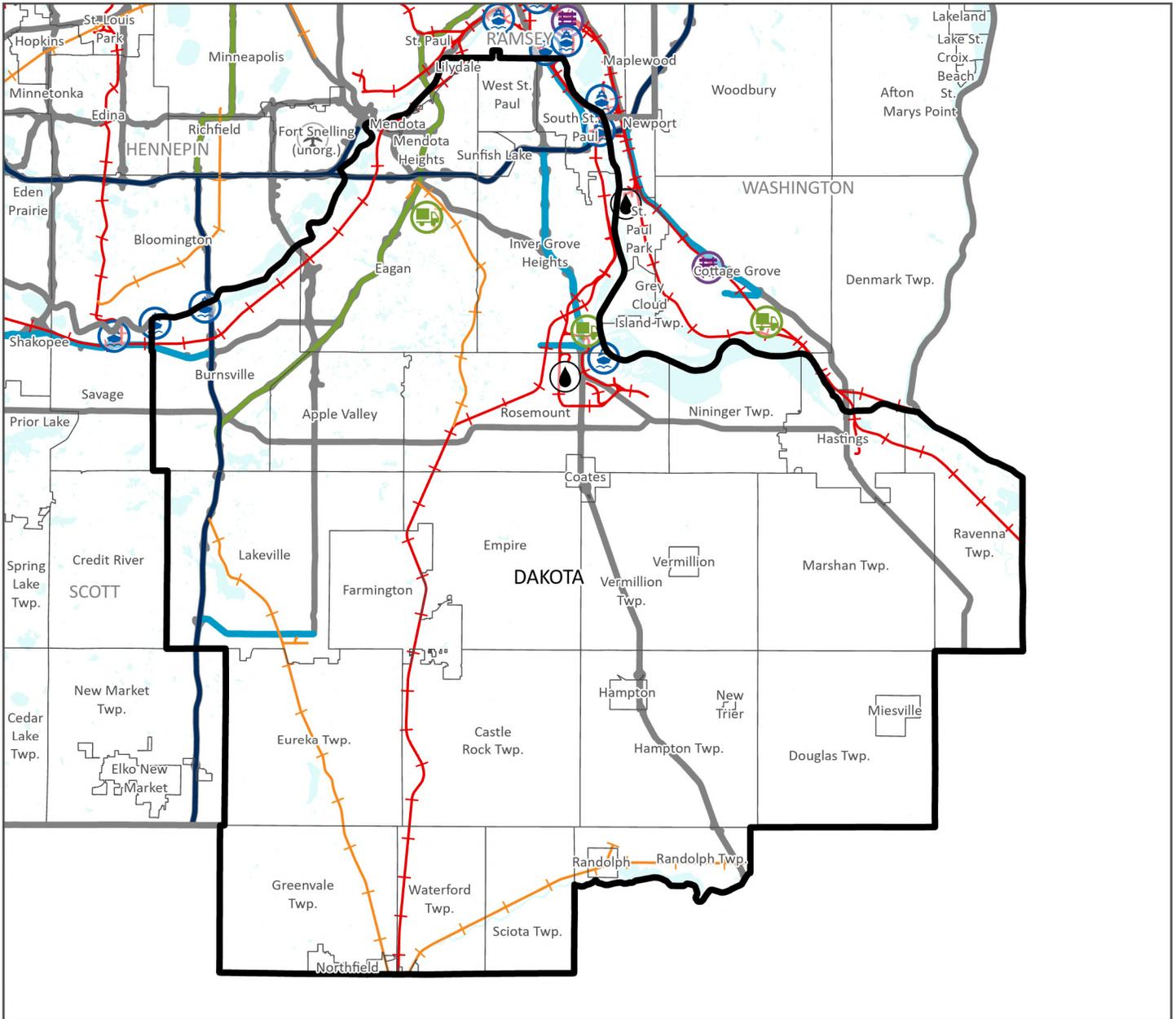
Corridors

- Tier 1
- Tier 2

Regional Destination Subgroup

- Metropolitan Job Centers (> 50,000 Jobs)
- Regional Job Centers (15,000 - 50,000 Jobs)
- Subregional Job Centers (7,000 - 15,000 jobs)
- ◆ Colleges & Universities (>2,000 Students)
- ◆ Large High Schools (> 2,000 Students)
- Major Sports & Entertainment Centers
- ▲ Regional Parks (> 400,000 visits/year)

Dakota County Metropolitan Freight System



Terminal Type

-  Airport Terminal
-  Pipeline
-  Rail Terminal - Container
-  Rail Terminal - Non Container
-  River Terminal
-  Trucking Terminal / Warehouse

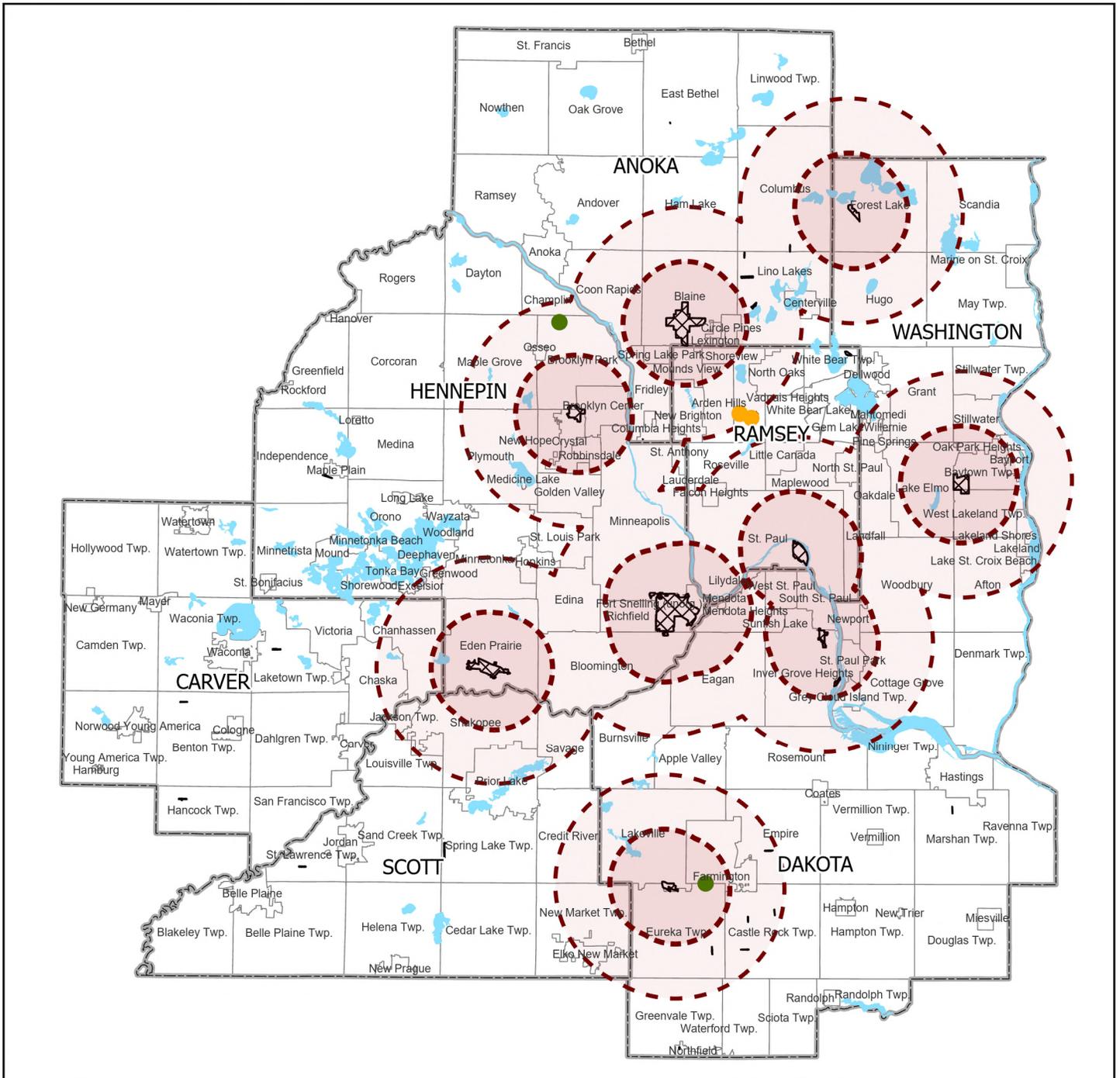
Railroad Class

-  Class I Railroads
-  Class III Railroads

Primary Highway Freight System

-  Non-Primary Highway Freight System Interstates
-  Critical Urban and Rural Freight Corridors

Regional Aviation System and Airport Influence Areas



- Tall Tower
- VOR
- 3 Mile Airport Influence Area - Noise, Zoning, Infrastructure
- 6 Mile Airport Influence Area - Landfills, Wind Towers
- Airport Land Area
- Aircraft Permitted Water

2025 WATER RESOURCES SYSTEM STATEMENT DAKOTA COUNTY

Water Policy Plan Overview

The 2050 Water Policy Plan includes policies and strategies to achieve four objectives that support our regional goals:

- **CLIMATE:** The region's waters and water services are protected from and made resilient to the ongoing and future effects of climate change.
- **INVESTMENTS:** Water protection, planning, management, and infrastructure investments are optimized to ensure public and ecosystem health are fully protected now and for future generations.
- **HEALTH:** Natural waters, source waters, water services, and infrastructure are managed, restored, and enhanced to protect public and ecosystem health that ensures a high quality of life in the region.
- **EQUITY:** The benefits of clean and abundant water and water services are defined by local needs and environmental context, accessible, and justly shared by all residents and communities.

These objectives help to protect our region's groundwater and surface water, ensure the sustainability of water sources and utility service providers, support public and ecosystem health, and promote a thriving economy, sound development decisions, and a high quality of life for all who call this region home.

The Water Policy Plan strives to generate innovative actions, including water reuse, resource recovery, and nature-based approaches, that have multiple benefits at both the local and regional scales. Additionally, the plan includes policies and strategies to address the impacts of climate change, equitable access to water benefits, and water sector workforce concerns. The region has a strong history of water planning and management, and the 2050 Water Policy Plan continues this tradition. It progresses our organization and the region to ensure clean and abundant water for current and future generations.

Key Concepts

Adopted by the Metropolitan Council in February 2025, the 2050 Water Policy Plan - including the regional water policies, Wastewater System Plan, and the Metro Area Water Supply Plan - outline the conditions for regional wastewater service, surface water management, and water supply planning. Local comprehensive plans shall conform to these conditions. The Policy Plan incorporates the following changes:

Integrated Planning (next steps)

The Water Policy Plan is a guide for managing wastewater, water supply, surface waters, and groundwater. It takes an integrated approach to water planning and management from local to federal and Tribal levels, which helps to ensure a clean and plentiful water future. Water planning organizations need to work together to address issues that transcend political boundaries to achieve holistic water management.

Subregional Approach to Planning

The Met Council is committed to continuing and broadening the subregional approach to integrated water planning. Subregional groups will be expanded to include stakeholders from Tribal Nations, state agencies, county planning staff, municipal public works and planning staff, watershed organizations, non-governmental organizations, and others who want to participate in discussions about localized, integrated water concerns.

Water Equity

The Water Policy Plan prioritizes equitable access to clean water and water services, especially for historically marginalized communities. Reaching these outcomes requires initiatives such as prioritizing investments in overburdened communities, addressing historical harms, creating accessible information and communications, and including diverse perspectives of community members in water planning and management decisions.

Climate and Natural Systems

The Water Policy Plan includes climate and natural systems objectives, policies, and actions, which guide the Met Council and communities to employ approaches that lead to sustainable water and water services. This includes building water resiliency, limiting risks, and benefiting a growing and a thriving economy through convening partners, new tools and technologies, water conservation and protection efforts, and water planning and technical assistance.

Considerations Affecting Your Community

Wastewater Treatment

The treatment of wastewater is foundational to ensure public health and protect the region's natural environments. To operate and steward the regional wastewater system, it is essential for the Met Council to understand local conditions, identify current and future needs, and take innovative approaches to address the region's water sustainability challenges.

The County should consult Imagine 2050 and the Local Planning Handbook for specific information needed in its comprehensive plan. The Regional Sanitary Sewer System map is provided for your use in developing your comprehensive plan. It includes the Met Council Environmental Services regional water resource recovery facilities, sewer service areas, regional sewers, meters, and lift stations within the County.

Surface Water Management

The metro region consists of hundreds of miles of rivers, streams, thousands of acres of wetlands, and nearly a thousand lakes. These surface waters define our region. They are where we play, exercise, find peace, and celebrate with friends and family. They support the region's ecosystems and biodiversity. They provide drinking water for the region's residents and energy for industry. They are critical transportation corridors and places to recreate, fueling local economies. Yet these waters are threatened by complex issues like ongoing pollution stress, climate change, and unsustainable development pressures. Comprehensive community planning includes surface water planning to ensure the region's residents, businesses, and ecosystems can benefit from clean and abundant water.

Dakota County, through the Vermillion River Joint Powers Board, is the watershed management organization for most of the County. Minnesota Rules Chapter 8410, adopted in July of 2015, require all communities in the metropolitan area to update their local water plans between Jan. 1, 2027 and Dec. 31, 2028. Dakota County should work with the Met Council when approving local water plans under its jurisdiction. The community's updated local water plan should be submitted to the Met Council for its review concurrent with the review by the County. The County should be advised that failure to have an approved local water plan will result in the comprehensive plan being incomplete for review.

Local water plans must meet the requirements for local water plans in Minnesota Statutes, section 103B.235 and Minnesota Rules Chapter 8410. In general, local water plans need to include a summary of the priorities and problems in the community; structural, nonstructural and programmatic actions to take to address the priorities and problems; and clearly identified funding mechanisms to fix the problems.

More detailed guidance for the local water plans can be found in Appendix A of the [2050 Water Policy Plan](#) and in the Met Council's current [Local Planning Handbook](#).

In addition, the Met Council updated its Priority Waters List (formerly Priority Lakes List) in July 2022. This new version includes rivers, lakes, and streams. With more than 950 lakes and hundreds of miles of rivers and streams in the region, waterbodies needed to be prioritized to adequately dedicate staff and financial resources. The Met Council uses the Priority Waters List to focus its limited resources. The list is also used in the environmental review process. The Surface Water Features map show the priority waters for Dakota County.

When using this Priority Waters List, for projects near a specific waterbody, we recommend you connect with local residents to understand how they value and interact with the waterbody. The Twin Cities region is home to many diverse communities with different cultural and personal relationships to water, so it's important to incorporate those perspectives in addition to the Priority Waters List when working on local-scale projects. The County should identify the Priority Waters and the projects and/or programs that will protect or restore these waters.

The Water Contamination and Impaired Waters map includes any water bodies that are on the Minnesota Pollution Control Agency's 303d Impaired Waters List.

Water Supply

Water supply is not a regional system. However, water supply information is required for local comprehensive plan updates to meet statutory requirements and for consistency with regional policy.

To ensure that there is a safe and plentiful supply of water—for a wide range of residential, commercial, institutional, industrial, recreational, and other purposes—it is important to make sure local water supply sources, infrastructure, and planned investments are aligned with planned land use changes.

The Met Council recognizes the local responsibility and authority for water supply planning. However, a regional perspective is also valuable, because the effects of local water supply decisions do not stop at community boundaries. The Met Council provides regional planning, guidance, and resources to support communities and help safeguard our shared water resources.

Water supply plan-related requirements generally include:

- Clearly identifying the locations of water sources and amount of water that is currently used and is planned to be used for things like agriculture, homes, businesses, industries, and other public and private purposes. This includes areas that affect those water sources, such as source water protection areas.
- Creating a program for how to implement local rules and regulations about water supply, including when and how these rules will be developed, adopted, and administered.

Communities served by a municipal community public water supply system must fulfill part of these requirements by attaching a local water supply plan approved by the Minnesota Department of Natural Resources as an appendix to the comprehensive plan.

The Water Supply Considerations map illustrates some key content for your community, including Drinking Water Supply Management Areas, Special Well and Boring Construction Areas, and Priority Waters qualifying as drinking water sources.

We strongly encourage you to include any required information that isn't in the local water supply plan—such as source water protection and privately-owned wells—in a water chapter of your comprehensive plan.

A customized checklist of minimum requirements for your community is included in the Local Planning Handbook, along with resources to help you meet and go beyond minimum requirements.

Source Water Protection

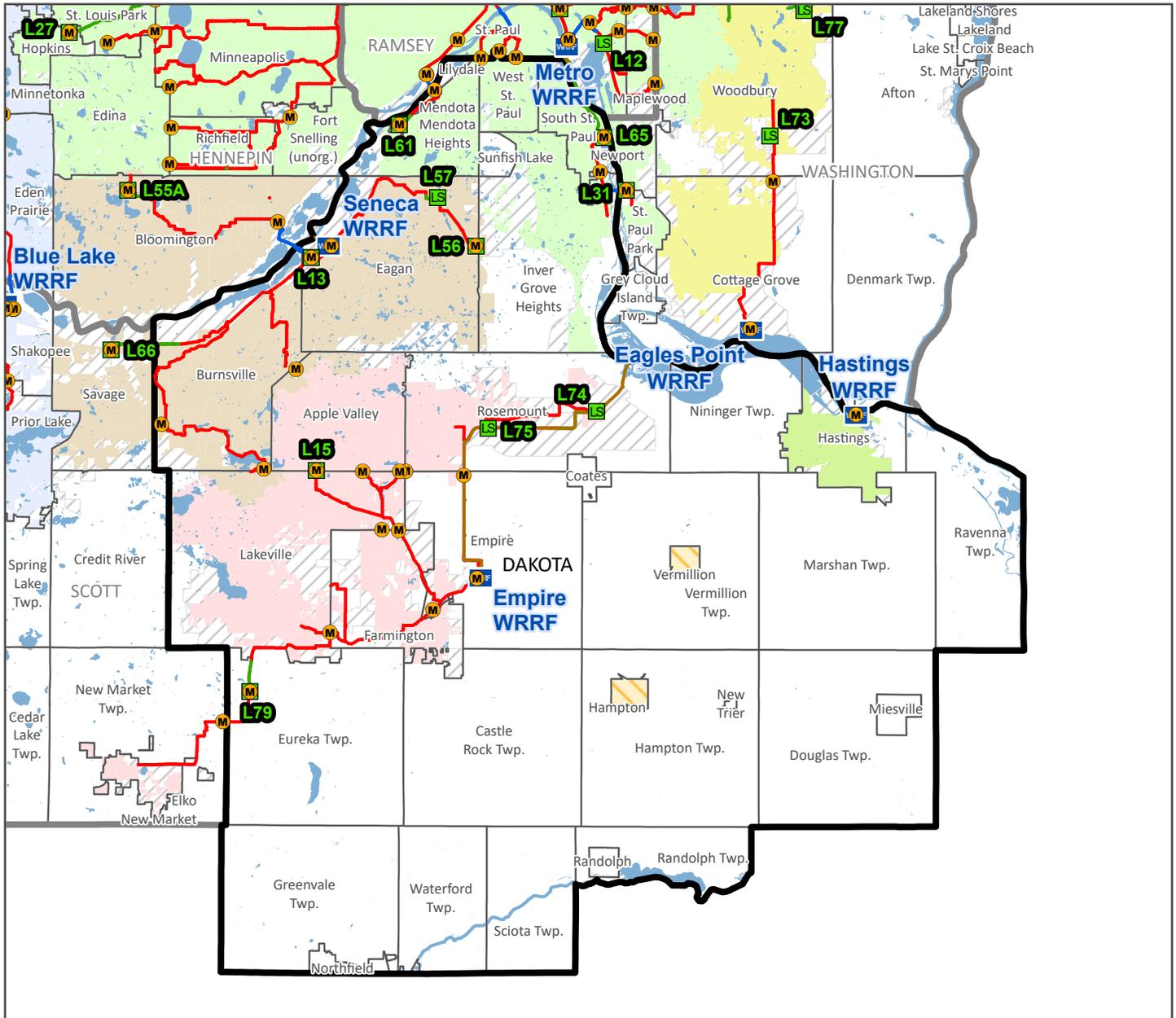
Your comprehensive plan should consider water use (including water supply sources) and promote land use practices and development decisions that protect public health for your county and the region. Include information about the location of both groundwater and surface water source water protection areas and their vulnerability for all community public drinking water source(s) within your county's borders and associated contaminant threats. Also include a commitment to collaborate with on source water protection, when applicable. The Water

Supply Considerations map shows Drinking Water Supply Management Areas and their vulnerability in the county.

Privately-Owned Wells and Nonmunicipal Public Water Supply Systems

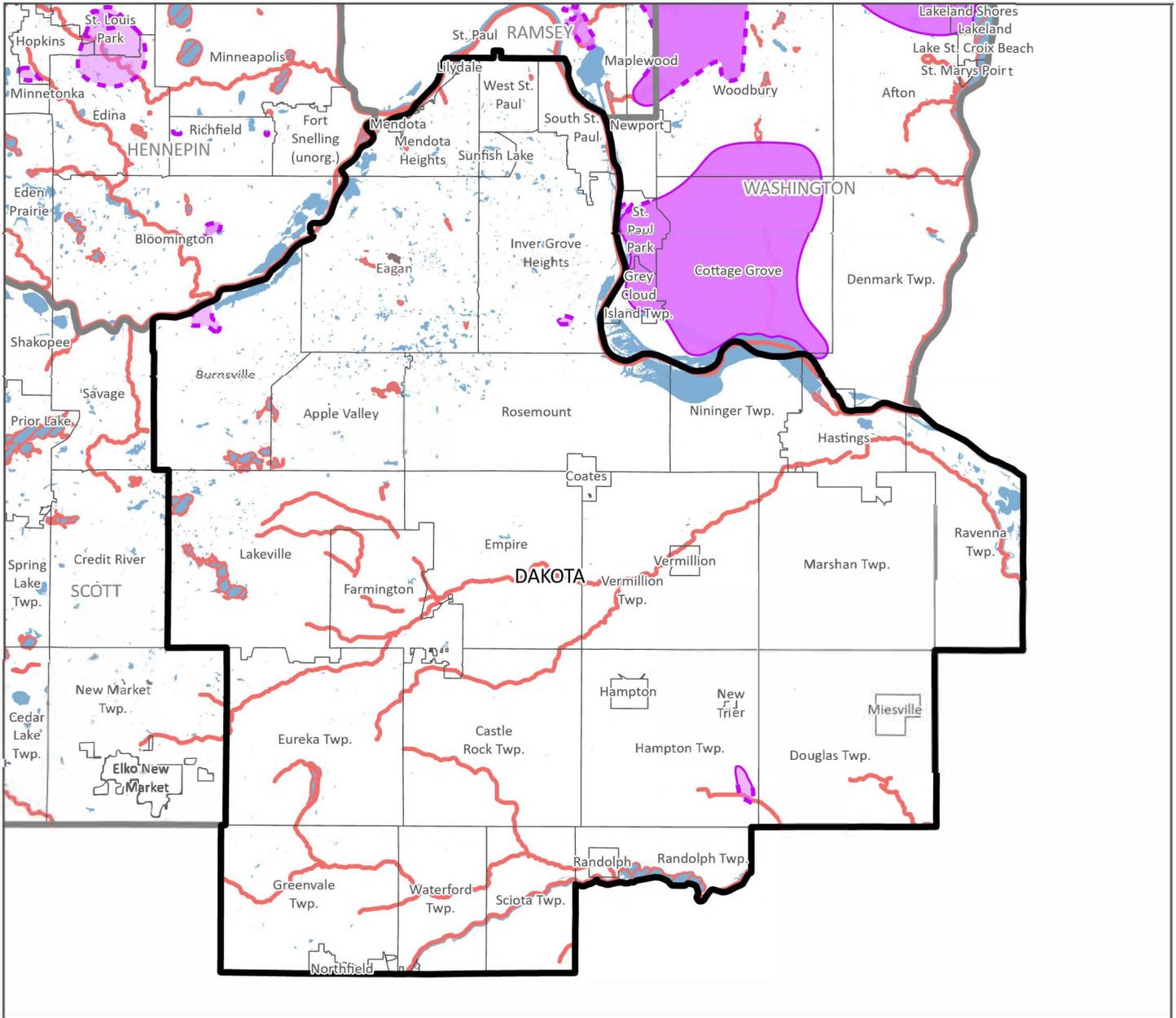
Your comprehensive plan should include information about the use and management strategies for privately-owned wells and nonmunicipal public water supply systems, because people, institutions, and businesses in your county use those sources for a wide range of agricultural, residential, commercial, industrial and/or other nonmunicipal purposes. The Non-municipal Well Locations map shows the location and type of wells reported in the county.

Dakota County Regional Sanitary Sewer System



- | | | | |
|-----------------------------------------|-----------------------|------------------------------------|------------|
| Meter | Regional Sewer | Rural Center Sewer Service Areas | Empire |
| Lift Station | Gravity | 2050 MUSA | Hastings |
| Water Resource Recovery Facility (WRRF) | Forcemain | Sewer Service Areas by WRRF | Metro |
| | Siphon | Blue Lake | Seneca |
| | Effluent | Eagles Point | Not Served |

Dakota County Water Contamination and Impaired Waters



Minnesota Groundwater Contamination Atlas

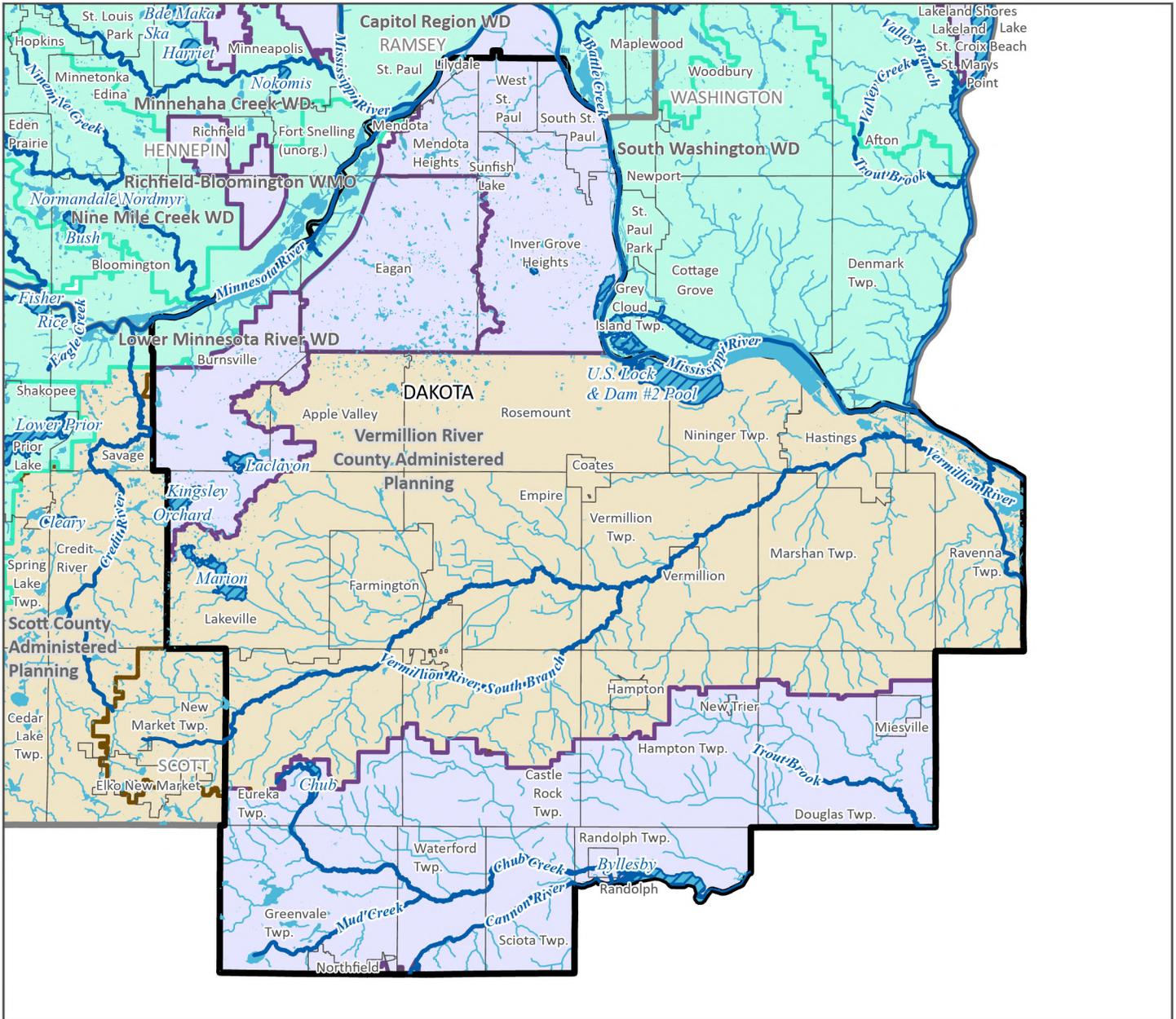
- High confidence
- Low confidence
- Groundwater area of concern *

Minnesota's 2024 Impaired Waters List

- Impaired river or stream
- Impaired lake

* darker shades of purple represent multiple overlapping areas of concern

Dakota County Surface Water Features



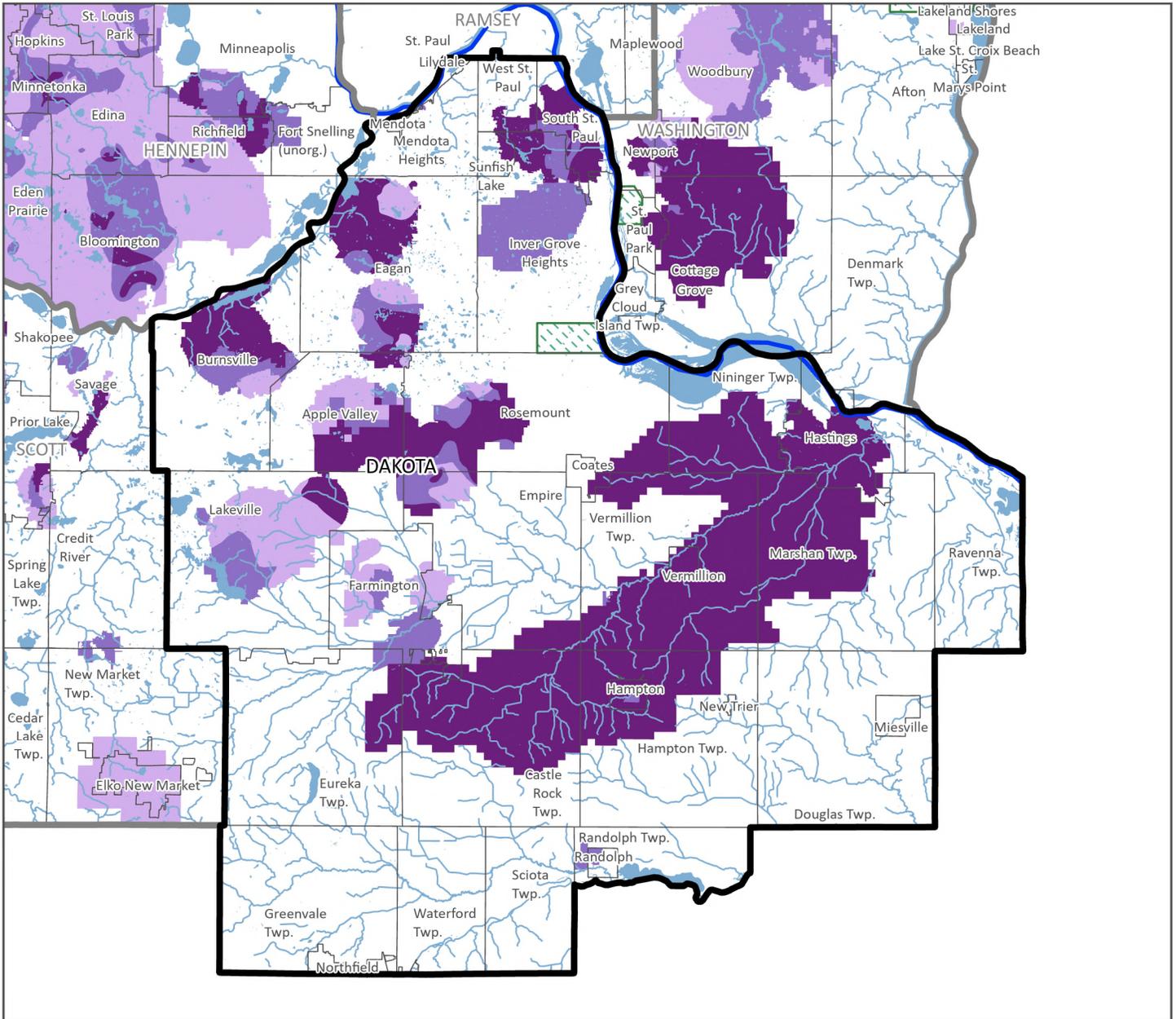
Watershed Management Type

- County Administered Planning
- Watershed District (WD)
- Watershed Management Organization (WMO)

Priority Water

- Priority River or Stream
- Priority Lake

Dakota County Water Supply Considerations



Drinking Water Supply Management Areas for Groundwater (DWSMA)

Drinking Water Supply Management Areas for Surface Water (DWSMA)

- High Vulnerability
- Moderate Vulnerability
- Low Vulnerability

Surface Water DWSMA Priority Area A

Special Well and Boring Construction Area

Priority river or stream qualifying as a drinking water source

Priority lake qualifying as a drinking water source

REGIONAL PARKS AND TRAILS SYSTEM STATEMENT DAKOTA COUNTY

Overview of the Regional Parks and Trails System

The Regional Parks and Trails System includes 66 regional parks, park reserves, and special features, plus more than 487 miles of regional trails that showcase the unique landscapes of the region and provide year-round recreation. The Regional Parks and Trails System is well-loved by our region's residents and attracted over 69 million visits in 2023.

The organizational structure of the Regional Parks and Trails System is unique, built upon a strong partnership between the Met Council and the ten regional park implementing agencies that own and operate Regional Parks and Trails System units. The regional park implementing agencies are:

Anoka County	Ramsey County
City of Bloomington	City of Saint Paul
Carver County	Scott County
Dakota County	Three Rivers Park District
Minneapolis Park and Recreation Board	Washington County

The 2050 Regional Parks and Trails Policy Plan advances the Imagine 2050 regional goals and core values including Equity, Leadership, Accountability, and Stewardship by striving to:

- **Foster equity and belonging:** Connect people with nature, community, and cultural landscapes to better support their physical, mental, and emotional well-being
- **Take care of what we have:** Reinvest in existing regional parks and trails to maintain and enhance visitor experiences
- **Protect and restore:** Protect and restore natural systems to safeguard the well-being of all living things
- **Adapt and mitigate:** Increase the region's resilience to climate change through land stewardship practices that mitigate greenhouse gases and adapt to future climates
- **Meet future needs:** Meet the growing demand for regional parks and trails through strategic and timely land acquisition and development.

Key Concepts in the 2050 Regional Parks and Trails Policy Plan

The 2050 Regional Parks and Trails Policy Plan includes the following policies, each with specific associated strategies:

- **System Plan policy:** Maintain a robust and current set of data, maps, plans, processes, and applications to support regional parks and trails planning.
- **Natural Systems policy:** Identify lands with high-quality natural features and/or with high restoration potential that are desirable for Regional Parks and Trails System activities and put

these lands in a protected status so they will be available for recreational uses and preservation purposes in perpetuity.

- **Climate Resilience policy:** Adapt and enhance the Regional Parks and Trails System to promote resilience to climate change, including the mitigation of greenhouse gas emissions.
- **Planning policy:** Promote long-range planning and help provide integrated resource planning across jurisdictions in order to create a seamless system that connects everyone to the outdoors.
- **System Protection policy:** Protect public investments in acquisition and development by assuring that every component in the system is able to fully carry out its designated role.
- **Recreation, Facilities, and Programming policy:** Foster a sense of belonging by providing a wide spectrum of leisure and play opportunities while connecting people, places, and the natural world.
- **Finance policy:** The Met Council administers, provides financial oversight, and collaborates with a range of partners to fund the ten regional park implementing agencies in support of the Regional Parks and Trails System.

The 2050 Regional Parks and Trails Policy Plan is the metropolitan system plan for regional recreation open space with which local comprehensive plans must conform. This system statement highlights the elements of the system plan which apply specifically to your community. Find the complete text of the 2050 Regional Parks and Trails Policy Plan at the following url:

<https://imagine2050.metrocouncil.org/chapters/regional-parks-and-trails>.

Key Changes in the 2050 Regional Parks and Trails Policy Plan

Adopted by the Met Council in February 2025, the 2050 Regional Parks and Trails Policy Plan incorporates the following changes:

- Unit name changes
 - Anoka County
 - “Northwest Search Area” changed to “Sugar Hills Search Area”
 - Dakota County
 - “Lebanon Hills-Big Rivers Greenway Trail Search Corridor” changed to “Lebanon Hills-Minnesota River Greenway Trail Search Corridor”
 - “Lebanon Hills-Mendota Greenway Regional Trail, Highway 62 segment” changed to “Lebanon Hills Greenway Regional Trail”
 - Scott County
 - “Scott West Regional Trail” changed to “Big Woods Regional Trail”
 - “Minnesota River Bluffs Extension and Scott County Connection Regional Trail” changed to “Merriam Junction Regional Trail”
 - “Louisville Trail Search Corridor” changed to “Merriam Junction Regional Trail”
 - Portion of “Southern Scott Trail Search Corridor” changed to “Shallow Waters Regional Trail”
- Trail refinements
 - Three Rivers Park District’s Dakota Rail Regional Trail Search Corridor Extension moving the trail terminus from Highway 494 to Minnetonka City Hall

- Three Rivers Park District is transferring a portion of the Lake Minnetonka Regional Trail to Carver County
- Future 2028/2029 system additions process candidates
 - Ramsey County's Rice Creek North Regional Trail Boundary Adjustment adding 2,407 acres to the current 792 acres at the former Twin Cities Army Ammunition Plant
 - Three Rivers Park District's 5.5-mile West Minnehaha Creek Trail Corridor Study Area
 - Dakota County's 58-acre Thompson County Park Study Area in West St. Paul serving the outdoor recreational needs of the more than 50,000 residents who live in the northern portion of Dakota County

The 2050 Regional Parks and Trails System Plan Map is depicted in Figure 1. Dakota County should consult the complete 2050 Regional Parks and Trails Policy Plan in preparing its local comprehensive plan. In addition, Dakota County should consult Imagine 2050 and the current version of the Met Council's Local Planning Handbook for specific comprehensive plan requirements.

2050 Regional Parks and Trails System Units

The Regional Parks and Trails System comprises four main types of units: regional parks, park reserves, special features and regional trails.

- **Regional parks** contain a diversity of natural features, either naturally occurring or restored, and are typically 200-500 acres in size. Regional parks accommodate a variety of outdoor recreation activities. In 2024, a total of 46 regional parks are open to the public.
- **Park reserves**, like regional parks, provide for a diversity of outdoor recreation activities. One major distinguishing feature is that the minimum size for a park reserve is 1,000 acres. Additionally, regional park implementing agencies are required to manage at least 80% of the park reserve as natural lands that protect the ecological functions of the native landscape. As of 2024, a total of 12 park reserves were open to the public.
- **Special features** provide opportunities not generally found in the regional parks, park reserves, or trail corridors. Special features often require a unique managing or programming effort. As of 2024, there are eight special features open to the public.
- **Regional trails:** The Met Council has defined two major types of trails to serve the region: destination or greenway trails and linking trails. Destination or greenway trails typically follow along corridors with high-quality natural features that make the trail itself a destination. Linking trails are predominately intended to provide connections between various Regional Parks and Trails System units. As of 2024, 56 regional trails totaling approximately 487 miles were open for public use.

2050 Regional Parks and Trails System Components

The 2050 Regional Parks and Trails Policy Plan identifies five components which together comprise the vision for the Regional Parks and Trails System in 2050, as described below.

- **Existing Regional Parks and Trails System facilities** are open for public use and include land that is owned by regional park implementing agencies. They may include inholding parcels within the boundaries of these parks and trail corridors that have not yet been acquired. Existing regional trails may include planned segments that will be developed in the future.

- **Planned Regional Parks and Trails System facilities (not yet open to the public)** have a Council-approved long-range plan and may be in stages of acquisition and development but are not yet open for public use.
- **Regional Parks and Trails System boundary adjustments** include general areas identified as potential additions to existing Regional Parks and Trails System facilities to add recreational opportunities or protect natural resources. Specific adjustments to park or trail corridor boundaries have not yet been planned.
- **Regional Park and Special Feature search areas** include general areas for future regional parks and special features to meet the recreational needs of the region by 2050 where the regional park boundary has not yet been planned.
- **Regional trail search corridors** include proposed regional trails to provide connections between Regional Parks and Trails System facilities where the trail alignment has not yet been planned.

System Plan Considerations Affecting Your Community

The following Regional Parks and Trails System Components within Dakota County are identified in the 2050 Regional Parks and Trails Policy Plan:

Regional Parks, Park Reserves, and Special Features

- Lake Byllesby Regional Park
- Lebanon Hills Regional Park
- Lilydale – Harriet Island & Cherokee Heights Regional Park
- Miesville Ravine Park Reserve
- Murphy Hanrehan Park Reserve
- Spring Lake Park Reserve
- Whitetail Woods Regional Park

Regional Trails

- Big Rivers Regional Trail
- Chub Creek Greenway Regional Trail Search Corridor
- Elko New Market- Blakeley- Doyle Kennefick Regional Trail Search Corridor
- Lake Marion Greenway Regional Trail
- Lebanon Hills-Minnesota River Greenway Regional Trail Search Corridor
- Mendota-Lebanon Hills Greenway Regional Trail
- Minnesota River Greenway Regional Trail
- Mississippi River Regional Trail
- Mississippi River Greenway Regional Trail
- North Creek Greenway Regional Trail
- Rosemount Greenway Regional Trail
- Vermillion Highlands Greenway Regional Trail
- Vermillion River Greenway Regional Trail
- Vermillion River Greenway Regional Trail Search Corridor
- Veterans Memorial Greenway Regional Trail

Please contact Saint Paul, Scott County, or Three Rivers Park District for more information regarding Regional Parks System Components in Dakota County.

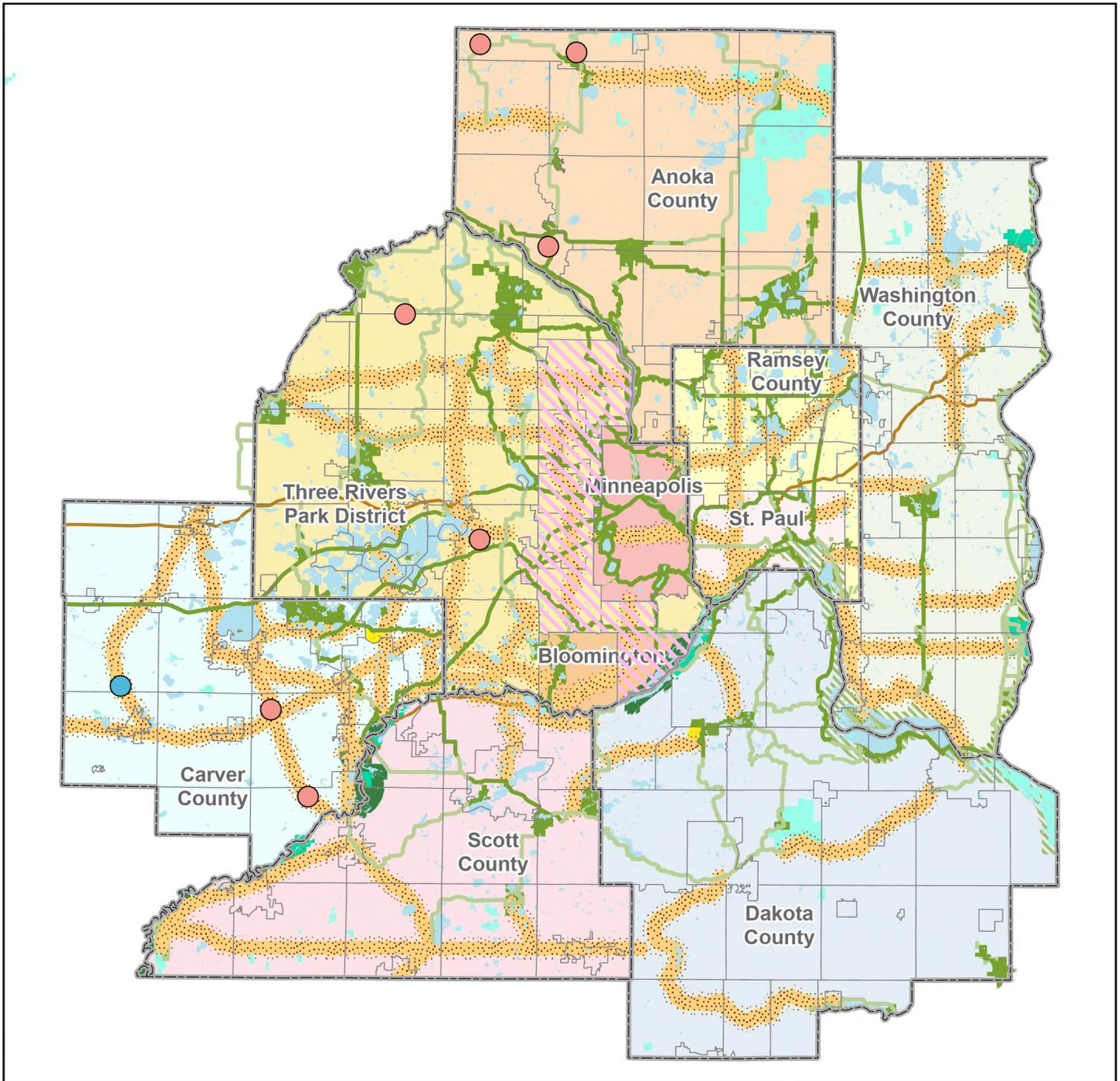
State or Federal Lands in Your Community

State and federal park and open space units that provide outdoor recreation opportunities and natural resource conservation for the public complement the Regional Parks and Trails System and are recognized in the 2050 Regional Parks and Trails Policy Plan. The following state or federal lands as shown in Figure 2 are within Dakota County and should be acknowledged in its comprehensive plan.

- Chimney Rock Scientific and Natural Area
- Chub Lake Wildlife Management Area
- Fort Snelling State Park
- Gores Pool #3 Wildlife Management Area
- Hastings Sand Coulee Easement Scientific and Natural Area
- Hastings Scientific and Natural Area
- Minnesota Valley National Wildlife Refuge
- Mud Creek Wildlife Management Area
- Pine Bend Bluffs Scientific and Natural Area
- Spring Lake Islands Wildlife Management Area
- Vermillion Highlands Research Recreation Wildlife Management Area
- Vermillion River Wildlife Management Area

Please contact the Minnesota Department of Natural Resources for more information about State lands and the U.S. Fish and Wildlife Service for more information about the Minnesota Valley National Wildlife Refuge.

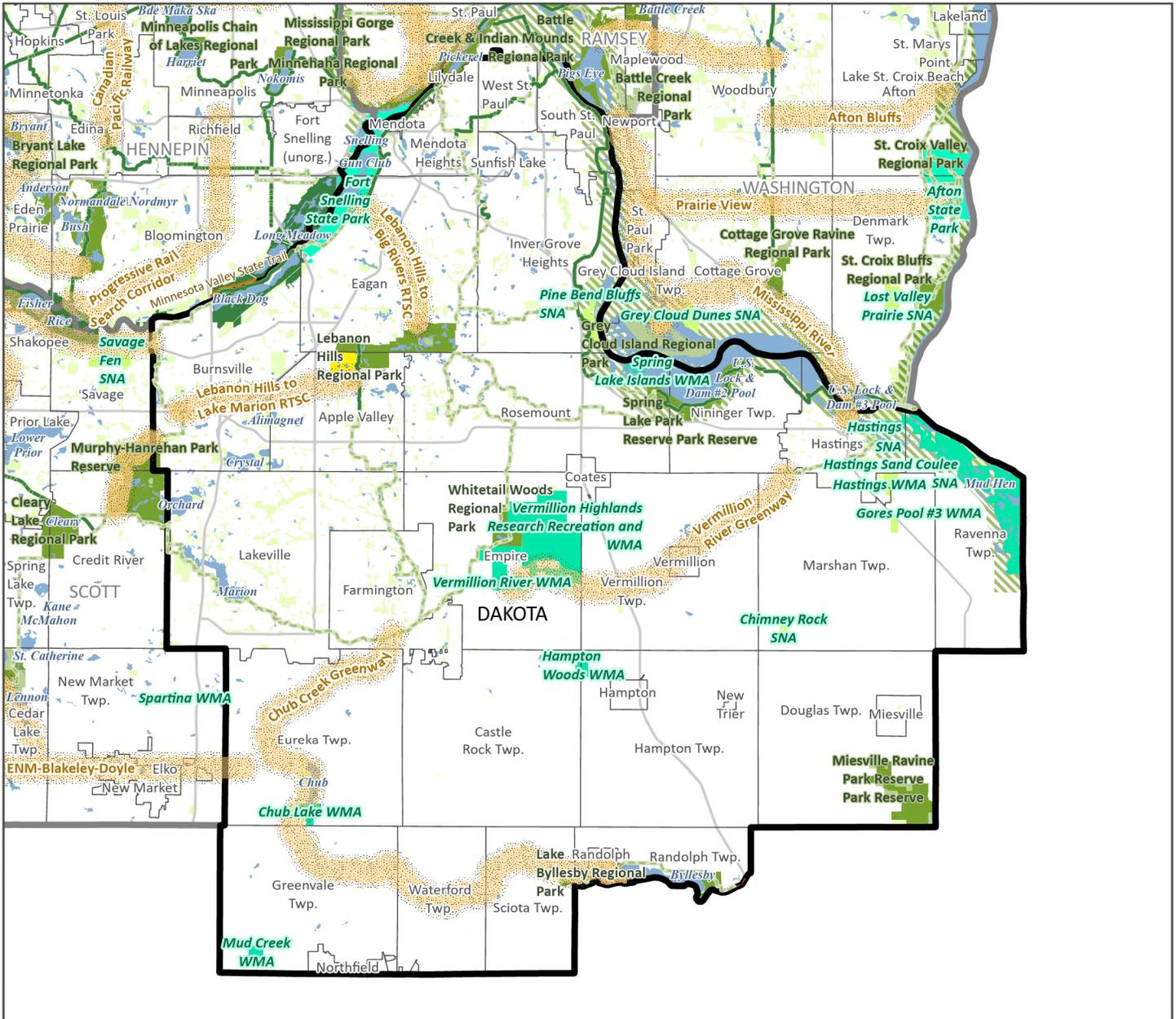
Regional Parks and Trails System



Long-Range Plan Boundary Adjustments and Search Areas

- Boundary Adjustment
- Park Search Area
- ▨ Special Feature Search Area
- ▨ Regional Trail Search Corridor
- Regional Trail (Open to the Public)
- Planned Regional Trail (Not Open to the Public)
- State Trails
- Regional Park (Open to the Public)
- Planned Regional Park (Not Open to the Public)
- ▨ Lower St. Croix National Scenic Riverway
- ▨ Mississippi National River & Recreation Area
- State Wildlife Management Areas
- State Parks and Recreation Areas
- MN Valley National Wildlife Refuge
- Special State Recreation Features

Dakota County Regional Parks and Trails System



Regional Parks and Trails Systems

Other State and National Features

- | | | | | | | | |
|--|--------------------------------|--|-------------------------------------------------|--|-----------------------------------|--|---------------------------------------------------|
| | Boundary Adjustment | | Regional Trail (Open to the Public) | | State Trails | | Other Parks, Preserves, Refuges and Natural Areas |
| | Search Area | | Planned Regional Trail (Not Open to the Public) | | State Parks and Recreation Areas | | Lower St. Croix National Scenic Riverway |
| | Special Feature Search Area | | Regional Park (Open to the Public) | | State Wildlife Management Areas | | Mississippi National River & Recreation Area |
| | Regional Trail Search Corridor | | Planned Regional Park (Not Open to the Public) | | Special State Recreation Features | | MN Valley National Wildlife Refuge |



2050 Comprehensive Plan Update

Kurt Chatfield- Office of Planning

Physical Development Committee Division Meeting
March 10, 2026

Presentation Overview

- **Plan update process**
- **Requirements**
- **Emerging Issues**
- **Discussion**



DAKOTA COUNTY, MINNESOTA COMPREHENSIVE PLAN DC2040

Transportation



Parks and Greenways



Land Use and Natural Resources



Adopted June 18, 2019
Transportation Amendments
Adopted July 20, 2021



- Last plan prepared in 2018
- Amended in 2021
- Update due Dec. 2028
- Plan needs to be consistent with: Imagine 2050, and regional policy plans for transportation, water resources, parks and trails



Dakota County received a “System Statement” from Metro Council in October 2025, highlighting:

- Changes in regional policies for transportation, water resources, and parks
- New requirements from Minnesota Statute 473.859 for **climate policy and mitigation strategies**
- As part of the process, Dakota County will also review other agencies plans from cities, townships, and adjacent communities

Proposed preparation steps:

- Staff updates plan, uses consultant for public engagement
- Planning Commission is the advisory body
- County Board provides direction to staff on expectations for plan, process and level of involvement

Note: Dakota County townships and small cities are eligible for funding assistance from Metro Council through the “Small Communities Grant Program” or the “Consortium Grant” program to update their plans

What's new since the last Comprehensive Plan?



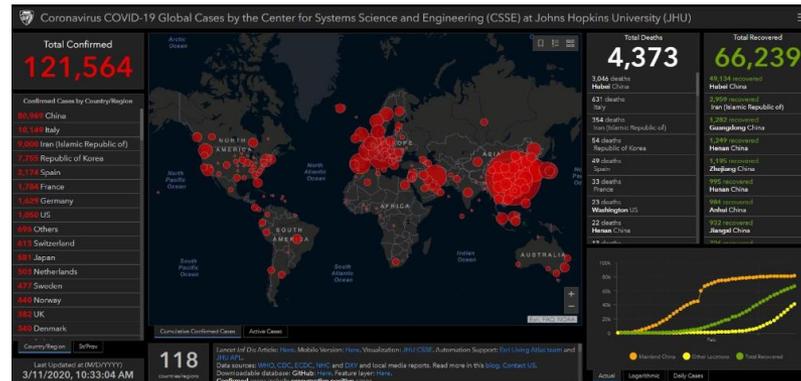
KARE 11
Lakeville outpaces Minneapolis in ...



KSTP
Hastings: 5 municipal wells have PFAS ...



KARE 11
Spring Lake Park Reserve reintroduces ...



Emerging Issue: Autonomous Vehicles



Operating

- Phoenix, AZ (incl. Sky Harbor)
- San Francisco, CA (incl. SFO)
- Los Angeles, CA
- Austin, TX
- Atlanta, GA
- Miami, FL

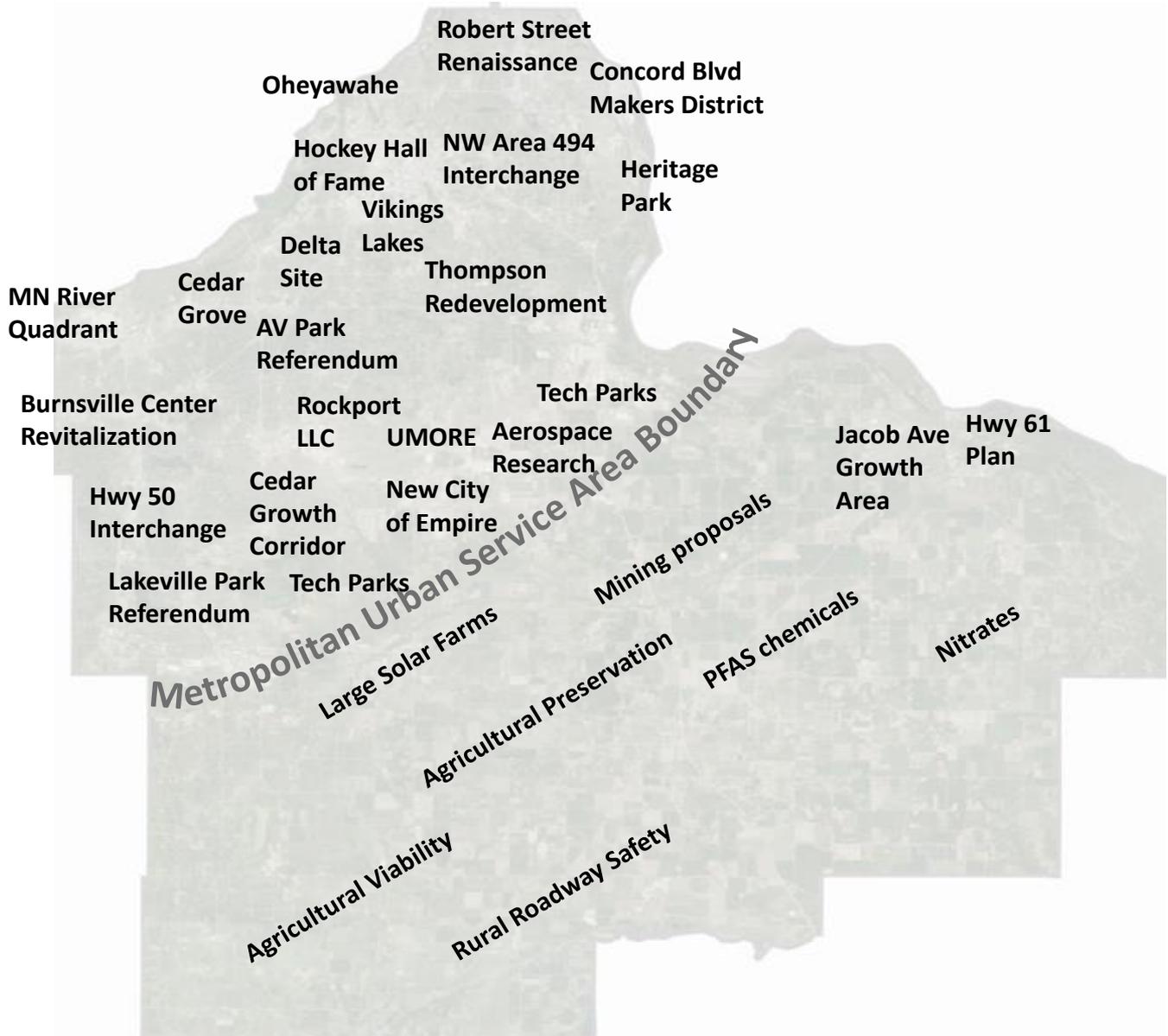
2026 Expansion

- Washington, D.C. ❄️
- Dallas, TX
- Houston, TX
- Denver, CO ❄️
- Detroit, MI ❄️
- San Diego, CA
- Las Vegas, NV
- Nashville, TN
- Orlando, FL
- San Antonio, TX
- Sacramento, CA
- London, UK (International)

Testing Now

- Minneapolis, MN ❄️
- Boston, MA ❄️
- Buffalo, NY ❄️
- Pittsburgh, PA ❄️
- New York City, NY ❄️
- Philadelphia, PA ❄️
- Seattle, WA
- Baltimore, MD
- Tampa, FL
- New Orleans, LA
- St. Louis, MO
- Tokyo, Japan (International)

Emerging Issue: Coordinate with Changing Local Plans



What are Dakota County's greatest challenges?

Opportunities?

What would you like to see in the plan?



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-5408

Agenda #: 8.1

Meeting Date: 3/10/2026

Adjournment