

CHAPTER 8: PUBLIC INFORMATION PROCESS

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8.1 PUBLIC INFORMATION PROCESS

As the Metropolitan Airports Commission (MAC) began writing the Minneapolis-St. Paul International Airport (MSP) Long Term Comprehensive Plan (LTCP) Update, initial meetings were held with the airport's neighboring cities. The purpose of the meetings was to inform the cities about the process and schedule, review the forecast information and the MAC's envisioned plan for MSP through the year 2030, and offer an opportunity to answer questions and discuss details. The goal was to receive informal input as the process advanced, prior to the formal public comment period that took place upon completion of the full draft document.

Following the initial meetings with City staff members, the MAC presented information to City Councils and at two public informational meetings held in Minneapolis and Eagan. The MAC also presented information to the Transportation Committee and the Transportation Advisory Board (TAB) of the Metropolitan Council, as well as the MSP Noise Oversight Committee (NOC). In addition, the MAC provided updates to the MAC Finance Development & Environment (FD&E) Committee and the full MAC Commission on numerous occasions. Lastly, once the draft LTCP Update document was made available for public review and comment, the MAC held two additional open house meetings to provide the public with information and answers to their specific questions. The meetings held as part of this public process are listed in **Table 8.1**.

TABLE 8.1: LTCP MEETING SCHEDULE

| Meeting with | Date |
|-------------------------------|--------------------|
| MAC FD&E Committee | March 4, 2009 |
| City Staff – Minneapolis | April 22, 2009 |
| City Staff – Mendota Heights | April 28, 2009 |
| City Staff – Burnsville | April 28, 2009 |
| City Staff – Apple Valley | May 1, 2009 |
| City Staff – Richfield | May 5, 2009 |
| City Staff – Bloomington | May 5, 2009 |
| MSP Noise Oversight Committee | May 20, 2009 |
| City Staff – Eagan | May 26, 2009 |
| City Staff – St. Paul | May 27, 2009 |
| MAC FD&E Committee | June 3, 2009 |
| City Staff – Burnsville | August 25, 2009 |
| City Staff – Mendota Heights | August 26, 2009 |
| City Staff – Minneapolis | August 27, 2009 |
| City Staff – St. Paul | August 28, 2009 |
| City Staff – Richfield | September 1, 2009 |
| City Staff – Eagan | September 2, 2009 |
| City Staff – Bloomington | September 8, 2009 |
| City Staff – Apple Valley | September 18, 2009 |
| MAC Full Commission | September 21, 2009 |

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|---|--------------------|
| City Council – Bloomington | September 28, 2009 |
| City Council – Minneapolis | October 6, 2009 |
| City Council – Burnsville | October 6, 2009 |
| City Council – Mendota Heights | October 6, 2009 |
| Public Informational Meeting – Nokomis Community Center | October 8, 2009 |
| City Council – Eagan | October 13, 2009 |
| City Council – Richfield | October 13, 2009 |
| Public Informational Meeting – Eagan Community Center | October 14, 2009 |
| MAC FD&E Committee | January 6, 2010 |
| Metropolitan Council Transportation Committee | January 11, 2010 |
| Metropolitan Council Transportation Advisory Board | January 20, 2010 |
| MSP Noise Oversight Committee | January 20, 2010 |
| Public Open House Meeting – MAC | February 9, 2010 |
| Public Open House Meeting – MAC | February 11, 2010 |
| MAC FD&E Committee | April 7, 2010 |

The draft LTCP Update document was completed in January 2010 and made available for a 30-day written comment period starting January 20, 2010. The comment period ended on February 19, 2010. Advertisements for the 30-day public written comment period on the draft LTCP were published in the *Pioneer Press* and *Star Tribune* newspapers on January 19, 2010.

Upon completion of the written comment period, the MAC had received letters from the following cities: Bloomington, Mendota Heights, Eagan, Richfield, and Minneapolis. An e-mail was also received from a resident in St. Paul. The MAC's responses to the comments are included in Appendix D of this report.

After the comment period, but prior to submission of the LTCP Update to the Metropolitan Council in April 2010, the MAC made minor typographical changes to the document and updated and added the following:

- Updated Table 7.1: LTCP Implementation Costs
- Updated Figure 1-9: National Wetlands Inventory
- Added Chapter 8: Public Information Process

8.2 LTCP APPROVAL PROCESS

The Metropolitan Airport Commission (MAC), at its meeting on April 19, 2010, granted staff the authority to submit the Minneapolis-St. Paul International Airport (MSP) 2030 Long Term Comprehensive Plan (LTCP) Update to the Metropolitan Council. Under MS 473.611 and MS473.165 the Metropolitan Council reviews the LTCP's for each airport owned and operated by the MAC to ensure consistency with the Metropolitan Council Development Guide. The MSP 2030 LTCP document was reviewed by the Metropolitan Council's Transportation Advisory Board and Transportation Committee, and by the full Metropolitan Council. During this process, several communities voiced concern about future noise impacts, defining future noise mitigation, the frequency of LTCP Updates, and future MSP airfield capacity and highway traffic impacts.

On June 23, 2010, the Metropolitan Council found the MSP 2030 LTCP Update consistent with the Council's 2030 Transportation Policy Plan if the MAC addressed the following issues in the final document.

- 1) The LTCP should note that the MAC will update the plan every five years and that MAC will budget for this in the appropriate years to ensure that the first update is prepared by 2015.
- 2) The MAC should initiate a capacity study two years in advance of when MSP is expected to have 540,000 annual operations and incorporate the results of this study into the following LTCP Update.
- 3) The MAC should initiate an FAA Part 150 study update (which includes a comprehensive noise analysis and mitigation program), in consultation with the MSP Noise Oversight Committee (NOC), when the forecast level of operations five years into the future exceeds the levels mitigated in the Consent Decree (582,366 annual operations). The results of this study should be incorporated into the first subsequent LTCP Update.
- 4) The MAC shall continue to work with all appropriate agencies to implement the Interstate 494/34th Avenue, Trunk Highway 5/Glumack Drive and Trunk Highway 5/Post Road interchange modifications included in the 2030 Concept Plan, including preliminary environmental scoping and analysis. These highway modifications are not currently included in the region's fiscally-constrained 2030 highway plan.
- 5) The LTCP needs to acknowledge that storm water from MSP detention ponds discharges to the reaches of the Minnesota and Mississippi Rivers that are identified as water-quality impaired for a number of pollutants and stressors.
- 6) The LTCP should include a general discussion of financial assumptions and funding mechanisms available to implement the proposed development.

On July 19, 2010, the MAC approved incorporation of the above-listed Metropolitan Council conditions as part of the final Minneapolis-St. Paul International Airport 2030 Long Term Comprehensive Plan Update Document and officially adopted this document. This Final MSP 2030 LTCP Update incorporates the above conditions, as appropriate, throughout the body of this document.