



APPENDIX A: GLOSSARY

CARVER COUNTY

Public Services Division

Planning and Water Management Department

Government Center, Administration Building

600 East 4th Street

Chaska, Minnesota 55318

www.co.carver.mn.us/2040plan

May 2018

APPENDIX A: GLOSSARY OF TERMS

This glossary includes selected terms of the Metro Council Glossary published on the Metropolitan Council website and from the Carver County Zoning and Subdivision Ordinances. This glossary is for informational purposes only and is not an official document. Contact Carver County Planning and Water Management (952)361-1829 with any questions.

“A” Minor Arterials—Roadways within the metropolitan area that are regionally significant. These roadways are classified into the following groups:

- **Relievers**—Minor arterials that provide direct relief for traffic on major metropolitan highways. These roads include the closest routes parallel to the principal arterials within the core, urban reserve, and urban staging areas. These roadways are proposed to accommodate medium length trips (less than eight miles) as well as providing relief to congested principal arterials. Improvements focus on providing additional capacity for through traffic.
- **Expanders**—Routes that provide a way to make connections between developing areas outside the interstate ring or beltway. These routes are located circumferentially beyond the area reasonable served by the beltway. These roadways are proposed to serve medium-to-long suburb to suburb trips.
- **Connectors**—This category of “A” minor arterials are roads that would provide good, safe connections among town centers in the urban reserve, urban staging, and rural areas within and near the seven counties.
- **Augmenters**—The fourth group of “A” minor arterials are those roads that augment principal arterials within the interstate ring or beltway. The principal arterial network in this area is in place. However, the network of principal arterials serving the area is not in all cases sufficient relative to the density of development that the network serves. In these situations, these key minor arterials serve many long-range trips.

Abutting—Making contact with or separated only by a public thoroughfare, railroad, public utility right-of-way or navigable waters.

Access Management—Control of movement onto highways. Strategies include restricting the intersections and interchanges of other streets and highways, restricting or limiting the number of driveways or controlling these entrance points in some manner, as with traffic signs or signals.

Adaptive Reuse—Rehabilitation or renovation of existing buildings or structures for uses other than the current ones.

Adjacent Counties—Counties bordering or lying near the seven-county metropolitan area—Chisago, Isanti, Sherburne, Wright, McLeod, Sibley, Le Sueur, Rice, Goodhue, Polk, St. Croix, and Pierce.

Affordable Housing—Housing that a low or moderate-income household can occupy without spending more than 30% of their household income. Also incorporates the idea of quality (safe and decent dwelling), choice of location, and an adequate supply.

Aggregate—Hard inert materials, such as: sand, gravel, or crushed rock used for mixing with cement to form concrete.

Agriculture—The use of a parcel of land for any one or combination of the following activities.

- The production and storage of fruits, vegetables, grains, seeds, trees, forage, or other crops;
- The keeping, raising, feeding, breeding, or production of animals whether on range, pasture, feedlot; or
- Dairying.

Agricultural Area—Large contiguous land areas planned and zoned to maintain agriculture as the primary land use found mostly in Dakota, Scott, and Carver Counties.

Agricultural Preserve Area— Large, continuous land areas planned and zoned to maintain agriculture as the primary long-term land use. Communities containing large Permanent Agricultural Areas are located on the region’s best soils. This soils resource supports agriculture as the most important element of the local economy, and a community’s choice of this land-use designation signals its intent to ensure that the agricultural economy remains strong. To support these local aspirations, the Council forecasts nominal growth for this policy area, indicating the Council’s expectation that no non-farm related housing developments should occur in these areas.

Airports System Plan—The plan, regional in scope, that identifies the functional roles of all existing and proposed aviation facilities through time. A system plan includes a policy package and generalized development program, detailed development studies of individual system elements are defined as part of the Airport Long-Term Comprehensive Plan.

Americans with Disabilities Act (ADA) - 1990 federal act which provides a framework and approach for ending discrimination in employment and access to services against persons with disabilities. The goals of the ADA are to assure that persons with disabilities have equality of opportunity, a chance to fully participate in society, are able to live independently, and can be economically self-sufficient.

Aquifer—Saturated geologic formation that will yield a sufficient quantity of water to serve as a private or public water supply.

Assessment—An appraisal, judgement or evaluation based on information provided by inventories and informed by specified criteria.

Auto Occupancy—The number of persons per automobile, including the driver.

Autonomous Vehicle—a vehicle which is capable of sensing its environment and navigating without human input.

Benchmark—Indicator that shows the progress toward meeting framework goals.

Best Management Practices—Recommendations regarding development and maintenance of varied land uses, aimed at limiting the effects of development such as soil erosion and stormwater runoff, on the natural environment. See the Council’s Urban Small Sites Best Management Practices Manual for specific examples of best management practices.

Bluff—A topographic feature such as a hill, cliff, or embankment having all of the following characteristics:

- There is at least a 25-foot rise from the tow of the bluff (point at the bottom of the slope where the slope exceeds 12%) to the top of the bluff (the point on the upper part of the bluff where the average slope is 18% or less);
- The grade of the slope from the tow of the bluff to the top of the bluff averages 25% or greater; and
- An area with an average slope of less than 18% over a distance for 50 feet or more shall not be considered part of the bluff.

Board of Water and Soils Resources (BWSR) - A board which coordinates the water and soil resources planning activities of counties, soil and water conservation districts, watershed districts, and watershed management organizations through approval of local plans and administration of state grants.

Brownfield—Industrial or commercial property that is abandoned or underused and environmentally contaminated, especially one considered as a potential site for redevelopment.

Building—Any structure used or intended for supporting or sheltering any use or occupancy.

Building Eligibility—The eligibility to apply for and be issued a building permit for a single-family home under the provisions of the Zoning Code.

Bus Rapid Transit (BRT) - High frequency, high amenity transit service that is operated with buses rather than with light rail vehicles. Typically, BRT buses operate on roads and highways that are designed to give them a time advantage over cars traveling along the same route. This may be accomplished by operating in exclusive lanes or with signal preemption with a limited number of stops.

Busways—Two-lane facility, one lane per direction, on exclusive right-of-way dedicated to buses only. Grade separation at high volume cross streets and gate crossing arms at low volume crossings are assumed.

Capital Improvement Program (CIP) - An itemized program for a five year prospective period, and any amendments thereto, subject to at least biennial review, setting forth the schedule, timing, and details of specific contemplated capital improvements by year, together with their estimated cost, the need for each improvement, financial sources, and the financial impact that the improvements will have on the local governmental unit or school district.

Carpool—paratransit service by auto, on a scheduled or unscheduled basis, with at least two occupants.

Center—Place of sufficient scale, density and mix of uses, where there is convenient access to housing, jobs, daily services, shopping and recreation.

Cesspool—Underground pit or seepage tank into which raw sewage is discharged and from which the liquid seeps into the surrounding soil, bedrock, or other soil materials.

Circulator System—The movement provided within a major activity center (such as a regional business concentration or community) for going from place to place within the center; such as a system may be entirely pedestrian or may use transit.

Clustering—Design technique to allow a reasonable amount of land development while conserving rural character, such as farmland, natural areas, and open views.

Collector Streets—Roadways which connect neighborhoods and connect neighborhoods to regional business concentrations.

Community Facilities Plan—Compilation of policy statements, goals, standards, maps and action programs for guiding the future development of the public or semi-public facilities of the municipality such as recreational, educational and cultural facilities. (M.S. 462.352)

Commuter Rail—Public transportation mode using passenger trains operating on railroad right-of-way. Generally, commuter rail systems are integrated with other regional transit providers to permit transfers throughout the metropolitan region.

Compatibility—With the plans of other local jurisdictions, including school districts. A review criteria the Metropolitan Council uses to evaluate local Comprehensive Plans.

Comprehensive Plan—The comprehensive plan of a local governmental unit described in sections 473.858 to 473.862, and any amendments to the plan.

Conditional Use—A land use or development as defined by ordinance that would not be appropriate generally but may be allowed with appropriate restrictions as provided by official controls upon a finding that (1) certain conditions as detailed in the zoning code exists, and (2) the use or development conforms to the comprehensive land use plan of the County, and (3) is compatible with the existing neighborhood.

Conformance—With metropolitan system plans for transportation, water resources, and parks. A review criteria the Metropolitan Council uses to evaluate local comprehensive plans.

Conformity—The agreement of transportation plans and programs with the assumptions and commitments designed to attain federal and state air quality standards. As it refers to the State Implementation Plan for Air Quality, it means conformity to the plan’s purpose of eliminating or reducing the severity and number of violations of the national ambient air quality and standards, in the frequency or severity of an existing violation, or delay in timely attainment of any standard or interim milestone. Further, transportation plans and programs can be found to conform only if (1) emissions resulting from such plans and programs are consistent with emissions projections and reductions assigned to those transportation plans and programs in the State Implementation Plan, and (2) the plans and programs provide for timely implementation of the State Implementation Plan’s Transportation Control Measures.

Congestion—Overloading of a roadway with vehicles creating higher levels of traffic.

Congestion Management—Systematic process for evaluating and developing transportation strategies and plans for addressing existing and future traffic congestion.

Congestion Pricing—Identifies user fees that are charged to manage traffic and avoid congestion, also called “value pricing”.

Conservation—Natural resources management to prevent waste, destruction, or degradation.

Consistency—With the requirements of the Metropolitan Land Planning Act and Council Policies. A review criteria the Metropolitan Council uses to evaluate local Comprehensive Plans.

Contact—A person whose business is contracting work in any of the building or construction trades including directly related fabrication, landscaping, road building, general construction, sewer installation, or who has two or more trucks used for hauling or transport or to supply a property maintenance service.

Contractor's Yard—A site used for the storage and maintenance of vehicles, equipment or supplies used by a contractor in the operation of his/her business.

Corridor Studies—Typically, highway corridor studies focus on a segment of a particular travel corridor or travel shed. Land use, access issues, capacity, level of service, geometrics and safety concerns are studied; alternatives analyzed and recommendations are made. Corridor studies are usually prepared with the participation and cooperation of the affected communities and A-3 governmental agencies. Recommendations for improvements are often incorporated into the local comprehensive plans of the participating cities and continue to be used by implementing agencies as improvements in the corridor are made.

Cost-Sharing—Contractual arrangement whereby a local unit of government or other governmental body enters into an agreement to pay for part of a physical facility or a service; includes subscription transit service.

Critical Area—Areas of critical concern that possess important historic, cultural or aesthetic values, or natural systems which perform functions of greater than local significance. The Mississippi River critical area is a federally-designated area of critical concern.

Critical Area Plan—The plan and regulations establishing the wise use of critical areas.

Degradation—A decline to a lower condition, quality, or level.

Demand-Response—Any type of public transportation involving flexibly scheduled service that is deployed upon a person's request for a trip. There are three types of demand response:

- **Dial-a-ride**: The best known and most common type of paratransit, involving advance request pick-up and drop-off at desired or designated destinations. Dial-a-ride may deploy cars, vans, small buses, or shared-ride taxis.
- **Cycled Services**: A zonal demand-response service in which the vehicles are scheduled to arrive and leave a major activity center on a regular basis; and in between scheduled stops, passengers are picked up and dropped off at their doors.
- **Flexible Fixed-Route or Deviation Services**: Either point deviation or route deviation where vehicles stop at specific locations on a regular schedule but do not have to follow a set route between the stops. They can deviate from the route to pick-up or drop-off passengers upon request.

Density—Number of dwelling units per net residential acre of land.

Design Average Flow—Design average flow is calculated as the product of the long-term service area times 800 gallons per acre per day. This value represents an annual average flow from a service area for long-term development.

Design Hour Volume—Traffic volume used to determine the appropriate design features of a roadway.

Design Peak-Hour Flow—Calculated as the product of the design-average flow times the MCES specified peak-to-average ratio.

Design Peak-to-Average Flow—Ratio of the peak hour flow used to hydraulic design divided by the design average flow.

Developable Land—Land that is suitable as a location for structures and that can be developed free of hazards to, and without the disruption of, or significant impact on, natural resource areas including surface waters, wetlands, floodplains, parks, or steep slopes.

Developed Communities—Centrally located portion of the region, including the central cities of Minneapolis and St. Paul and the adjacent suburbs. Communities generally 85 percent developed or more and contiguous to one another.

Developing Communities—Developing area is that portion of the region that is in the path of urban growth. It includes the communities beyond the fully developed area up to the metropolitan urban service area boundary, or contains areas designated urban reserve or diversified rural.

Diversified Rural Area—Sparsely developed parts of the region outside of Rural Settlements, Rural Residential Areas and the Permanent Agriculture Area that contain the widest variety of farm and nonfarm land uses in patterns often referred to as “rural character”. These are the parts of the region designated as appropriate locations for a mix of large-lot residential and clustered housing with agriculture and other uses, including facilities and services of value to the metropolitan area but requiring a rural location (nurseries, campgrounds, etc.).

Drain Tile—A component of a drainage system constructed to drain water from a property.

Drain Field—A soil treatment system where the final treatment and disposal of the septic tank effluent takes place. A properly designed and installed soil treatment system will destroy all disease-causing pathogens and filter out the fine solids contained in the septic tank effluent.

Easement—A grant or authorization by a property owner for the use of a designated part of his or her property, by the public, a corporation, or persons for a specific purpose such as the construction of utilities, drainage ways and roadways.

Energy Production—A site or facility where the primary function is focused on obtaining sources of energy from natural resources. For the purposes of this plan it includes both renewable and non-renewable energy sources.

Excessive Inflow/Infiltration—A) I/I that results in the communities wet-weather flows to be in violation of the Metropolitan Council’s established I/I goals for the community. B) I/I that causes the peak hourly flow to exceed the value determined by multiplying the average flow by the value of the peak-to-average ratio used by MCES to design interceptors and pump stations.

Failing System—A system that discharges sewage to a seepage pit, cesspool, drywell, or leaching pit and any system with less than three feet of soil or sand between the bottom of the distribution medium and the saturated soil level or bedrock. In addition, any system posing an imminent threat to public health and safety shall be considered failing.

FAST LANES—Freeway Alternatives for Speedy Transportation Lanes are publically owned lanes paid for by private entities. Typically found on toll roads.

Fen—A peat-accumulating wetland dominated by distinct groundwater having specific chemical characteristics that provides an environment for specific and often rare plants.

Fixed-Route Transit—Service that follows a specified route of travel with identified stops for passengers and an established schedule; regular-route transit.

Forecast—A calculation of growth in population, households, and jobs based on data about current conditions that is extrapolated into the future.

Functional Classification—Classification of roadways according to their primary function— mobility for through trips or access to adjacent lands. A four-class system is used to designate roads (principal arterials, minor arterials, collectors, and local streets) in the Twin Cities.

Grade Separation—Intersection of traffic by provision of crossing structures, underpasses or overpasses; interchanges.

Groundwater—Supply of freshwater in an aquifer.

High-Occupancy Vehicle (HOV) Lanes—Highway lanes reserved for vehicles carrying more than one person. The specific number of people in the vehicle or class of vehicles who can use this facility is established locally. These lanes are officially denoted with a diamond marking.

Household—Group of all the people who occupy a housing unit.

Housing and Redevelopment Authority (HRA) - Municipal department, agency, or authority which exercises the powers of a housing and redevelopment authority pursuant to M.S. 469.003.

Housing Stock—An inventory of description of communities existing residences by age, condition, structure type, number of bedrooms, rental cost or value.

Imminent threat to Public Health or Safety—Potential to immediately and adversely impact or threaten public health and safety.

Impact Fees—Charges to individuals or groups intended to supplement existing funding to account for the increased use of public facilities or services.

Individual Subsurface Sewage Treatment System (ISTS) - An individual sewage treatment system or part thereof, as set forth in M.S. sections 115.03 and 115.55, that employs sewage tanks or other treatment devices with final discharge into the soil below the natural soil elevation or elevated final grade that are designed to receive a sewage design flow of 5,000 gallons per day or less. ISTS includes the holding tanks and privies that serve these same facilities. ISTS does not include building sewers or other components regulated under chapter 4715 or collection systems.

Infill—Development or redevelopment of land that has been bypassed, remained vacant, and/or is underused.

Infiltration—Seepage of groundwater into sewer pipes through cracks or joints in the pipe.

Inflow—Flow from a single point into sewer pipes, such as dischargers from sump pumps and foundation drains, or stormwater that enters openings in the sewer access covers.

Infrastructure—Fixed facilities, such as sewer lines and roadways, that serve existing and new development and redevelopment.

In-Service Hour—Time between a transit vehicle’s start and end locations, excluding recovery time and any double back between trips.

Integrated Traffic Management System—Development and application of network-wide data collection and sharing of traffic information system. The system can integrate data and control systems from freeways, arterials, and city streets to provide real-time proactive traffic information and control. Implementation of the system would facilitate congestion management over the entire network across multi-jurisdictional boundaries. The system could provide incident detection, transit and emergency vehicle priority and advance traveler information.

Intelligent Transportation System (ITS) - Development or application of technology (electronics, communications, or information processing) to improve the efficiency and safety of surface transportation systems. ITS is divided into five categories that reflect the major emphasis of application: Advanced Traffic Management Systems, Advance Traveler Information Systems, Advanced Public Transportation Systems, Automatic Vehicle Control Systems, and Commercial Vehicle Operations.

Intensity of Development—Relative measure of development as defined by characteristics such as the number of dwelling units per acre, number of employees, amount of traffic generated, and amount of site covered.

Interceptor Service Area—The geographic area served by a particular sewer pipe.

Intermodal—Seamless delivery of freight by more than one mode from point of origin to point of destination. The delivery is accomplished under one bill of lading, but may include truck/rail/truck, truck/air/truck, or truck/rail/vessel.

Interregional Corridors (IRCs) - Road systems designated by MnDOT that connects the most important regional centers in the state and adjacent states to each other and to the metropolitan area.

Investments, Regional Investments—Investments made by the Metropolitan Council into regional infrastructure.

Land Planning Act, Metropolitan Land Planning Act—Minnesota Statutes directing the Council to adopt long-range, comprehensive policy plans for transportation, airports, wastewater services, and parks and open space. It authorizes the Council to review the comprehensive plans of local governments.

Land Supply—Available amount of developable land.

Land Use Plan—Compilation of policy statements goals, standards, maps, and action programs for guiding the future development of private and public property. The term includes a plan designating types of uses for the entire municipality as well as a specialized plan showing specific areas or specific types of land uses, such as residential, commercial, industrial, public or semi-public uses or any combination of such uses. A land use plan may also include proposed densities for development.

Land Use Categories—Standardized system for classifying and designating the appropriate use of properties.

Land Use Classifications

RESIDENTIAL LAND USES

- Single Family Residential—Residential purposes, including mostly one-family homes and manufactured homes. May include some two-family homes, and open space within or adjacent to a related residential development.
- Multi-family Residential—Residential purposes, including duplexes, triplexes, townhomes, apartment buildings, and condominiums. May include open space within to adjacent to a residential development.
- Mixed-Use—Two or more of the following: residential, industrial, commercial and/or office, and institutional uses, where the primary use is residential.

COMMERCIAL/INDUSTRIAL LAND USES

- Commercial—Provision of goods and/or services.
- Industrial—Primarily manufacturing and/or processing of products; could include light or heavy industrial land use, or large warehouse facilities.
- Office—Predominately administrative, professional, or clerical services; including medical clinics.
- Mixed-Use—Two or more of the following: residential, industrial, commercial and/or office uses, where the primary use is Commercial/Industrial. Typically a single building with multiple uses.
- Extractive—Extraction of non-metallic metals, quarrying sand and gravel.

PUBLIC/SEMI-PUBLIC LAND USES

- Institutional—Primarily religious , governmental, educational, social or healthcare facilities (excluding some clinics).
- Park & Recreation—Primarily for public active recreation activities improved with playfields/grounds or exercise equipment, golf courses, zoos or other similar areas.
- Open Space—1)Resource protection or buffer; 2)Support un-organized public recreational activities and may contain: trails, picnic areas, public fishing, etc.; or 3)Preservation of unaltered land in its natural state for environmental or aesthetic purposes.
- Roadway Rights-of-Way—Public or private vehicular, transit and/or pedestrian rights-of-way.
- Utility—Public or private land occupied by a power plant or substation, electric transmission line, oil or gas pipeline, water tower, municipal well, reservoir, pumping station, water treatment facility, communications tower, or similar use.
- Railway—Public or private freight or passenger rail activities.
- Airport—Public or private airports and related activities.

RURAL AND AGRICULTURAL LAND USES

- Rural Residential—Residential purposes, including mostly-one family homes and manufactured homes. May include some two-family homes, and land used for agricultural purposes. Housing development across the land use designation should not exceed 1 housing unit per 1 acre and no less than 1 housing unit per 40 acres.
- Agricultural—Agricultural purposes, including farming, dairying, pasturage, horticulture, floriculture, viticulture, and animal and poultry husbandry and accessory uses, including farmstead or rural residence.

UNDEVELOPED

- Open Water—Permanently flooded open water, rivers and streams, not including wetlands or periodically flooded areas.
- Wetlands—Wetlands included in the National Wetlands Inventory (NWI).

Lane Capacity—The regional travel demand model assumes the following lane capacities:

- Unmetered Freeway = 1,750 vehicles per hour
- Metered Freeway = 1,950 vehicles per hour
- Concurrent flow high-occupancy vehicle facility = 1,400 vehicles per hour
- Divided arterial = 700 to 1,000 vehicles per hour
- Undivided arterial = 600 to 900 vehicles per hour
- Collector = 400 to 600 vehicles per hour

Level of Service—As related to highways, the different operating conditions that occur on a lane or roadway when accommodating various traffic volumes. It is a qualitative measure of the effect of traffic flow factors, such as speed and travel time, interruption, freedom to maneuver, driver comfort and convenience, and indirectly, safety and operating costs. It is expressed as levels of service “A” through “F”. Level “A” is a condition of free traffic flow where there is little or no restriction in speed or maneuverability caused by the presence of other vehicles. Level “F” is forced-flow operation at low speeds with many stoppages, with the highway acting as a storage area.

Lifecycle Housing—Varied housing options that meet people’s preferences and circumstances at all of life’s stages, providing a balance of single-family homes, apartments, condominiums, townhomes, and senior housing for independent living or with a range of assisted-living services.

Light Rail Transit (LRT) - Electrically propelled vehicle operated singly or in trains predominantly reserved, but not necessarily grade-separated rights-of-way.

Linear Right-of-Way—Narrow, well-defined corridor of contiguous land dedicated to or preserved for transportation purposes.

Line-Haul—Regular-route transit operations (generally express) along a corridor or corridors.

Livable Communities Grant Program—Program administered by the Metropolitan Council that was created under the Metropolitan Livable Communities Act. The Council makes grants or loans to the metropolitan area communities to provide incentives for development that links affordable housing, employment, transit, creates more mixed-use, compact developments, and/or broadens the income mix or residents within areas.

Local Government—Municipal units of government such as counties, cities, and townships.

Local Streets—The streets that provide land access. (See Appendix F)

Long-Term Agricultural Land—USDA Soil Conservation Service Agricultural Capability Class 1, 2, and 3 land that is utilized as production land.

Low Impact Development (LID) - Simple management and preservation technique used to restore aquatic, terrestrial and biologic natural resources.

Low Income—Household income that is 200 percent of the federal poverty level. For 2017, a family of four making \$24,600 or less is considered at the federal poverty level and \$49,200 is considered low-income.

Major Construction—Roadway Improvements that increase the operational characteristics of a highway facility, including decreasing congestion, increasing operating speed and reducing accidents.

Manufactured Home—A structure transportable in one or more sections, which in the traveling mode is 8 body feet or more in width or 40 body feet or more in length, or, when erected on-site, is 320 or more square feet, and which is built on a permanent chassis and designed to be used as a dwelling with or without a permanent foundation when connected to required utilities, and includes the plumbing, heating, air conditioning, and electrical systems contained therein; except that the term includes any structure which meets all the requirements and with respect to which the manufacturer voluntarily files a certification required by the Secretary of the United States Department of Housing and Urban Development and complies with the standards established under M.S. 327.31 to 327.35, the Manufactured Home Building Code, as it may be amended from time to time.

Master Plan—A plan describing the boundaries of specific parks or other regional recreation open space and the nature of their development and use.

Median Income—Income measure used by the U.S. Department of Housing and Urban Development to define income categories. According to the U.S. Census Bureau American Community Survey, the median income for Carver County in 2016 was \$92,455.

Metro Centers—Major activity centers focused on the central business districts of Minneapolis and St. Paul, including adjacent residential, commercial and institutional developments.

Metro Mobility—Service of the Metropolitan Council that provides door-to-door transit service for people who cannot use the fixed route system.

Metro Transit—Public transit provider in the Twin Cities area, The Metropolitan Council operates Metro Transit.

Metropolitan Airport System—All the air transportation facilities (air carrier, general aviation and military) within the metropolitan area.

Metropolitan Development Guide—Regional plans that include the Regional Development Framework and the system policy plans for the four regional systems: transportation (including aviation), water resources, regional parks, and housing.

Metropolitan Highway System—The system of highways in the Transportation Policy Plan intended to serve the region. Only principal arterials, which include interstate freeways, are on the metropolitan highway system. In some places, the plan identifies the metropolitan highway system as the interstate freeways and other principal arterials.

Metropolitan Land Planning Act—The Metropolitan Land Planning Act requires communities to review and update their local comprehensive plans every 10 years.

Metropolitan Transit System—All public and private transit serves available to the general public.

Metropolitan Urban Service Area (MUSA) - Part of the metropolitan area, where the Metropolitan Council will provide regional services and facilities.

Mixed Use—Single building containing more than one type of land use or a single development of more than one building and use, where the different land uses are in close proximity, planned as a unified, complementary whole, and functionally integrated with transit, pedestrian access, and parking areas.

Moderate Income—Household income that is 80% of the gross median income for the area.

Multi-family Housing—Residential structure containing two or more separate dwelling units.

Multi-Modal Link—The connection between two or more passenger transportation methods (such as bicycling, walking, automobile, and transit).

Multi-Modal—Utilizing more than one means of transportation.

National Pollutant Discharge Elimination System (NPDES) - Permits wastewater discharges to lakes, streams, wetlands and other surface waters. Together with the State Disposal System. NPDES permits establish limits and requirements to protect Minnesota’s surface and ground water quality for a variety of uses, including drinking water, fishing and recreation.

Nationwide Urban Runoff Program (NURP) - From 1978 through 1983, the EPA conducted a comprehensive study of urban runoff called the Nationwide Urban Runoff Program (NURP). This study provided a better understanding of the nature of urban pollutants from various urban land uses. This study focused primarily on monitoring runoff from residential, commercial, and industrial land and clearly presents information on the magnitude and variety of pollutants encountered in the urban environment.

Natural Resources Inventory and Assessment, NRI/A—Database that catalogs natural resources of regional importance, such as major water bodies, habitat areas, regional parks and aquifers.

Natural Resources of Regional Importance—Resources identified by the NRI/A that are particularly important in sustaining the region’s ecology, providing area residents with nature-based experience, or supplying essential materials such as aggregate and water.

Net Density—The result of dividing the number of total dwelling units existing on a site by the net acre in acres. Net density is expressed as dwelling units per acre.

Noise Abatement—The attempt to reduce the amount and level of noise on and around airports, especially during takeoffs and landings, partly through special operational restrictions and proper land use planning for areas affected by aircraft noise.

Nonpoint Source Pollution—Sources of pollution that are less definable and usually cover broad areas of land such as agricultural land with fertilizers or automobile pollution that is carried away by runoff. Discharge of waste cannot be located to a specific source.

Official Controls—Ordinances and rules which control the physical development of a city, county or town or any part thereof or any detail thereof and implement the general objectives of the comprehensive plan. Official controls may include ordinances establishing zoning, subdivision controls, site plan regulations, sanitary codes, building codes and official maps.

Official Map—A map adopted, in accordance with M.S. Chapter 394, as it may be amended from time to time, which may show existing county streets, county and state highways, proposed future county streets, county and state highways, and areas needed for the planned widening of such streets and highways. An official map may also show the location of existing public land and facilities and other land needed for future public purposes, including public facilities such as parks, playgrounds, schools, and other public buildings, civic centers, and travel service facilities.

Open Space—Public and private land that is generally natural in character. It may support agricultural production, or provide outdoor recreational opportunities, or protect cultural and natural resources. It contains relatively few buildings or other human-made structures. Depending on the location and surrounding land use, open space can range in size from a small city plaza or neighborhood park of several hundred square feet, corridors linking neighborhoods of several acres to pasture, croplands or natural areas and parks covering thousands of acres.

Opt-Out Transit Agency—A transit service provider created under a state law allowing suburban cities to establish their own transit programs.

Ordinance—A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Ordinary High Water Level (OHW) - The boundary of public waters and wetlands which shall be an elevation delineating the highest water level which has been maintained for a sufficient period of time to leave evidence upon the landscape, commonly that point where the natural vegetation changes from predominantly aquatic to predominately terrestrial. For watercourses, the ordinary high water level is the elevation of the top of the bank of the channel. For reservoirs and flowages, the ordinary high water level is the operating elevation of the normal summer pool.

Package Treatment Plant—Wastewater treatment systems that serve developments larger than individual homes, served by septic systems, and urban development served by municipal wastewater systems. They serve uses country clubs, resorts, rural townships or military institutions.

Paratransit Services—Transit service that provides generally more flexible and personalized service regular-route transit, using a variety of vehicles, such as large and small buses, vans, cars, and taxis. Paratransit can serve a particular population, such as people with disabilities, or can be assigned to serve the general population. Paratransit is frequently provided in less densely populated areas, and used at times and in areas where trip demands are less concentrated, such as during weekends and evenings in urban settings.

Park-N-Ride—Travel arrangement where people drive to a transit center, transfer station or terminal, park in the designated lot or ramp, and use a transit vehicle for their ultimate destination.

Park Implementing Agency—According to Minn. Stat. 473.351, Subd. 1(a), are the counties of Anoka, Washington, Ramsey, Scott, Carver, Dakota, and the City of St. Paul, the City of Bloomington, the Minneapolis Park and Recreation Board, and the Three Rivers Park District.

Parking Surcharges—Fee over and above the cost of parking.

Peak Hour—Hour during the peak period when travel demand is the highest. Generally, peak hours are found to be from 7 to 8 AM and from 4:30 to 5:30 PM.

Peak Period—The time between 6:30 and 9 AM and between 3 and 6 PM on a weekday, when traffic is usually the heaviest.

Person Trip—One-way journey between two points by one person in a vehicle.

Planned Land Use—The long-range plan for the desirable use of land in the city as officially adopted by the planning commission. The purpose of such plan includes to serve as a guide in the zoning to meet the changing needs of the community in the subdividing and development or redevelopment of land.

Planning Area—Designation assigned by the Council and illustrated on the Planning Area map. The planning area designation incorporates the current land use plans of the region's communities and identifies the specific policies a community must use in the comprehensive plan update process.

Point Source Pollution—A discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, smokestack, or industrial waste water pipe.

Policy—Specific statement of guiding actions that expresses the general direction that the Metropolitan Council intends to follow in order to meet its goals.

Predevelopment Conditions—Runoff rates and volumes that are consistent with the rates and volumes of the property's current uses before the property is changed by development or redevelopment.

Preferential Access—Advantage offered to a group of users allowing rideshare vehicles and buses to access roadways faster than other vehicles by bypassing metered ramps.

Preservation—Activities that are directed toward the elimination of deficiencies and major cost replacement of existing facilities. Preservation is not meant to include work that will increase the level of service by the addition of traffic lanes.

Pre-Settlement—A time period prior to European settlement where land cover was either entirely forested, or prairie. An assumption used to calculate storm-water runoff from new development and increased impervious surface.

Principal Arterials—High capacity highways that make up the metropolitan highway system.

Private Sewer Facility—A single lot, multiple lot or other sewage collection or treatment facility owned, constructed or operated by any person other than a local governmental unit or the Metropolitan Council.

Production Land—Land that has been tilled and utilized for growing of row crops, hay, forage, vegetables, fruit or similar purposes for the majority of the past ten years. Land that is entered in a state or federal program where there is re-imbursement for maintaining the land out of production shall be considered production land.

Project—Group of tasks or methods designed to accomplish a specific purpose.

Public Heliport—A facility available for the takeoff or landing of helicopters with no prior authorization required to use the facility.

Redevelopment—Process by which an existing build, structure, or developed area is adaptively reused, rehabilitated, restored, renovated, and/or expanded.

Region—Area pertaining to the Metropolitan Council’s jurisdiction, including the seven counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Regional Development Framework—The Metropolitan Council plan that sets a general direction for future development patterns in the metropolitan area and establishes guidelines for making decisions about major regional facilities that are needed to support the commercial, industrial and residential development of the area. (See *ThriveMSP 2040*)

Regional Highway System—All highways serving the region.

Regional Infrastructure—Infrastructure pertaining to any of the Metropolitan Council’s systems, which include: transportation, parks, trails, and water resources.

Regional Parks—Areas selected for regional parks contain a diversity of nature-based resources, either natural occurring or human-built. Access to water bodies suitable for recreation— such as swimming, boating, and fishing— is particularly important and most of the regional parks are focused on lakes, rivers or streams. A regional park should be large enough to accommodate a variety of activities, preserve a pleasant natural aspect, and buffer activity areas from each other and from surrounding areas. This is interpreted to 200 to 500 acres of land. Occasionally, because of the quality of the resource, an exception may be made and a regional park may be as small as 100 acres. Experience has shown this to be the minimum size of acceptable for the range and type of activities expected to be accommodated.

Regional Parks Preserves—Park reserves, like regional parks, provide for a diversity of outdoor recreation activities. One major feature that distinguishes the park reserve from a regional park is size. The minimum size for a park reserve is 1,000 acres. Park reserves 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 2014, a total of 12 park reserves were open to the public within the metropolitan area.

Regional Parks System—Includes 102 parks and park reserves, trails, and special recreation areas. Parks are operated by 10 partnering agencies— cities and counties. The agencies work with the Metropolitan Council to acquire and develop parks and trails to protect natural resources and to provide outdoor recreation for public enjoyment.

Regional Recreation Open Space—According to Minn. Stat. 473.121, Subd. 14, land and water areas or interests therein, facilities determined by the Metropolitan Council to be of regional importance in providing for a balanced system of public outdoor recreation for the metropolitan area including, but not limited to, park reserves, major linear parks and trails, large recreation parks, and conservatories, zoos, and other special use facilities.

Regional Systems—Systems for which the Metropolitan Council is the responsible planning and/or operating authority. The systems consist of transportation, water resources, parks, open space, an trails.

Regional Trail—Trail corridors are intended to provide for recreational travel along linear pathways throughout the metropolitan area. They are selected to follow natural or linear features that traverse areas of scenic appeal and/or historical, architectural and developmental interest while assuring that the trail Treadway will have no adverse effect on the natural resource base. The regional trails are selected to pass through, or provide access to, elements in the regional parks system. The parks and park reserves perform the important function of providing places for parking, comfort facilities, safe water supplies, etc. Trails also are selected for their ability to intersect with local trail networks, with the regional trails functioning much like regional highways that interconnect with more local arterials and collector streets.

Regular Route Transit Service - Operates on a predetermined, fixed-route and schedule. The types of vehicle used in regular-route service are generally large buses or small buses. Regular-route service is usually classified as four type:

- Local Service: Buses make frequent pick-ups and drop-offs, stopping at almost every corner.
- Urban Locals: Buses operate primarily in central cities and first-ring suburbs and include regular-route radial service (routes start or end in one or both of the major downtowns), crosstown service (usually providing connecting links between radial routes), and limited stop service (buses make limited stops as a supplement to local service along a route or “skip stops,” achieving faster service to selected destinations).
- Suburban Locals: Buses operate in suburban environment, beyond first-ring suburbs, many times as suburban circulators, and regular route suburb-to-suburb crosstown (often as feeder routes to radial services) and in some cases may include specially designed paratransit services.
- Express: Buses operate nonstop on highways or dedicated transit ways for at least four miles and include peak only and all-day express. Express routes provide travel times competitive with driving in an automobile, Most express routes operate longer distances and during peak times, and are destined to and from one of the two major downtown areas.

Rehabilitation—Roadway improvements intended to correct conditions identified as deficient without major changes to the cross-section. These projects should consist of removal and replacement of base and pavement, shouldering and widening and drainage correction as needed.

Reliever Airport—An airport whose primary purpose is to serve general aviation and at the same time relieve congestion at a major airport having high density of scheduled certificated airline traffic. It performs this function by attracting and diverting general aviation activity away from the major airport.

Relievers—Minor arterials that provide direct relief for traffic on major metropolitan highways. These roadways include the closest routes parallel to the principal arterials within the core, urban reserve and urban staging areas. These roadways are proposed to accommodate medium-length trips (less than eight miles) as well as providing relief to congested principal arterials. Improvements focus on providing additional capacity for through traffic.

Residential Acre—An acre of residential land that includes local streets, alleys, parks, and locally protected natural resources. Does not include major transportation rights-of-way, major parks, and open space, wetlands identified in the National Wetlands Inventory, and steep slopes steeper than an 18 percent grade.

Reverse-Commute Transit—Transit from a residence to an employment location in a direction opposite of the heaviest flow of traffic. In this region, primarily from the central city to a suburb.

Ridership—The total number of riders on a vehicle, trip, route or system over an identified period of time.

Ridesharing—A paratransit service with two or more persons in the vehicle consisting usually a pre-arranged car pool, car pool or subscription bus. Car and van pooling is intended primarily to serve the work trip.

Right-of-Way—A strip of land occupied or intended to be occupied by a street, crosswalk, railroad, road, electric transmission line, oil or gas pipeline, water main, sanitary or storm sewer main, shade trees, or for another special use. The usage of the term right-of-way for land platting purposes shall mean that every right-of-way hereafter established and shown on a final plat is to be separate and distinct from the lots or parcels adjoining such right-of-way and not included within the dimensions or areas of such lots or parcels. Rights-of-way intended for streets, crosswalks, water main, sanitary sewers, storm drains, shade trees, or any other use involving maintenance by a public agency shall be dedicated to public use by the make of the plat on which such right-of-way is established.

Right-of-Way Acquisition Loan Fund (RALF) - This program grants interest-free loans to communities within officially mapped highway corridors to purchase property threatened by development. The loan is repaid when the property is purchased by the highway construction authority. The Minnesota Legislature established the RALF program in 1982. It is funded by a property tax levied by the Metropolitan Council.

Run-off—Rainfall, snowmelt, or irrigation water flow that has not evaporated or infiltrated into the soil, but flows over the ground surface.

Runway Protection Zone (RPZ) Federally Defines “Clear Zone” - An area beyond the end of a runway, under control of the airport owner, in which the presence of structures or other obstructions are controlled to permit a minimum angle of flight for takeoff and landing operations.

Rural Area—Part of the seven-county metropolitan area lying outside the metropolitan urban service area (MUSA) limits.

Rural Centers—The small towns, like Norwood Young America and Cologne, located throughout the rural area.

Rural Growth Center—Rural Centers that are interested in and show a potential for urban growth.

Rural Residential—Land area that is currently developed at one unit per 2 to 2.5 acres or less, with no plans to provide urban infrastructure such as centralized wastewater treatment.

Search Area—The general location for siting a regional park, park reserve, trail, or special recreation feature in the 2040 Regional Parks Policy Plan.

Septage—Solids and liquids removed during periodic maintenance of an individual sewage treatment system, or solids and liquids which are removed from toilet waste treatment devices, such as a holding tank.

Septic Flow—The total volume of organic waste and wastewater generated by residential, industrial, commercial, institutional or other establishments and carried off site by a sewer system. Sewer flow is expressed as gallons per day.

Sewered—Development served by a wastewater treatment facility owned, constructed or operated by a local governmental unit or the Metropolitan Council.

Sewershed—Area tributary to the MCES interceptor system at a single point.

Shoreland—Land located within the following distance from public waters: 1,000 feet from the ordinary high water level of a lake, pond or flowage and 300 feet from a river or stream as shown on the Carver County Zoning Map; or the landward extent of a floodplain designated by ordinance of such a river or stream, whichever is greater. The practical limits of shorelands may be less than statutory limits wherever the waters involved are bounded by natural topographic divides which extend landward from the waters for lesser distances and when approved by the Commissioner of Natural Resources.

Smart Growth—Pro-growth approach to guiding development into more convenient patterns and into areas where infrastructure allows growth to be sustained over the long term. It envisions developments of complementary land uses, including affordable and life-cycling housing retail and offices, on interconnected streets amenable to walking bicycling or using transit or car to reach destinations.

Solar Energy System—A set of devices whose primary purpose is to collect solar energy and convert and store it for useful purposes including heating and cooling buildings or other energy-using processes, or to produce generated power by means of any combination of collecting, transferring, or converting solar-generated energy.

Special Recreation Features—The special recreation features, which are class for in Minn. Stat. 473.121, Subd. 14, are defined as regional parks system opportunities not generally found in the parks, the park reserves or the trail corridors. Special recreational features often require a unique managing or programming effort on the part of the regional park implementing agency. Before the Metropolitan Council designates a new special recreation feature, it is essential that a comprehensive feasibility study be performed, including an assessment of need, financing, resource suitability and management. This is to make sure any new, special recreation feature is complementary to the rest of the regional parks system and will not be a financial burden to the system.

Staging—A plan that documents the planned timing of development and growth in an area so that development and growth are coordinated with needed public infrastructure in accordance with the adopted policies and plans.

State Disposal System—Regulates the construction and operation of wastewater disposal systems, including land treatment systems.

Stormwater—Surplus surface water generated by rainfall and snowmelt that does not seep into the earth but flows overland to rivers, lakes or streams.

Subscription Service—Transit service operating on a daily basis, under contract, to serve a specific entity or a special need, such as work trips to an employment location. Such service may employ a van, fixed-route transit or school bus type of vehicle.

Sump Pump—An automatic submersible pump that removes water from wet foundations and basements.

Surface Transportation Program (STP) - One of the five core federal highway funding programs. STP provides flexible funding that may be used by States and localities for projects on any federal-aid highway, including the national highway system, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

Surface Water—Water on the earth’s surface exposed to the atmosphere such as rivers, lakes and creeks.

Sustainable Development—Development that maintains or enhances economic opportunity and community well-being while protecting and/or restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs.

System Plans—Long-range comprehensive policy plans for the regional systems.

System Statements—Statements the Council sends to local governments and school districts containing information and direction necessary for preparing comprehensive plan amendments.

Telecommuting—Eliminating or reducing commuter trips by routinely working part or full time at home or at a satellite work station closer to home.

Throughput—Amount of vehicles per person that can pass a point on a roadway or pass through an intersection over a specified period of time. Can be equated to capacity if considering vehicles alone.

Tier I MNRRRA Plan—Achieves the first level of MNRRRA plan compliance. Under Tier I, the Metropolitan Council and the Minnesota Department of Natural Resources will work with corridor communities to more effectively implement existing state and regional land use planning and management requirements.

Tier II MNRRRA Plan—Achieves the second level of MNRRRA plan compliance. Under Tier II, corridor communities will adopt and implement the requirements that exceed existing state and regional land use management requirements, and substantially conform to the land use, resource protections, and open space concepts and policies in the MNRRRA plan.

Traffic Analysis Zone—A defined geographic area that is used to analyze land use and traffic generation.

Traffic Calming—Techniques such as speed bumps, narrow lanes and traffic circles used to slow traffic in primarily residential neighborhoods, shopping centers, or other high pedestrian locations.

Transit Taxing District—Part of the Twin Cities metropolitan area where property is taxed to support transit services.

Transit Trip—Person trip as a passenger of a transit vehicle.

Transitways—Travel corridors dedicated exclusively to bus-only shoulders, high occupancy vehicle (HOV) lanes, busways, LRT or commuter rail.

Transmission Systems—Systems designed to move information, electrical power or a commodity such as petroleum or natural gas from place to place. Systems may consist of overhead lines or cables with poles or towers, underground cables, pipelines, pipes or similar installations. En-route consumption systems are designed primarily to provide service to local areas and provide service to individual users. Non-en-route consumption systems are designed primarily to transport information, power or a commodity over long distances and typically do not provide service to individuals along the way.

Transportation Advisory Board—Part of the Metropolitan Council and is a forum for deliberation among state, regional and local officials and private citizens. The TAB advises the Council in preparing transportation plans and provides coordination and direction to the agencies responsible for implementing the plans.

Traffic Control Plan—The plan identifying the transportation strategies that will reduce carbon monoxide emissions in the most effective and efficient manner. Most of the transportation control measure indicated are implemented, and the remaining measures and related air quality control strategies require review for compliance with the Clean Air Act Amendments (CAAA). Scheduling of the revisions is dependent on the publication of the final CAAA conformity rules by the U.S. Environmental Protection Agency.

Transportation Corridor—A defined area through which people move from one major center to another or from a major center to a dispersal area. A transportation corridor may contain several transit routes and highways.

Transportation Demand Management (TDM) - Programs and methods to reduce effective demand. In the broadest sense, any activity or facility that reduces vehicle trips would fall within this classification. The highest priority in the region is given to reducing single-occupant vehicle trips in the peak periods. Techniques that might be utilized are car-pooling, van-pooling, transit, alternative work hours, transportation management associations, and land development or ordinances that discourage vehicle trips and encourage walking, biking, ridesharing, and transit trips.

Transportation Management Organization (TMO) or Association (TMA) - Nonprofit employer associations, sometimes involving public entities usually formed in highly congested areas to deal with common transportation concerns, particularly alleviating congestion.

Transportation Plan—Compilation of policy statements, goals, standards, maps and action programs for guiding the future development of the various modes of transportation of the municipality and its environs, such as streets and highways, mass transit, railroads, air transportation, trucking and water transportation, and includes a major thoroughfare plan.

Transportation Policy Plan—This document is one section of the Metropolitan Council’s Regional Development Framework and provides guidance on transportation related items.

Transportation System Management Strategies (TSM) - Programs and methods to improve the efficiency and effective capacity of the transportation system. Techniques can include signalization, metering, HOV ramps and lanes, one-way streets and improvements to transit.

Transportation System Plan (TSP) - MnDOT’s 20-year district plans which identify regional investment priority categories for the highway system (preservation, management, improvement, replacement and bottleneck removal, and expansion).

Travel Behavior Inventory (TBI) - A set of surveys identifying travel patterns and characteristics of people and vehicles within the metropolitan area.

Travel Demand Management (TDM) - Strategies to manage demand on roadways designed to redirect trips to higher-occupancy modes or away from peak-traffic periods so that the total number of vehicle trips are reduced. Can include both capital and service improvement to highways and transit, and may involve community action.

Unsewered—Development served by a private sewer facility.

Upper Mississippi River Source Water Protection Planning Group—Comprised of the Cities of St. Paul, Minneapolis, St. Cloud, the Minnesota Department of Health, the Minnesota Pollution Control Agency, the Metropolitan Council, Minnesota Rural Water, and other interested parties. The group is working together to develop source water protection plans for each city. The purpose of the plans is to protect the water quality of the surface water resources that supply municipal water to the three communities.

Urban Area—Consist of four regional framework defined areas—Urban Center, Urban, Suburban and Emerging Suburban Edge.

Urban Reserve—Transition area beyond the current MUSA identified in local comprehensive plans, held in a rural condition until it is included in the urban area.

Urban Small Sites—Development or re-development on a 5 acre or smaller parcel in an area served by public infrastructure and at urban density or intensity of land use.

User Cost—Total dollar cost of a trip to a user for a particular mode of transportation. Includes out-of-pocket costs such as transit fares, gas, oil, insurance, and parking for autos plus a valuation of implicit cost, such a waiting and travel times.

Vehicle Trip—One-way journey made by an auto, truck, or bus to convey people or goods.

Wastewater—Water carrying waste from homes and commercial and industrial facilities.

Wastewater Treatment Plant—Facility designed for the collection, removal, treatment, and disposal of wastewater generated within a given service area.

Watershed Management Organizations (WMO) - Special purpose units of local government whose boundaries generally follow those of a natural watershed. Watershed districts are local units of government that work to solve and prevent water-related problems. The functions of a watershed district may include development and implementation of a watershed management plan, review and approval of local water management plans, regulation of the use and development of land, and construction, repair, improvement, and management of drainage systems.

Wireless Communication Facility—Structures, antennas, towers, fences and related equipment and appurtenances associated with licensed commercial wireless telecommunication services including, but not limited to, broadcast, cellular, personal communications services (PCS), specialized mobilized radio (SMR), enhanced specialized mobilized radio (ESMR), paging, and similar services that are marketed to the general public.

Zoning—The classification of land by types of uses permitted and prohibited and by densities and intensities permitted and prohibited. Regulations govern lot size, building placement, and other development standards.

ACRONYM LIST

| | |
|----------------|--|
| <u>AA/DEIS</u> | <u>Alternatives Analysis and Draft Environmental Impact Statements</u> |
| <u>AADT</u> | <u>Average Annual Daily Traffic</u> |
| <u>ADT</u> | <u>Average Daily Traffic</u> |
| <u>APTA</u> | <u>American Public Transportation Association</u> |
| <u>AST</u> | <u>Aboveground Storage Tank</u> |
| <u>AV</u> | <u>Autonomous Vehicle</u> |
| <u>BMP</u> | <u>Best Management Practice</u> |
| <u>BRT</u> | <u>Bus Rapid Transit</u> |
| <u>BWSR</u> | <u>Board of Water and Soil Resources</u> |
| <u>COE</u> | <u>Core of Engineers (Corps prefers USACE—United States Army Corps of Engineers)</u> |
| <u>CDA</u> | <u>Community Development Agency</u> |
| <u>CCCDA</u> | <u>Carver County Community Development Agency</u> |
| <u>CCWMO</u> | <u>Carver County Watershed Management Organization</u> |
| <u>CR</u> | <u>County Road</u> |
| <u>CSAH</u> | <u>County State Aid Highway</u> |
| <u>CWA</u> | <u>Clean Water Act</u> |
| <u>DEIS</u> | <u>Draft Environmental Impact Statement</u> |
| <u>DNR</u> | <u>Department of Natural Resources</u> |
| <u>EA</u> | <u>Environmental Assessment</u> |
| <u>EIS</u> | <u>Environmental Impact Statement</u> |
| <u>EPA</u> | <u>Environmental Protection Agency</u> |
| <u>EQB</u> | <u>Environmental Quality Board</u> |
| <u>ESA</u> | <u>Endangered Species Act</u> |
| <u>EV</u> | <u>Electric Vehicle</u> |
| <u>FEIS</u> | <u>Final Environmental Impact Statement</u> |

ACRONYM LIST—Continues

| | |
|--------------------|--|
| <u>FEMA</u> | <u>Federal Emergency Management Agency</u> |
| <u>FIRM</u> | <u>Flood Insurance Rate Map</u> |
| <u>FONSI</u> | <u>Finding of No Significant Impact</u> |
| <u>FPPA</u> | <u>Farmland Protection Policy Act</u> |
| <u>FRA</u> | <u>Federal Railroad Administration</u> |
| <u>FTA</u> | <u>Federal Transit Administration</u> |
| <u>CCRRA</u> | <u>Carver County Regional Railroad Authority</u> |
| <u>HOV</u> | <u>High Occupancy Vehicle</u> |
| <u>LGU</u> | <u>Local Government Unit</u> |
| <u>LOS</u> | <u>Level of Service</u> |
| <u>LRT</u> | <u>Light Rail Transit</u> |
| <u>LTA</u> | <u>Long Term Agricultural Land</u> |
| <u>LUST</u> | <u>Leaking Underground Storage Tank</u> |
| <u>MCES</u> | <u>Metropolitan Council Environmental Services</u> |
| <u>Met Council</u> | <u>Metropolitan Council</u> |
| <u>MnDOT</u> | <u>Minnesota Department of Transportation</u> |
| <u>MOU</u> | <u>Memorandum of Understanding</u> |
| <u>MPCA</u> | <u>Minnesota Pollution Control Agency</u> |
| <u>MCWD</u> | <u>Minnehaha Creek Watershed Management Organization</u> |
| <u>MS</u> | <u>Minnesota Statute</u> |
| <u>NPDES</u> | <u>National Pollution Discharge Elimination System</u> |
| <u>NRCS</u> | <u>Natural Resources Conservation Service</u> |
| <u>NRHP</u> | <u>National Register of Historic Places</u> |
| <u>NWI</u> | <u>National Wetland Inventory</u> |
| <u>ROW</u> | <u>Right-of-Way</u> |
| <u>RSD</u> | <u>Rural Service District</u> |
| <u>SES</u> | <u>Solar Energy System</u> |
| <u>SHPO</u> | <u>State Historic Preservation Office</u> |
| <u>SSTS</u> | <u>Sub-Surface Treatment System</u> |
| <u>SWCD</u> | <u>Soil and Water Conservation District</u> |
| <u>SWPPP</u> | <u>Stormwater Pollution Prevention Plan</u> |

ACRONYM LIST—Continues

| | |
|----------------|--|
| <u>T&E</u> | <u>Threatened and Endangered</u> |
| <u>TAZ</u> | <u>Traffic Analysis Zone</u> |
| <u>TCW</u> | <u>Twin Cities & Western Railroad</u> |
| <u>TDM</u> | <u>Travel Demand Management</u> |
| <u>TEA-21</u> | <u>Transportation Equity Act for the 21st Century</u> |
| <u>TH</u> | <u>Trunk Highway</u> |
| <u>TIP</u> | <u>Transportation Improvement Program</u> |
| <u>TOD</u> | <u>Transit Oriented Development</u> |
| <u>TOZ</u> | <u>Transit Opportunity Zone</u> |
| <u>TSM</u> | <u>Transportation Systems Management</u> |
| <u>U.S.</u> | <u>United States</u> |
| <u>USDOT</u> | <u>United States Department of Transportation</u> |
| <u>USEPA</u> | <u>United States Environmental Protection Agency</u> |
| <u>USFWS</u> | <u>United States Fish and Wildlife Service</u> |
| <u>USGS</u> | <u>United States Geological Survey</u> |
| <u>VMT</u> | <u>Vehicle Miles Traveled</u> |
| <u>WCA</u> | <u>Wetland Conservation Act</u> |
| <u>WENR</u> | <u>Water, Environment & Natural Resource Committee</u> |
| <u>WMO</u> | <u>Watershed Management Organization</u> |

