

Meet Minnesotans' expectations for MPCA online services

Accelerate the ongoing development and maintenance of the agency's customer-service technology.

What's the issue?

To effectively serve businesses and the public, state agencies must adopt online services like those our constituents find elsewhere. Thousands of permit holders, city staff, consultants, citizens, and regulated parties interact with the MPCA, submitting applications and required data, asking questions, and more. The agency receives more than 400 data requests each month, one of the highest rates among state agencies. Minnesotans can now handle some of these necessary tasks electronically on the MPCA website. With additional resources, the agency can accelerate the rate at which paper services are moved online.

Proposal

An \$800,000 annual appropriation from the Environmental Fund is proposed to accelerate the movement of data and services online, and maintain existing online services. The agency has moved dozens of its services online, thanks to previous accelerated funding in the form of \$800,000 biennial riders over the past four years. Under this proposal, services for industrial stormwater, wastewater, and feedlot programs will be moved online in the next biennium.

Why is it important?

It's about efficiency. Managing agency transactions via paper is inefficient. For instance, a paper permit application requires at least 60 minutes of non-technical work before technical staff can start their technical review. Electronic services can handle the non-technical processing much faster, saving both time and money.

The MPCA has more than 400 online applications and services that must be updated. We can no longer make great strides with small investments. Consistent funding is needed to keep up with our customers' expectations. Below is a list of services already online, followed by a list of services to be moved online under this proposal.



MPCA active online services

As of January 2019

#	Service name
1	Aboveground Storage Tank (AST) Reissuance Permit Application
2	Air Emissions Inventory Submittal (CEDR) (needs refresh)
3	Air Individual Operating Permit (State or Part 70) Reissuance Permit Application
4	Air Permitting – Administrative Amendment Change Ownership/facility/owner/operator Name
5	Air Permitting – Administrative Amendment Date Extension for requirements within permit
6	Air Permitting – Administrative Amendment for permit changes that are not name change or date extension
7	Air Quality Dispersion Modeling
8	Ballast (Vessel) Discharge Permit Application (MNG300)
9	Construction Stormwater General Permit Application
10	Electronic Discharge Monitoring Report (eDMR) Submittal
11	Electronic Payment Services
12	Hazardous Waste Generator License Application
13	Initial Notification of Regulated Hazardous Waste Activity
14	Modification of Existing HWID (aka Subsequent Notification)
15	Inactivation of waste activities (HW)
16	Annual Solid Waste Reporting (ReTRAC) (needs refresh)
17	Voluntary Remediation Program Enrollment Application
18	Yard Waste Composting Permit by Rule (PBR) Application
19	Green Step cities (needs refresh)
20	Training and Certification System (needs refresh)
21	Complaint Tracker (needs refresh)
22	Above Ground Storage Tanks Notice of Termination
23	Air Quality General Permit Notice of Termination
24	Air Quality Individual Permit Notice of Termination
25	Air Quality Registration Permit Notice of Termination
26	Construction Stormwater General Permit Notice of Termination
27	Feedlot General Permit (SDS) Notice of Termination
28	Feedlot General Permit (NPDES) Notice of Termination
29	Feedlot Individual (SDS) Notice of Termination
30	Feedlot Individual (NPDES) Notice of Termination
31	Feedlot Interim Permit Notice of Termination
32	Feedlot Construction Short Form Notice of Termination
33	Hazardous Waste Individual Permit Notice of Termination
34	Industrial Stormwater Individual Permit Notice of Termination
35	Industrial Stormwater General Permit Notice of Termination
36	Municipal Stormwater General Permit Notice of Termination
37	Municipal Stormwater Individual Permit Notice of Termination
38	Mixed Municipal Solid Waste Land Disposal Individual Permit Notice of Termination
39	Solid Waste Transfer Station Individual Permit Notice of Termination
40	Industrial Solid Waste Land Disposal Individual Permit Notice of Termination
41	Demolition Solid Waste Land Disposal Individual Permit Notice of Termination
42	Solid Waste Transfer Station General Permit Notice of Termination
43	Solid Waste Recycling General Permit Notice of Termination
44	Electronic Waste Permit by Rule Notice of Termination
45	Yard Waste Permit by Rule Notice of Termination
46	Demolition Landfill Permit by Rule Notice of Termination
47	Source Separated Organics Permit by Rule Notice of Termination
48	Recycling Permit by Rule Notice of Termination
49	Tire Processing Permit by Rule Notice of Termination
50	Tire Storage Permit by Rule Notice of Termination

#	Service name
51	Transfer Station Permit by Rule Notice of Termination
52	Solid Waste Post Closure Care Individual Permit Order Notice of Termination
53	Solid Waste Post Closure Care General Permit Order Notice of Termination
54	Case Specific Beneficial Use Closure Order Notice of Termination
55	Demolition Post Closure Care Order Notice of Termination
56	Demonstration Research Project Post Closure Order Notice of Termination
57	Electronic Waste Closure Order Notice of Termination
58	Transfer Station Closure Order Notice of Termination
59	Recycling Closure Order Notice of Termination
60	Tire Processor Closure Order Notice of Termination
61	Tire Storage Closure Order Notice of Termination
62	Source Separated Organics Closure Order Notice of Termination
63	Yard Waste Closure Order Notice of Termination
64	Temporary Case Specific Beneficial Use Notice of Termination
65	Temporary Demonstration Research Project Notice of Termination
66	Air Quality Any Individual Permit Notice of Termination (this is non-specific to allow flexibility)
67	Air Quality Any General Permit Notice of Termination (this is non-specific to allow flexibility)
68	Construction Stormwater Any Permit Notice of Termination (this is non-specific to allow flexibility)
69	Feedlot Any Individual Permit Notice of Termination (this is non-specific to allow flexibility)
70	Feedlot Any General Permit Notice of Termination (this is non-specific to allow flexibility)
71	Hazardous Waste Any Permit Notice of Termination (this is non-specific to allow flexibility)
72	Industrial Stormwater Any Individual Permit Notice of Termination (this is non-specific to allow flexibility)
73	Industrial Stormwater Any General Permit Notice of Termination (this is non-specific to allow flexibility)
74	Municipal Stormwater Any Individual Permit Notice of Termination (this is non-specific to allow flexibility)
75	Municipal Stormwater Any General Permit Notice of Termination (this is non-specific to allow flexibility)
76	Solid Waste Any Individual Permit Notice of Termination (this is non-specific to allow flexibility)
77	Solid Waste Any General Permit Notice of Termination (this is non-specific to allow flexibility)
78	Solid Waste Any Permit by Rule Notice of Termination (this is non-specific to allow flexibility)
79	Solid Waste Any Permit Closure Order Notice of Termination (this is non-specific to allow flexibility)

MPCA online services to be developed FY20-21

As of January 2019

#	Service name
1	Feedlot Registration – New
2	Feedlot Registration – Update
3	Feedlot Annual Report
4	Interim Permit Application – New
5	Interim Permit Application – Extension Request
6	Construction Short Form Permit Application – New
7	Construction Short Form Permit Application – Extension Request
8	Feedlot Individual NPDES Permit Application – New Permit Issuance
9	Feedlot Individual NPDES Permit Application – Permit Reissuance
10	Feedlot Individual NPDES Permit Application – Administrative Amendment
11	Feedlot Individual NPDES Permit Application – Minor Amendment
12	Feedlot Individual NPDES Permit Application – Major Amendment
13	Feedlot Individual SDS Permit Application – New Permit Issuance
14	Feedlot Individual SDS Permit Application – Permit Reissuance
15	Feedlot Individual SDS Permit Application – Administrative Amendment
16	Feedlot Individual SDS Permit Application – Minor Amendment
17	Feedlot Individual SDS Permit Application – Major Amendment

#	Service name
18	Feedlot General NPDES Permit Application – New Coverage Issuance
19	Feedlot General NPDES Permit Application – Reissued Coverage
20	Feedlot General NPDES Permit Application – Administrative Amendment to Coverage
21	Feedlot General NPDES Permit Application – Minor Modification to Coverage
22	Feedlot General NPDES Permit Application – Major Modification to Coverage
23	Feedlot General SDS Permit Application – New Coverage Issuance
24	Feedlot General SDS Permit Application – Reissued Coverage
25	Feedlot General SDS Permit Application – Administrative Amendment to Coverage
26	Feedlot General SDS Permit Application – Minor Modification to Coverage
27	Feedlot General SDS Permit Application – Major Modification to Coverage
28	Industrial Stormwater – No Exposure
29	Industrial Stormwater – Annual Report
30	Industrial Stormwater – Monitoring
31	Industrial Stormwater General NPDES Permit Application – New Coverage Issuance
32	Industrial Stormwater General NPDES Permit Application – Reissued Coverage
33	Industrial Stormwater General NPDES Permit Application – Administrative Amendment to Coverage
34	Industrial Stormwater General NPDES Permit Application – Minor Modification to Coverage
35	Industrial Stormwater General NPDES Permit Application – Major Modification to Coverage
36	Sewer Extension Permit Application
37	SSTS Business License Renewal Application

Once the above services are moved online, permittees, the public, cities and businesses will save time and money in their interactions with the agency. The MPCA strives to provide high-quality services and data as efficiently as possible, so we can fulfill our mission of protecting public health and the environment.

For more information

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Continue the ambitious cleanup of Lake Superior's headwaters

Provide ongoing resources to address contaminated sediments in the St. Louis River estuary and Duluth/Superior harbor – and to secure federal matching funds.



The Azcon Corp/Duluth Seaway Port Authority Garfield site, a 6.4-acre slip used for docking ships, with an operating scrap yard to the north. Contamination includes polycyclic aromatic hydrocarbons, lead, zinc, and dioxins.

What's the issue?

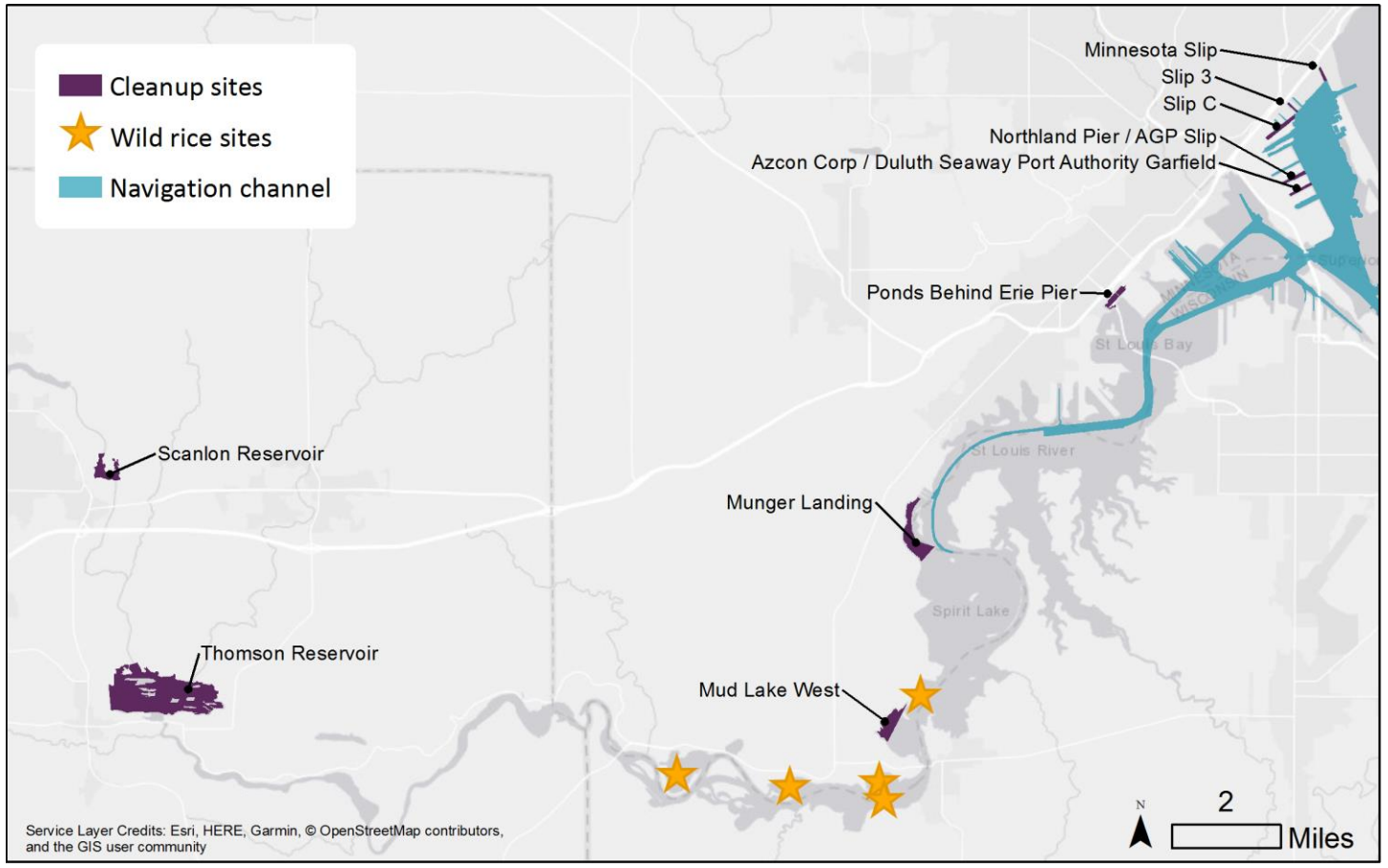
The MPCA is in the middle of a multi-year effort to help clean up industrial waste at several sites in the St. Louis River estuary and the Duluth/Superior harbor. In 2016, the Legislature funded four FTEs through FY 2020, with the ambitious goal of completing the cleanup work by then. However, as the agency learns more about the complexity and scope of the work, it's clear that we need to extend some existing staffing through 2023 to complete the cleanup projects.

Proposal

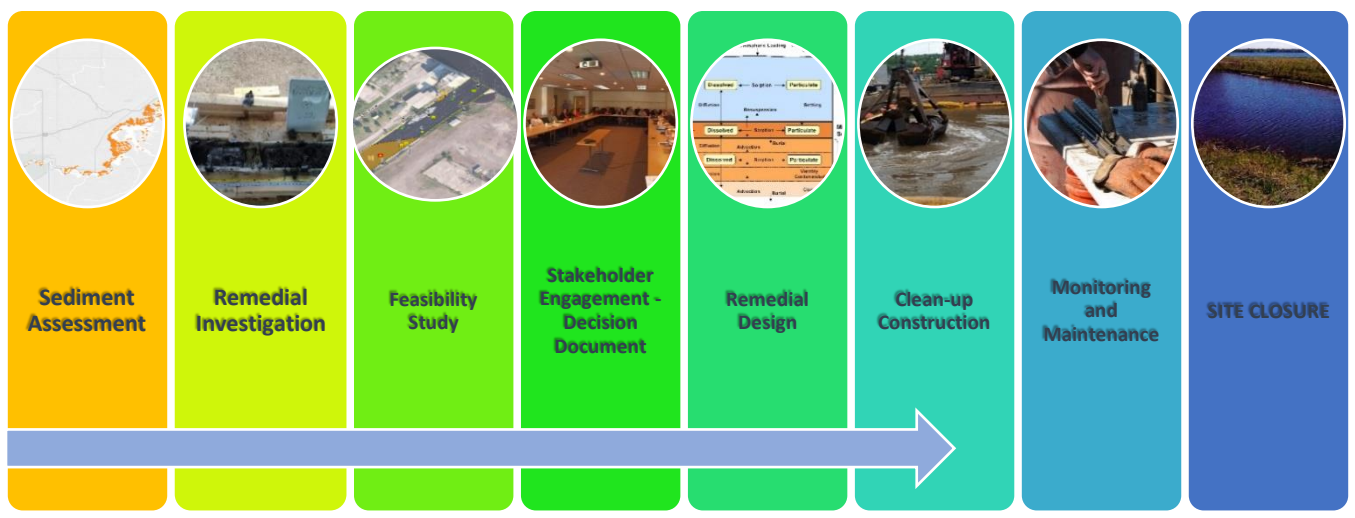
To continue to leverage federal funding, the MPCA is requesting a \$484,000 environmental fund appropriation in FY2021 to cover staffing costs associated with cleanup work in the St. Louis River Area of Concern. Three FTEs are funded by this proposal: a coordinator, a project manager, and a technical analyst.

Why is it important?

Before modern environmental laws, pollution from mills and factories along the St. Louis River and Duluth harbor left a legacy of contamination, including mercury, dioxins, polychlorinated biphenyls, polycyclic aromatic hydrocarbons, and more. The pollutants have settled into the sediments in the river bottom and continue to threaten public health and contaminate fish and wildlife. Years of collaboration by dozens of partner organizations (local, state, Tribal, and federal governments) and research institutions have led to the work of restoring water quality and natural resources in the St. Louis River estuary. The work also makes good economic sense. A September 2018 study found that every project dollar spent on Great Lakes Restoration will generate \$3.35 of additional economic activity through 2036.



Cleanup status as of 2019 session





Minnesota Slip

Cost: \$7M (USEPA/GLRI, MN Bonds, Duluth Bonds)

- 3.25 acres former industrial slip
- 35,000 cu yds heavy metal & PAH contaminated sediment leveled & capped
- Completed November 2018



Slip 3

Cost: \$1.5M (USEPA/GLRI, MN Bonds)

- 2.75 acres former industrial slip
- 6,000 cu yds lead and PAH contaminated sediment capped in place
- Completed October 2018



Slip C

Cost: \$3.5M (USEPA/GLRI, MN Bonds)

- 17 acres industrial slip
- 110,000 cu yds lead contaminated sediment capped in place
- Completed October 2018



AGP/Northland Slip

Estimated Cost: \$1.7M (USEPA/GLRI, MN Bonds)

- 9 acres industrial slip
- 48,000 cu yds PAH contaminated sediment
- 2020 construction



Azcon/DSPA Slip

Estimated Cost: \$3.5M (USEPA/GLRI, MN Bonds)

- 6.4 acres industrial slip
- 30,000 cu yds lead contaminated sediment
- 2020 construction



Ponds behind Erie Pier

Estimated Cost: \$16M (USEPA/GLRI, MN Bonds)

- 20 acres ponds formed by railroad cutoff of estuary
- 55,000 cu yds of heavy metals, PCBs, & dioxin/furans contaminated sediments
- 2021 construction



Munger Landing

Estimated Cost: \$13.1M (USEPA/GLRI, MN Bonds)

- 77 acres backwater bay
- 160,000 cu yds lead, nickel, zinc, PCBs, & dioxin/furans contaminated sediments
- 2020 construction



Mud Lake West

Estimated Cost: \$4.3M (USEPA/GLRI, MN Bonds)

- 39 acres backwater formed by railroad cutoff of estuary
- 90,000 cu yds lead, nickel, zinc, and dioxin/furans contaminated sediments
- 2021 construction



Thomson Reservoir

Estimated Cost: \$19.2M (USEPA/GLRI, MN Bonds)

- 330 acres power production reservoir
- 240,000 cu yds dioxin/furans contaminated sediments
- 2022 construction



Scanlon Reservoir

Estimated Cost: \$4.4M (USEPA/GLRI, MN Bonds)

- 25 acres power production reservoir
- 60,000 cu yds dioxin/furans contaminated sediments
- 2020 construction

Partners

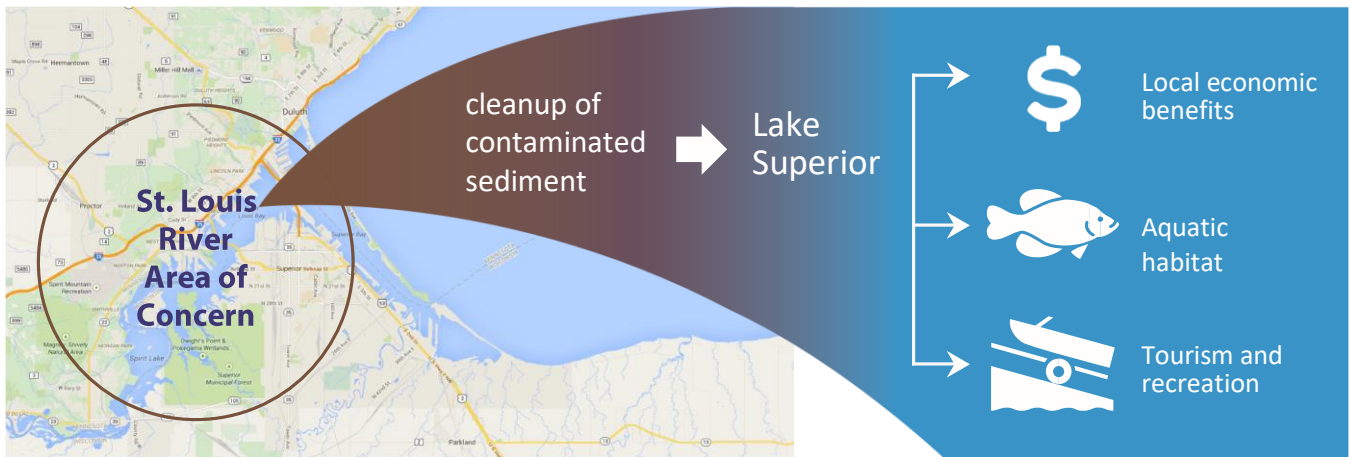
Coordinating organizations

Fond du Lac Band of Lake Superior Chippewa
Minnesota Department of Natural Resources
Minnesota Pollution Control Agency
Wisconsin Department of Natural Resources

Primary partners in cleanup

City of Duluth
St. Louis River Alliance
US Army Corps of Engineers
US EPA Great Lakes National Program Office
US Fish and Wildlife Service
US Geological Service

The positive impact of cleanup



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All Minnesotans can help create climate change policy

Fund a statewide outreach effort to advance climate change efforts.



Flash flooding in September 2010 caused Highway 169 to break apart north of St. Peter.

What's the issue?

The effects of climate change are accelerating. Minnesotans experience the effects as warmer winters, heavier and more frequent flooding, and heat waves or droughts. In short, our weather is becoming more unpredictable and more extreme. Wet conditions and extreme events like recent flooding cause more crop damage, soil loss, and disease. A United Nations 2018 report called for urgent action to mitigate climate risks. In January, University of Minnesota researchers reported that Minnesota is one of the fastest-warming states in the country. Climate change is impacting lakes and streams, lands, communities, industries, and public health in Minnesota.

Proposal

Governor Walz proposes a \$250,000 one-time General Fund appropriation for a series of public meetings across the state so that Minnesota communities, businesses, citizens, and non-governmental organizations can participate in climate change policymaking. This proposal includes statewide, multi-agency outreach (coordinated by the MPCA), logistics and follow-up for multiple community meetings, and support for environmental justice efforts. Multiple state agencies, working with input from communities and the private sector, will develop the scope of work and produce a report and climate change roadmap outlining potential policies that cut across all sectors.

Winter is warming 13 times faster than summer in Minnesota

Season	Average change per decade since 1895	Average change per decade since 1970
Winter (Dec. – Feb.)	+ 0.40 degrees F	+1.2 degrees F
Summer (June – Aug.)	+0.13 degrees F	+0.09 degrees F

Why is it important?

Regions, land uses, and landscape types in Minnesota differ in vulnerability to different aspects of climate change.¹ As a result, Minnesota's agriculture, cities, forests, human health, and waters will be impacted by different aspects of changing climate, at different times and places.²

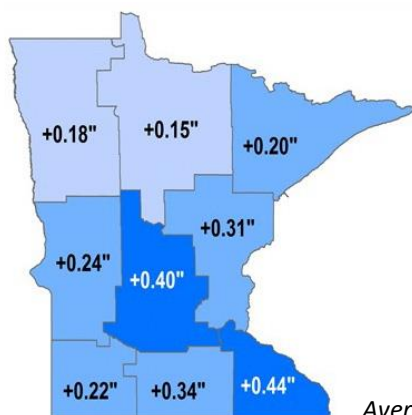
Communities must weigh in on climate impacts and solutions for their part of the state to ensure that our climate change roadmap reflects the most effective path forward for every community.

Climate change is affecting our health, well-being, way of life, and natural resources. The more input Minnesotans have into deciding how we should address climate change, the better. This proposal will produce a solid plan for making our communities more resilient and thereby protecting our economy, public health, and environment in a changing future.

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Season	Total precipitation change 1895-2016
Winter (Dec - Feb)	+ 6% (0.13 inches)
Spring (Mar - May)	+ 15% (0.93 inches)
Summer (Jun - Aug)	+ 11% (1.21 inches)
Fall (Sept - Nov)	+ 11% (0.66 inches)
Growing season (May - Sept)	+ 9% (1.55 inches)
Annual	+ 12% (2.98 inches)



Minnesota is getting wetter everywhere and in all seasons.

Average change per decade.

Data for charts above courtesy MN DNR State Climatology Office and www.ncdc.noaa.gov/cag/, as presented by Tracy E. Twine, Department of Soil, Water & Climate, University of Minnesota, January 15, 2019.

¹ Dr. Peter B.Reich, Department of Forest Resources, University of Minnesota as presented on January 15, 2019 to the MN House Energy and Climate Policy and Finance Committee.

² Ibid.

Investigate pollution in a sensitive ecology

Fund a comprehensive study of nitrate contamination of groundwater in Minnesota's karst region.

What's the issue?

Southeastern Minnesota is characterized by its karst geology, which features "porous" topography with underground drainage systems, sinkholes, and caves. The karst region is more vulnerable to pollution than other landscapes; contaminants can quickly find routes from the surface into groundwater. The Minnesota Department of Agriculture found that 19 of 24 townships in Fillmore County alone have private wells at or above the health risk limit for nitrates. Nitrates in drinking water can pose human-health risks, especially to infants and the elderly.

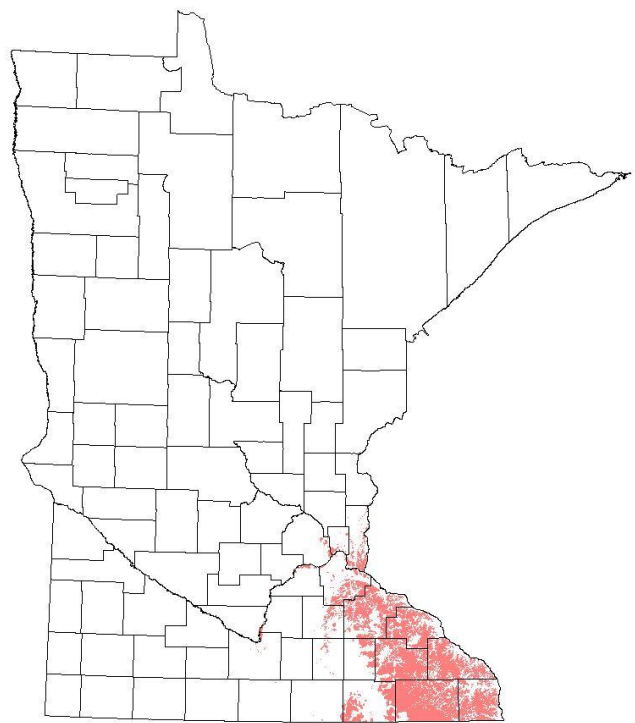
Proposal

Governor Walz is recommending a \$2 million one-time General Fund appropriation to prepare a generic environmental impact statement (GEIS), to study and address nitrate pollution of groundwater in the sensitive karst region of southeastern Minnesota. The GEIS would investigate the sources of nitrate, evaluate ways to prevent and address nitrate contamination, and inform the development and review of new projects. It would also report on the social, economic, and health impacts of current nitrate levels and engage southeast Minnesota communities in the process.

Why is it important?

The GEIS process will bring together state and local decision makers, technical experts, interested parties, and members of the affected communities to review collected data and identify how to refine programs or regulations to better protect the karst region from nitrate contamination. A complete GEIS would inform decisions on new and expanding projects in the region, and allow the public to participate in those decisions in more knowledgeable and meaningful ways.

Karst region of Minnesota



Courtesy of MN Dept. of Natural Resources

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Stagecoach Spring by Watson Creek in Fillmore County

Address emerging threats at contaminated sites

Provide resources to clean up closed sites that pose public health hazards.

What's the issue?

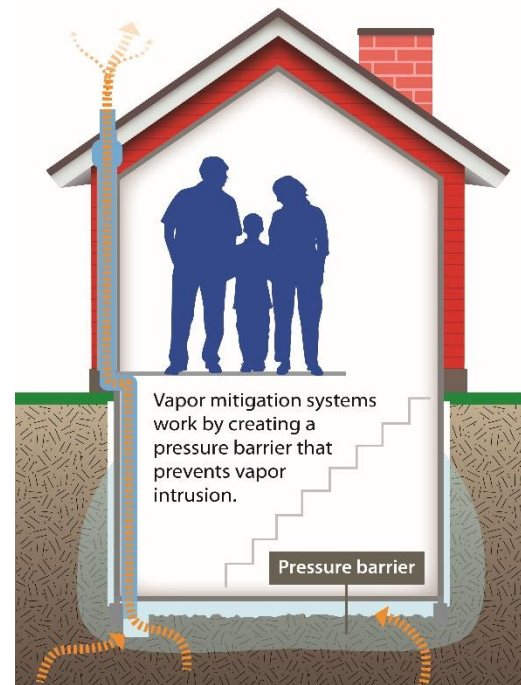
Over the past several years, new science has brought to light health threats posed by some contaminated sites and closed landfills that were previously unknown. In addition, new knowledge about the health threats of some drinking water contaminants — trichloroethylene (TCE), for example — has prompted the Minnesota Department of Health (MDH) to make its limits on those contaminants more stringent. These developments are forcing a reexamination of closed contaminated sites and closed landfills, where cleanup work had been done.

Vapor intrusion

New technology has helped identify vapor intrusion, a previously unknown health threat. Groundwater that is contaminated with certain chemicals can produce chemical vapors that migrate into surrounding soil. Pockets of these soil vapors can enter homes and businesses through cracks in buildings' foundations and threaten indoor air quality. At high enough levels, the vapors can be harmful to human health. The vapors persist in the soil in and around contaminated sites for many years, even after contaminated groundwater and soils have been removed. Environmental and health regulators have only recently begun to understand vapor intrusion.

Reassessing Superfund sites

The MPCA must go back and reassess 1,429 closed Superfund sites in Minnesota for vapor intrusion and 629 for compliance with new drinking water standards. The agency estimates that 25% of the 1,429 sites will show vapor intrusion into nearby homes and businesses. Additional Superfund staff will accelerate the review completion timeline for these sites from FY 2061 to FY 2028.

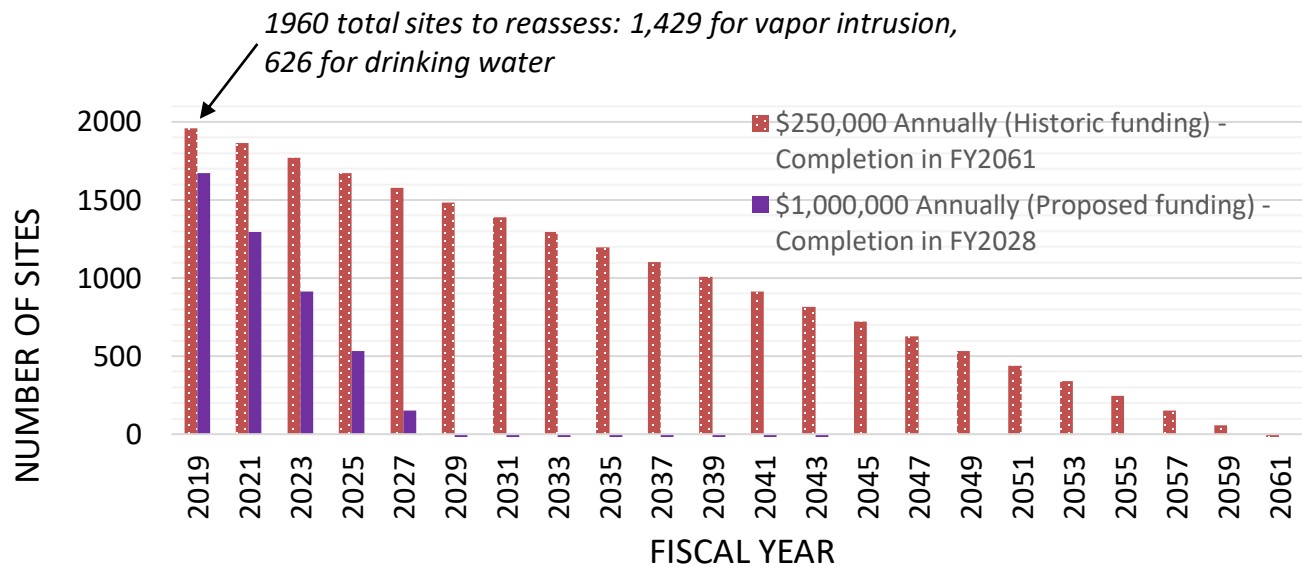


Protecting public health

Vapor intrusion is an emotional issue. At each site, we:

- Identify homes and businesses that need to be tested
- Hold informational community meetings
- Obtain permission from owners to enter homes/buildings to test for vapor intrusion
- Arrange for installation of mitigation systems (sub-slab vacuum systems that vent vapors out at the roof) if vapor intrusion is present

Superfund Site Review Timeline Based on Funding Level



Assessing closed landfills

The MPCA must also investigate some closed landfills in Minnesota for vapor intrusion and to evaluate risks associated with chemicals of emerging concern (CECs), such as per-and polyfluoroalkyl substances (PFAS), and 1,4-dioxane. The MPCA will investigate a portion of the closed landfills where CECs and vapor intrusion have been detected to quantify and address any potential risks to the environment, wildlife, and human health.

Proposal

A \$605,000 annual appropriation ongoing from the Remediation Fund is needed for investigation and remediation work at closed Superfund sites and closed landfills statewide.

A key premise of the Superfund law is that we can recover cleanup costs from the parties responsible for the contamination. However, many of Minnesota's closed Superfund sites were closed long ago. Responsible businesses may have closed; site owners may have retired or passed away. However, the MPCA will seek reimbursement for this work from viable responsible parties and, where possible, direct them to do the work.

Why is it important?

These closed sites across the state may pose potential risks to Minnesotans who work and live around them. In addition, many Superfund sites are located in disadvantaged communities; older industries with a legacy of contamination were often concentrated in such areas. The same is true for closed landfills. Urban and rural residents with the fewest resources are often disproportionately affected by pollution and its health risks.

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Adjust fees for water permitting programs

Adopt stakeholder advice and meet permittees' desire for more assistance from MPCA.

What's the issue?

The fees that permittees pay to MPCA's water-permitting programs — wastewater, stormwater, feedlots, and septic systems — have not been raised comprehensively since 1992. And the levels of funding appropriated by the Legislature have not been sufficient to cover statutorily mandated water regulatory activities.

In 2018, the MPCA Commissioner convened an advisory committee of 16 MPCA water-permit holders to advise the agency on the need for fee increases, and consider how to approach increasing fees.



Proposal

Informed by feedback from the stakeholder advisory panel, the MPCA proposes raising water permit fees for permittees currently paying less than 30% of the cost of their program, and retaining the fees of permittees currently paying more than 30% of their program's cost. Fee increases would be phased in over two biennia. In addition, the MPCA would:

- Phase in over three biennia the increase in feedlot-permit fees, in deference to the current economic difficulties in the agricultural sector
- Undertake an expedited rulemaking to adopt new fees
- Be authorized to spend the anticipated \$1.318 million in new revenue
- Report to the Legislature each biennium on water fees collected compared to program costs

Why is it important?

Insufficient funding has impaired the agency's ability to:

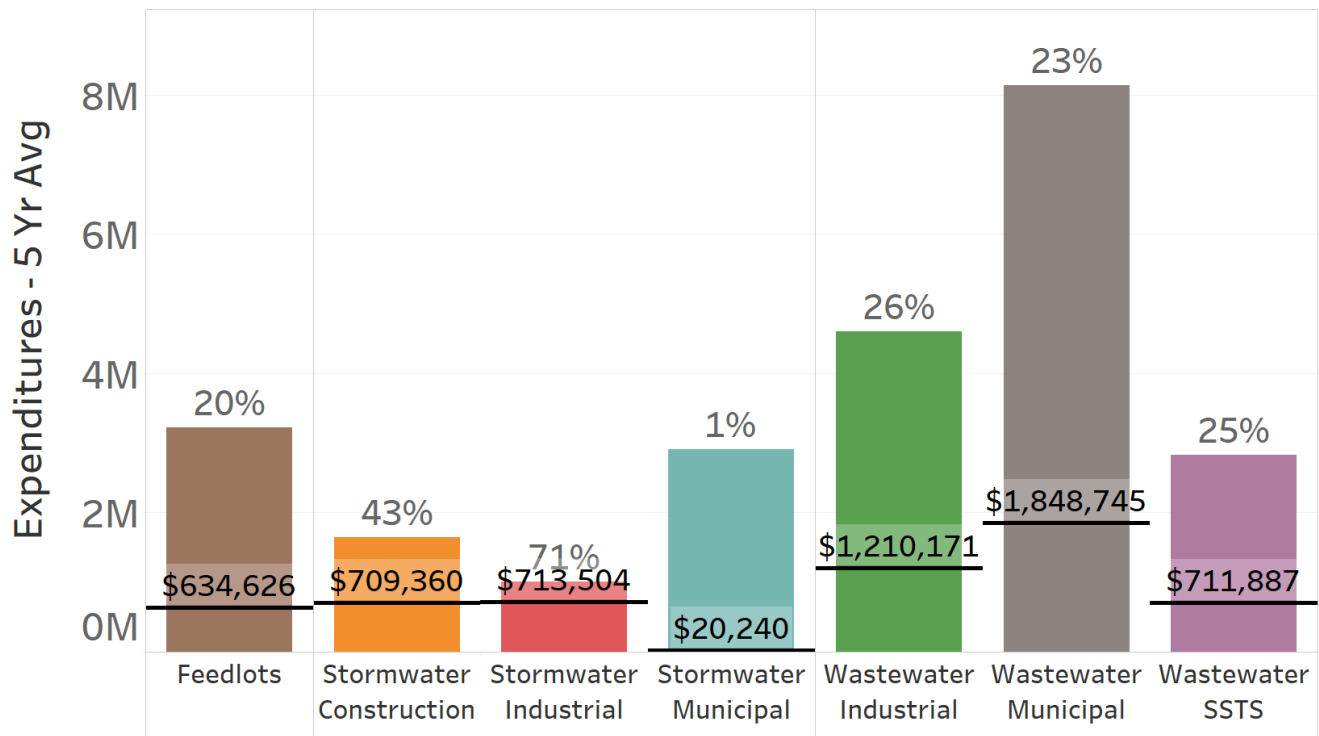
- Issue timely permits
- Provide technical assistance to permittees
- Investigate citizen complaints
- Share information with partners and the public

All funding sources for MPCA water programs are unpredictable to varying degrees. In particular, the Environmental Fund, which provides most of the funding for the agency’s water regulatory programs, is mostly fed by the Solid Waste Management Tax. The MPCA has statutory responsibilities to reduce the amount of garbage generated and increase recycling in Minnesota. To the extent these requirements are met, revenue from the Solid Waste Management Tax will decline as there is less garbage to be taxed.

Several of MPCA’s water regulatory programs have multiple sources of revenue. Data suggest that revenue from at least some of these sources will decline or fail to keep pace with inflation.

Revenue collected through permit fees in MPCA core water-regulatory programs

5YR Average Expenditures (Adjusted for Grants/Loans)



2018 Water Fee Advisory Committee members

- Jennifer Levitt, City of Cottage Grove
- Julie Anderson, Mathiowetz Construction, Sleepy Eye
- Blaine Hill, City of Morris
- Todd Prafke, City of St. Peter
- Andy Welti, City of Medford
- Norm Miranda, Central Iron Range Sanitary Sewer District, Chisholm
- Ned Smith, Metropolitan Council Environmental Services, St. Paul
- Rob Baranek, Cliffs Mining, Marquette, Mich.
- Nicole Gries, Valero Renewables, Welcome
- Zach Lind, Driftless Fish Company, Rushford
- Yan Gao, Minnsprouts LLC, Spring Lake Park
- Brian Koski, Septic Check, Milaca/Minnesota Onsite Wastewater Association (MOWA)
- Anthony Ekren, Riverview, LLP, Morris

- Grant Binford, Binford Farm, Luverne
- Adam Barka, Christensen Farms, Sleepy Eye

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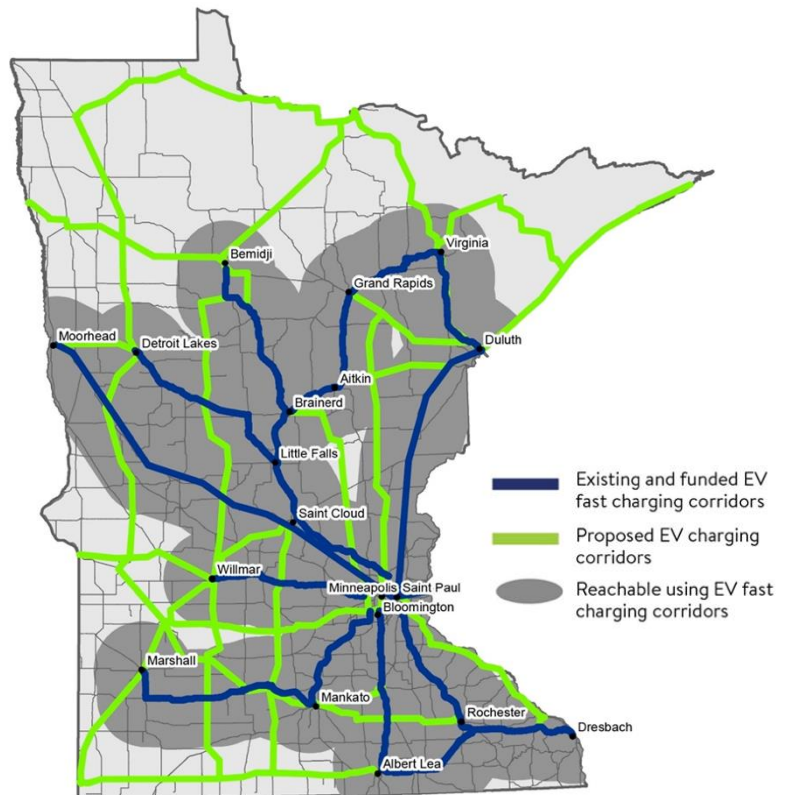
Expand electric-vehicle charging infrastructure

Meet public demand for filling the gaps in Minnesota's EV charging network.

What's the issue?

In Minnesota, the transportation sector has eclipsed the power-generation sector as the largest emitter of greenhouse gases (GHG). And light-duty vehicles account for nearly 70% of transportation's total GHG emissions. Encouraging electric-vehicle use could help Minnesota significantly reduce its GHG emissions.

In the maturing electric-vehicle market, consumers other than early adopters are considering making the switch to EVs. But the gaps in the state's charging network may cause some buyers to dismiss electric vehicles. Potential EV owners want to travel around the state without having to worry about where they can recharge. During the MPCA's robust stakeholder engagement as part of its Volkswagen Settlement agreement, participants frequently requested more EV charging stations. The agency has already received grant requests for \$3.7 million in VW settlement funds to install charging stations; only a little more than \$1.5 million is available. (The agency is only allowed to spend 15% of the settlement funds on EV charging infrastructure, per the terms of the federal court settlement agreement.)



Map from "Accelerating Electric Vehicle Adoption: A Vision for Minnesota," by MN Department of Transportation, February, 2019.

The map above shows existing and funded EV charging corridors in Minnesota (blue) along with a vision of a system that would help more Minnesotans to travel by EV (green). The dark grey areas show the parts of Minnesota that will be reachable using the EV fast-charging highway corridor system by the end of the first phase of VW settlement funding.

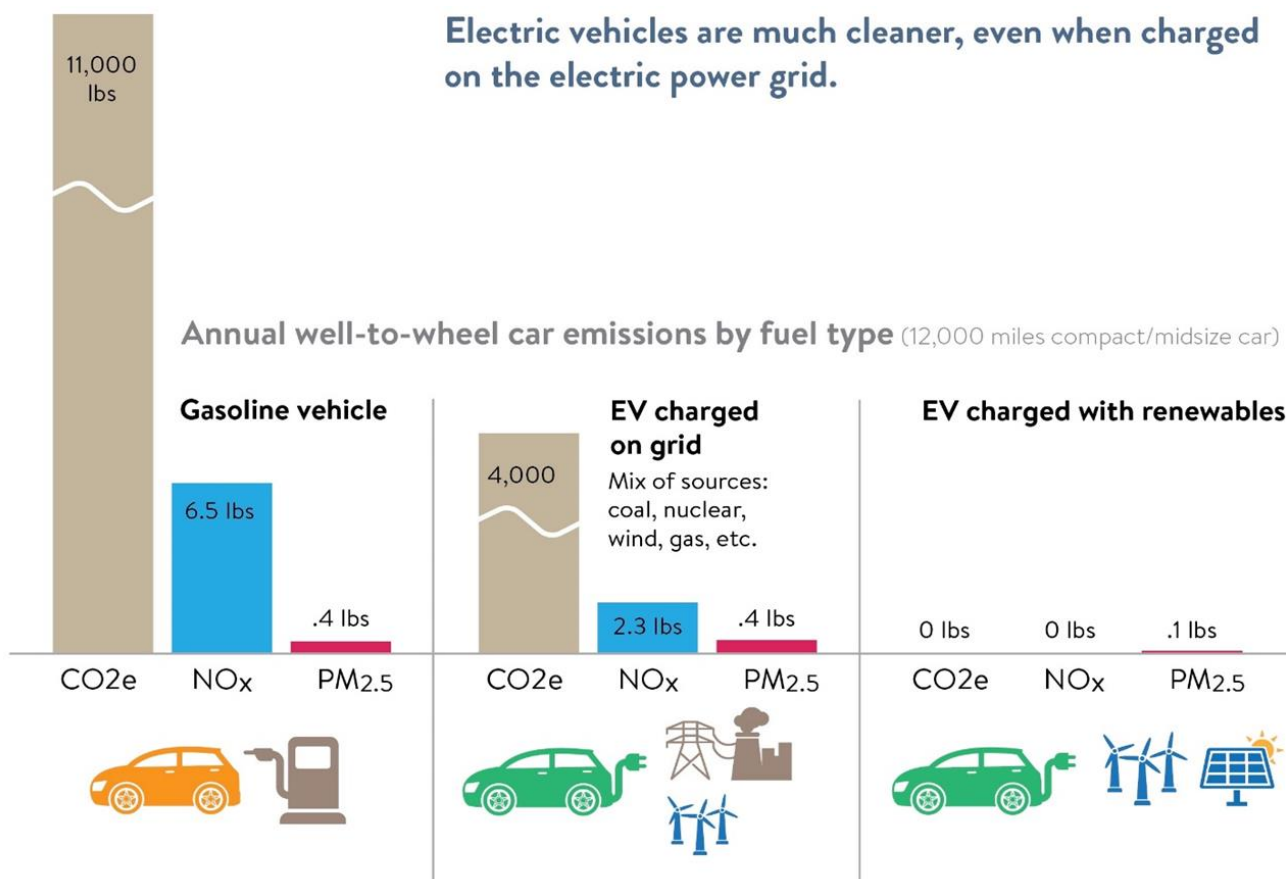
Proposal

Governor Walz recommends a two-part financing package to help build out the state's EV charging infrastructure. One part is a \$1.5 million one-time General Fund appropriation in FY2020, for grants to install electric-vehicle charging stations. The other part is ongoing funding from EV registrations. In FY20 and 21

\$50,000 per year from the EV registration fee increase will go towards EV charging infrastructure. These funds will be distributed through existing MPCA programs for EV charging stations (programs created to process VW settlement funds). Both Fast and Level 2 chargers are included.

Why is it important?

Improving the EV charging network in Minnesota will encourage electric-vehicle purchases. Even when charged on the electric power grid, EVs are much cleaner than gasoline-powered vehicles. Each year, a gasoline-fueled car will emit on average 11,000 pounds of carbon dioxide equivalent (CO₂e), 6.5 pounds of nitrogen oxides (NO_x), and 0.4 pounds of particulate matter 2.5 (PM_{2.5}). An EV charged on the grid will emit 4,000 pounds of CO₂ equivalent, 2.3 pounds of nitrogen oxides, and 0.4 pounds of particulate matter 2.5.



Source: *The Air We Breathe: The State of Minnesota's Air Quality 2019*. Minnesota Pollution Control Agency, January 4, 2019.

For more information

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Divert food waste from landfills

Help communities reduce food waste, increase organics processing, and avoid long-term landfill costs.

What's the issue?

More than 30% of what we throw away is organic material, such as food waste. A large portion of that food could be “rescued” and used to feed people. The rest can be used for animal feed or processed into value-added products such as compost. None of it belongs in landfills. Removing organics from the waste stream will reduce our need for expensive landfills in the future.

While collection of organic waste more than doubled from 2011 to 2015, according to data from Minnesota counties, access to organics recycling remains a challenge. Only 17% of state residents had access to curbside organics recycling in 2017 (most recent data).



Proposal

A \$1.5 million biennial General Fund ongoing appropriation is proposed. It would be used for grants to reduce the amount of food waste going to landfills, including:

- \$1 million to support increased retail and prepared food rescue, and to advance proven methods for preventing business and residential food waste
- \$369,000 for analyzing emerging technologies (e.g., anaerobic digestion, pyrolysis, etc.), addressing contaminants of emerging concern (e.g., PFAS), and other barriers
- A one-half FTE for grant administration and policy support in food waste reduction

The proposal also includes policy initiatives:

- Educating businesses and organizations on the Good Samaritan law and food safety regulations for handling prepared and perishable foods
- Designating a state food waste hierarchy
- Revising labeling requirements for compostable plastics to ensure they meet industry standards, and improve product quality for professional composters
- Measuring progress by requiring composition studies at solid waste facilities

Why is it important?

Organics are the largest single source of solid waste in Minnesota, and state law establishes a goal for metro-area counties to recycle and compost 75% of solid waste by 2030. Moreover, 9.2% of Minnesotans lack a secure source of food for their families; their annual food-budget shortfall is \$258 million. In addition to the benefits of food rescue and organics recycling, the proposal could:

- Reduce waste hauling costs for businesses; recycling is not subject to the solid waste management tax
- Give more state residents access to curbside organics recycling
- Support the production of compost. The Minnesota composting industry adds an estimated \$148 million in gross economic activity each year, according to a 2014 study.
- Keep organic waste out of landfills, slowing the growth of both costly landfills and greenhouse gas emissions. Organic waste in landfills produces methane, and food waste is responsible for at least 2.6% of all U.S. greenhouse gas emissions.
- Prevent wasting the resources used to produce and transport the food

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Expand the market for recyclables in Minnesota

Help Minnesota manufacturers increase their use of recycled materials.

What's the issue?

Domestic recycling markets have been flooded in the wake of China's decision to stop accepting material from the U.S. It's imperative to support local recycling markets, to ensure that recycling processors and brokers can cover their costs, and that recycling of waste remains viable.

Proposal

An \$800,000 biennial general fund appropriation ongoing will provide grants to new and existing Minnesota manufacturing companies so they can expand their use of recycled materials. The funds would be available for:

- Upgrading value-added technology that sorts, washes, and otherwise prepares recyclables for market
- Covering soft costs — such as engineering studies, equipment installation, and developing project proposals — that banks are reluctant to finance

Why is it important?

Recycling markets are fragile, and though Minnesota boasts many businesses that use recycled materials to manufacture new products, it's still possible for markets to destabilize in the current international climate. Additional funding is needed now to increase capacity in 2019 and 2020. If market instability continues, some of the more than 60,000 recycling and recycling-related manufacturing jobs in Minnesota may be lost.



Economic activity: Value-added recycling manufacturers in Minnesota

2015 employment (most recent data)

Direct jobs Companies using recycled materials to manufacture products	18,029
Estimated indirect jobs Companies supplying materials and services to businesses producing a final product	18,607
Estimated induced jobs Employment resulting from money spent by employees and companies in the market	23,579
TOTAL JOBS	60,215

Source scenarios calculated using Regional Economic Models, Inc.'s Minnesota Forecasting and Simulation Model

Estimated wages and salary The money paid to employees from all sources	\$3.42 billion
Estimated tax revenue on all jobs Business/personal federal, state income taxes, sales tax, excise tax and miscellaneous taxes, and business taxes	\$665 million
Value-added activity The value a company gives its product or service before offering it to customers. Contribution to Gross State Product output excluding all goods purchased to manufacture products as well wages and profit	\$6.68 billion
TOTAL OUTPUT (aka sales or supply) The amount of production, including all goods purchased to manufacture products as well as wages and profit	\$15.7 billion

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Clean up the Freeway Landfill and Dump

Extend availability of the 2017 appropriation through FY2021



What's the issue?

The 150-acre Freeway Sanitary Landfill in Burnsville accepted municipal waste from 1969 to 1990. The 28-acre Freeway Dump is located just across I-35W and slightly south of the landfill. The dump received waste from 1966 through 1971 and was added to the overall Freeway cleanup project by the 2017 Legislature. Both the landfill and dump sit atop groundwater that serves as a drinking water source for Burnsville and Savage residents.

The landfill and the dump are in an area that was originally a wetland. At some point, groundwater will reach and saturate the buried garbage. This has not yet become a problem because the Kraemer Quarry, located south of the landfill, pumps water out of the quarry. Some is treated and used for drinking water by Burnsville

and Savage residents. The quarry's pumping has kept groundwater levels beneath the landfill and dump artificially low.

However, when the quarry stops operating and this pumping ends, groundwater will rise and become contaminated with chemicals and other substances in the Freeway Landfill and Dump. At some point, the contaminated groundwater will begin flowing toward and into the Minnesota River. Some of it will also flow into the lake that will form when Kraemer Quarry stops pumping and the quarry fills with water.

In addition, the city of Burnsville's municipal well field lies about a half mile south of the old dump. When pumping at the Kraemer Quarry ends, there is a concern that this well field will also become contaminated with chemicals from the dump.

Cleaning up the site will involve digging out the approximately 5 million cubic yards of garbage at the Freeway Landfill, one portion at a time, lining the exposed area, and then replacing garbage on the newly lined area. To clean up the dump's approximately 1 million cubic yards of waste, it will be moved to the landfill site to consolidate all the waste within one liner system. The landfill will also be covered. Lining the landfill will protect rising groundwater and river floodwaters from the waste. Covering the landfill will address methane and other gases generated by the decomposing garbage.

Proposal

The 2017 Legislature appropriated \$3 million in Closed Landfill Investment Funds to begin cleanup investigations and planning. Those funds were available through FY2019. The MPCA has spent part of the funds, but is requesting an extension through FY2021 to continue its cleanup efforts. The current estimate for the Freeway Landfill and Dump cleanup is more than \$100 million. A proposal for the next phase of design and cleanup activities will be brought to the Legislature in subsequent bonding cycles.

Why is it important?

Burnsville and Savage residents currently get their drinking water from groundwater in this area. The landfill and dump are next to the Minnesota River just prior to its confluence with the Mississippi River. Because groundwater naturally flows from these sites toward the river, if left unchanged, the site poses a future risk to public health and the environment in both surrounding and downstream communities.

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