

Transportation Committee

For the Metropolitan Council meeting of January 13, 2016

Subject: Review of Metropolitan Airports Commission 2016-2022 Capital Improvement Program (CIP)

Proposed Action

That the Metropolitan Council find:

1. That the Metropolitan Airports Commission (MAC) had an adequate public participation process for the development and review of its 2016-2022 Capital Improvement Program (CIP), including preparation of an assessment of environmental effects (AOEE) for 2016 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 2016 CIP projects are in conformance with the region’s Aviation System Plan and consistent with Council policy.

Summary of Committee Discussion/Questions

Owen stated that Bridget Rief and Jeff Hamiel from MAC will be presenting to the Council on Wed. 1/13/16. There were no questions from committee members regarding the business item.

Motion by Letofsky, seconded by Munt and carried.

Transportation Committee

Meeting date: January 11, 2016

For the Metropolitan Council meeting of January 13, 2016

Subject: Review of Metropolitan Airports Commission 2016-2022 Capital Improvement Program (CIP)

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

Policy/Legal Reference: MN Statutes 473.145, 473.165, 473.181 and 473.621 Sd 6&7

Staff Prepared/Presented: Russell Owen (651) 602-1724, Senior Planner - MTS

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

Division/Department: Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council find:

- 1) That the Metropolitan Airports Commission (MAC) had an adequate public participation process for the development and review of its 2016-2022 Capital Improvement Program (CIP), including preparation of an assessment of environmental effects (AOEE) for 2016 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 2016 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 its 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.

Attachment 1 explains the CIP implementation schedule which outlines MAC and Metropolitan Council responsibilities and timelines. An Assessment of Environmental Effects (AOEE) has been prepared for 2016 projects with potential environmental effects, and MAC has in place an adequate public participation process for development and review of its AOEE and CIP. MAC held a public hearing on the AOEE on November 2, 2015.

Attachment 2 identifies all projects requiring an environmental review. An Environmental Assessment Worksheet (EAW) was prepared for the 2016 Hotel Skyway project since this project was not included in the 2020 Environmental Assessment (EA). All other 2016 MSP projects were

evaluated in the 2020 EA for MSP, which received a Finding of No Significant Impact (FONSI) in March 2013 from the Federal Aviation Administration.

Attachment 3 shows projects that are anticipated to meet the \$5M and \$2M thresholds in the 2016-2022 CIP. The following 2016 projects meet the dollar threshold levels but do not meet the other "significant effects" criteria specified in state law to trigger project approval by Metropolitan Council:

- MSP - Mezzanine HVAC/AHU Replacements – \$ 16.7M
- MSP - Vertical Circulation Improvements - \$34.2M
- MSP – Passenger Boarding Bridge Replacements - \$ 8M
- MSP – Distributed Antennae System - \$ 5M
- MSP – Concourse A/G Connector Bridge (Hotel Skyway) -\$20M
- MSP - Terminal 1, Parking Ramp - Northwest Grade Separation - \$15.5M
- MSP - Terminal 1, Parking Ramp - Cargo and Stores Building - \$10.5M
- MSP - Terminal 1, Parking Ramp - Roadway and Plaza Relocation - \$100M
- MSP - Terminal 1, Parking Ramp - Parking Management Building and Revenue Control Facility - \$24M
- St. Paul - Runway 14/32 Pavement Rehabilitation - \$4M

Initial analysis of the future years (2017-2022) of the CIP shows that many projects will meet the dollar threshold of review but do not appear to meet the significant effects criteria. These projects will be re-evaluated on an annual basis. The Terminal 1 parking ramp project is in the planning and development phase, so it is not yet known whether it will trigger any of the significant effects criteria in upcoming CIP reviews.

All projects in the 2016 CIP appear consistent with the Transportation Policy Plan (TPP). Attachment 4 identifies no projects meeting statutory review criteria and requiring approval.

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 Attachment 4) determine projects that effect the orderly and economic development of the metropolitan area. There are no projects in 2015 that exceed the financial threshold and significant effects criteria that require Council approval.

Funding

No funding implications for the Council. Federal, state and MAC funding has been identified by the MAC for most projects in the 2016 CIP.

Known Support / Opposition

On December 16, 2015 the TAB reviewed the analysis by Council staff and recommended it be forwarded to the Metropolitan Council for its consideration.

ATTACHMENT 1) MAC PUBLIC PARTICIPATION PROCESS:

MAC - 2016 CAPITAL IMPROVEMENT PROGRAM IMPLEMENTATION SCHEDULE

CAPITAL IMPROVEMENT PROGRAM	RESPONSIBILITY	SCHEDULE
PROJECTS DEFINITION		January 2015
Initial CIP Discussions -----	MAC Airport Development	January 1 st - June 1 st
Requests for CIP Projects to Airport Development -----	MAC Departments	January 1 st – May 1 st
Develop Projects Scopes, Costs, and Prioritization -----	MAC Dept's & Airport Dev.	Feb. 1 st - July 31 st
Develop Draft Preliminary CIP -----	Airport Development	Feb. 1 st - July 31 st
PROJECTS ENVIRONMENTAL REVIEW		
Prepare AOEEs and EAWs as required-----	Environment	July 31 – Oct. 7 th
Notice of September PD&E Meeting mailed to Affected Municipalities -----	Airport Development	August 28 th
Recommendation by PD&E Committee to Commission of Preliminary CIP for Environmental Review/Authorization to Hold Public Hearing on AOEEs and EAWs -----	Airport Development	September 3 rd
Minutes of September PD&E Committee Meeting and Notice of September Commission Meeting mailed to Affected Communities -----	Airport Development	September 11 th
Approval of Preliminary CIP by Commission for Environmental Review/Authorization to Hold Public Hearing on AOEEs and EAWs -----	Airport Development	September 16 th
Preliminary CIP Mailed to Affected Communities -----	Airport Development	September 17 th
AOEEs and EAWs to EQB -----	Environment	October 7 th
Public Hearing Notice Published in EQB Monitor, starting the 30-Day Comment Period-----	Environment	October 14 th
Minutes of September Commission Meeting mailed to Affected Communities -----	Airport Development	October 22 nd
Public Hearing on AOEEs and EAWs at November FD&E Committee Meeting -----	Environment	November 2 nd
Thirty-Day Comment Period on AOEEs and EAWs ends -----	Environment	November 12 th
Final Date for Affected Municipalities Comments on Preliminary CIP to MAC -----	Affected Communities	November 12 th
Metro Council TAC Planning Review	TAC-Planning	November 12 th
Metro Council – TAC -----	TAC	December 2 nd
Notice of December PD&E Committee Meeting mailed to Affected Communities -----	Airport Development	November 28 th
Recommendation by PD&E Committee to Commission of Final CIP -----	Airport Development	December 7 th
Minutes of December PD&E Committee Meeting and Notice of December Commission Meeting mailed to Affected Communities -----	Airport Development	December 11 th
Metro Council – TAB Policy Committee & TAB-----	TAB	December 16 th

PROJECTS PLANNING and FINANCIAL REVIEW		
Approval of Final CIP by Commission-----	Airport Development	December 21 st
Notification of Commission action to EQB-----	Airport Development	December 21 st
CIP Distributed to MAC Departments, Met Council, State Historical Society and Affected Municipalities -----	Airport Development	December 21 st
Metro Council – Committee Action-----	Transportation Committee	January 11 th
Metro Council – Council Action-----	Metro Council	January 27 th
Minutes of December Commission Meeting mailed to Affected Communities -----	Airport Development	January 22 nd , 2016

Note: 1) All dates are tentative and subject to change. 2) Shaded items represent actions/dates which pertain to the Affected Communities as defined in Minnesota Statutes § 473.621, Subd. 6, as amended. 3) MAC = Metropolitan Airports Commission 4) PD&E = MAC Planning, Development and Environment Committee 5) AOEE = Assessment Of Environmental Effects 6) EAW = Environmental Assessment Work Sheet 7) EQB = [MN] Environmental Quality Board

ATTACHMENT 2) PROJECTS REQUIRING AN ASSESSMENT OF ENVIRONMENTAL EFFECTS (AOEE's):

Project Description	Are the Effects of the project Addressed in an Approved EAW, EA or EIS?	Environmental Categories Affected by the Project												
		Air Quality	Compatible Land Use	Fish Wild-life and Plants	Flood-plains and Flood-ways	Hazardous Materials, Pollution Prevention and Solid Waste	Historical, Architectural, Archaeological and Cultural Resources	Light Emissions and Visual Effects	Parks & Rec. Areas and Trails	Noise	Water Quality (Storm, Waste and Ground Water)	Wet lands	Infra-structure and Public Services	Farm land
MSP AIRPORT PROJECTS														
No EA or EIS Required for 2016 projects	MSP 2020 Environmental Assessment findings.	No Effects												
Hotel Skyway Project (2016)	EAW-Completed													
RELIEVER PROJECTS														
No Projects	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

ATTACHMENT 3) MAC PROJECTS ANTICIPATED TO MEET THE \$5M AND \$2M THRESHOLDS FROM 2016 – 2022:

Airport	2016	2017	2018	2019	2020	2021	2022
MSP Environmental	Noise Mitigation	Noise Mitigation	Noise Mitigation - \$ 7.5M	Noise Mitigation - \$ 7.5M			
MSP Terminal 1 Lindbergh	<ul style="list-style-type: none"> -Passenger Boarding Bridge Replacements - \$ 8 M -Concourse A/G Connector Bridge Phase 1 (Hotel Skyway) - \$20 M -Distributed Antennae System - \$5M -Mezzanine HVAC/AHU Replacements – \$ 16.7M -Vertical Circulation Improvements - \$34.2 M -Terminal 1, Parking Ramp, Northwest Grade Separation - \$15.5 M -Terminal 1, Parking Ramp, Cargo and Stores Building - \$10.5 M -Terminal 1, Parking Ramp, Roadway and Plaza Relocation - \$100 M -Terminal 1, Parking Ramp, Parking Management Building and Revenue Control System - \$24 M 	<ul style="list-style-type: none"> -Passenger Boarding Bridge Replacements - \$ 8 M -Baggage Claim Expansion - \$34.2 M -Outbound Baggage System -\$5 M -Ticket Lobby Operational Improvements - \$15.7 M -Parking Structure and RAC Facility - \$293 M -Concourse G Rehabilitation - \$6.5M -Taxiway Bravo and Quebec Centerline Lights - \$6.8 M -Freight Building Remodel for DHL - \$5M 	<ul style="list-style-type: none"> -Taxiway S Reconstruction - \$7.5M -Ticket Lobby Operational Improvements - \$10M -Concourse G Rehabilitation -\$5M 	<ul style="list-style-type: none"> -Baggage Claim Expansion - \$23.7 M -Ticket Lobby Operational Improvements - \$19.4M -Taxiway D Reconstruction -\$9.5M -Taxiway C1 Construction - \$5.5M -Vertical Circulation Improvements - \$24 M -Lower Level Curbside Expansion - \$12 M -Folded Plate Repairs - \$8.9M 	<ul style="list-style-type: none"> -ARFF #2 Facility - \$10.5M -FIS Operational Improvements -\$8.4M -Baggage Claim Expansion - \$41.4 M -East Curbside Upper Level Check-In- \$14.8M -Ticket Lobby Operational Improvements - \$16.5M --Folded Plate Repairs -\$8.9M -Concourse G Rehabilitation \$5M -Police, Safety and Ops Center -\$35M* 	<ul style="list-style-type: none"> -Checkpoint Expansion -\$10.5M -Replacement of Jet Bridges \$5M -Ticket Lobby Operational Improvements - \$10 M -CBP Primary Relocation Gates G8-9-\$51M --Folded Plate Repairs - \$8.9M -Concourse G Rehabilitation \$5M -Recarpeting Program \$7M 	<ul style="list-style-type: none"> -Checkpoint Expansion - \$25.1M -Concourse E Remodeling - \$41.5M --Folded Plate Repairs -\$8.9M -Concourse G Rehabilitation \$5M -Concourse G Rehabilitation \$5M -Recarpeting Program \$7M

MSP Airfield							
MSP Terminal 2 Humphrey					- Public Safety Facility- \$35M – this is not a T2 project. It is considered to be under the Police cost center	-T2 North Gate Expansion Design Fees- \$5M	
Lake Elmo Airport				Runway 14/32 Replacement- \$3M	Runway 14/32 Replacement- \$3M Airfield Modifications - \$3M	Runway 14/32 Replacement- \$3M Runway 04/22 Pavement Rehabilitation - \$4M	
Airlake Airport				South Building Area Development Phase 1- \$3.2M			Runway 12/30 Reconstruction \$ 3.5M Runway 12/30 Extension - \$8M
Flying Cloud Airport		Equipment Storage Building - \$2.5M					Runway 10L/28R Overlay Pavement Rehabilitation - \$2M
Anoka County-Blaine Airport							Building Area Development – 2.4M
St. Paul Downtown Airport	St. Paul Runway 14/32 Pavement Rehabilitation - \$4M			MAC Building Improvements - \$2M	St. Paul Runway 13/31 Safety Area Improvement -\$2 M	St. Paul Runway 13/31 Safety Area Improvement -\$2.5M	
Crystal Airport			Runway 14R/32L & Taxiway E Modifications - \$2M				

ATTACHMENT 4) 2016 PROJECTS MEETING STATUTORY REVIEW CRITERIA AND REQUIRING APPROVAL:

2016 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 2015 Program:	<ul style="list-style-type: none"> 2030 LTCP Update Approved in 2010 	.								

<i>ST. PAUL DOWNTOWN</i>	<ul style="list-style-type: none"> • 2025 LTCP Approved in 2010 		None							
<i>FLYING CLOUD</i>	<ul style="list-style-type: none"> • 2025 LTCP Approved in 2010 		None							
<i>CRYSTAL</i>	<ul style="list-style-type: none"> • 2025 LTCP Approved 2008 		None							
<i>ANOKA CO. -BLAINE</i>	<ul style="list-style-type: none"> • 2025 LTCP Approved in 2010 		None							
<i>LAKE ELMO</i>	<ul style="list-style-type: none"> • 2025 LTCP Approved 2008 	Updated LTCP in development	None							Y
<i>AIRLAKE</i>	<ul style="list-style-type: none"> • 2025 LTCP Approved 2008 	(negotiations on sewer & water service).	None							Y

* Criteria as defined under MS 473.

** Requirements defined under MS 473.

*** Per AOEE 2016-2022 Summary Environmental Assessment