

**Transportation Committee**

For the Metropolitan Council meeting of December 10, 2014

**Subject:** South St. Paul Airport Long Term Comprehensive Plan Review

**Proposed Action**

That the Metropolitan Council:

- 1) Determine that the South St. Paul Airport 2032 Long-Term Comprehensive Plan (LTCP) is consistent with the Metropolitan Council’s development guide.
- 2) Determine the preferred alternative in the 2032 LTCP is consistent with the Transportation Policy Plan with no change from its regional aviation system classification of Minor airport.
- 3) Direct staff to include the updated LTCP in the 2040 Transportation Policy Plan.

**Summary of Committee Discussion/Questions**

MTS Senior Planner Russ Owen presented this item. He explained the process for reviewing the South St. Paul Airport Long Term Comprehensive Plan (LTCP). He also discussed the alternatives in the LTCP and the reason for selecting the preferred alternative. There were no questions and the committee moved the item.

Motion by Commers, seconded by Elkins and passed.

## Transportation Committee

Meeting date: December 8, 2014

For the Metropolitan Council meeting of December 10, 2014

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**Subject:** South St. Paul Airport Long-Term Comprehensive Plan Review

**District(s), Member(s):** Districts 13 - Richard Kramer, 15 - Steven Chavez

**Policy/Legal Reference:** MS 473.165, 473.611

**Staff Prepared/Presented:** Arlene McCarthy, MTS Director (651-602-1754)

Amy Vennewitz, MTS Dep Dir. Finance & Planning (651-602-1058)

Connie Kozlak, MTS Planning Manager (651-602-1720)

Russ Owen, Senior Planner (651-602-1724)

**Division/Department:** Transportation / Metropolitan Transportation Services

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- 3) Direct staff to include the updated LTCP in the 2040 Transportation Policy Plan.

### Background

Under MS 473.611 and MS 473.165, the Council reviews the individual LTCPs for each airport in the metropolitan region. LTCPs are periodically updated, and plans must be consistent with the Council's metropolitan development guide. LTCPs are used as basic input to the Council's update of the regional aviation system plan.

After considering several alternatives, the City of South St. Paul adopted a 2012-2032 LTCP for the South St. Paul Airport that does not change the classification of the airport in the regional aviation system, retaining its classification as a Minor airport. The LTCP does call for adding stopways at both ends of the runway. A stopway is pavement at the end of a runway that is not constructed to full pavement strength, but can be used for takeoff distance. This allows aircraft a longer runway for takeoff or accelerated stopping; a stopway is not to be used for landing.

See the following *South St. Paul Airport 2032 LTCP Review* for additional background information.

### Rationale

The 2014 Update of the South St. Paul Airport LTCP replaces the 1993 LTCP and moves the planning horizon to 2032. The city has adopted a preferred alternative for the South St. Paul Airport that retains its system role as a *Minor* general aviation facility, consistent with the TPP.

## **Funding**

No funding implications for the Council.

## **Known Support / Opposition**

Airport users support extending a runway by using stopways to minimize impacts at the end of the runway. The LTCP development process included a public involvement plan. On November 19, 2014 the TAB recommended the preferred development alternative discussed in the 2014 LTCP and forwarded it to the Metropolitan Council for its consideration.

## **SOUTH ST. PAUL AIRPORT 2032 LTCP REVIEW**

**Authority:** MS 473.611 indicates that any LTCP shall be consistent with the development guide of the Council; also MS 473.165 states that if a plan or any part thereof is inconsistent with the guide the Council may direct the operations of the plan or such part thereof be indefinitely suspended.

**Background:** The City of South St. Paul is located 15 miles southeast of Minneapolis and six miles south of St. Paul in the southeastern portion of the Twin Cities Metropolitan Area. The airport is located in the southernmost part of the City and extends into a portion of Inver Grove Heights. South St. Paul Airport is located east of 7th Avenue South/Cahill Avenue East, west of County Highway 56 (Concord Boulevard), north of County State Aid Highway 26 (70th Street) and south of South Street. The airport opened originally in 1939 and is named for Richard Fleming, a notable Navy pilot awarded the Confessional Medal of Honor for his service during World War II. The airport is 270 acres in size, has one 4,002 foot paved runway, 261 based aircraft and 62,640 operations in 2012. Based aircraft and operations are expected to grow at a 1.66 annual growth rate during the planning period resulting in 363 based aircraft and 87,120 operations in 2032. The airport is classified as a *Minor* airport serving general aviation in the south metro area.

**Public Involvement:** The development of the South St. Paul Airport 2032 LTCP Update included meetings with the cities of South St. Paul and Inver Grove Heights, community representatives, coordination with the FAA and MnDOT-Aeronautics, meetings with airport users, and one public informational meeting for residents living around the airport.

**South St. Paul Airport 2032 LTCP Proposal:** The LTCP update is a 20-year planning document, for the period of 2012-2032. The LTCP serves as a basis for identifying needed projects, maintaining funding eligibility to meet state and federal financial and plan consistency requirements, and to ensure that projects are responsive to system needs and conditions. Several development alternatives were evaluated based on the runway length and take off distance analysis, as part of the update process:

- No Build Alternative
- Conversion of the Runway Type (Other than Utility to Utility)
- 198 foot Runway Extension on Runway 34 (4,200')
- 111 foot Runway Extension on Runway 34 (4,113')
- 198 foot Runway Extension on Runway 34 (4,200') including a 1,100' relocation of 70<sup>th</sup> St. and 13 households for future Runway Protection Zone
- 298 foot Runway Extension on Runway 34 (4,300') including a 1,650' relocation of 70<sup>th</sup> St. and 20 households for future Runway Protection Zone
- Stopways on Runway End 16 and 34 (**Preferred Alternative**)

The preferred alternative development plan is depicted in Attachment 1. This development provides 300 feet of additional runway length for pilots to use during an aborted takeoff without changing the location of the runway thresholds or Runway Protection Zones.

### **Compatibility of Airport/Community Plans**

#### Environmental Considerations:

1. Runway Development – a runway extension project requires the completion of an Environmental Assessment (EA) or an Environmental Assessment Worksheet (EAW), depending on whether federal funds are involved.
2. Hangar Area Development - typically involves the preparation of an EAW, unless federal funds are proposed to be used; then, a federal EA could be required.
3. Aircraft Noise - The Council's land use compatibility guidelines for aircraft noise apply to community areas within the noise contours. The noise contours for South St. Paul Airport are on airport property.

#### Land Use Considerations:

1. Ground Access – capacity of the roadways adjacent to the airport are adequate to handle projected traffic needs of the airport.
2. Parks – the preferred development alternative does not affect any regional parks or open space.

### **Consistency with Council Policy:**

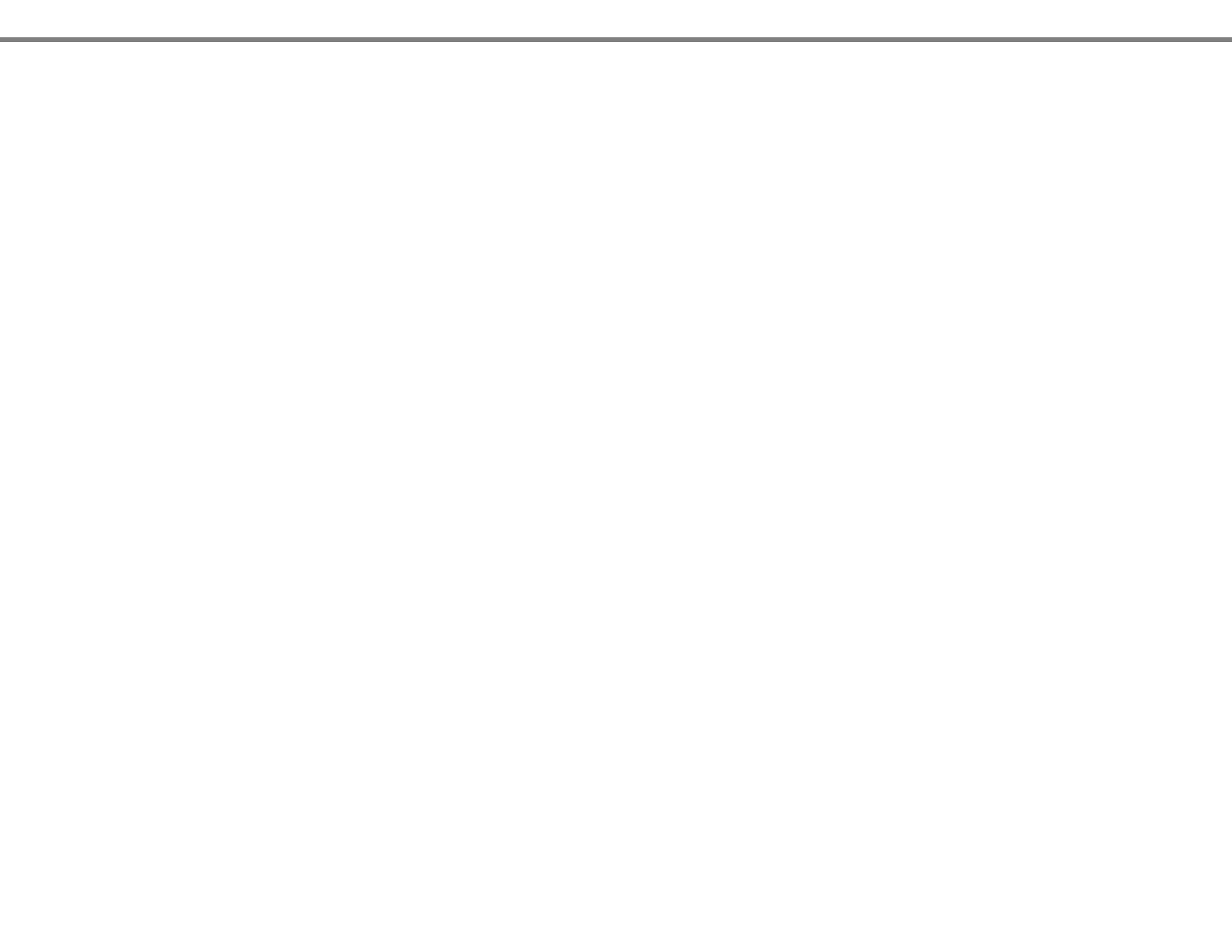
Operations are expected to grow at the South St. Paul Airport with or without any improvements, and although use of the airport by turbo-prop aircraft is forecasted to increase with a stopway extension, the aircraft types operating at the airport will not change due to the proposed stopway extension.

Regarding the other alternatives reviewed, the no-build alternative clearly does not meet the needs of the airport. The preferred alternative recognizes the need to keep the airport viable, but within the region's ability to support the investments over time. The alternative also enhances the safety and usability of the facility within its assigned system role. Environmental and land use considerations have been identified and process for implementation addressed. The proposal appears

to be consistent with metro systems in general and consistent specifically with aviation policies.

**Development Costs and Implementation of Preferred Alternative and Other Projects**

<b>Recommended Elements</b>	<b>Timeline</b>	<b>Estimated Cost/Funding</b>
Obstruction Removals	0-5 years	\$650,000/Federal/State/Local
16 Unit T-Hangar	0-5 years	\$500,000/Local
Realign Taxiway A	0-5 years	\$750,000/Federal/Local
Security Fence (8,000)lf	0-5 years	\$150,000/Federal/State/Local
Runway 16 Stopway	6-10 years	\$150,000/Federal/Local
Runway 34 Stopway	6-10 years	\$350,000/Federal/Local
Apron Expansion	11-20 years	\$650,000/Federal/Local
Extend Parallel Taxiway B	11-20 years	\$500,000/Federal/Local





**Legend**

Airport Property	Runway Safety Area (RSA)
City Boundary	Runway Obstacle Free Zone (ROFZ)
Avigation Easement	Runway Object Free Area (ROFA)
Extended Runway	Building Restriction Line (20')
Wetlands	Runway Edge
Parcels	Construct Taxiway
<b>Land Use</b>	<b>Actions</b>
FAA Runway Protection Zone (RPZ)	Remove Taxiway
MnDOT Clear Zone (CZ)	Construct Stopway
MnDOT Safety Zone A	
MnDOT Safety Zone B	

0 800 Feet  
Source: ESRI Imagery, MnDNR

Map Document: \\Metrosouth\GIS\SSPT\T5\1059362\ESRI\Map\Master Plan Figures\Figure 4-7 Stopway Alternative.mxd | Date Saved: 10/14/2014 1:56:57 PM

**FAA Airport Design Standards**

- FAA Design Code: Airplane Design Group B, Approach Category II, Large Aircraft
- FAA Runway Classification: Other-Than-Utility
- Critical Design Aircraft: Twin-Engine Turboprop/Jet, > 12,500 pounds maximum weight
- Runway 16/34 Dimensions: 4,002 feet x 100 feet