

## Transportation Committee

For the Metropolitan Council meeting of January 11, 2017

**Subject:** Review of Metropolitan Airports Commission 2017-2023 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 2017-2023 Capital Improvement Program (CIIP), including preparation of an assessment of environmental effects (AOEE) for 2017 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 2017 CIP projects are in conformance with the Region’s Aviation System Plan and consistent with Council policy.

### Summary of Committee Discussion/Questions

Metropolitan Transportation Services Senior Planner Russ Owen presented this item and MAC Representative Bridge Rief was also present to answer questions, if any. Schreiber questioned how the Lake Elmo Airport plans fit into the findings. Owen replied that the work at the Lake Elmo Airport is scheduled for 2019 or 2020 and is part of the CIP now although in the “out” years. The Metro Council will also be approving a CIP for the years 2019 & 2020 when that time comes. Rief answered questions from Munt about the noise mitigation program for homes. Rief also answered questions from McCarthy about non-aeronautical parcels on airport property.

Motion by Barber, seconded by McCarthy and passed.

## Transportation Committee

Meeting date: January 9, 2017

For the Metropolitan Council meeting of January 11, 2017

**Subject:** Review of Metropolitan Airports Commission 2017-2023 Capital Improvement Program (CIP)

**District(s), Member(s):** All Districts and 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

**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 2017-2023 Capital Improvement Program (CIP), including preparation of an assessment of environmental effects (AOEE) for 2017 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 2017 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, \$5 Million at MSP and \$2 Million at all reliever airports and "significant effects" criteria (referenced in Table 4, A-H),
- 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 2017 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 7, 2016.

Attachment 2 identifies all projects requiring an environmental review. All 2017 MSP projects were evaluated in the 2020 EA for MSP, which received a Finding of No Significant Impact (FONSI) in March of 2013 from the Federal Aviation Administration.

Attachment 3 shows projects that are anticipated to meet the \$5M and \$2M thresholds in the 2017-2023 CIP. The following 2017 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 – Terminal 1, Passenger Boarding Bridge Replacements – \$ 8.0M
- MSP – Terminal 1, Baggage Handling System - \$ 5.0M
- MSP – Terminal 1, Vertical Circulation Improvements - \$41.2M
- MSP – Terminal 1, East Curbside Check-In - \$5.0M
- MSP – Terminal 1, Concourse G Rehabilitation - \$ 6.5M
- MSP - Terminal 1, Parking Ramp - Parking Structure and RAC Facility - \$293.0M
- Flying Cloud, Equipment Storage Building - \$5.0M

Initial analysis of the future years (2018-2023) of the CIP shows that some 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.

All projects in the 2017 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 2017 that exceed the financial threshold and significant effects criteria that require Council approval.

### **Thrive Lens Analysis**

This analysis does not apply to the Council's action of reviewing the MAC CIP.

### **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**

TAC-Planning Chair Freese noted that the time and location of the public hearing for the MAC CIP is not conducive to accommodate a broader audience, and suggested to stagger times and locations in the future. The City of Minneapolis provided comments on the CIP as well as one citizen at the MAC Public Hearing. The comments primarily focused on a working on finding alternative transportation options to the MSP.

On December 21, 2016 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 - 2017 CAPITAL IMPROVEMENT PROGRAM IMPLEMENTATION SCHEDULE**

CAPITAL IMPROVEMENT PROGRAM	RESPONSIBILITY	SCHEDULE
<b>PROJECTS DEFINITION</b> Initial CIP Discussions ----- Requests for CIP Projects to Airport Development ----- Develop Projects Scopes, Costs, and Prioritization ----- Develop Draft Preliminary CIP -----	MAC Airport Development MAC Departments MAC Dept's & Airport Dev. Airport Development	January 2016 January 1 <sup>st</sup> - June 1 <sup>st</sup> January 1 <sup>st</sup> – May 1 <sup>st</sup> Feb. 1 <sup>st</sup> - July 31 <sup>st</sup> Feb. 1 <sup>st</sup> - July 31 <sup>st</sup>
<b>PROJECTS ENVIRONMENTAL REVIEW</b> Prepare AOEEs and EAWs as required----- Notice of September PD&E Meeting mailed to Affected Municipalities ----- Recommendation by PD&E Committee to Commission of Preliminary CIP for Environmental Review/Authorization to Hold Public Hearing on AOEEs and EAWs ----- Minutes of September PD&E Committee Meeting and Notice of September Commission Meeting mailed to Affected Communities ----- Approval of Preliminary CIP by Commission for Environmental Review/Authorization to Hold Public Hearing on AOEEs and EAWs ----- Preliminary CIP Mailed to Affected Communities ----- AOEEs and EAWs to EQB ----- Public Hearing Notice Published in EQB Monitor, starting the 30-Day Comment Period----- Minutes of September Commission Meeting mailed to Affected Communities ----- Public Hearing on AOEEs and EAWs at November FD&E Committee Meeting ----- Thirty-Day Comment Period on AOEEs and EAWs ends ----- Final Date for Affected Municipalities Comments on Preliminary CIP to MAC ----- Metro Council TAC Planning Review Metro Council – TAC ----- Notice of December PD&E Committee Meeting mailed to Affected Communities ----- Recommendation by PD&E Committee to Commission of Final CIP ----- Minutes of December PD&E Committee Meeting and Notice of December Commission Meeting mailed to Affected Communities ----- Metro Council – TAB Policy Committee & TAB-----	Environment Airport Development  Airport Development Airport Development  Airport Development Airport Development Environment Environment Airport Development Environment Environment Affected Communities TAC-Planning TAC Airport Development Airport Development  Airport Development TAB	July 31 – Oct. 7 <sup>th</sup> August 31 <sup>st</sup>  September 6 <sup>th</sup> September 15 <sup>th</sup>  September 19 <sup>th</sup> September 23 <sup>rd</sup> October 3 <sup>rd</sup> October 10 <sup>th</sup> November 2 <sup>nd</sup> November 7 <sup>th</sup> November 9 <sup>th</sup> November 16 <sup>th</sup> November 10 <sup>th</sup> December 7 <sup>th</sup> November 30 <sup>th</sup> December 5 <sup>th</sup>  December 14 <sup>th</sup> December 21 <sup>st</sup>

PROJECTS PLANNING and FINANCIAL REVIEW		
Approval of Final CIP by Commission-----	Airport Development	December 19 <sup>th</sup>
Notification of Commission action to EQB-----	Airport Development	December 21 <sup>st</sup>
CIP Distributed to MAC Departments, Met Council, State Historical Society and Affected Municipalities -----	Airport Development	December 21 <sup>st</sup>
Metro Council – Committee Action-----	Transportation Committee	January 9 <sup>th</sup>
Metro Council – Council Action-----	Metro Council	January 11 <sup>th</sup>
Minutes of December Commission Meeting mailed to Affected Communities -----	Airport Development	January 23 <sup>rd</sup> , 2017

**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	Erosion and Sedimentation
<b>MSP AIRPORT PROJECTS</b>															
No EA or EIS Required for 2017 projects	MSP 2020 Environmental Assessment findings.	No Effects													
<b>RELIEVER PROJECTS</b>															
No Projects	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 2017 – 2023:**

Airport	2017	2018	2019	2020	2021	2022	2023
<b>MSP Environmental</b>	Noise Mitigation	Noise Mitigation	Noise Mitigation				
<b>MSP Terminal 1 Lindbergh</b>	-Passenger Boarding Bridge Replacements - \$ 8.0 M  -Baggage Handling System - \$ 5.0 M  -Vertical Circulation Improvements - \$41.2 M  -East Curbside Check-In - \$ 5.0 M  -Terminal 1, Parking Ramp, Parking Structure and RAC Facility - \$293 M  -Concourse G Rehabilitation - \$6.5 M	-Restroom Upgrade Program - \$7.5 M  -Mezzanine HVAC/AHU Replacements - \$15.3 M  -Taxiway S Reconstruction - \$9.5 M  -South Security Exit and Façade Expansion - \$36.0 M  -Concourse G Moving Walks -\$5 M  -Freight Building Remodel for DHL - \$5M	-D Pod Outbound Baggage System - \$ 5.0 M  -Taxiway C1 Construction - \$6.0 M  -Baggage Handling System - \$ 21.5 M  -Baggage Claim/Ticket Lobby Operational Improvements - \$35.6 M  -Terminal 1, Parking Ramp, Modifications - \$17 M  -Taxiway B/Q Centerline Lights - \$6.4 M  -MAC Storage Facility \$9.0 M  -Concourse G Rehabilitation -\$5 M  -Consolidated Loading Dock Facility - \$ 15.8 M	-ARFF #2 Facility - \$10.5 M  -FIS Operational Improvements -\$8.4 M  -Baggage Claim/Ticket Lobby Operational Improvements - \$21.6 M  -Lower Level Curbside Check-In expansion-\$12.0 M  -Taxiway D reconstruction -\$10.0 M  -Folded Plate Repairs - \$8.9 M  -Police, Safety and Ops Center -\$35 M*  -Concourse G Rehabilitation \$5 M	-Recarpeting Program - \$7.0 M  -Baggage Claim/Ticket Lobby Operational Improvements - \$30.2 M  -Baggage Handling System - \$ 23.5 M  -Checkpoint Expansion -\$10.5 M  --Folded Plate Repairs -\$8.9 M  -Concourse G Rehabilitation \$6 M	-Recarpeting Program - \$7.0 M  -Baggage Claim/Ticket Lobby Operational Improvements - \$61.0 M  Runway 4 Glideslope Installation - \$ 5.5 M  -Folded Plate Repairs - \$8.9 M  -Concourse G Rehabilitation \$5 M	-Recarpeting Program - \$7.0 M  -Main Mall Food Court Expansion \$15.3 M  --Folded Plate Repairs - \$8.9 M  -Concourse G Rehabilitation \$5 M
<b>MSP Airfield</b>							
<b>MSP Terminal 2 Humphrey</b>							-T2 North Gate Expansion Design Fees-\$5 M
<b>Lake Elmo Airport</b>			Runway 14/32 Replacement- \$3.0 M	Runway 14/32 Replacement- \$2.0 M	Runway 14/32 Replacement- \$2.0 M		

				Airfield Modifications - \$3.0 M	Runway 04/22 Rehabilitation - \$ 4.0 M		
<b>Airlake Airport</b>				South Building Area Development Phase 1- \$3.2 M		Runway 12/30 Extension \$ 8.0 M	
<b>Flying Cloud Airport</b>	Equipment Storage Building - \$5.0 M					Existing Runway 12/30 Reconstruction \$ 3.5 M	
<b>Anoka County-Blaine Airport</b>							
<b>St. Paul Downtown Airport</b>			MAC Building Improvements - \$ 2.5 M	Runway 13/31 Reconstruction - \$ 2.0 M	Runway 13/31 Reconstruction - \$ 2.5 M  LED Lighting Upgrades - \$1.5M		Runway 14/32 Reconstruction - \$10.0 M
<b>Crystal Airport</b>		Runway 14R/32L & Taxiway "E" Mods - \$ 2.0 M					





<i>ST. PAUL DOWNTOWN</i>	<ul style="list-style-type: none"> <li>• 2025 LTCP Approved in 2010</li> </ul>		None							
<i>FLYING CLOUD</i>	<ul style="list-style-type: none"> <li>• 2025 LTCP Approved in 2010</li> </ul>	MAC-City Agreement concluded; FAA review of Agreement & R.O.D. on FEIS completed as part of MAC/Airline Agreement. 2010 Plan being implemented.	<ul style="list-style-type: none"> <li>• Equipment Storage Building</li> </ul>	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<i>CRYSTAL</i>	<ul style="list-style-type: none"> <li>• 2035 LTCP Approval expected in 2017</li> </ul>	(EA will begin in 2017).	None							
<i>ANOKA CO. -BLAINE</i>	<ul style="list-style-type: none"> <li>• 2025 LTCP Approved in 2010</li> </ul>		None							
<i>LAKE ELMO</i>	<ul style="list-style-type: none"> <li>• 2035 LTCP Approved 2016</li> </ul>	(EA will begin in 2017).	None							Y
<i>AIRLAKE</i>	<ul style="list-style-type: none"> <li>• 2025 LTCP Approved 2008</li> </ul>	(negotiations on sewer & water service).	None							Y

\* Criteria as defined under MS 473.

\*\* Requirements defined under MS 473.

\*\*\* Per AOEE 2017-2023 Summary Environmental Assessment