Agenda

• Introductions
• MAC Purpose & Mission
• Recap – Long-Term Comprehensive Plan (LTCP)
• Environmental Process Overview
• Stakeholder Engagement Plan
• CEP Guidelines
• Discussion
Introductions

- City of Lake Elmo (2)
- West Lakeland (2)
- Baytown Township (2)
- MAC Commissioner
- Greater Stillwater Chamber of Commerce
- Washington County
- MAC Staff (2)
- Airport Tenants/Users (2)
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;
Lake Elmo Airport

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
- Airport Context
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 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).
Environmental Review
Planning & Development Process
Steps 12 through 14
Environmental Process Overview

• Federal requirements are identified by the National Environmental Policy Act (NEPA) and associated Federal Aviation Administration (FAA) implementation guidance

• State requirements are identified by the Minnesota Environmental Policy Act (MEPA) and associated Environmental Quality Board (EQB) implementation guidance
Federal Environmental Process

Initiate the Planning Process:
- Develop a Proposal
- Determine Appropriate Level of Environmental Review
- Will the Project Have Significant Environmental Effects?

YES  MAYBE  NO

Categorical Exclusion (CATEX)
- Is the Action outside the Bounds of the Possible CATEX?
- Are there Extraordinary Circumstances that Merit Further Review?

Environmental Assessment (EA)
- Involve the Public to the Extent Practicable
- Publish Draft EA for Public Review & Comment
- Publish Final EA and Make Available to the Public
- Will the Action Have Significant Environmental Effects?

Environmental Impact Statement (EIS)
- Issue Notice of Intent (NOI)
- Conduct Public Scoping and Engage the Public
- Publish Draft EIS for Public Review & Comment
- Publish Final EIS and make Available to the Public
- Federal Agency Signs Record of Decision (ROD)

Stakeholder Engagement
1. Scoping
2. Purpose and Need
3. Alternatives Analysis
4. Affected Environment
5. Environmental Consequences
6. Mitigation
State Environmental Process

- New paved runways less than 5,000 feet long require an 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)
EA/EAW Supplemental Planning Analysis

• Review & Verify LTCP Aircraft Operations Forecasts
• Review & Verify LTCP Runway Length Analysis
• Review & Verify Preferred Alternative
Purpose and Need

• Purpose and Need Components:
  • Provide the required runway length justification for 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.

“...comments submitted to the Sponsor during the LTCP process regarding the proposed project will be reviewed and integrated into the alternatives analysis as appropriate to resolve community concerns while providing facilities needed to comply with the project objectives.”
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.
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
• Press Releases
Stakeholder Engagement Plan: Public Events & Outreach Platforms

• Public events will be held at four key project milestones:
  • Introduction to the NEPA 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
CEP Guidelines

• Acknowledge and respect the opinions and interests of all CEP members at all times
• No formal meeting or voting procedures will be established
• CEP is advisory; MAC retains decision-making authority
• CEP members are encouraged to disseminate project information to their constituent groups and the general public
• CEP members are discouraged from misrepresenting meeting proceedings to their constituent groups, the general public, or the media
• Observers may attend CEP meetings but are asked to refrain from interrupting the proceedings
• Future meetings will be scheduled at least one month in advance and every effort will be made to identify dates and times that work for all CEP members
• MAC’s consultant will take meeting notes for the record, which will be made available on the project website
Discussion/Questions

• CEP Meeting #2 planned for two weeks after first public event (tentatively May 2017)
• Topics for the next meeting will include:
  • A recap of the first public event
  • Initial work on Purpose & Need and Alternatives