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DUAL TRACK AIRPORT PLANNING ACTIVITIES

1994 ANNUAL REPORT TO THE LEGISLATURE

METROPOLITAN AIRPORTS COMMISSION

February 1995

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Dual Track Airport Planning Activities

1994 Annual Report to the Legislature

Metropolitan Airports Commission

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Introduction

The 1989 Metropolitan Airport Planning Act requires that the Metropolitan Airports Commission (MAC) report to the Legislature by February 15 of each year on its airport planning activities for the preceding year, and its anticipated activities for the upcoming year.

For 1994, the following activities are discussed:

- 1993 Report to the Legislature.
- Minneapolis-Saint Paul International Airport Long Term Comprehensive Plan (MSP LTCP) Update.
- Minneapolis-Saint Paul International Airport Long Term Comprehensive Plan Draft Alternative Environmental Document (AED).
- New Airport Comprehensive Plan.
- New Airport Comprehensive Plan Draft AED.
- New Airport Site Preservation Study.
- Remote Runway Study.
- FAA Airspace Capacity Study.
- Supplemental Airport Study.
- Dual Track Airport Planning Process Environmental Impact Study (EIS).
- Economic Impact Study.
- Community Impact Study.
- Dual Track Airport Planning Process Report to the Legislature.
- Community/Agency Coordination.

For 1995, the following anticipated activities are discussed:

- MSP LTCP Update.
- MSP LTCP AED.
- New Airport Comprehensive Plan.
- New Airport Comprehensive Plan AED.
- New Airport Site Preservation Study.
- Remote Runway Study.
- Supplemental Airport Study.
- Financial Analysis.
- FAA Airspace Capacity Study.
- Dual Track Airport Planning Process Environmental Impact Statement
- Economic Impact Study.
- Community Impact Study.
- Dual Track Airport Planning Process Report to the Legislature.
- Community/Agency Coordination.

Total costs for MAC Dual Track planning activities for 1994 and 1995 are provided at the end of the report.

Work Completed in 1994

Purpose and Objective

In February 1994, a report to the Legislature similar to this document was prepared and submitted. The report described 1993 work and anticipated 1994 work.

Status and Results

The 1993 report was submitted to the Legislature on February 15, 1994. The report summarized progress on the following initiatives:

- Aviation Activity Forecast Update.
- Minneapolis-Saint Paul International Airport Long Term Comprehensive Plan Update (MSP LTCP).
- MSP LTCP Environmental Scoping Process.
- FAA Capacity Enhancement Plan for MSP.
- New Airport Site Selection.
- New Airport Site Selection Study Alternative Environmental Document.
- Dual Track Airport Planning Process Environmental Impact Statement Alternatives.
- Community/Agency Coordination.
- Governor's Task Force on Metropolitan Airport Planning.

Purpose and Objective

The Long Term Comprehensive Plan (LTCP) for Minneapolis-Saint Paul International Airport provides a blueprint for airport development through the year 2020, should the Legislature decide to retain MSP as the region's air carrier airport. It includes a 2010 development plan and a 2020 conceptual plan. The previous plan was approved by the MAC in December 1991.

The Metropolitan Airport Planning Act of 1989 requires that this plan be updated prior to the recommendation to the Legislature. The updated plan will provide a benchmark to compare with the comprehensive plan being developed for a potential new airport.

Status and Results

In 1993, as the first step in the update process, the aviation activity forecasts for MSP were re-evaluated. In 1994, these forecasts were used to reassess anticipated facility requirements, and determine if the six previously identified development alternatives needed to be amended.

The MSP Long Term Comprehensive Plan Update was nearly completed during 1994. To date, the following components have been accomplished:

- Update of Existing Conditions at MSP
- Update of Forecasts of Aviation Demand
- Revision of Airport Facility Requirements
- Revalidation of Airfield and Terminal Alternatives
- Update of 2010 Development and 2020 Conceptual Plan

Using the revised facility requirements, four of the six original development concepts were revised and analyzed:

Alternative 1 -- Construction of a new 7,700-foot north parallel runway and an additional passenger terminal east of the existing terminal.

Alternative 2 -- Construction of a new 7,700-foot north parallel runway and a replacement passenger terminal on the west side of the airport.

Alternative 5 -- Construction of a new 8,000-foot north-south runway on the west side of the airport and an additional passenger terminal east of the existing terminal.

Alternative 6 -- Construction of a new 8,000-foot north-south runway on the west side of the airport and replacement passenger terminal on the west side of the airport.

Alternatives 3 and 4 were eliminated from further consideration during the scoping process because of significant operational and noise concerns. The four remaining alternatives were refined based on the revised facility requirements. The Commission expects to select a preferred development plan in February 1995.

Purpose and Objective

The consideration of environmental impacts is an integral part of the Dual Track Airport Planning Process. An Alternative Environmental Review Process approved by the Minnesota Environmental Quality Board (EQB) was initiated along with the MSP LTCP Update. The process is similar to an EIS in terms of detail and level of analysis, however the document only considers the four MSP LTCP development alternatives. The analysis in the AED focuses on environmental impacts, and specifically on differences among alternative airport development plans, since the purpose of the AED is to help select among alternative MSP development plans.

Status and Results

Results from the AED analysis will be used in the decision-making process to select the recommended MSP development alternative and in the final EIS. The AED considers 19 environmental factors in evaluating the four MSP development alternatives, including:

- *Air Quality*
- *Archaeological Impacts*
- *Biotic Communities*
- *Bird-Aircraft Hazards*
- *Construction Impacts*
- *Endangered and Threatened Species*
- *Energy Supply and Natural Resources*
- *Floodplains*
- *Groundwater*
- *Historical/Architectural*
- *Land Use Issues*
- *Noise Impacts*
- *Park and Recreation Areas*
- *Socioeconomic Impacts*
- *Surface Water Quality*
- *Transportation Access*
- *Visual Impacts*
- *Wetlands*
- *Wildlife Refuge*

In late 1993, a Scoping EAW and Draft Scoping Decision Document were prepared to identify issues that would need to be addressed in the MSP AED. An agency and public comment period on the Draft Scoping Decision Document (DSDD) for MSP began in February 1994, and a public hearing was held on February 15th. A final SDD, which incorporated the significant comments received, was adopted in March 1994.

A Draft AED was published in October 1994. A 60-day public comment period followed; a public hearing was held in October.

Purpose and Objective

After the Metropolitan Council selected the Dakota Search Area in December 1991, a site selection study was undertaken to identify a recommended site for development of a potential new airport. The study culminated in the Commission's selection of "Site 3" on January 27, 1994. The site is located about 28 miles southeast of downtown Minneapolis, near Hastings.

A comprehensive plan is required by the Dual Track Legislation, and is designed to identify a preferred layout for the potential new airport. It will determine the size, location and design of runways and taxiways, passenger terminals, ground access and parking, air cargo, general aviation, support facilities and utilities.

Status and Results

In 1994, three alternative layouts were analyzed for operational efficiency and environmental impacts:

Alternative 1 is designed to maximize the percentage of time the most efficient operating modes can be used and is the largest alternative at 9,600 acres.

Alternative 2 is similar to Alternative 1, except taxi times are decreased and the site is reduced in size to 9,330 acres.

Alternative 3 is designed to minimize the site's size (8,640 acres), yet still incorporate the elements identified in the conceptual design study.

The MAC developed an evaluation matrix which analyzed the three alternatives based on various criteria. Nearly 50 criteria were analyzed in the following categories:

- *Airport Efficiency*
- *Airspace Interaction*
- *Military Facility Location/Efficiency*
- *Airline Cargo Facilities Location/Efficiency*
- *All-Cargo Carrier Facilities Location/Efficiency*
- *General Aviation Location/Efficiency*
- *Airline Maintenance Location/Efficiency*
- *Site Expandability/Flexibility*
- *Displaced Population/Employees*
- *Planned Development*
- *Noise Impacts*
- *Tax Base*
- *State Safety Zones*
- *Historic, Architectural, and Archaeological Impacts*
- *Farmland Impacts*
- *Parks/Recreation Land*
- *Wetlands*
- *Floodways*
- *Stormwater Runoff*

- *Minimum Acreage of Airport Property*
- *Differential Costs*

Purpose and Objective

Under the Alternative Environmental Review Process approved by the Minnesota Environmental Quality Board (EQB), an Alternative Environmental Document (AED) is being prepared for the new airport. The process is identical to the preparation of an Environmental Impact Statement in terms of addressing issues and potential environmental impacts, however only alternative layouts for the new airport are considered. The document is similar in scope to the AED for MSP.

The analysis in the AED focuses on the differential environmental impacts of the three new airport layout alternatives so that a preferred layout can be identified.

Status and Results

The MAC prepared a Scoping Environmental Assessment Worksheet (EAW) and Draft Scoping Decision Document (DSDD) to determine the extent of environmental review necessary. Following a Public Hearing on May 12, 1994, three alternatives were selected for further study and outlined in a Scoping Decision Document adopted by MAC in June 1994.

The draft AED for the new airport comprehensive plan was made available for public comment in December 1994; a public hearing will be held in January 1995.

Purpose and Objective

The MAC is undertaking a study of the effects of preserving a potential new airport site in Dakota County. While it is possible that a relatively short period of time would transpire between when the State Legislature decides to build a new airport and actual construction and operation, it is also possible that a decision could be made to preserve the land and build a new airport at some point further in the future -- between now and 2020, when warranted by higher demand levels. Under the New Airport Site Preservation Study, three scenarios are being analyzed. The first assumes that the site would be preserved for a period of 10 years after the Legislature decides to build a new airport. The second scenario assumes that the property would be held for 20 years before a new airport is built. The last scenario investigates the effects of preserving the site for 20 years, then deciding that a new airport will not be built on the property and releasing the land back for other land uses.

The three scenarios will be examined for their financial impacts on land owners and public agencies (townships and school districts), economic impacts, social impacts, environmental impacts and costs.

Status and Results

In 1994, the MAC researched existing land use patterns and infrastructure in the vicinity of the site and estimated how land use patterns and infrastructure might change over the next 20 years. A preliminary property "footprint" to be used in the study was also identified.

Remote Runway Study

Purpose and Objective

During the Dual Track Process, a Remote Runway Alternative was suggested. Under this alternative, the existing infrastructure at MSP International Airport, including the terminal, parking facilities and other support facilities, would be maintained as today; however, a set of runways would be constructed at a remote location where aircraft operations would occur. A high-speed rail link would transport passengers between the terminal area and the remote runway complex. The purpose of this alternative is to maintain the convenience of the close-in facilities already in existence at MSP while moving aircraft operations to a site more distant from the population.

The initial phase of the Remote Runway Study will evaluate the feasibility of the concept.

Status and Results

In 1994, the MAC prepared an RFQ and workscope for the study.

FAA Airspace Capacity Study

Purpose and Objective

The Federal Aviation Administration (FAA) completed a Capacity Enhancement Plan for MSP in 1993. The study included an analysis of airfield capacity enhancement options designed to meet 2020 needs. In late 1994, the FAA initiated an Airspace Study for MSP. The purpose of this study is to identify capacity deficiencies in the surrounding airspace structure and propose solutions that will meet future activity levels. As with the airport capacity study, the airspace study is part of an ongoing effort by the FAA at major airports around the country.

A task force was formed consisting of FAA air traffic controllers from the MSP control tower and the Minneapolis Air Route Traffic Control Center. Also participating are airline personnel and aviation planners. The task force will meet approximately every six weeks, throughout 1995.

Status and Results

In late 1994, the FAA initiated an Airspace Study for MSP. An FAA organizational meeting was held to begin work on the study. An initial meeting of the task force was held late in the year to review input to the analysis.

Supplemental Airport Study

Purpose and Objective

A supplemental airport is among the alternatives suggested to meet the region's future aviation needs. Under this alternative, certain components of aviation demand (e.g., cargo or military activity) would be relocated to another airport. This would free-up capacity at MSP and allow greater use for passenger flights while reducing expansion needs. The supplemental airport could be connected with MSP via high-speed rail.

MnDOT will study this alternative to determine its effectiveness in meeting 2020 aviation demand, identify the environmental impacts, and quantify the associated costs.

Status and Results

In 1994, MnDOT prepared an RFQ and workscope for the project and distributed them to potential consultants.

Purpose and Objective

Federal and State Environmental Impact Statements (EIS's) will be prepared concurrently with the Dual Track Airport Planning Process. The purpose of the EIS's is to identify, describe and compare the environmental consequences of the recommended MSP development plan, the recommended new airport comprehensive plan, a No Action alternative, and other reasonable alternatives that meet the region's long-term aviation needs.

Since the Dual Track environmental review process approved by the Minnesota EQB required the MAC to perform EIS-level analysis for both MSP and the new airport, much of the effort involved will be in the compilation of analyses from both the MSP and new airport AED's.

The Federal Aviation Administration (FAA) is responsible for preparing and processing the Federal EIS, while the MAC is responsible for the State EIS. The Minnesota EQB will determine the adequacy of the State EIS. In order to eliminate duplication with State and local procedures, the EIS will draw extensively from the AED's.

Status and Results

To date, potential options for the MSP No Action alternative have been identified and are still under discussion.

As other alternatives are identified, they will be considered and analyzed in the EIS.

A significant effort was expended in order to detail the relationship between State and Federal agencies during the EIS process. As the process now stands, the FAA will hire a consultant who will prepare the Federal EIS. They will work closely with the MAC, who is responsible for the State EIS, in order to minimize duplication of effort and reduce review time. MAC and FAA have been working toward a Memorandum of Understanding and a Work Scope for completion of the EIS.

Economic Impact Study

Purpose and Objective

Airports and their associated activity affect local and regional economies. It is important to identify the various economic impacts -- direct, indirect and induced -- resulting from each of the airport development alternatives. The economic impacts of no action scenario vs. continuing development of MSP or development of a new airport will be an integral part of the analysis leading up to an airport development decision by the Legislature. The work performed will be incorporated into the final Environmental Impact Statement.

Status and Results

Evaluation of economic impacts will be initiated in a study by the MAC and the Metropolitan Council. A work program for the economic analysis was completed during late 1994.

Purpose and Objective

The purpose of this study element is to examine the community impacts associated with the construction and operation of a new airport, or for expansion of MSP. Where adverse consequences occur, means of mitigating these impacts will be explored. Changes in land use and development around each of the airport sites, as well as the effects of acquisition of land and the removal of land from development, will be addressed. The changes in demand for public services will be analyzed, together with measures to mitigate any adverse impacts on adjacent communities.

Status and Results

Evaluation of community impacts was included as part of the site selection process for the new airport, and is being conducted under the new airport comprehensive plan. Community impacts are also being analyzed in a preliminary manner for potential MSP development. The analysis will be continued in preparing the Alternative Environmental Documents for the new airport comprehensive plan and for the MSP LTCP Update, and in the Dual Track EIS.

Purpose and Objective

The Report to the Legislature will lay out the key data, analysis and rationale for the recommendation to the Legislature for meeting the long-term aviation needs of the Twin Cities. The report is to be completed by July 1996. A recommendation by the MAC and the Metropolitan Council will be included in the document.

Status and Results

Redrafting of the Outline for the Report to the Legislature was begun in 1993 and completed in 1994. The draft incorporates comments provided at, and subsequent to, public hearings held in 1992 on the previous draft, and identifies the questions and key issues that will need to be addressed in the Report to the Legislature.

Purpose and Objective

Throughout the Dual Track Process, a high level of public and agency coordination is being maintained. MAC staff and consultants are working on a continuing basis with several committees and review groups in each of the study elements.

Status and Results

The following activities took place during 1994:

- Briefings of the State Advisory Council at the request of the Co-Chairs.
- Regular meetings of the Dual Track Task Force.
- Regular meetings of the New Airport Comprehensive Plan and MSP Technical Advisory Committees.
- Presentations to MAC at major decision points.
- Periodic newsletters.
- Public information meetings and public hearings.

The MSP Technical Committee held meetings on February 23, March 22, April 19, May 24, June 21, July 19, August 16, September 20, and December 20, 1994.

The New Airport Technical Committee held meetings on February 23, March 23, April 20, June 22, July 20, August 17, September 21, and October 26, 1994.

The Dual Track Task Force held meetings on February 24, March 23, April 20, May 25, June 22, July 10, August 17, September 21, October 26, and December 21, 1994.

Public meetings were also held on February 15, 1994 for the scoping process for the MSP AED, and on May 12, 1994 for the scoping process for the New Airport Comprehensive Plan. A public hearing was held on October 26, 1994 on the Draft AED for the MSP LTCP Update. A public information meeting was held on July 30, 1994 to review the results of the New Airport Comprehensive Plan alternative layouts analysis.

Presentations were made to the Minnesota Environmental Quality Board Technical Representatives on January 11, March 8, and June 6, 1994, and to the Environmental Quality Board on January 20, March 17, and June 16, 1994.

Presentations were made to a variety of community groups at their request throughout the year.

Work to be Conducted in 1995

Purpose and Objective

The primary goals for the LTCP Update in 1995 are to determine the projected aviation activity levels for MSP, assess the changes in facility requirements from the current LTCP needed to meet these levels, update the alternatives previously considered, and either reaffirm the previously recommended development plan or select a different concept.

Status and Results

The MAC will select a preferred plan in February 1995. After the recommended plan is identified, a detailed Airport Layout Plan will be prepared and submitted to the FAA for approval. These tasks should be completed by spring of 1995.

Purpose and Objective

The Final AED documents the environmental and community impacts of the four MSP development alternatives identified in the LTCP.

Status and Results

A Determination of Adequacy on the Final AED will be made by MAC at its February meeting.

New Airport Comprehensive Plan

Purpose and Objective

A New Airport Comprehensive Plan will describe the recommended layout and phasing of facilities at the proposed new airport site. The plan will be similar in scope to the MSP LTCP in order to allow for direct comparison.

Status and Results

Final MAC action on a preferred new airport plan is scheduled for April 1995.

After selection of a preferred plan, the following activities will be initiated:

Prepare Airport Plans -- Detailed plans will be developed, including airport layout plans, land use plans, an airport property map, and an airport access plan. A 2010 Comprehensive Plan and a 2020 Conceptual Plan will be prepared, as well as an Airport Layout Plan for FAA approval.

Prepare Transfer Analysis -- Assuming that MSP is closed and all aviation activity is transferred to the new airport, a transfer schedule will need to be developed. The schedule will also address necessary interim improvements at MSP while the new airport is being constructed.

Prepare Implementation Plan -- An implementation plan will be necessary to identify administrative and institutional procedures, permits, and legal and regulatory actions required for construction and operation of the new airport. The information will be used to create a schedule of required implementation actions.

Purpose and Objective

An Alternative Environmental Document (AED) substitutes for an EIS in preparation of the New Airport Comprehensive Plan. Since the purpose of the AED is to help select the best development alternative, the analysis in the document focuses on differences between the alternatives.

Status and Results

The final AED, incorporating comments raised during public and agency review of the draft, will be reviewed by the Minnesota EQB at its March 1995 meeting, with a final MAC Determination of Adequacy of the AED in April 1995.

New Airport Site Preservation Study

Purpose and Objective

The new airport site preservation study investigates the effect on the surrounding community of preserving land for a new airport. Three scenarios are being analyzed. The first assumes that the site would be preserved for a period of 10 years after the Legislature decides construction for a new airport would begin. The second scenario assumes that the property would be held for 20 years before a new airport is built. The last scenario investigates the effects of preserving the site for 20 years, then deciding that a new airport will not be built on the property and releasing the land back for other land uses.

The three scenarios are being examined for their financial impacts on land owners and public agencies (townships and school districts), economic impacts, social impacts, environmental impacts and costs.

Status and Results

In 1995, working papers will be prepared which document the economic, community, and financial impacts of the three alternatives described above. These working papers will be compiled into a comprehensive report describing the results of the study. Information from the analysis will also be included in the EIS process.

Remote Runway Study

Purpose and Objective

The Remote Runway Study will analyze the feasibility of moving aircraft operations from the existing runways at MSP to a remote site. Under this alternative, existing terminal and support facilities would be maintained at MSP. Passengers would be transported via high-speed rail between the existing MSP terminal area and the remote runway facility. The Study will quantify the environmental financial and operational impacts of this alternative. The results will be incorporated into the Dual Track EIS.

Status and Results

In 1995, an RFQ will be distributed and a consultant will be selected. The analysis is expected to be completed by the summer of 1995, for incorporation into the Dual Track EIS.

Supplemental Airport Study

Purpose and Objective

The Supplemental Airport Study will analyze the feasibility of moving certain components of aviation activity (for example cargo and/or military) from MSP and relocating them at an existing airport. This move would allow greater use of MSP by commercial airlines and may reduce the need for new MSP facilities. The Study will quantify the environmental, financial, and operational impacts of this alternative. The results of this study will be incorporated into the Dual Track EIS.

Status and Results

In 1995, MnDOT will select a consultant to perform the analysis. The study is expected to be completed by late 1995, for integration into the Dual Track EIS.

Financial Analysis

Purpose and Objective

An important consideration under the Dual Track Process is the cost and financial feasibility associated with each alternative. For this reason, it is essential that the financial aspects be analyzed in detail. The MAC is responsible for determining the costs associated with the various development alternatives and developing a financial plan for MSP expansion and for new airport construction.

Status and Results

In 1995, the MAC will select a consultant to perform the financial analysis. The study is expected to be completed by late 1995 for integration into the Dual Track process.

FAA Airspace Capacity Study

Purpose and Objective

The Federal Aviation Administration (FAA) completed a Capacity Enhancement Plan for MSP in 1993. The study included an analysis of airfield capacity enhancement options designed to meet 2020 needs. In late 1994, the FAA initiated an Airspace Study for MSP. The purpose of this study is to identify capacity deficiencies in the surrounding airspace structure and propose solutions that will meet future activity levels. As with the airport capacity study, the airspace study is part of an ongoing effort by the FAA at major airports around the country.

A task force was formed consisting of FAA air traffic controllers from the MSP control tower and the Minneapolis Air Route Traffic Control Center. Also participating are airline personnel and aviation planners. The task force will meet approximately every six weeks, throughout 1995.

Status and Results

The MAC is working with the FAA to ensure consistency with on-going MSP LTCP work. The study is expected to be completed in early 1996. The results of the work will be incorporated, as appropriate, into Dual Track documents.

Purpose and Objective

Federal and State Environmental Impact Statements (EIS's) will serve to describe and document the environmental impacts of the various alternatives proposed to meet the region's future aviation needs, including the recommended MSP development plan, the recommended new airport comprehensive plan, a No Action alternative, and other feasible alternatives.

Status and Results

A Scoping Document/Environmental Assessment Worksheet (EAW) and draft Scoping Decision Document will be prepared in the spring of 1995 for public and agency review and comment. The scoping process will allow interested parties to review and comment on the proposed scope of the EIS. A draft EIS will be prepared for review and comment by the end of 1995.

Economic Impact Study

Purpose and Objective

The economic impact study will identify direct, indirect and induced economic impacts resulting from each of the airport development alternatives. The economic impacts of the no action alternative vs. continuing development of MSP or the development of a new airport will be an integral part of the analysis leading up to a decision by the Legislature. The work performed will be incorporated into the final Environmental Impact Statement.

Status and Results

The economic impacts will be quantified and documented in a draft report by the end of 1995.

Community Impact Study

Purpose and Objective

This study will examine the community impacts associated with the construction and operation of a new airport versus expansion of MSP. Where adverse consequences occur, means of mitigating these impacts will be explored. Changes in land use and development around each of the airport sites, as well as the effects of acquisition of land and the removal of land from development, will be addressed. The changes in demand for public services will be analyzed, together with measures to mitigate any adverse impacts on adjacent communities.

Status and Results

A community impacts draft report will be prepared for review by the end of 1995. The report will rely on analysis already performed as part of the alternatives analysis for MSP and the new airport, as well as new analysis.

Dual Track Airport Planning Process
Report to the Legislature

Purpose and Objective

The Report to the Legislature will recommend a long-term aviation strategy for the Twin Cities and lay out the key data, analysis and reasons for the recommendations. The report is scheduled to be completed by July 1996.

Status and Results

A detailed outline of the Report to the Legislature will be discussed with legislators, the MAC and Metropolitan Council, and the public during 1995.

Purpose and Objective

Each step of the Dual Track Airport Planning Process requires a high level of public and agency coordination. MAC staff and consultants will continue to work with several committees and review groups during the process, and coordinate with governmental agencies where appropriate.

Status and Results

The following activities will be continued in 1995:

- Briefings of the State Advisory Council at the request of the Co-Chairs.
- Regular meetings of the Dual Track Task Force will provide a policy oversight role for the continuing work on all study elements and in key decisions.
- Meetings of the MSP Technical Committee prior to selection of the preferred MSP development alternative.
- Regular meetings of the New Airport Technical Committee through March 1995 to review technical analyses prior to the selection of a final alternative layout.
- Presentations to EQB for review and comment on Scoping Documents and Alternative Environmental Documents.
- Presentations to MAC at major decision points.
- Public meetings and hearings at major decision points.
- Periodic newsletters.
- Public information brochures at appropriate points.
- Community presentations as requested.

The community and agency coordination element of the Dual Track Planning Process is an ongoing effort. This will include regular meetings of the committees, and public meetings and hearings at key points of the study.

Costs for Dual Track Airport Planning Activities

MAC COSTS -- 1994

Consultants	Met Council	EQB
$1,703,896*	$165,000	$75,000

* Includes work completed in 1993 but invoiced during 1994.

MAC COSTS -- 1995

Consultants	Met Council	EQB
$1,611,000	$85,000	$75,000