Lake Elmo Airport
Environmental Assessment (EA)/
Environmental Assessment (EAW) Worksheet

May 11, 2017 – Public Meeting
Introduction to the Environmental Assessment Process
Agenda

- MAC Purpose & Mission
- Recap – Long-Term Comprehensive Plan (LTCP)
- Environmental Process Overview
- Stakeholder Engagement Plan
- Next Steps
- Questions?
Metropolitan Airports Commission

- Public corporation created by Minnesota Legislature
- Owns and operates airports within 35 miles of downtown St. Paul and Minneapolis
- MSP International Airport
- Six general aviation airports
- User-fee based funding
- Limited property taxing authority unused since 1960s

We provide and promote safe, convenient, environmentally sound, cost-competitive aviation services for our customers.
Board Makeup

• Gov. appoints chairman and 12 commissioners (8 metro, 4 outstate)
• Minneapolis and St. Paul mayors each appoint one
Legislative Mandate to Effectively Enable Aviation

Minn. Stat. § 473.602

(1) promote the public welfare and national security; serve public interest, convenience, and necessity; promote air navigation and transportation, international, national, state, and local, in and through this state; promote the efficient, safe, and economical handling of air commerce; assure the inclusion of this state in national and international programs of air transportation; and to those ends to develop the full potentialities of the metropolitan area in this state as an aviation center, and to correlate that area with all aviation facilities in the entire state so as to provide for the most economical and effective use of aeronautic facilities and services in that area;
Primary Role of Lake Elmo Airport

- Integral part of the regional Reliever Airport system
- Accommodates Personal, Recreational, and some Business Aviation users
- Design Aircraft is and will continue to be small, propeller driven aircraft with < 10 passenger seats
- Role not expected to change in forecast period
- Only public airport in Washington County

Existing Facility & Activity Level Overview

- ~200 Based Aircraft
- ~26,000 Aircraft Operations
Long-Term Comprehensive Plan (LTCP)
Planning & Development Process
Steps 1 through 11
LTCP: Meeting the Objectives

Planning Objectives
• Addresses failing end-of-life Infrastructure
• Enhance safety
• Improve operational capacity for design aircraft family

Addressing the Objectives: Proposed Project
• Relocate Runway 14/32 by shifting 615 feet to the northeast and extending to 3,500 feet, including all necessary grading, clearing, and runway lighting.
• Realign 30th Street North around the new Runway 32 Runway Protection Zone (RPZ) and reconnect to the existing intersection with Neal Avenue.
• Construct a new cross-field taxiway to serve the new Runway 14 end, including taxiway lighting and/or reflectors.
• Convert existing Runway 14/32 to a partial parallel taxiway and construct other taxiways as needed to support the relocated runway, including taxiway lighting and/or reflectors.
• Reconstruct Runway 4/22 and extend to 2,750 feet, including necessary lighting and taxiway connectors.
• Establish a new non-precision approach to Runway 14 end and upgrade existing Runway 4 approach to RNAV (GPS).

“The Purpose of the 2035 Long-Term Comprehensive Plan (LTCP) is to identify future facility needs at Lake Elmo Airport for [a] 20-year period ...... It will also provides a road map to guide the MAC’s development strategy for Lake Elmo Airport over the next 5-10 years.....”
Environmental Review
Planning & Development Process
Steps 12 through 14
Environmental Process Overview

• Federal and state environmental review is required before the project can be funded and implemented

• Federal Environmental Review:
  Federal Aviation Administration (FAA) follows its policy and procedures for compliance with the National Environmental Policy Act (NEPA) and implementing regulations issued by the Council on Environmental Quality. This applies to actions that include grants, and any related federal action.

• State Environmental Review:
  The MAC is the Responsible Governmental Unit for ensuring that the requirements identified by the Minnesota Environmental Policy Act (MEPA) are met in accordance with the associated Environmental Quality Board implementation guidance.
National Environmental Policy Act (NEPA) – FAA Order 1050.1F

• FAA Order 1050.1F provides the Federal Aviation Administration’s (FAA) policies and procedures to ensure agency compliance with the National Environmental Policy Act (NEPA)

• Three levels of review:

  Categorical Exclusion “CATEX”: A CATEX is a category of actions that do not individually or cumulatively have a significant effect on the human environment, and for which, neither an EA nor an EIS is required. If an action is on the FAA CATEX list – and extraordinary circumstances do not exist – it is eligible for a CATEX.

  Environmental Assessment (EA): An EA must be prepared when the proposed action does not normally require an EIS and:

  (1) does not fall within the scope of a CATEX; or

  (2) falls within the scope of a CATEX, but there are one or more extraordinary circumstances

  Environmental Impact Statement (EIS): An EIS must be prepared for actions significantly affecting the quality of the human environment when one or more environmental impacts would be significant and mitigation measures cannot reduce the impact(s) below significant levels.
Federal Environmental Process

**Initiate the Environmental Process**
- Will the project have significant environmental effects?

1. **Scoping**
2. **Purpose and Need**
3. **Alternatives Analysis**
4. **Affected Environment**
5. **Environmental Consequences**
6. **Mitigation**

**Stakeholder Engagement**
- Categorical Exclusion (CatEx)
  - Are there extraordinary circumstances that merit further review?
- Environmental Assessment (EA)
  - Will the action have significant environmental effects?
- Environmental Impact Statement (EIS)
  - What are the significant environmental effects of the proposed action that cannot be avoided, minimized, or mitigated?

**Proceed**
- Finding of No Significant Impact (FONSI)
- Record of Decision (ROD)
Minnesota Environmental Policy Act (MEPA)

- MEPA requires an environmental review process, similar to the federal NEPA process, to be used by local governments to analyze the potential environmental effects of proposed projects.

- AOEE Statute and mandatory categories require Environmental Assessment Worksheet (EAW) (see Minnesota Rules 4410.4300)

- Because a Federal EA is being completed, it can fulfill the informational requirements of a State EAW (see MR 4410.1300 and 4410.3900)

- For Lake Elmo Airport, the MAC is both the responsible government unit (RGU) and the project proposer (see MR 4410.0500 and 4410.4300)
Purpose and Need

• Purpose and Need Components:
  • Provide the required runway length necessary to meet design aircraft needs.
  • Prevent existing incompatible uses in the Runway 14/32 runway protection zones (RPZs).
  • Replace failing runway and taxiway pavement.
  • Provide adequate runway to taxiway separation.
  • Resolve hangar penetrations to Runway 14/32 transitional surface.
  • Provide adequate and modernized instrument approach capability for users.
Alternatives Analysis

• Compare and evaluate alternatives for meeting the Purpose & Need.
• Alternatives will be developed in sufficient detail to allow an evaluation and comparison in terms of cost, operational and safety factors, and environmental issues.
• Analysis will be completed for all alternatives identified in the LTCP, and rely on information from the LTCP, as well as any refined versions of the preferred alternative developed under the Supplemental Analysis.
Environmental Analysis and Cumulative Impacts

- Affected Environment
- Environmental Considerations:
  - Air Quality
  - Biological Resources (including fish, wildlife, and plants)
  - Climate
  - Coastal Resources
  - Department of Transportation Act, Section 4(f)
  - Farmlands
  - Hazardous Materials, Solid Waste, and Pollution Prevention
  - Historical, Architectural, Archeological, and Cultural Resources
  - Land Use
  - Natural Resources and Energy Supply
  - Noise and Compatible Land Use
  - Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety
  - Visual Effects (including light emissions)
  - Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

- Cumulative Impacts - The NEPA process requires projects that are connected, cumulative and similar (common timing and geography) be considered. The planning window and geographic limit to consider will be determined during preparation of the EA.
Stakeholder Engagement Plan: Objectives

• The MAC formulated a project-specific stakeholder engagement plan to achieve the following objectives:
  • Strengthen its relationships with stakeholders
  • Foster collaboration
  • Build stakeholder trust and support
  • Proactively identify areas of interest and concern
  • Support and document a thorough and effective process
  • Formalize a system for reaching a wide variety of stakeholders
  • Develop a model for future similar processes
  • Create opportunities for MAC Board members to recognize stakeholder engagement in the EA/EAW process
  • Streamline agency review
Interested Public and Community Engagement Panel (CEP)

- **Interested Public**: Members of the public who have an interest in the EA/EAW have a role to play and a responsibility for its outcome.

- **Community Engagement Panel (CEP)**: The CEP is an advisory board representing major community stakeholder groups that is more closely involved in the EA/EAW project than the public at large.
Community engagement Panel (CEP)

CEP Role:
Serves several important functions including:

- Representing a broad range of stakeholder groups in the EA;
- Receiving information about the EA/EAW and sharing it with constituencies;
- Providing input to the EA/EAW as the voice of key stakeholders; and
- Providing technical advice to the M&H Team.
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<tr>
<th>Representation</th>
<th>Name</th>
<th>Position</th>
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<tr>
<td>AIRPORT USER/TENANT (2)</td>
<td>John Renwick</td>
<td>Airport User/Tenant</td>
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<td>Marlon Gunderson</td>
<td>Airport User/Tenant</td>
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<td>MAC STAFF (2)</td>
<td>Neil Ralston</td>
<td>Airport Planner</td>
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<td></td>
<td>Chad Leqve</td>
<td>Director of Environment</td>
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<td>CITY OF LAKE ELMO (2)</td>
<td>Stephen Wensman</td>
<td>Planning Director</td>
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<td></td>
<td>Keith Bergmann</td>
<td>Resident</td>
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<td>BAYTOWN TOWNSHIP (2)</td>
<td>Kent Grandlienard</td>
<td>Board Member</td>
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<td>Stephen Buckingham</td>
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<td>WEST LAKELAND TOWNSHIP (2)</td>
<td>Dave Schultz</td>
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<td>Mary Vierling</td>
<td>Resident</td>
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<td>MAC COMMISSIONER (1)</td>
<td>Michael Madigan</td>
<td>District F, Lake Elmo Airport</td>
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<tr>
<td>GREATER STILLWATER CHAMBER OF COMMERCE (1)</td>
<td>Robin Anthony</td>
<td>Executive Director</td>
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<tr>
<td>WASHINGTON COUNTY PUBLIC WORKS (1)</td>
<td>Ann Pung-Terwedo</td>
<td>Senior Planner</td>
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Messaging

**Messaging Strategies:**

- Use of plain language – minimizing the use of acronyms and technical jargon that would likely be unfamiliar to a public audience
- Providing definitions of unfamiliar or technical terms when used in project messages
- Providing explanations of aviation terms and regulations and airport operations that are relevant to project messages
- Using easy-to-understand graphics, tables and charts in addition to narrative descriptions
- Reviewing public comments received in response to public messaging and providing additional explanation or clarification when needed through follow up outreach.
Outreach Platforms

• In-Person Presentations
• Special presentations for elected officials
• Project Newsletters
• Project Website
• GovDelivery
• Public Notifications
Lake Elmo Environmental Assessment

Overview

The Metropolitan Airports Commission (MAC), owner of the Lake Elmo Airport, is proposing to build a new 3,000-foot replacement runway for the existing 2,000-foot primary runway. The new runway will be 2,000 feet longer and have a 45 degree turn.

Based on the results of the environmental assessment, the MAC has decided to proceed with the construction of the new runway. The MAC has worked closely with the Federal Aviation Administration (FAA) to ensure that the project meets all necessary requirements.

In summary, the MAC’s plan to build the new runway is environmentally responsible and will enhance the safety and efficiency of the airport. The MAC is committed to minimizing any potential environmental impacts and will continue to work with the FAA and other stakeholders to ensure a positive outcome for all parties involved.
Stakeholder Engagement Plan: Public Events & Outreach Platforms

• Public events will be held at four key project milestones:
  • Introduction to the Environmental Assessment process
  • Purpose & Need and Alternatives
  • Environmental Effects
  • Draft EA Public Hearing

• Project messaging platforms include the following:
  • Project webpage
  • Monthly project updates and periodic newsletters
  • GovDelivery email subscriber list
  • Press releases
Next Steps

• CEP Meeting May 25, 2017

• Topics for the CEP meeting will include:
  • A recap of the first public event
  • Initial work on Purpose & Need and Alternatives

• Complete Purpose and Need

• Complete Alternatives Analysis

• Public Meeting #2 – July 2017