

Transportation Committee

For the Metropolitan Council meeting of January 22, 2014

Subject: Review of Metropolitan Airports Commission (MAC) 2014-2020 Capital Improvement Program (CIP)

Proposed Action

That the Metropolitan Council find:

- 1) That the Metropolitan Airports Commission (MAC) has an adequate public participation process for the development and review of its 2014-2020 Capital Improvement Program (CIP), including preparation of an assessment of environmental effects (AOEE) for 2014 projects with potential environmental effects.
- 2) That there are no projects that need to be approved in the CIP, since no projects meet both the funding level and "significant effects" criteria.
- 3) That the 2014 CIP projects are in conformance with the region's Aviation System Plan and consistent with Council policy.

Summary of Committee Discussion/Questions

MTS Senior Planner Russ Owen presented this item. There were no questions from committee members.

Motion by Elkins, seconded by Rodriguez and passed. Hearing no objection, Chair Duininck stated that this item could proceed to the Council as a consent item.

Transportation Committee

Meeting date: January 13, 2014

For the Metropolitan Council meeting of January 22, 2014

Subject: Review of Metropolitan Airports Commission (MAC) 2014-2020 Capital Improvement Program (CIP)

District(s), Member(s): All Districts & Members

Policy/Legal Reference: MS 473.145, 473.165, 473.621 Sd 6&7

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: Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council find:

- 4) That the Metropolitan Airports Commission (MAC) has an adequate public participation process for the development and review of its 2014-2020 Capital Improvement Program (CIP), including preparation of an assessment of environmental effects (AOEE) for 2014 projects with potential environmental effects.
- 5) That there are no projects that need to be approved in the CIP, since no projects meet both the funding level and "significant effects" criteria.
- 6) That the 2014 CIP projects are in conformance with the region's Aviation System Plan and consistent with Council policy.

Background

The MAC annually prepares a CIP for projects at MSP International Airport and their six General Aviation reliever airports. Under state statutes 473.181 and 473.621 the Council must:

- Determine adequacy of public participation in the CIP process,
- Approve CIP projects meeting certain dollar thresholds and "significant effects" criteria,
- Review and comment on all projects for consistency with the Transportation Policy Plan (TPP), including planning and environmental concerns.

An Assessment of Environmental Effects (AOEE) has been prepared for 2014 projects with potential environmental effects, and MAC has in place an adequate public participation process for development and review of its AOEE and CIP.

The following 2014 MSP projects meet the \$5 Million MSP threshold criteria but do not meet the other "significant effects" criteria to trigger project approval:

- TSA West CBIS Equipment Upgrade – \$ 16.3 M
- Restroom Upgrade Program – \$ 8.5 M
- Terminal 2 – Humphrey North Expansion (Gates 11-13b) - \$35.0 M

Federal, state and MAC funding has been identified by the MAC for most projects in the 2014 CIP. The TSA West Check Baggage Inspection System (CBIS) equipment upgrade is 100% funded by the Transportation Security Administration (TSA). The Commission has not yet taken action on the funding plan for the Humphrey North Expansion.

All projects in MAC's 2014 CIP appear consistent with the Transportation Policy Plan (TPP). All of the 2014 MSP projects were evaluated in the 2020 EA for MSP that received a Finding of No Significant Impact (FONSI) in March of 2013.

Rationale

Annual oversight review is needed to meet statutory requirements and to ensure that proposed project scopes and costs are responsive to system needs and conditions. Seven "significant effects" criteria (see criteria A-H in Table 1) determine projects that effect the orderly and economic development of the metropolitan area. There are no projects in 2014 that exceed the financial threshold and significant effects criteria that require Council approval.

Funding

No funding implications for the Council.

Known Support / Opposition

On December 18, 2013 the TAB accepted the analysis below of the 2014-2020 CIP completed by Council staff and TAC Aviation Task Force and recommended to forward to the Metropolitan Council for its consideration.

REVIEW FINDINGS for 2014-2020 CIP

Findings for the various review categories are discussed below.

1. Adequacy of public participation in the CIP review process:

Under state law the Council must make a determination as to adequacy of the process for public participation in the MAC capital improvement program. The 2014-2020 capital improvement process involved scheduled meetings, public notices and public hearings for discussion of the projects. Many of these meetings were advertised in the local newspapers and had a 30-day comment period. The public hearings were held during the MAC committee meetings. The process included distribution of financial and environmental information that was both mailed and made available electronically. CIP materials were mailed to "affected communities", which are defined as communities that border a MAC-owned airport, as well as communities that contact the MAC to be added to the distribution list. Potential cumulative environmental effects of the proposed projects were the subject of a public hearing and comments were responded to by the Commission. These actions are consistent with the TPP Policy 6, *Public Participation in Transportation Planning and Investment Decision* and Policy 23 *Agency and Public Coordination*.

Finding: The MAC has conducted an adequate public participation process for development and review of its Capital Improvement Program.

2. Project Funding

The 2014 projects are funded from a variety of sources including passenger facility charges (fees), federal grants, state grants, internally generated funds and bond proceeds. MAC has sufficient funds to implement the capital program, including revenues generated by a bond sale MAC conducted in 2010. Project funding is consistent with TPP Policy 26, *Adequate Aviation Resources*, which states public investments in air transportation facilities should respond to forecast needs and the region's ability to support the investment over time.

Finding: That adequate federal, state and local funding for the 2014-2020 CIP has been identified by the MAC.

3. Review and Comment on all 2014 projects:

The Council reviews and comments on the consistency of all CIP projects at the MAC airports with airport plans, with the Council's Metropolitan Development Guide and other regional systems, and with local plans. Table 3 lists all of the 2014 projects. Most of the projects proposed in the CIP are on-site and involve general maintenance, service upgrades, operational improvements, and efforts to meet environmental and safety requirements. Consideration of these elements is consistent with TPP Policy 19, *Aviation and the Region's Economy*, Policy 21, *Consistency with Federal and State Plans/Programs*, Policy 22, *Airport Development Plans*, and Policy 25, *Airports and Land Use Compatibility*.

Finding: All of the 2014 projects are in conformance with the TPP and consistent with Council policy.

4. 2014 Projects Requiring Council Approval:

Under MN statute 473.621, Subd. 6 and Subd. 7, the Council must review the capital improvement projects and make a determination if any project has a significant effect on the orderly and economic development of the metropolitan area. No such project may be commenced without the approval of the Metropolitan Council. The 2014 projects have been reviewed for consistency against the seven legislatively defined criteria (shown in Table 1 as review criteria A-H) and applicable TPP policies. Three 2014 projects, the Restroom Upgrade, Checked Baggage Inspection System, Terminal 2 – Humphrey North Expansion, were identified as meeting the financial threshold but not meeting the significant effects criteria, therefore do not need to be approved by the Council. In addition Table 2 identifies potential projects in 2015-2020 which may meet the financial and significant effects criteria in the future.

Finding: Review of the CIP identified no projects requiring approval for 2014.

TABLE 1

SIGNIFICANT EFFECTS CRITERIA

2014 CIP PROJECTS	Prior Reviews/Actions		Capital				Review	Criteria *		
	LTCP	AOEE***	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)**
AIRPORT / PROJECT	<ul style="list-style-type: none"> Review Action 	<ul style="list-style-type: none"> EA-EAW Prepared EIS Reviewed NPDES Approved Legislative Requirement Regulatory Requirement Legal Requirement 	Project meets Dollar threshold at: MSP = \$5M Relievers = \$2M	Loc. of a New Airport	New Runway at an Existing Airport	A Runway Extension at an Existing Airport	Runway Strengthening other than routine maintenance.	New or Expanded Passenger Handling or Parking Facilities for 25% or more capacity increase.	Land Acquisition associated with the other criteria, or that would cause relocation of residential or business activities.	Project information made available by the MAC to affected cities for review.
MSP INTERNATIONAL AIRPORT 2014 Program: - Checked Baggage Inspection System (CBIS) -Restroom upgrade -Terminal 2 Expansion	<ul style="list-style-type: none"> 2030 LTCP Update Approved in 2010 	2020 Environmental Assessment Prepared	\$16 M \$ 8.5 M \$ 35 M					N N N		Y Y Y

ST. PAUL DOWNTOWN	<ul style="list-style-type: none"> • 2025 LTCP Approved in 2010 		None							
FLYING CLOUD	<ul style="list-style-type: none"> • 2025 LTCP Approved in 2010 		None							
CRYSTAL	<ul style="list-style-type: none"> • 2025 LTCP Approved 2008 	<ul style="list-style-type: none"> • LTCP Update being prepared 	None							
ANOKA CO. -BLAINE	<ul style="list-style-type: none"> • 2025 LTCP Approved in 2010 		None							
LAKE ELMO	<ul style="list-style-type: none"> • 2025 LTCP Approved 2008 	<ul style="list-style-type: none"> • LTCP Update being prepared • (EA completed for proposed new East Building Area). 	None							Y
AIRLAKE	<ul style="list-style-type: none"> • 2025 LTCP Approved 2008 	<ul style="list-style-type: none"> • LTCP Update being prepared • (negotiations on sewer & water service). 	None							Y

* Criteria as defined under MS 473.

** Requirements defined under MS 473.

*** See AOEE 2014-2020 Summary Environmental Assessment Attached

TABLE 2

MAC PROJECTS ANTICIPATED TO MEET THE \$5M (MSP) AND \$2M THRESHOLDS FROM 2014 – 2020:

Airport	2014	2015	2016	2017	2018	2019	2020
MSP Environmental	Noise Mitigation	Noise Mitigation	Noise Mitigation				
MSP Terminal 1 Lindbergh	-TSA West CBIS/Equipment Upgrade - \$16M - Restroom Upgrade-\$8.5M -Concourse G Roof Replacement - \$6M	-Baggage Claim, Ticket Lobby, Op Improvements, Blast Mitigation - \$25M - Restroom Upgrade-\$8.5M	-Baggage Claim, Ticket Lobby, Op Improvements, Blast Mitigation - \$30M	- Baggage Claim, Ticket Lobby, Op Improvements, Blast Mitigation - \$45M -Replacement of Jet Bridges \$7M	- Baggage Claim, Ticket Lobby, Op Improvements, Blast Mitigation - \$50M -Replacement of Jet Bridges \$7 M -Ticket Counter Expansion \$5.9M -Concourse G Rehabilitation \$5M -T1 and T2 Recarpeting program - \$7.1M	- Baggage Claim, Ticket Lobby, Op Improvements, Blast Mitigation - \$30M -Replacement of Jet Bridges \$6 M -CBP Primary Relocation Gates G8-9-\$51M - Folded Plate Roofing Replacement \$34M -Concourse G Rehabilitation \$5M -T1 and T2 Recarpeting program - \$7.1M	- Baggage Claim, Ticket Lobby, Op Improvements, Blast Mitigation - \$20M -Replacement of Jet Bridges \$6 M -Concourse G Rehabilitation \$5M -T1 and T2 Recarpeting program - \$7.1M
MSP Airfield		- Pavement Aprons Rehabilitation - \$7.6			-Taxiway Pavement Reconstruction \$7.5 M		

		M					
MSP Terminal 2 Humphrey	North Expansion Gates 11-13b - \$35M	-iVISN Improvements- \$7M		- Public Safety Facility- \$35M – this is not a T2 project. It is considered to be under the Police cost center.	- Apron Fueling Expansion South - \$18M -Gates 14-16 - \$65M	- Apron Fueling Expansion South - \$18M -Terminal Utilities Relocation -\$5M	- Apron Fueling Expansion South - \$22M -Gates 17-27 - \$65M
Lake Elmo Airport				Runway 14/32 Runway Reconstructions \$ 5M			East Building Area \$ 2.8 M
Airlake Airport					- South Building Area Dev. \$ 2.7 M		- Runway 12/30 Extension \$ 8 M
Flying Cloud Airport							Equipment Storage Building - \$2.5M
Anoka County- Blaine Airport							Building Area Development – 2.4M

TABLE 3
2014 MAC CIP PROJECTS

2014 Capital Improvement Projects

Minneapolis- St. Paul International Airport (MSP)	Cost (\$)
Projects	
Noise Mitigation Program	
Noise Mitigation Settlement	900,000
Terminal 1- Lindbergh	
Telecommunications Room Equipment Continuity and Security	3,300,000
Fall Protection Program	100,000
TSA west CBIS Equipment Upgrade	16,300,000
Facilities Rehabilitation	
Electrical Infrastructure Rehabilitation Program	2,500,000
Terminal Miscellaneous Modifications	2,400,000
Building Exterior Rehabilitation	
Terminal Electrical Modifications	
Terminal Mechanical Modifications	
Terminal Miscellaneous Modifications	
MSP Campus Modifications	

Emergency Power Upgrades	2,300,000
Lower Level Roadway/GTC Water Infiltration Mitigation	1,000,000
Restroom Upgrade Program	8,500,000
Air Handling Unit	1,500,000
Plumbing Infrastructure Upgrade Program	500,000
Terminal Curtainwall Repair	100,000
Lifting Infrastructure Technology and Equipment	1,400,000
T1 Tram Systems Upgrade and Retrofit	200,000

Passenger Amenities

Art in the Terminal	250,000
Concessions Revenue Developments /Upgrades	200,000
Way-Finding Signage Improvements	600,000
T1 and T2 Ticket Counter Expansion	400,000

Operational Improvements

Open Architecture Building Automation (OABA)	1,500,000
Fiber Optic Cable Infrastructure Upgrade/Expansion	1,200,000
Wireless Network Control System	500,000
MACNet Upgrade- Connectivity Elements	3,000,000

Energy Management Center

Energy Savings Projects	2,000,000
Modular Cooling Tower Installation	1,800,000

Field and Runway

Airside Bituminous Rehabilitation/Electrical Construction	500,000
Pavement Joint Sealing/Repair	650,000
Pavement Rehabilitation - Aprons	3,700,000
Miscellaneous Airfield Construction	400,000

Terminal Roads/Landside

Tunnel/Bridge Rehabilitation	100,000
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Parking

T1/T2 Parking Structure Rehabilitation	2,500,000
T2 Purple Core Retrofit	1,000,000
T1 Parking Structure Drainage Mods	1,000,000

Terminal 2 – Humphrey

Operational Improvements

Incident Response Friends and Relatives Fit-Up	1,300,000
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Terminal 2-Humphrey North Expansion

Gates 11-13b	35,000,000
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Public Access/Roads

Landside Pavement Rehabilitation	400,000
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Roadway Fixture Refurbishment	100,000
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Environment

Sustainability Plan	700,000
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Ground Service Equipment (GSE) Electrical Charging Stations	1,000,000
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Metropolitan Reliever Airports	Cost (\$)
St. Paul Downtown (STP)	
Joint and Crack Repairs	100,000
MAC Building Maintenance	250,000
Pavement Rehabilitation Taxiway C	800,000
Electrical Vault Improvements	900,000
Lake Elmo (21D)	
No Projects	
Airlake (LVN)	
Maintenance Building Improvements	100,000
Flying Cloud (FCM)	
Commercial Development - All Relievers	200,000
Runway 10R-28L Grooving	500,000
Crystal (MIC)	
Pavement Rehabilitation	700,000
Roof Repairs/Replacement	250,000
Anoka County – Blaine (ANE)	
Runway 9-27 Grooving	500,000