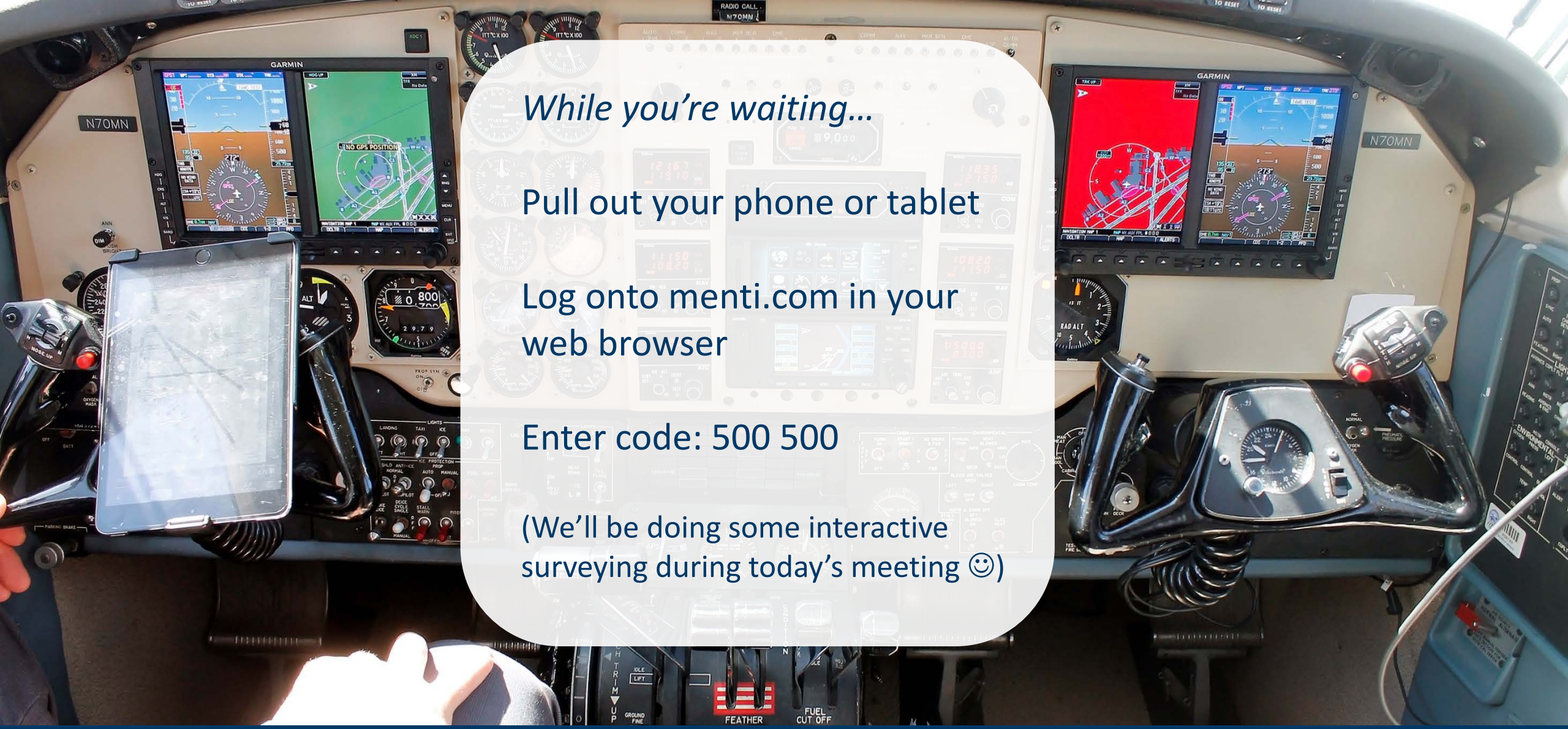

While you're waiting…

Pull out your phone or tablet

Log onto menti.com in your web browser

Enter code: 500 500

(We'll be doing some interactive surveying during today's meeting ☺)

Welcome to the First SAC Meeting!

(We need your help in elevating this effort)

MinnesotaGO
A Collaborative Vision for Transportation

State Aviation System Plan

SASP Advisory Committee Meeting #1

MnDOT Office of Aeronautics

Minnesota GO
A Collaborative Vision for Transportation

State Aviation System Plan

"A description and assessment of the performance of the current aviation system as well as guidance for the future development of aviation in Minnesota."

Provides a 20-year direction

Identifies needs of the system

Minnesota's State Aviation System Plan (SASP)

Agenda

- Welcome
- SASP Advisory Committee
- Project Overview
- Public Involvement Plan

- Break -

- Assessment of Prior Efforts
- Aviation Trends
- Next Steps

SASP Advisory Committee

SAC’s Purpose

- Help set policy direction for the SASP
- Generally help decide:
  - what the SASP should and shouldn't look at
  - what things the SASP should and shouldn't be measuring
  - come up with a strategic direction for the SASP

Contrasted with…

TAC’s Purpose

- Take the policy directions provided by SAC and turn it into a specific roadmap for SASP success
- When the SAC suggests a certain performance measure, it is the TAC that will define the terms of the measure, and set the bar of success for that measure

Some examples of how that might play out…

Some examples that might play out:

SAC = Strategy Objectives

TAC = Strategic workplan to achieve objectives

SAC = measure system adequacy of airport zoning

TAC = adequacy means an ordinance that meets 95% or state standard

SAC = The SASP should further define intermediate airports into multiple categories

TAC = Intermediate airports less than 3,000' are I-1, 3,000-3,800 I-2, 3,800'-4,999', I-3


HELLO
my name is
Introductions

Who’d we miss?

- Anybody else that should be on SAC or TAC?
- Do you agree with our “Additional Outreach” list?
  - (likely means setting up a meeting with them)

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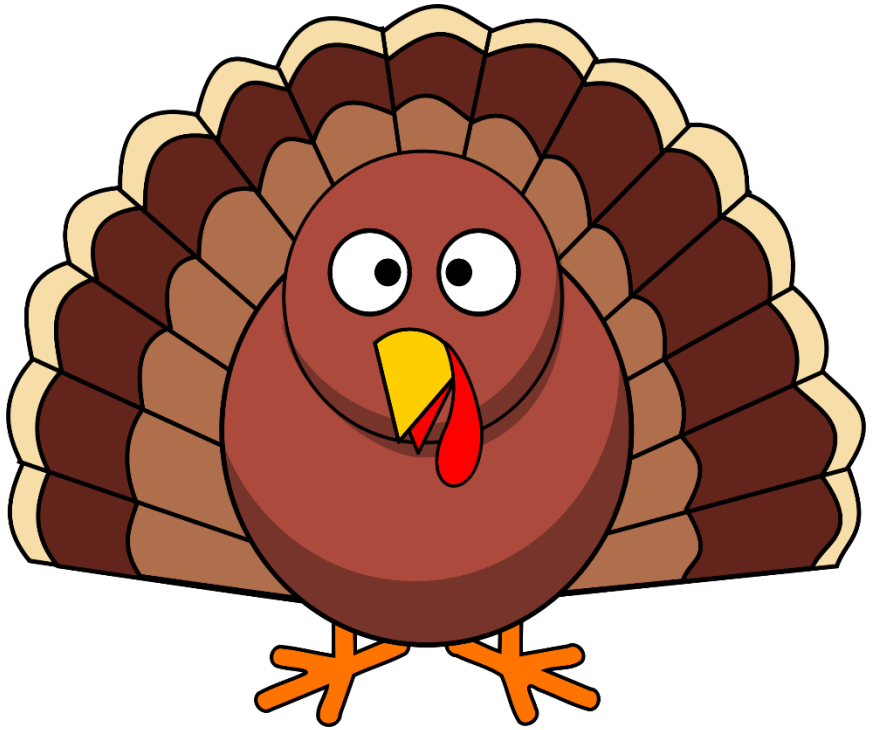

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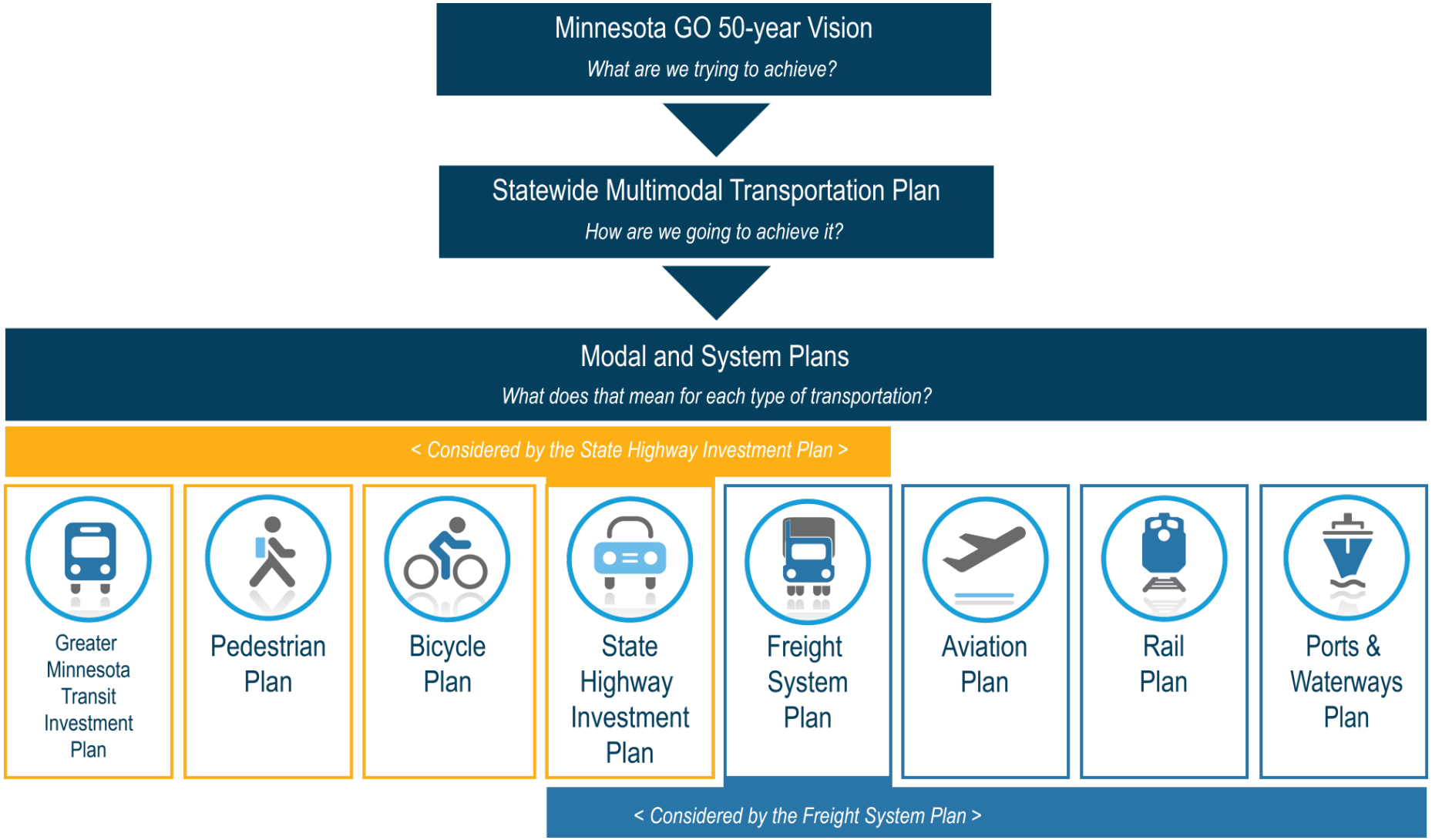
MinnesotaGO
A Collaborative Vision for Transportation

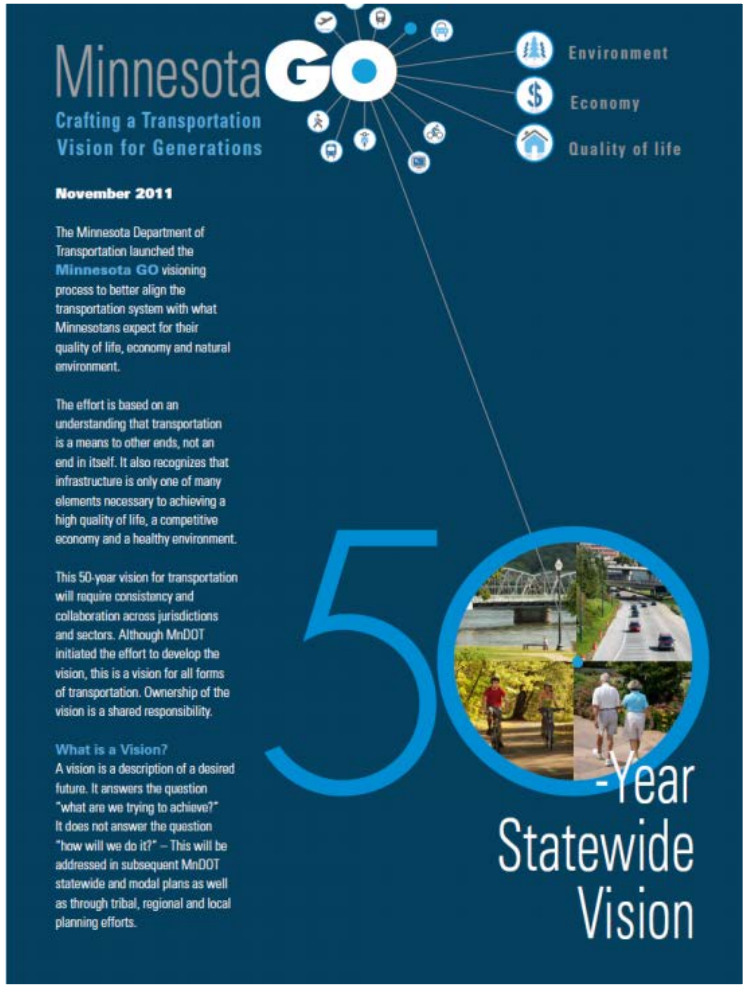
Overview of the SASP and Project Schedule

MnDOT Family of Plans



Minnesota GO Vision

Minnesota's multimodal transportation system maximizes the health of people, the environment and our economy.



Minnesota GO Guiding Principles

- Leverage public investments to achieve multiple purposes
- Ensure accessibility
- Build to a maintainable scale
- Ensure regional connections
- Integrate safety
- Emphasize reliable and predictable options
- Strategically fix the system
- Use partnerships

Statewide Multimodal Transportation Plan

What is the SMTP?

- Minnesota's highest level transportation plan
- Translates the Minnesota GO Vision into overarching policy direction for MnDOT and other transportation partners
- 20 year plan, updated every 5 years

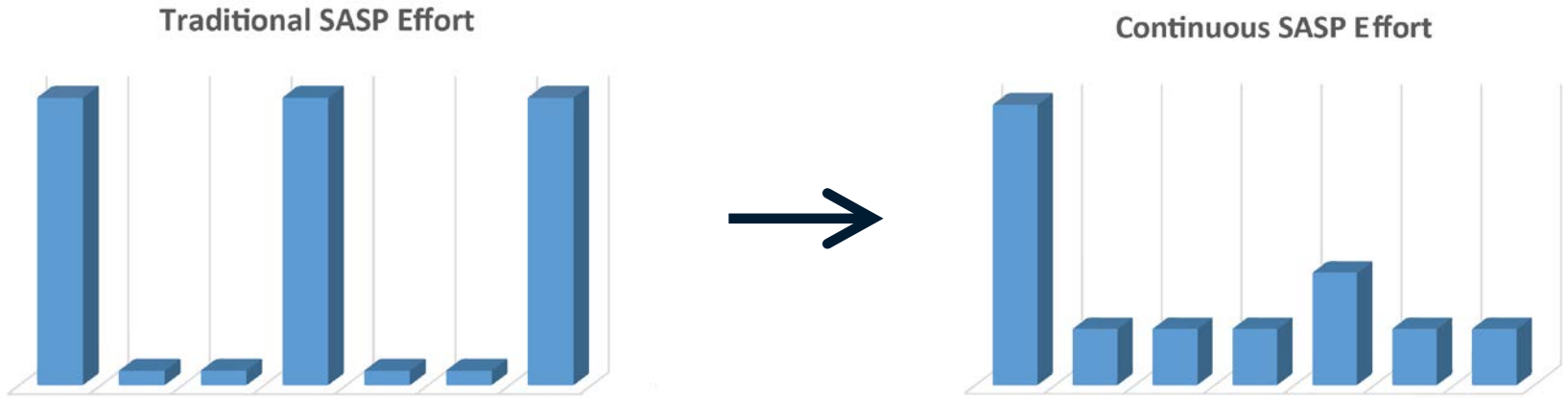
Mentimeter

What is a SASP?

- “A description and assessment of the performance of the current aviation system as well as guidance for the future development of aviation in Minnesota.”
- Provides a 20-year direction
- Identifies needs of the system

Assessment of Prior Efforts

- Progress on goals/strategies
- Identify Strengths/Weaknesses of 2012 SASP
- Move to Continuous SASP
  - Data always current
  - State of system is always known
  - Leverages existing work

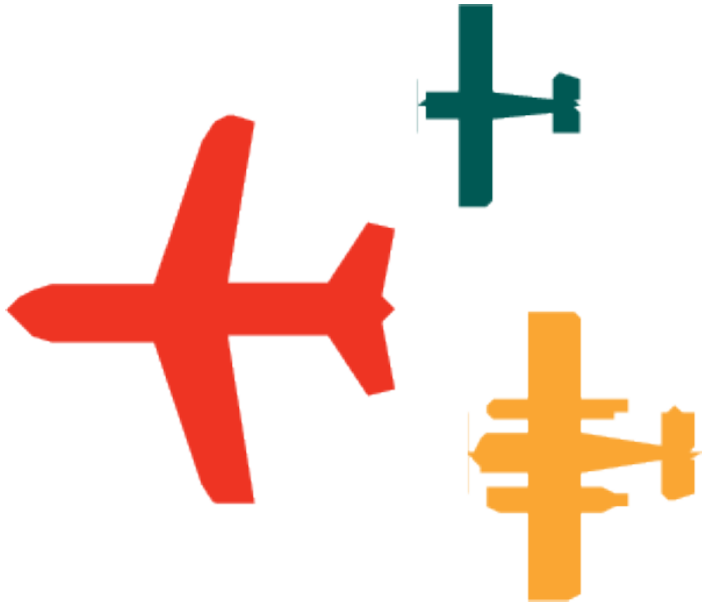


Trends Identification

- Trends affecting the aviation industry will be identified
- Brief summary of trends prepared
- This will help guide the development of metrics

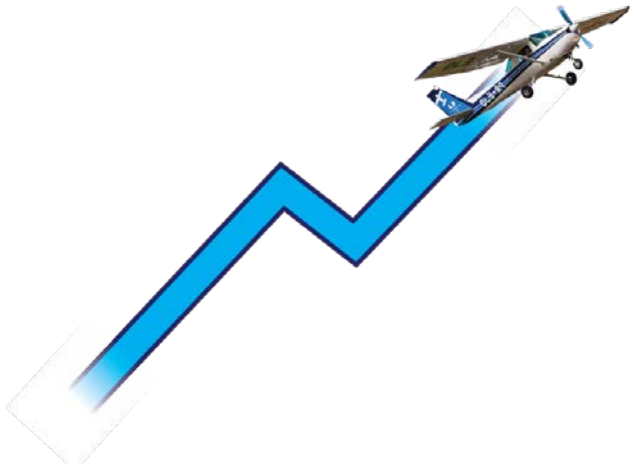
Airport Classification Review

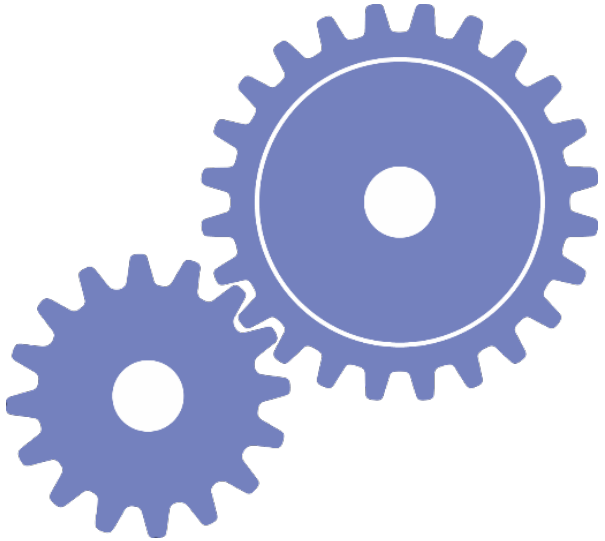
- Defines the system (private, heliports, seaplane, etc.)
- Determines best way to group airports
- Provides common performance metrics



Minimum System Objectives / Performance Measures

- Well defined criteria for measuring the system
- Identifies gaps where investment needed
- Builds tension in the system to improve





Inventory Needs and Methods

- What data is needed to deliver Minimum System Objectives/Performance Measures
- Where the data comes from and who is to seek it out

Metrics (Questions) → **Data** (Answers)

Phase 2

- Collect the data identified in Phase 1
- Publish the SASP
- Minnesota Airport Economic Impact Study
- Assess need and plan for implementing statewide
  - Pavement Management Plan
  - Airports GIS
  - Vegetation Management Plan

Statewide Ancillary Studies

- Possible statewide ancillary studies
  - Air Cargo
  - Air Service
  - Investment Planning
  - Asset Management
  - Economic Impact
  - Others?
- Other discussed in the past
  - Statewide NavAids Plan
  - Aviation Towards Zero Deaths Plan
  - Statewide Pavement Management Plan
  - Statewide GIS Plan
  - Land Use Compatibility Plan
  - Airport Road Access Study
  - Statewide Vegetation Management Study

- **Air Cargo Study:** A study to better understand the role and contribution of Air Cargo in Minnesota
- **Air Service Study:** A statewide study of commercial aviation needs and the various factors influencing air service trends and passenger leakage (choosing another airport over their local one)
- **Investment Plan:** A 20-year plan for deciding and communicating aviation capital investment priorities for MN's system over the next 20-years
- **Asset Management Plan:** A guide to maximize airport infrastructure management through analysis of life-cycle costs, risk evaluation, and identification of asset condition performance measures and targets.
- **Economic Impact Study:** A comprehensive study and assessment of aviation's impact on state and local economies.

Public Involvement Plan

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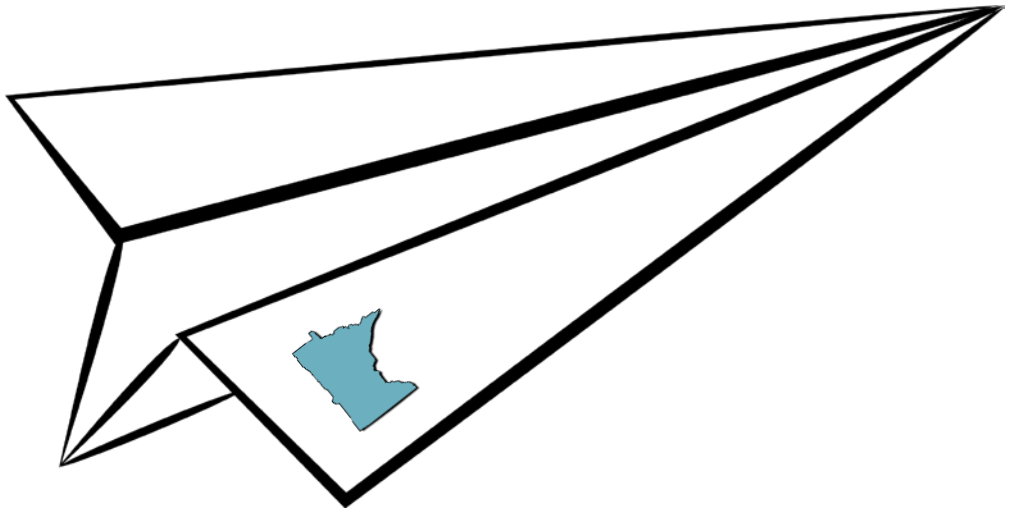


PIP Development

- Collaborated with MnDOT Offices of:
  - Transportation System Management (Multimodal Plan)
  - Transit
  - Public Engagement

Multimodal Plan

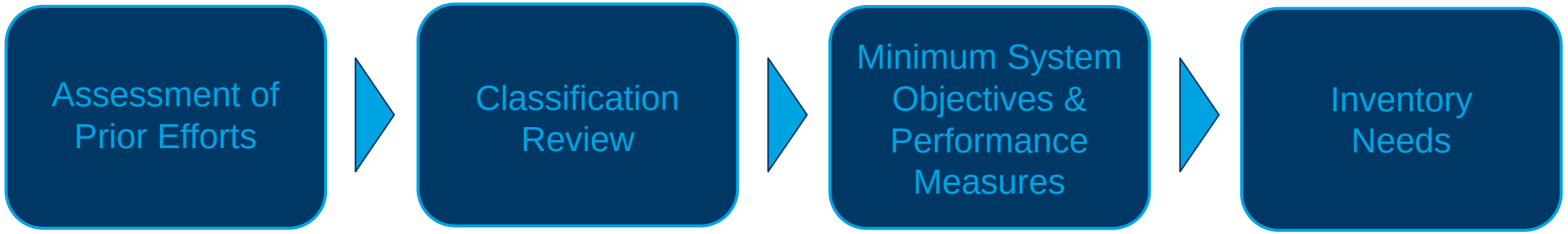
Greater Minnesota Transit Plan

PIP Philosophy

- Mission: Make the SASP more relevant to more people more of the time
- The users of the SASP know how it could be improved and non-users know what would make it more useful
- The plan will be better for knowing these ideas

Project Stages

- The SASP will advance through stages, each building on the next
- Type of outreach and targeted audience will change through each stage



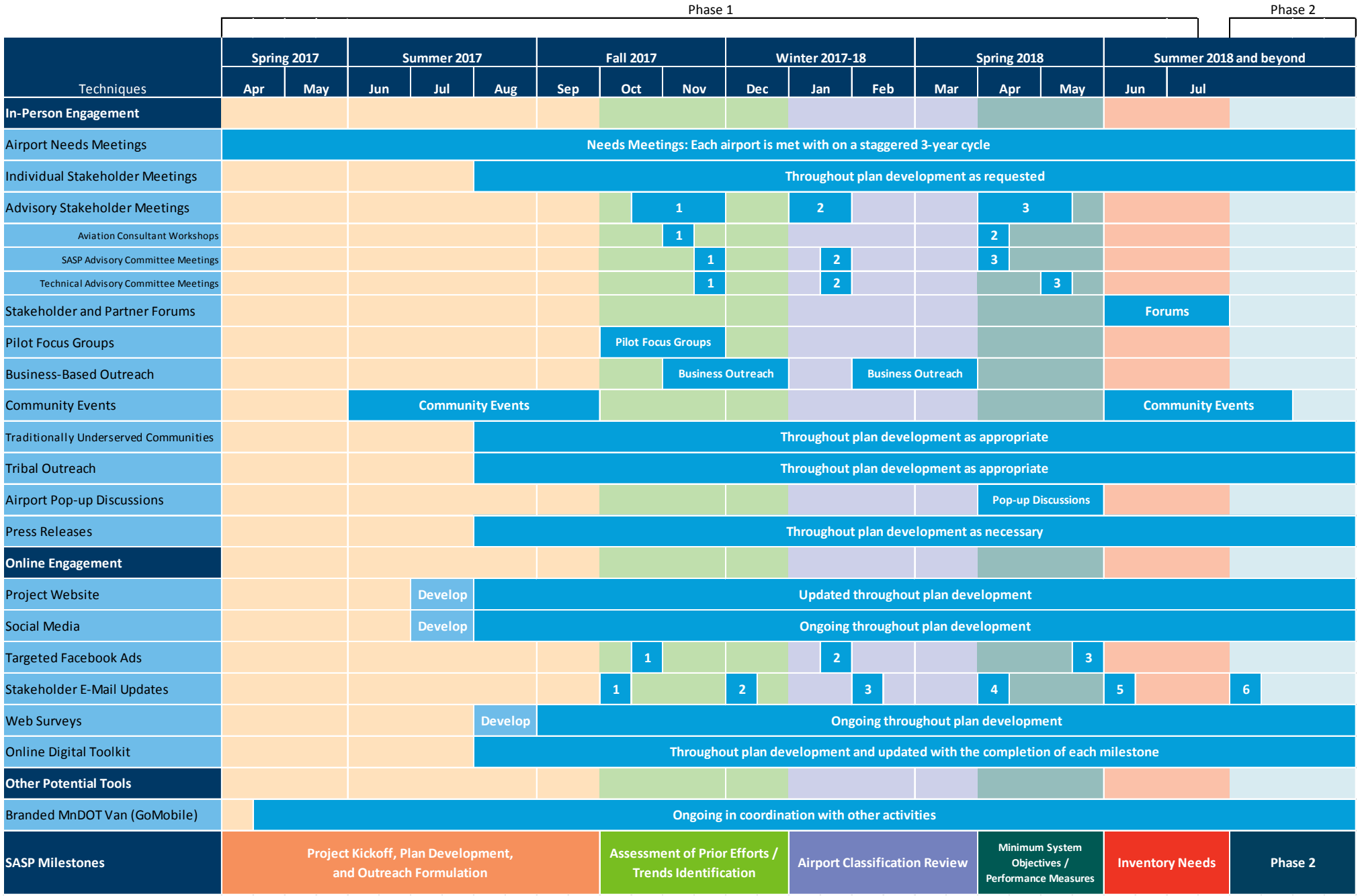
In-Person Engagement

Advisory Structure

- MnDOT Internal Advisory Group
- SASP Advisory Committee (SAC)
- Technical Advisory Committee (TAC)
- Aviation Consultant Workshops

Online Engagement

SASP Public Involvement Schedule



Engagement Underway

- Completed
  - ✓Minnesota Airports Conference
  - ✓Great Minnesota Aviation Gathering
  - ✓Duluth Airshow
  - ✓Flying Cloud Air Expo
  - ✓EAA AirVenture Oshkosh
  - ✓MPO Summer Workshop
  - ✓RDC Conference
  - ✓Lots of Fly-ins

What we've learned

What do you consider when deciding which airport to visit?

Courtesy Cars

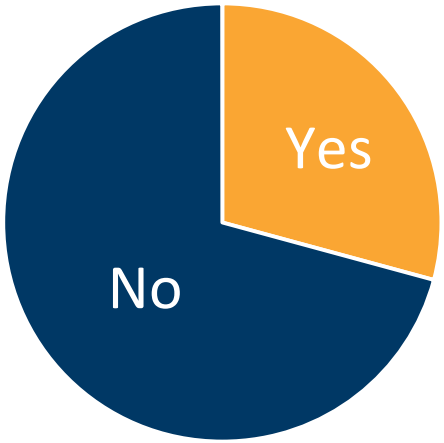
Fuel Price

Quality of Arrival/Departure Building

Local Attractions

Approaches / Navigational Aids

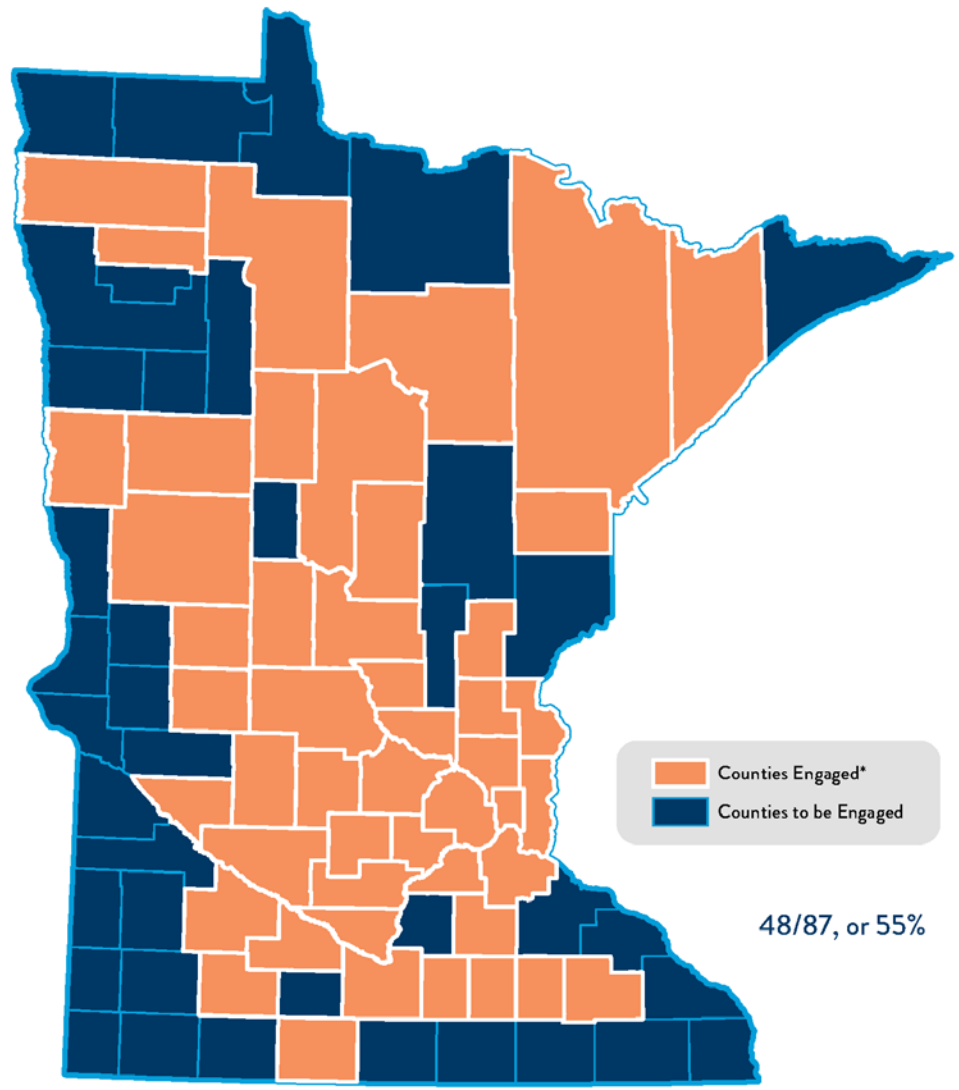
Had you heard of the SASP before today?



How much do you think aviation contributes to the economic vitality of your community?
(1 = Not at all, 10 = A tremendous amount)

2 out of **3** people voted **8** or higher

Counties Engaged for SASP



48/87, or 55%

*This means we have received input from a resident of the county at some point in our public outreach for the State Aviation System Plan

Break

Assessment of Prior SASP

Mentimeter

Task Overview

- Progress on goals/strategies
- Identify Strengths/Weaknesses of 2012 SASP
- Move to Continuous SASP
  - Data always current
  - State of system is always known
  - Leverages existing work

Anatomy of the SASP

Objective

What it is:
High-level goal statement

Applicable to:
All aviation partners

Timeframe:
20 years

Performance Measure

What it is:
Metric used to track progress toward the objective

Applicable to:
Varies by measure

Timeframe:
Reported annually

Strategy

What it is:
Overarching direction to support the objective

Applicable to:
Varies by strategy but generally includes multiple partners

Timeframe:
20 years

Work Plan

What it is:
Specific activities that help advance the objective and strategies

Applicable to:
MnDOT Aeronautics

Timeframe:
4 years

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SASP 2012 Objectives

- Safety
  - Enable development of Minnesota's aviation system to minimize and/or reduce aviation fatalities and injuries and also enhance the overall safety of airport operations
- Mobility
  - Ensure the people and businesses of Minnesota have convenient access to the air transportation network
- Financial Opportunity and Responsibility
  - Improve system airports' ability to become more financially sustainable, attract appropriately planned economic development opportunities, and fit into the context of the community from which it receives support
- Operations
  - Ensure the system is operated in a manner that users can rely upon
- Asset Management
  - Ensure the structural integrity of existing airport infrastructure to meet the needs of the current system without compromising future needs

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SMTP Policy Objectives

- Open Decision Making
  - How we make decisions, who is involved and how we communicate those decisions
- Transportation Safety
  - Safety of users of the system and the communities the system travels through
- Critical Connections
  - Availability and reliability of connections for all modes
- System Stewardship
  - Asset management, system management and system resiliency
- Healthy Communities
  - The relationship between transportation and the environment, economy, health, land use, etc.

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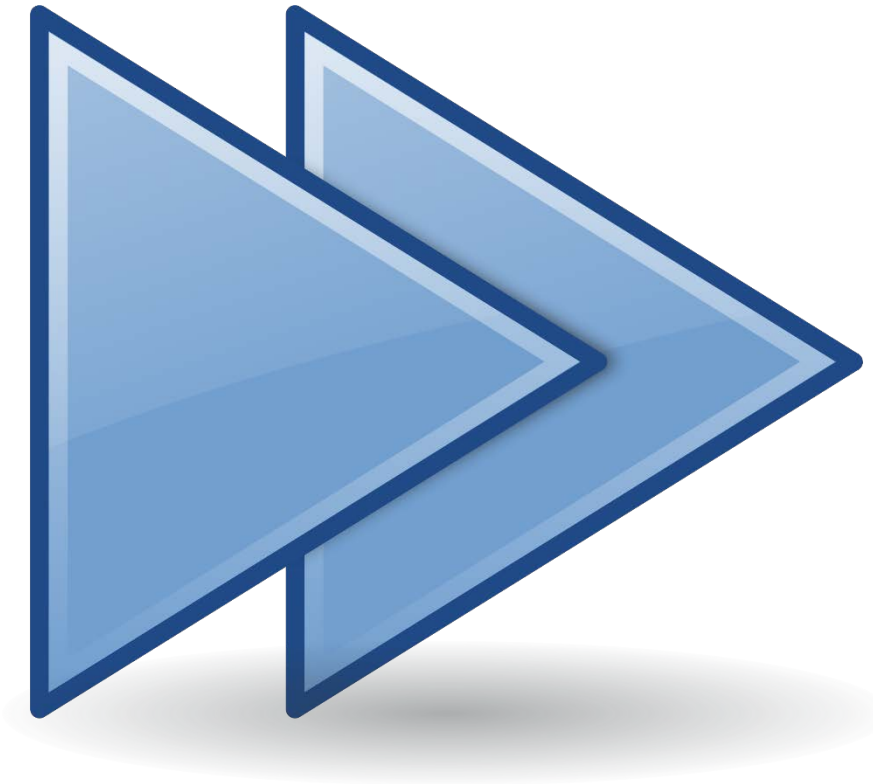


Trends

Task Overview

"Minnesota is changing. Future changes will create new demands on the transportation system. Learning about these changes is a vital part of planning a safe and efficient transportation system. The Minnesota GO Vision calls for a transportation system that can adapt to whatever the future might hold."

Trend Identification

What is a trend?

- “A general direction in which something is developing or changing.” (Google)
- Historical context and future projections
- Problem v. Trend
  - Problem: We have a lot of pavement in poor condition
  - Trend: Our roadway infrastructure is aging and condition will continue to worsen

Why did the SMTP use Trends?

How we used trends:

- Trends highlighted key topics for the SMTP to address
- Engagement helped prioritize among topics and identify areas of emphasis
- Technical and policy analysis related to trends helped to refine the SMTP policy direction and work plan activities

SMTP Trends

Climate Change
Environmental Quality

ENVIRONMENT

Urban & Rural Population Trends
Transportation Behavior Changes
Mobility as a Service
Teleworking & e-Shopping

BEHAVIOR

Demographic Trends in Minnesota
Urban & Rural Population Trends
Racial Disparities & Equity
Minnesota's Aging Population
Health Trends in Minnesota

POPULATION

Economic Sectors & Employment Patterns
Freight Rail in Minnesota
Aging Infrastructure
Public-Private Partnerships
New Logistics
Dynamic Road Pricing

ECONOMY

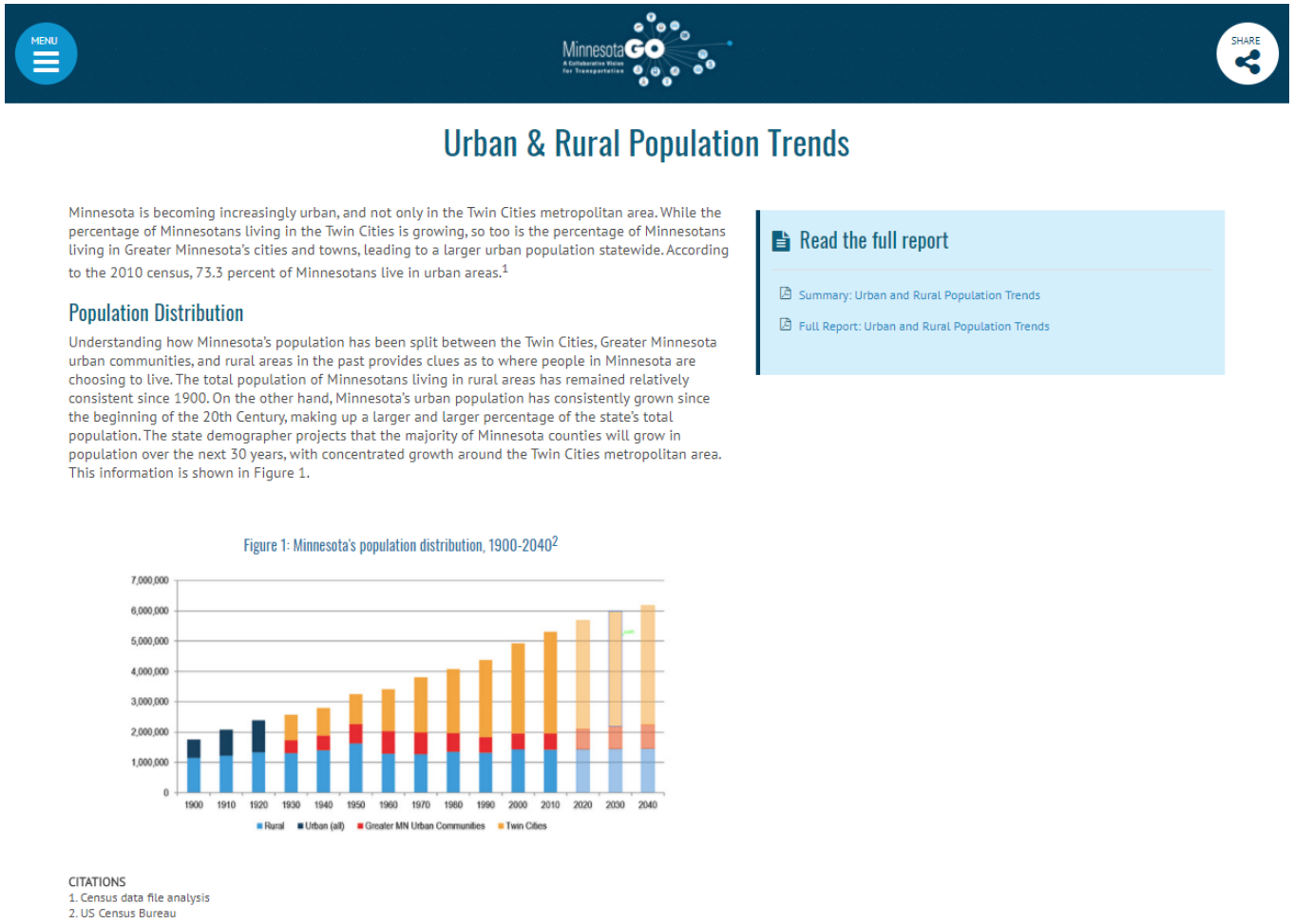
Autonomous Vehicles
Mobile Telecomm & Activity in Motion
Sensors, Monitors & Big Data
Electrification & Alternative Fuels
Unmanned Aircraft Systems/Drones

TECHNOLOGY

Trend Library

Full trend reports and summaries available at:

www.MinnesotaGO.org



Top Trends

Minnesota is changing.

Which of these trends are most important for MnDOT to consider as we plan for the future?

Influence of Trends

Example: Urban & Rural Population Trends

Identified as a trend that impacts transportation

- Analysis conducted
- Trend report developed

Prioritized as a top trend from engagement

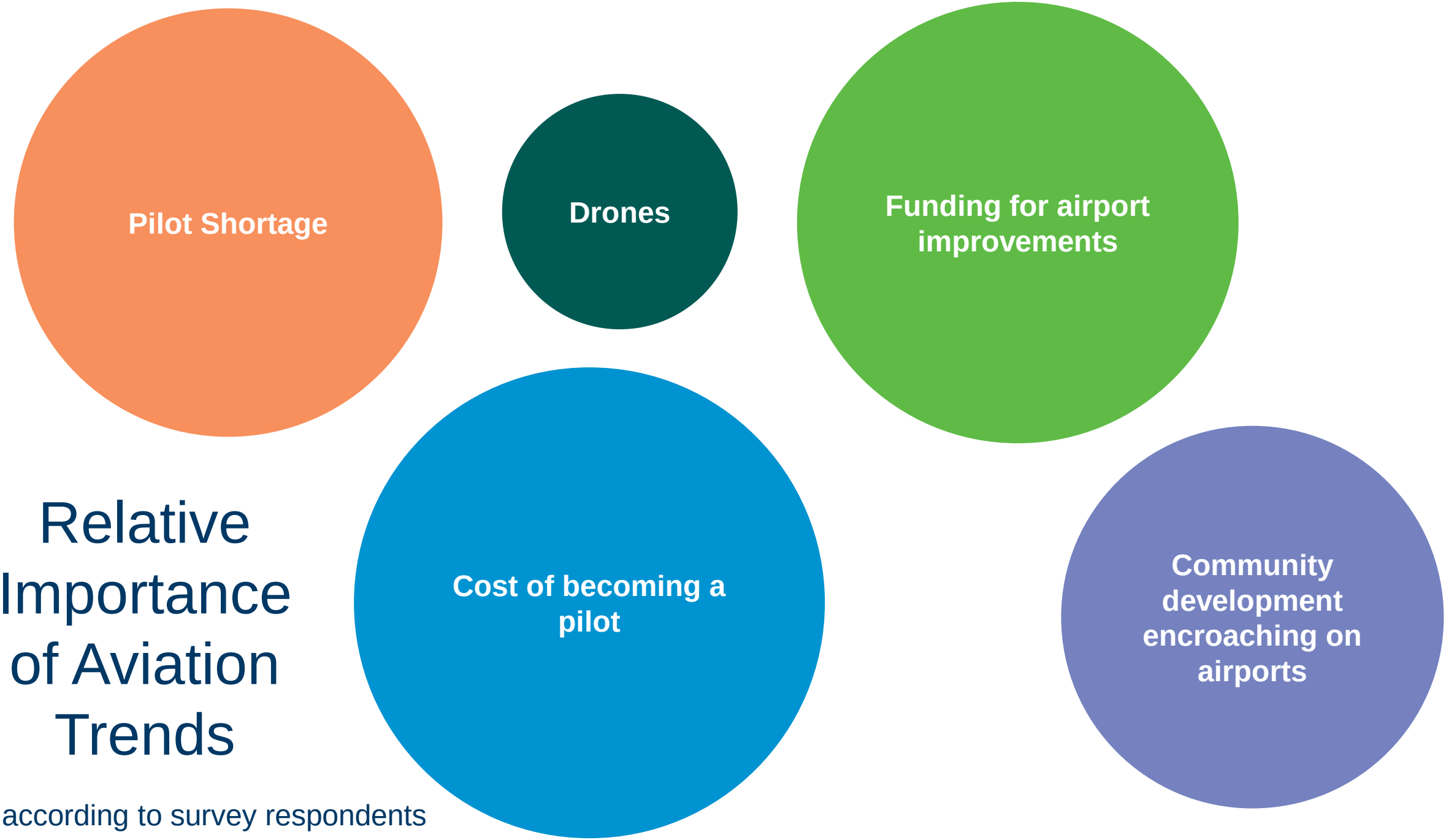
- “Recognize different contexts and have different goals/objectives for each.”

SMTP includes related policy direction and work plan activities

- Urban/rural performance reporting
- Work plan activity to establish context designations

Relative Importance of Aviation Trends

…according to survey respondents



Trends collected thus far…

Drones

Use of bonding to fund airport projects

FAA's introduction of unclassified airports

Fleet changes

Changing Fed/State/Local funding levels

Fuel type changes

EAS

Increased funding needs/project costs

Commercial service trends

Change in aircraft types within the airlines

Shift from ground to satellite navigation

Pilot shortage

Aging aircraft

…did we miss any?

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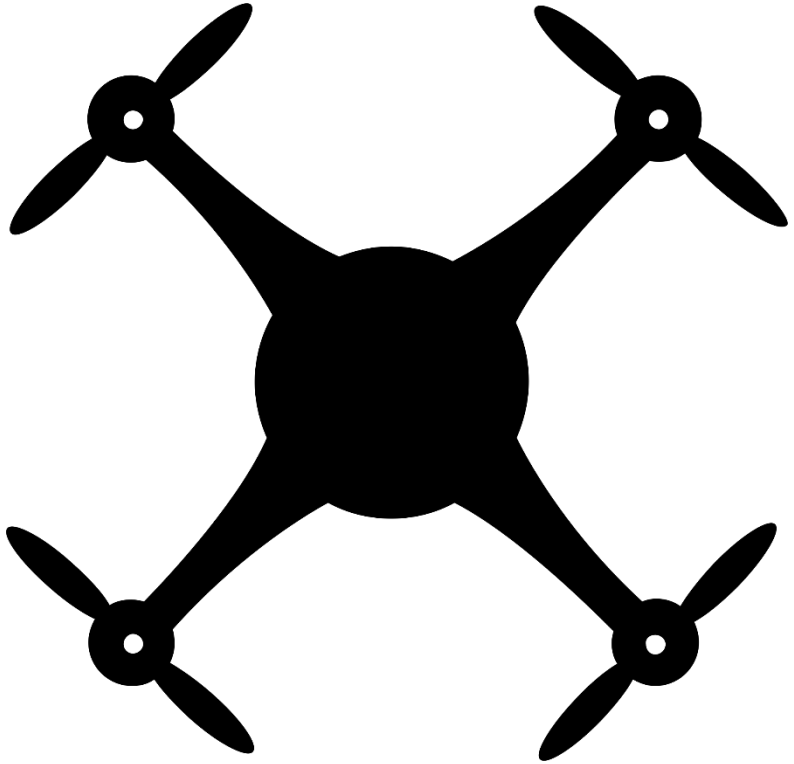

Next Steps

In the meantime

- TAC Meeting next week – November 30th
- Pilot Focus Group – December 7th

Wrap-up

- Meeting recap
- Next Meeting – January 17th
  - Agenda Topics (Airport Classification Review)
  - Preferences? (duration, time of day)
- Committee Membership Adjustments
  - Any ideas?
  - Other groups for our ‘Additional Outreach’?

Thank you!