



MSP 2040 Long Term Comprehensive Plan

Technical Advisory Committee



February 2024

metro council.org

Met Council's Role in Aviation



Minnesota Statute 473.165 & 473.611

- Not federally mandated, state statute tasks the Council to plan for the regional aviation system.
 - Prepare regional aviation plan
 - Ensuring aviation included and considered in local comprehensive plans
- State statute requires regional airports to produce and update Long Term Comprehensive Plans
 - Met Council reviews and approves airport comprehensive plans (MAC airports) or community comprehensive plans with expanded aviation element (South St Paul and Forest Lake)
- The Plan's public comment period gave Council staff the opportunity to review and comment before going to committees (TAC, TAB, etc.) for formal review & consistency determination

MSP 2040 Long Term Comprehensive Plan ⁽¹⁾



Long Term Comprehensive Plans

- Required under the aviation planning process.
- A 20-Year planning document.
- Periodically updated as scheduled in the TPP.
- Used to identify needed projects, define operational parameters, and assess environmental and financial requirements.
- Consistent with Thrive MSP 2040.
- A basic input to update of the aviation system plan and used in local plan reviews.

MSP 2040 Long Term Comprehensive Plan ⁽²⁾



Planning Overview

- Plan was delayed due to the pandemic (on pause for a year and half)
 - Data baseline of study start (2018) with planning to 2040
 - Planning process ran from 2019 to 2023
- Plan outlines planned airport activity (passengers and operations) and conceptual planned investments
 - Also considers high level environmental impacts
- Public engagement throughout the process
 - Stakeholder Advisory Panel
 - Public surveys and events
 - City and Committee meeting updates (including Met Council)
 - Public comment period

MSP 2040 Long Term Comprehensive Plan ⁽³⁾



Airport Existing Conditions

- Classification: Large Hub Airport
- Airport Role: Primary commercial service
- Primary Use: Commercial air service
- Size: 2,930 acres
- Based Aircraft: 29
- Annual Operations (baseline and pandemic):
 - 2018: 407,000
 - 2020: 246,000
- Runway Length: 8,000 ft to 11,006 ft
- Instrument Landing System: Yes
- Air Traffic Control: Yes
- MSP is one of the largest concentrations of employment in the state (20,000 workers on site during any single day)

MSP 2040 LTCP Activity Forecasts (1)

Forecasts

- Activity forecasts major component of LTCPs – dictate future facility needs
- Covid was a major disruptor of airports in 2020 – effects still lingering
- Revised forecasts (2040 numbers unchanged from original forecasts)
 - 28.1 million enplanements by 2040 (19.8 million in 2019)
 - 401,000 tons of cargo by 2040 (252,100 in 2019)
 - 510,000 aircraft operations by 2040 (411,000 in 2019 – 543,000 in 2005 peak)

Exhibit 2-36: Comparison of Original and Updated Forecasts (Enplaned Passengers)

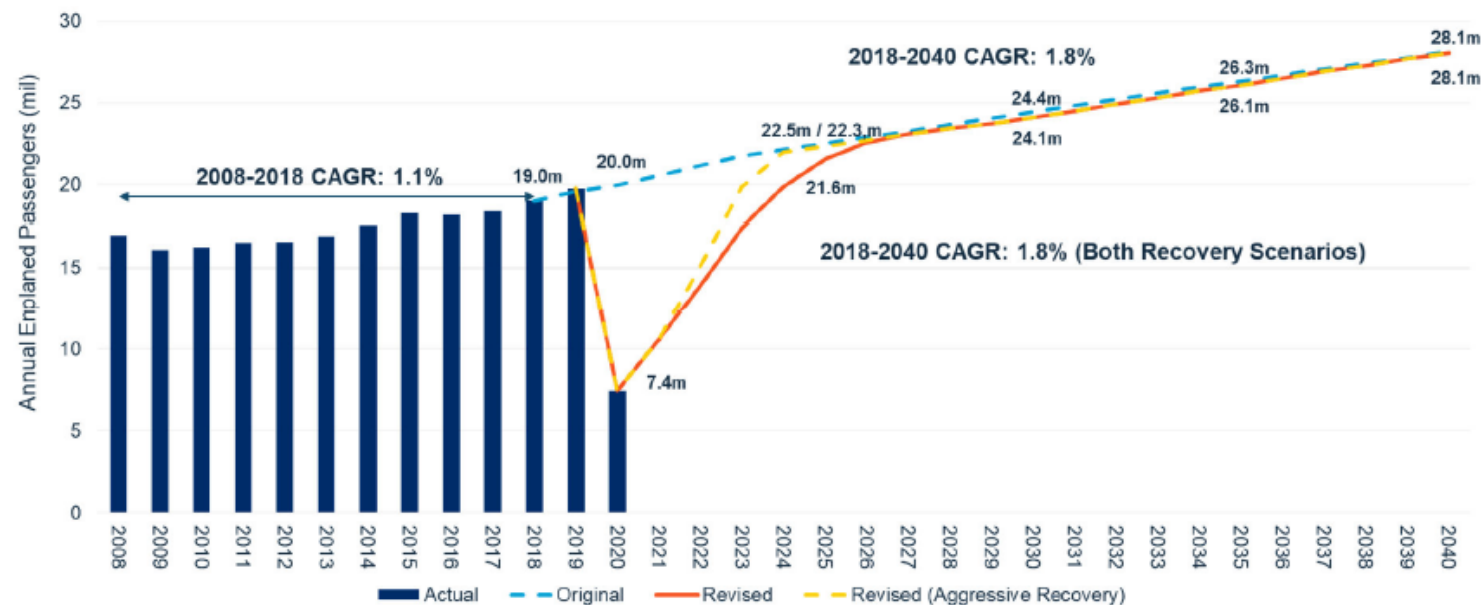
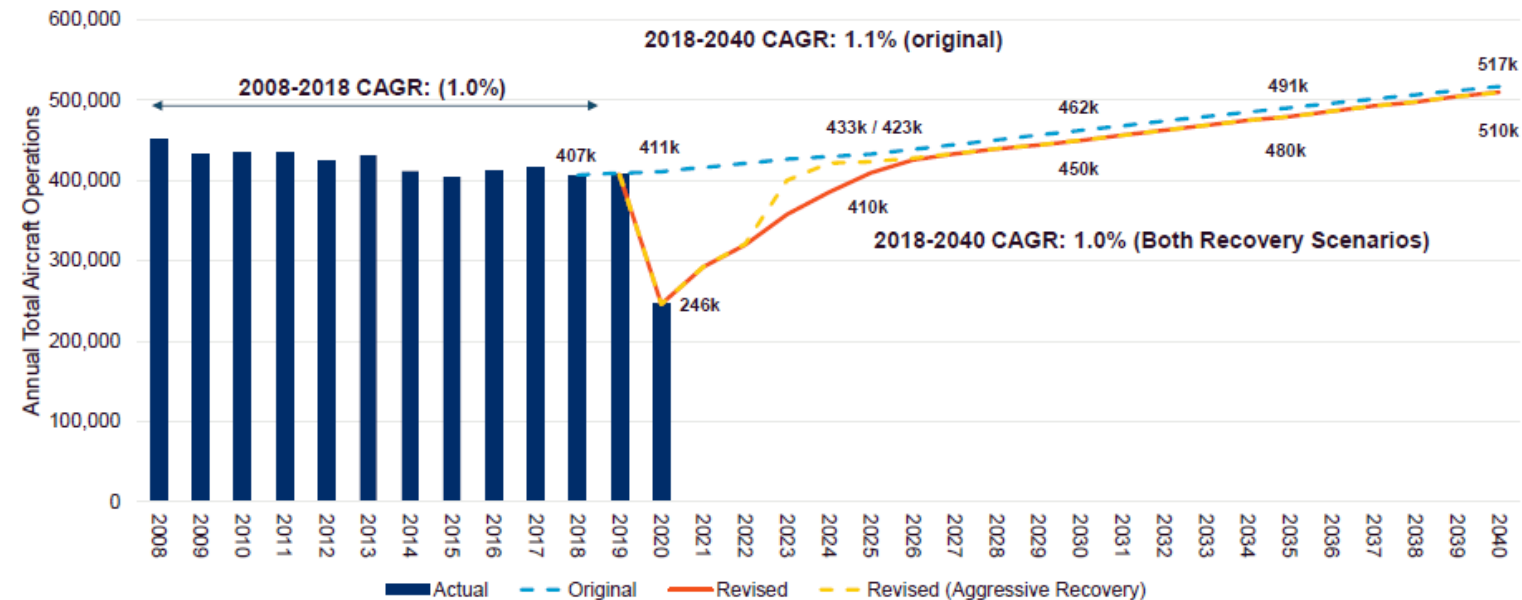


Exhibit 2-39: Comparison of Original and Updated Total Aircraft Operations Forecasts



MSP 2040 LTCP Activity Forecasts (2)

Factors shaping forecasts

- Forecasts show more passengers and cargo than ever before, but operations remain well below historic peak
- Passenger activity:
 - Airline growth at MSP
 - Passenger leakage for connecting flights
 - Regional population growth and socioeconomic trends
- Aircraft operations:
 - International vs domestic travel
 - Aircraft fleet mix (larger aircraft, less operations)
 - Cargo freighter activity

Exhibit 2-36: Comparison of Original and Updated Forecasts (Enplaned Passengers)

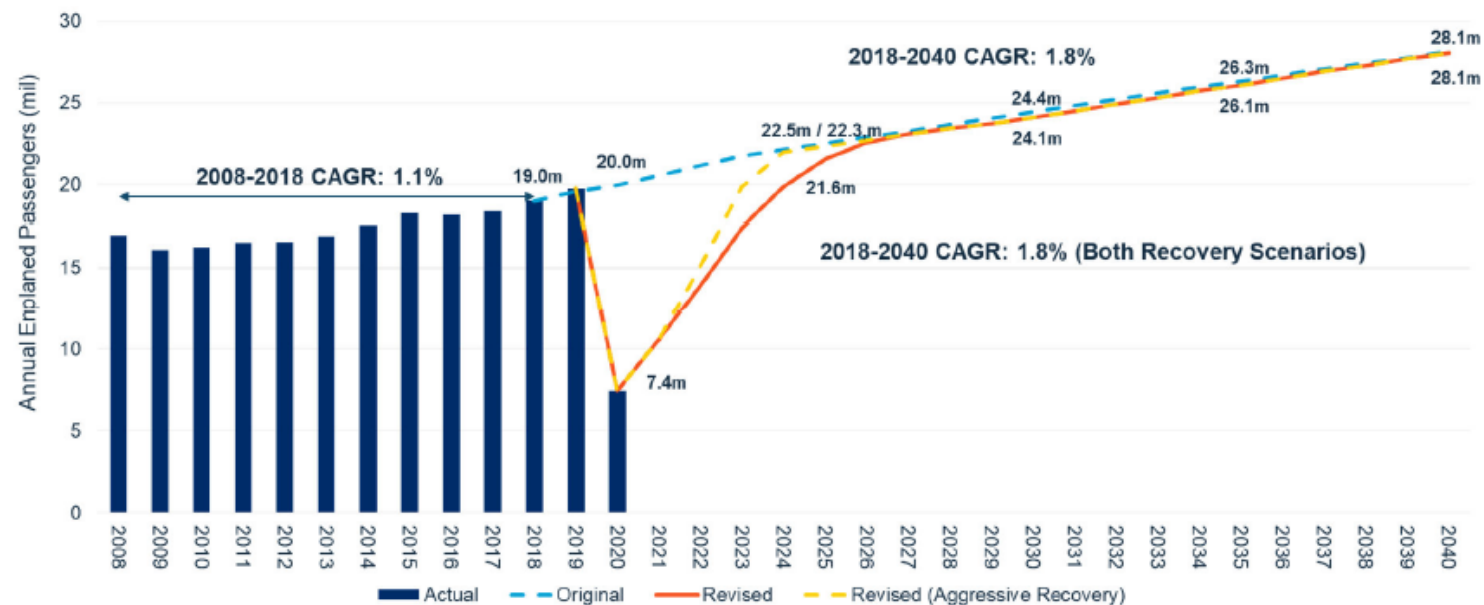
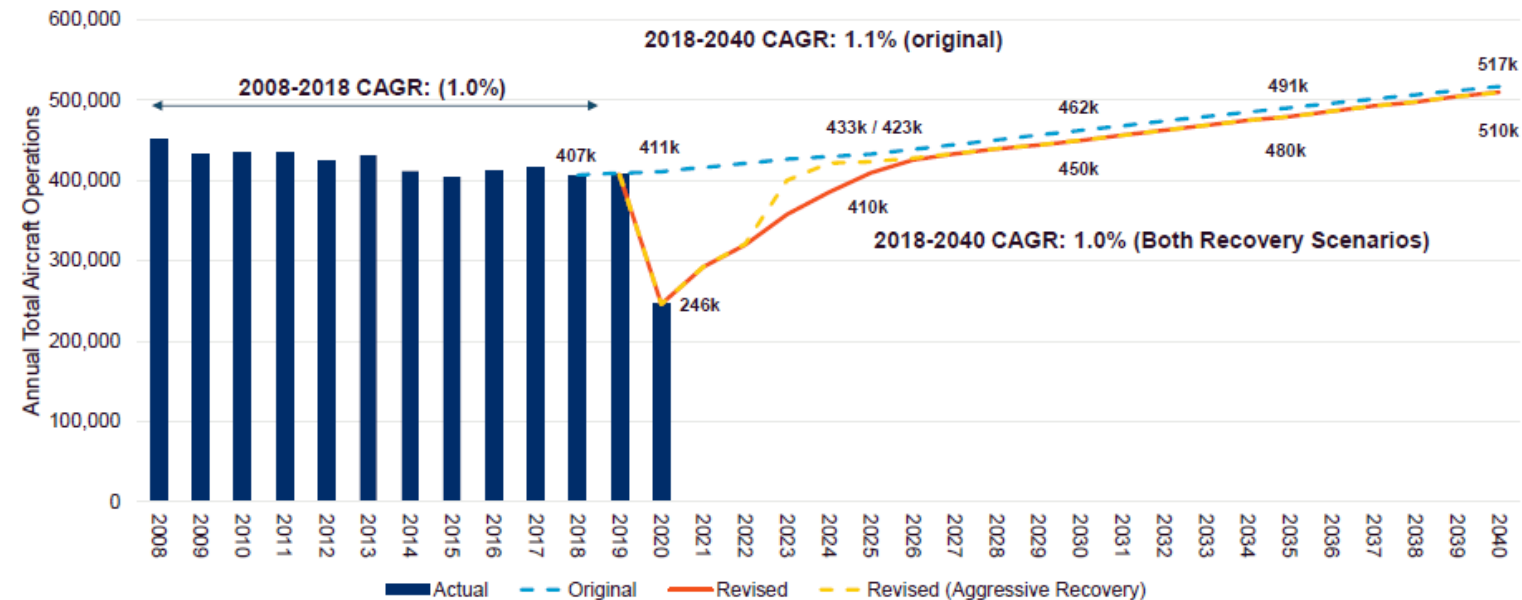
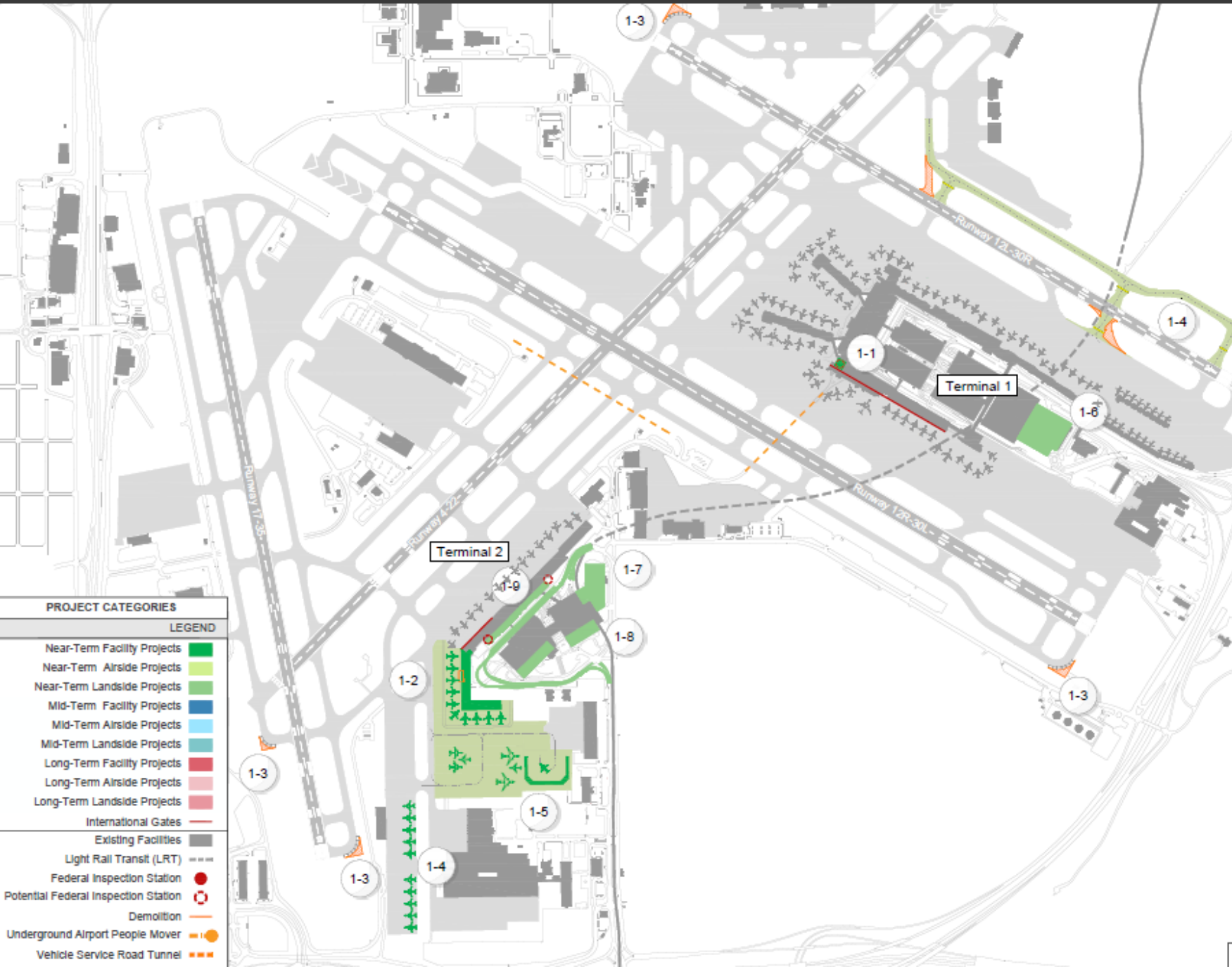


Exhibit 2-39: Comparison of Original and Updated Total Aircraft Operations Forecasts



Preferred Alternative, Near-Term Projects



Planned Facilities

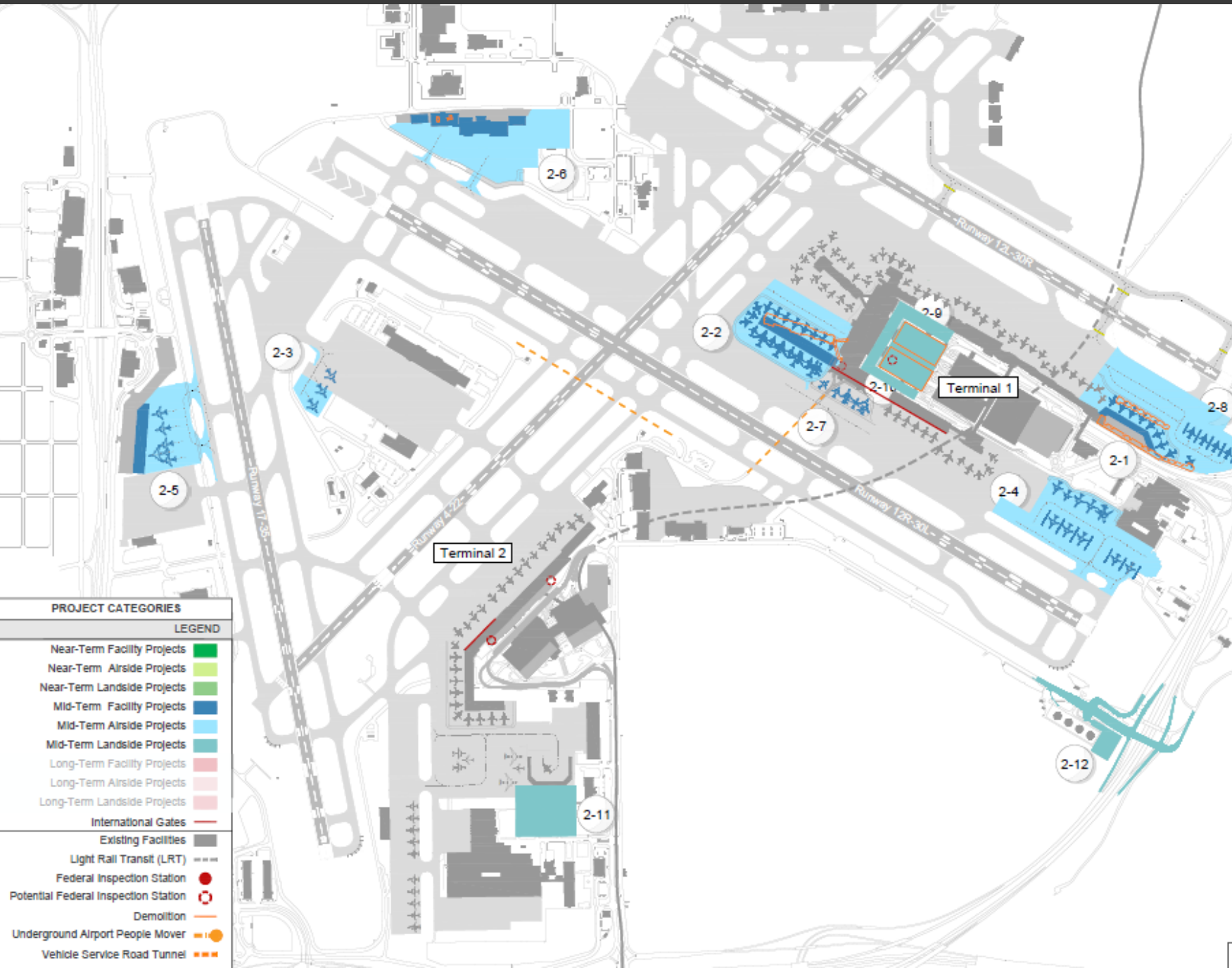
To accommodate forecast growth, plan outlines facility needs through 2040

- Split between landside (terminals & support facilities) & airside (airfield & support facilities)

Major projects (with potential regional considerations)

- Near-term (1-5 years):
 - Terminal 2 expansion (11 gates) and curb front improvements (1-2 & 1-9) – increase in terminal capacity & circulation
 - US Postal Service redevelopment (1-6) – increase in parking capacity at T1 (~3,200 spaces)
 - Orange Ramp expansion (1-7 & 1-8) – impacts/benefits for LRT station + ~2,900 additional parking spaces

Preferred Alternative, Mid-Term Projects

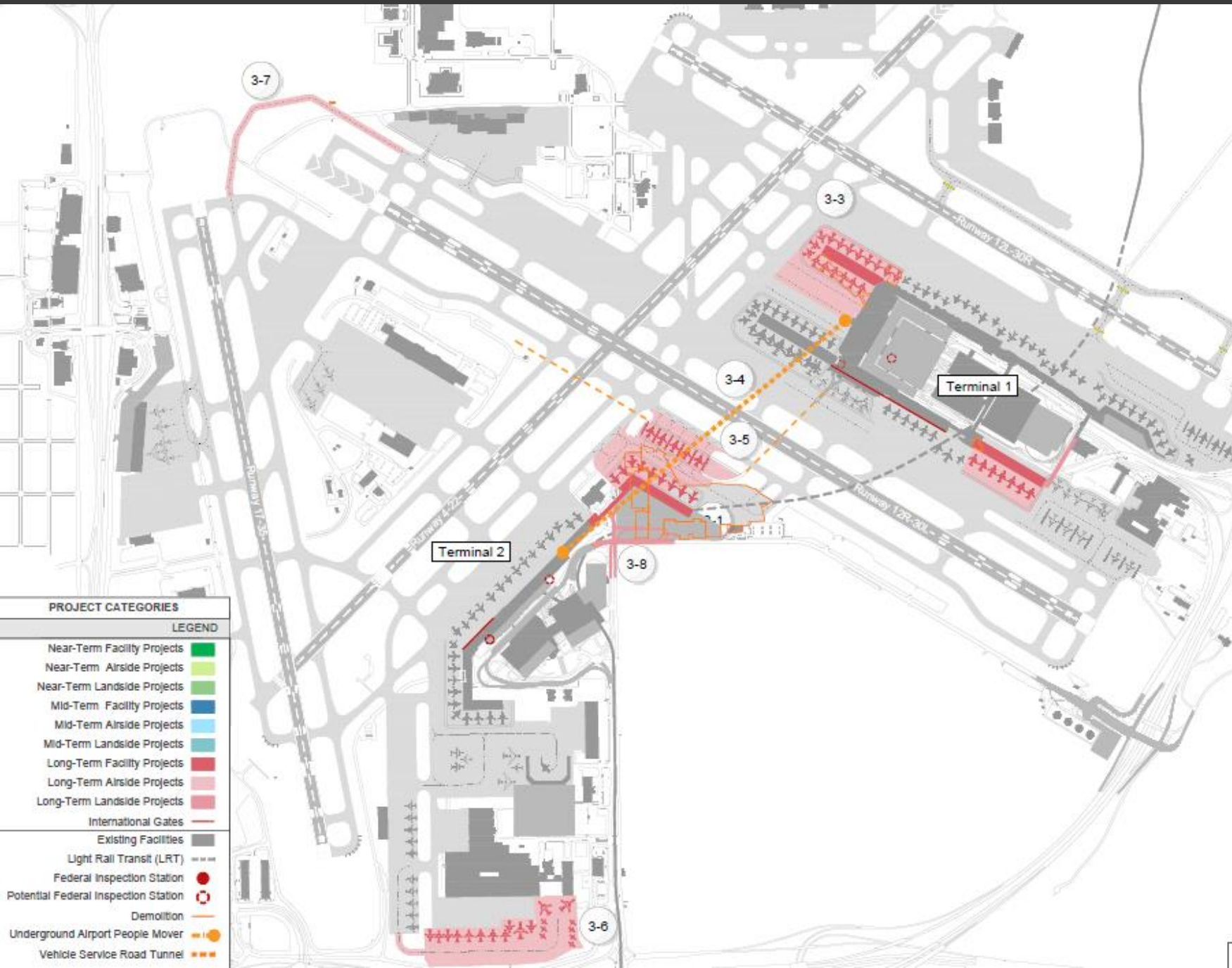


Planned Facilities

Major projects (with potential regional considerations)

- Mid-term (6-10 years):
 - Cargo expansion (2-5) – 100,000+ sq ft for new Amazon cargo facility with access off of Longfellow/TH 77
 - TH 5/Post Rd interchange (2-12) – reconstruction of existing interchange, realignment of access roads
 - FBO move (2-6) – fixed based operator facility (GA + air taxi ~20,000 operations annually) to north, new access off of 28th Ave/TH 62 interchange

Preferred Alternative, Long-Term Projects



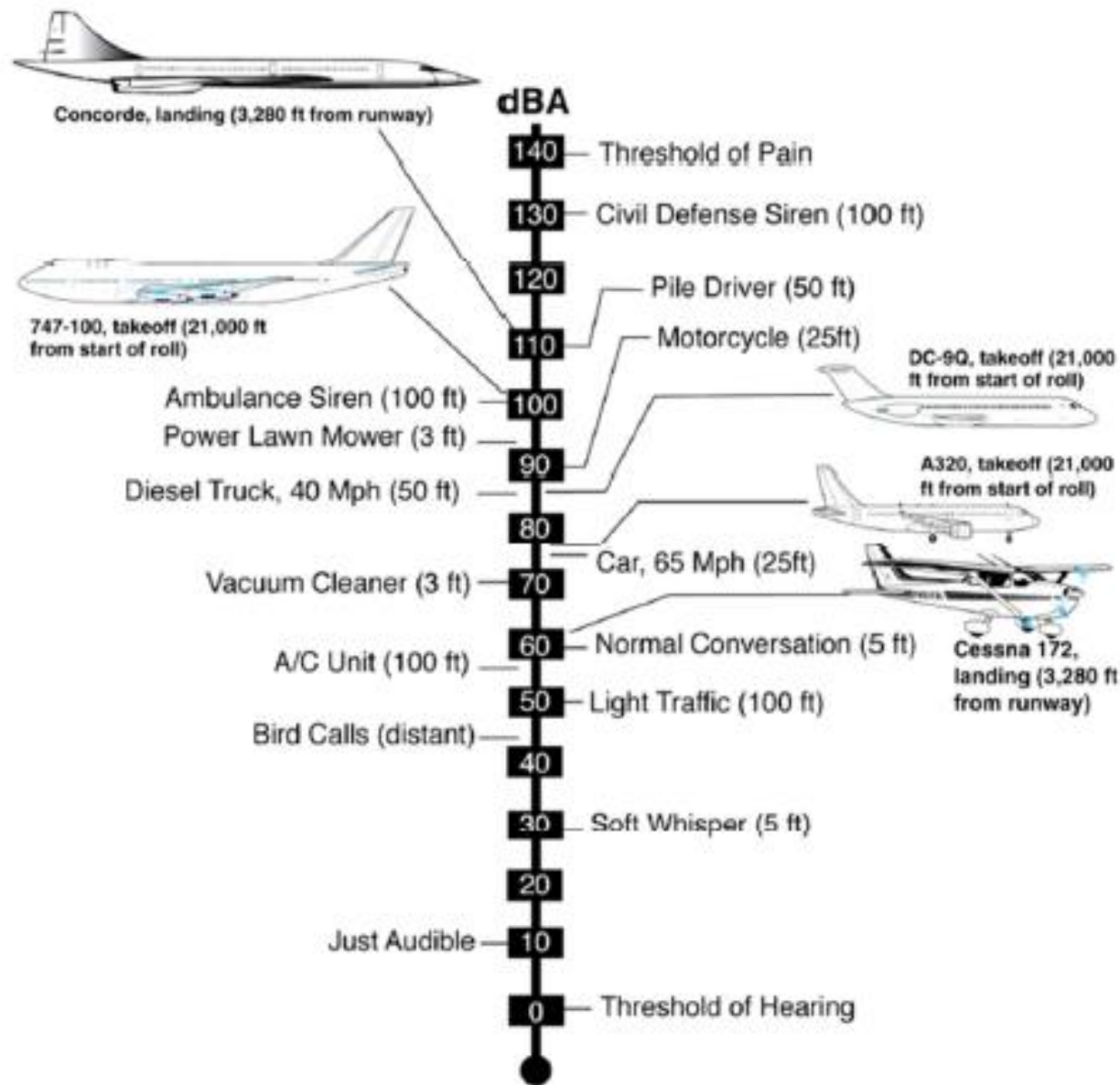
Planned Facilities

Major projects (with potential regional considerations)

- Long-term (10+ years):
 - Full build T2 expansion (3-5) – 9 additional gates to fill out T2 (total 35, existing 16)
 - 34th Ave/70th St reconstruction (3-8) – reconstructing intersection to improve capacity/operations for vehicles entering terminal 2
 - Airside terminal connection (3-4) – planning a tram connection behind security, could impact LRT operations between terminals (mainly need for overnight service)

MSP 2040 LTCP Noise Considerations

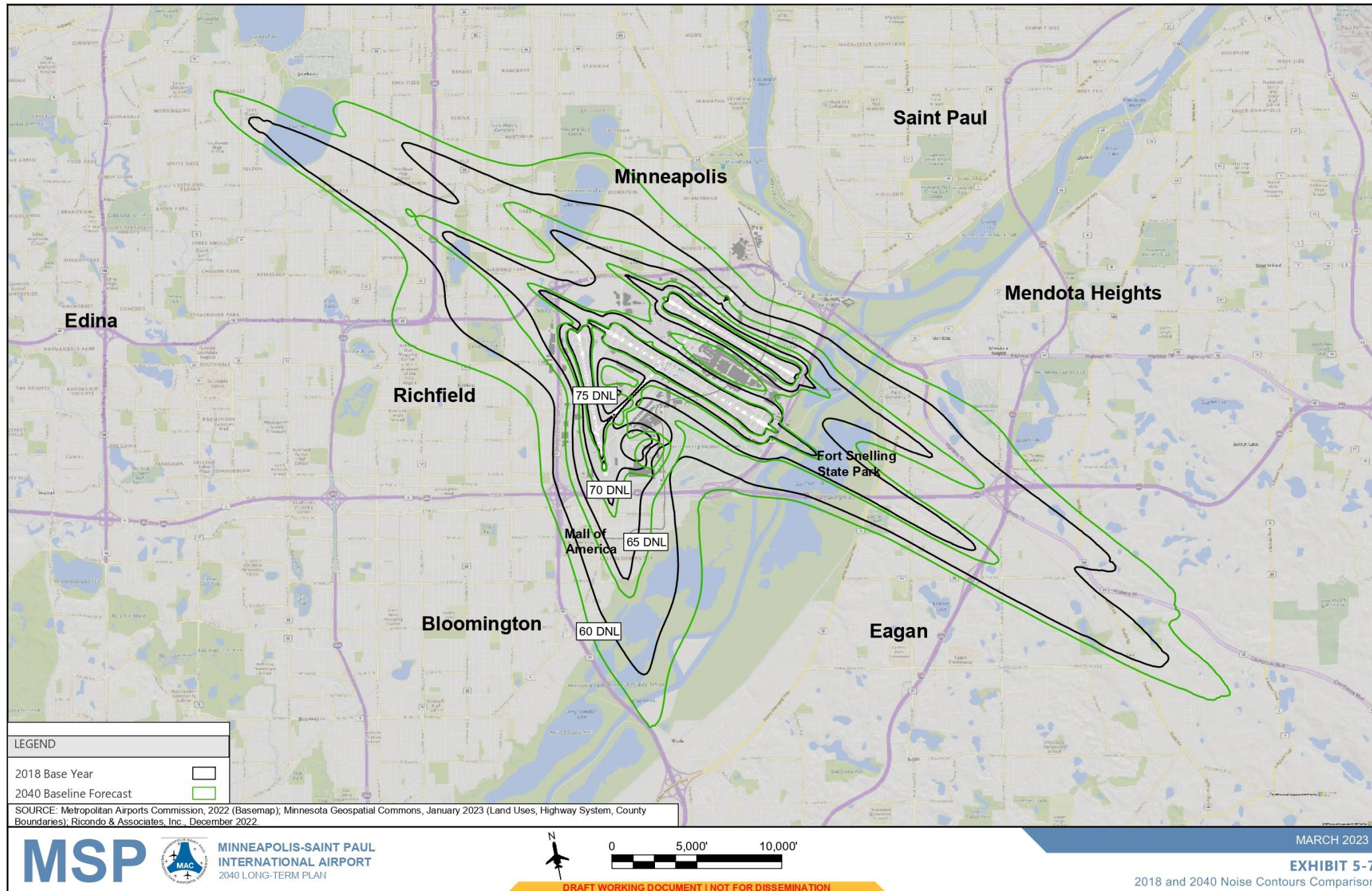
Exhibit 5-2: Sound Levels of Typical Noise Sources



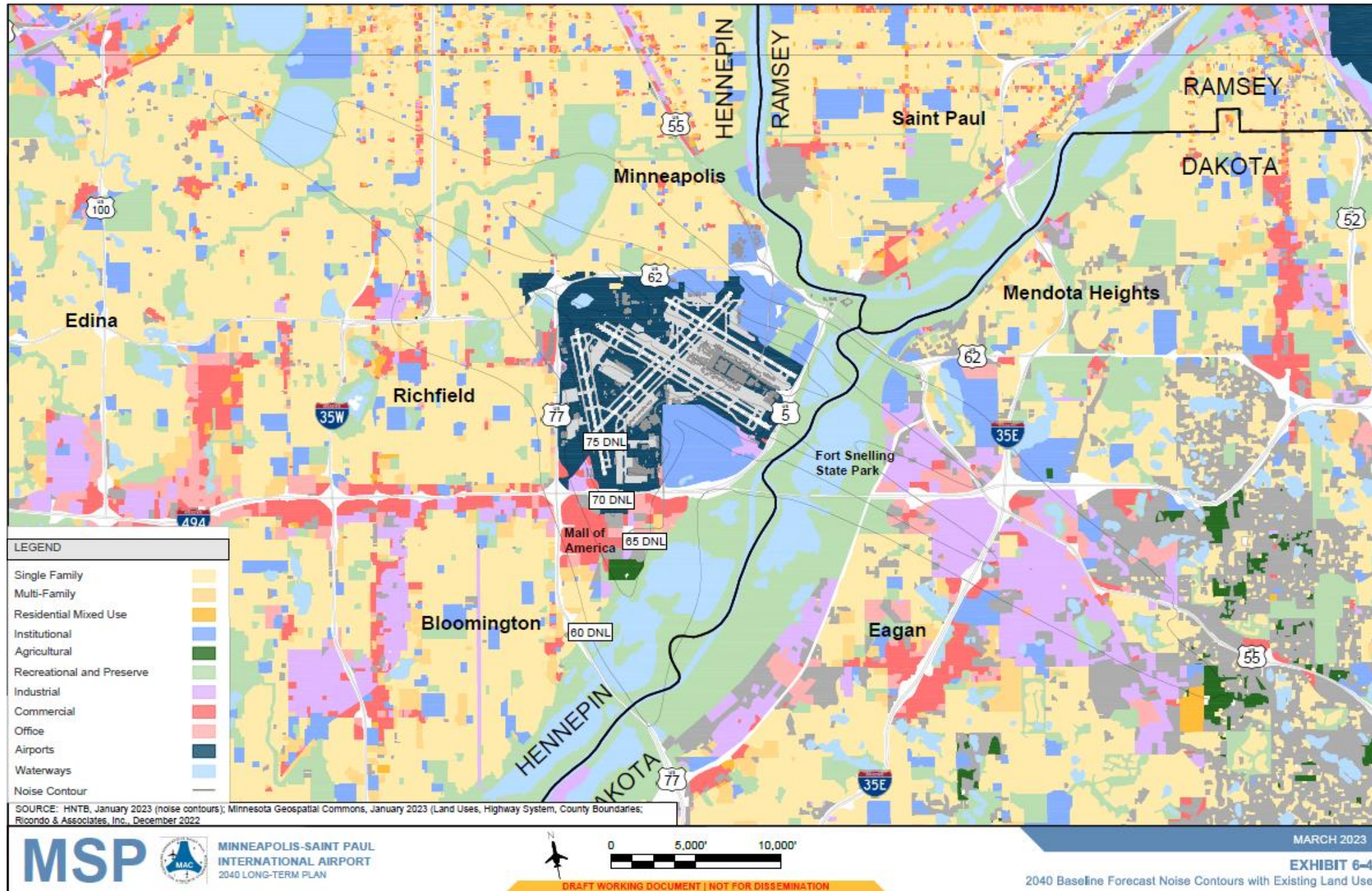
Aircraft Noise Impacts

- Noise impacts are a major component of environmental considerations
- MAC, following FAA guidance, creates annual noise contours of impacts to surrounding communities from aircraft operations.
- Noise impacts are measured by DNL – Day-Night Average Sound Level.
 - This is the main metric with which to measure land use compatibility for land surrounding MSP.
 - Measure reflects a person’s cumulative exposure to sound over a 24-hour period.
 - The Council has compatibility guidelines for what is considered prohibitive sound impacts for residential development - [link](#)

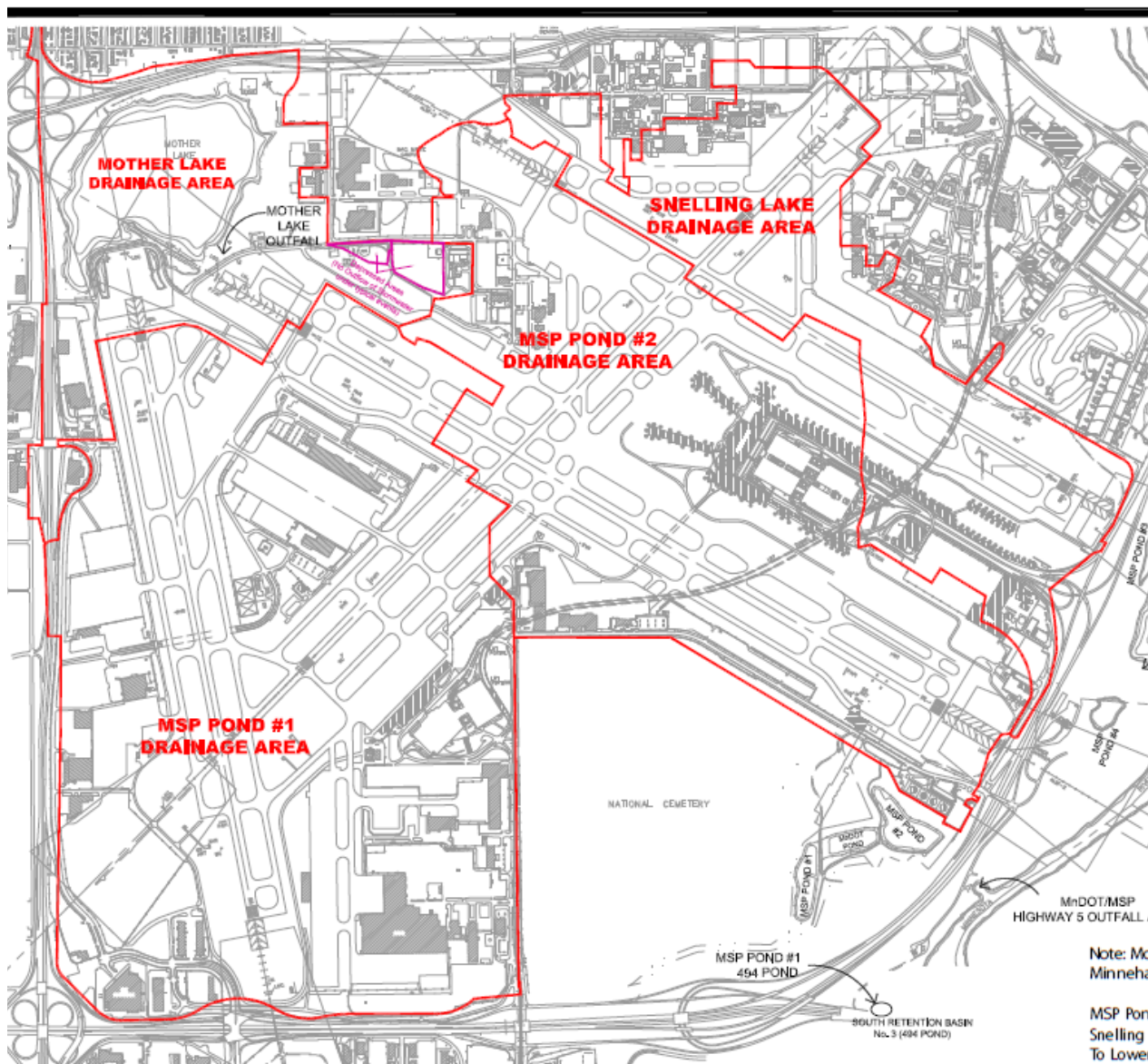
2018 to 2040 Contour Comparison



2040 Noise Contours with Existing Land Use



MSP 2040 LTCP Environmental Considerations



Environmental Impacts

- Environmental considerations include potential impacts to both the natural environment and the surrounding built environment.
- Direct environmental impacts covered but not studied in-depth. Future impacts to be assessed in upcoming environmental review for the preferred alternative (EA/EAW)
 - Water Use
 - Stormwater
 - Solid Waste
 - Wastewater
 - Air Quality/Emissions

MSP 2040 LTCP: Sustainability



Sustainability

- MAC has established sustainability targets for MSP terminals and support facilities.
 - Reduce GHG emissions 80% by 2030 (from 2015 baseline)
 - Reduce water usage per passenger 15% by 2030 (from 2015)
 - Divert 75% of solid waste away from landfills
- Delta has set sustainability targets which will impact MSP.
 - Delta and Greater MSP have established MSP as a Sustainable aviation fuel (SAF) hub following state tax relief recently established. SAF can reduce carbon emissions by up to 85%.
 - 10% of all aviation fuel by 2030 (higher at MSP)
 - 35% of all aviation fuel by 2035 (higher at MSP)
 - Ground service vehicle electrification.
 - 50% EV by 2025 – goal already met
 - 100% EV target – no date but likely before 2030 at current pace

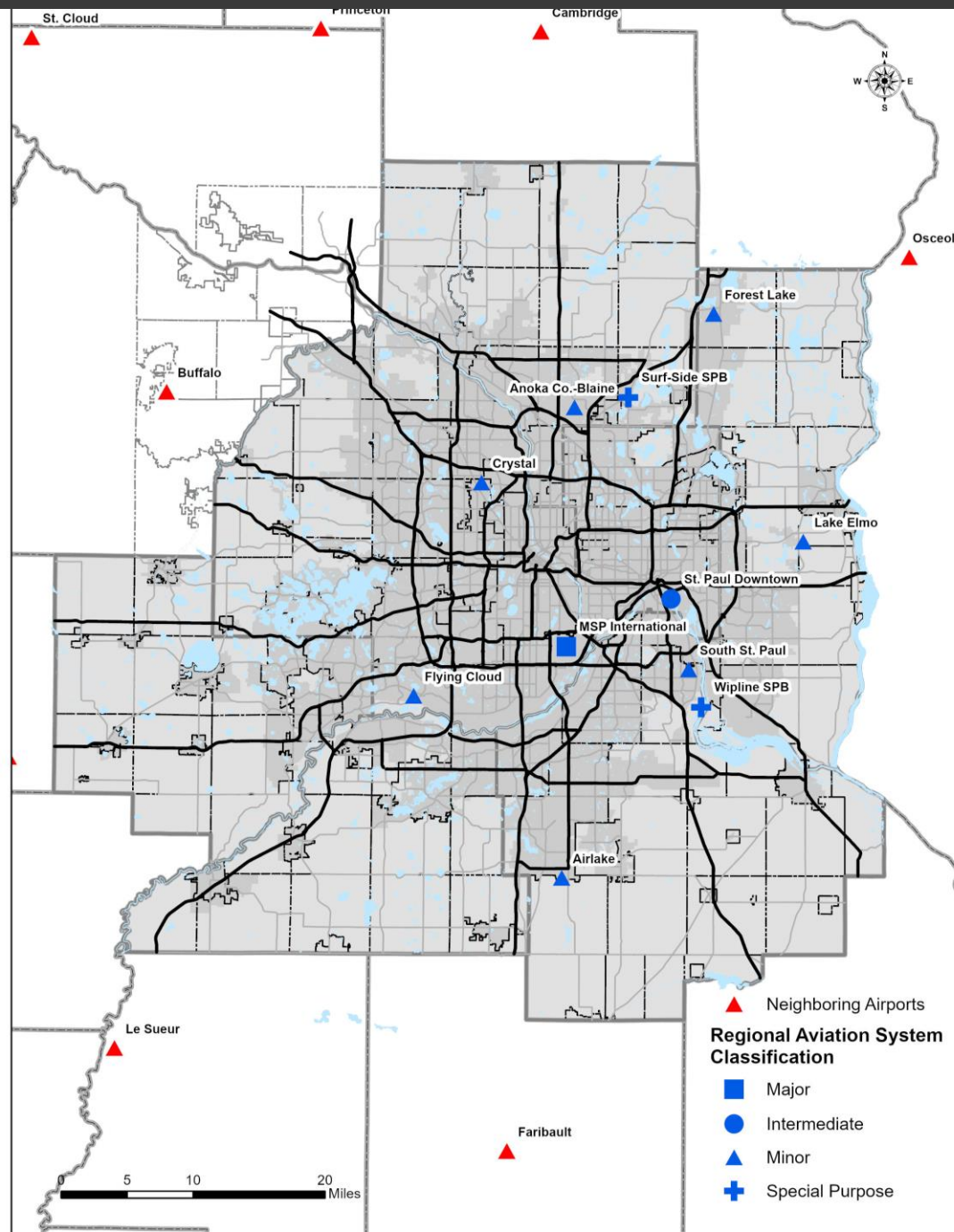
MSP 2040 LTCP: Engagement



27 total public meetings held to date

- Engagement meetings held from early 2019 to late 2023 – paused due to COVID from early 2020 to late 2021
- Noise Oversight Committee: 6 meetings
- Planning, Development & Environment Committee: 4 meetings
- Stakeholder Advisory Panel: 6 meetings
- Experience MSP Public Events: 4 meetings
- City of Minneapolis: 3 meetings
- Met Council: 3 meetings (prior to consistency review)
- 60-day Public Comment period: June 21st – August 21st 2023
 - 139 total comments received

MSP 2040 LTCP: Regional Policy

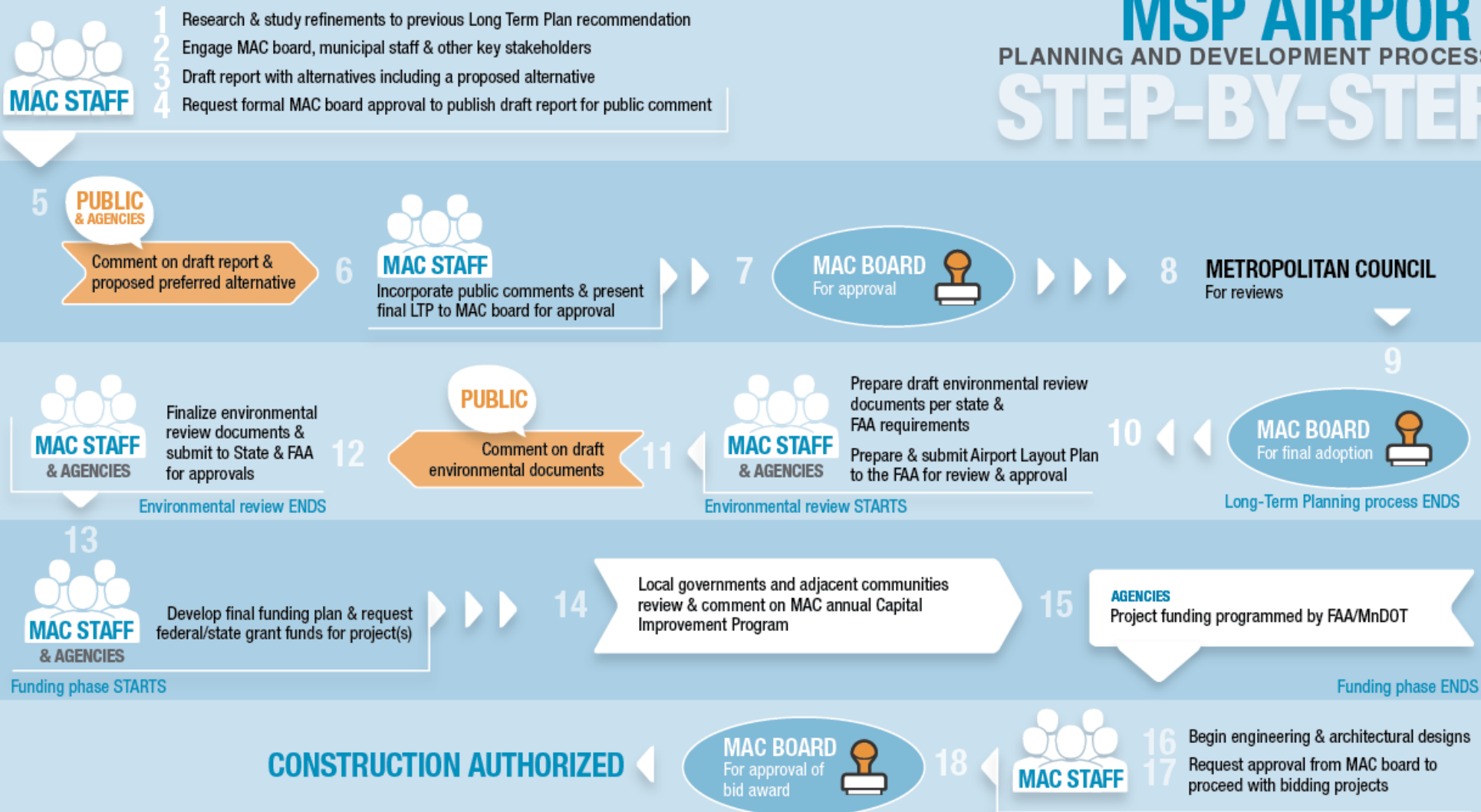


Relationship to Regional Policy

- LTCP's are used as a basic input to the Council plans and policies
- Relationship to TPP
 - MSP is classified as a Major Airport in the system – no change
 - No significant airside improvements and targeted landside improvements – potential impacts to regional systems noted by council staff and will be analyzed in follow up studies.
 - The Plan addresses required elements from Appendix K
- Relationship to Regional Development Guide
 - Policy direction is to create consistent, compatible, and coordinated local comp plans
 - Prosperity Outcome - Advancing this outcome is to plan and invest in infrastructure, amenities and quality of life for regional economic competitiveness.

MSP 2040 LTCP: Looking Forward

MSP AIRPORT PLANNING AND DEVELOPMENT PROCESS STEP-BY-STEP



Next Steps

- Metropolitan Council Formal Review
- MAC Board Final Adoption of LTCP
- Environmental Review
- Airport Layout Plan (ALP)
 - Reviewed/Approved by FAA
- Grant Programming/Funding
- Project Engineering/Design
- MAC Board approval of Bid Awards

Requested Action

To find that:

- the final Draft MSP International Airport 2040 LTCP has a multi-city impact as well as conforms to the Council systems and is consistent with Council policies



Thank you

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