

Transportation Committee

For the Metropolitan Council meeting of February 13, 2019

Subject: Review of Metropolitan Airports Commission 2019-2025 Capital Improvement Program (CIP) and approve the Lake Elmo Airport runway replacement project.

Proposed Action

- 1) Find that the Metropolitan Airports Commission (MAC) had an adequate public participation process for the development and review of its 2019-2025 Capital Improvement Program (CIP), including preparation of an assessment of environmental effects (AOEE) for 2019 projects with potential environmental effects.
- 2) Approve the Lake Elmo airport runway replacement project since it meets both the funding level and “significant effects” criteria specified in state statute.
- 3) Find that the 2019 CIP projects are in conformance with the region’s Aviation System Plan and consistent with Council policy.

Summary of Committee Discussion/Questions

McCarthy asked about public interest with this project. Owen said there is a community around the airport who has opposed the project and will speak at tonight's meeting, there has been interest for and against the project. Reynoso asked for clarification if this has been an ongoing conversation the last couple years. Owen said yes this was the preferred alternative coming out of the long term comprehensive plan that was reviewed by the Council in 2016 and adopted by the MAC. Owen said the MAC has had multiple meeting with people expressing views both for and against this project. Dave Schultz, supervisor from West Lakeland Township stated that 40 acres were taken by eminent domain so moving 30th Street is based on that and that it is forced annexation. Schultz added that it does not meet MnDOT design standards. Schultz said MAC does not have MnDOT aviation safety zones even though they said this would be added. Schultz commented that surrounding plans have no airport expansion written so West Lakeland Township asks why this MAC plan keeps getting moved forward when it is not in agreement with the surrounding plans. Schultz said there are three other airports within 16 miles that serve the needs of the 12,500 pound category so their understanding is that moving this forward would require legislative action.

Barber let Council Members know that staff and Council Member Melander, whose district this is in, will meet with West Lakeland Township prior to this item going to Council.

Motion by Reynoso, seconded by McCarthy. Motion carried.

Transportation Committee

Meeting date: January 28, 2019

For the Metropolitan Council meeting of February 13, 2019

Subject: Review of Metropolitan Airports Commission 2019-2025 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

Amy Vennewitz (651) 602-1058, Deputy Director - MTS

Division/Department: Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council:

- 1) Find that the Metropolitan Airports Commission (MAC) had an adequate public participation process for the development and review of its 2019-2025 Capital Improvement Program (CIP), including preparation of an assessment of environmental effects (AOEE) for 2019 projects with potential environmental effects.
- 2) Approve the Lake Elmo airport runway replacement project since it meets both the funding level and “significant effects” criteria specified in state statute.
- 3) Find that the 2019 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 3, 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 2019 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 5, 2018.

Attachment 2 shows projects that are anticipated to meet the \$5M and \$2M thresholds in the 2019-2025 CIP. The following 2019 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 – \$ 7M
- MSP – Terminal 1, IT Miscellaneous Modifications – \$ 8.4M
- MSP – Terminal 1, Baggage Claim/Ticket Lobby Improvements - \$ 98M

- MSP – Terminal 1, Terminal 1 Parking Ramp Modifications - \$17M
- MSP – Terminal 1, Restroom Upgrade Program - \$5M
- MSP – Terminal 1, Concourse G Moving Walks - \$5M
- MSP – Terminal 1, Concourse G, Air Handling Unit Replacement Program \$6.4M
- MSP – Noise Mitigation - \$13.5M
- MSP – Airfield, Sun County Hangar Renovation - \$5.4M
- STP – MAC Building Improvements - \$2.3M

There was one project that was added late to the 2019 project schedule that was not previously in the preliminary CIP. That project is a hangar renovation for Sun County. This project will allow Sun County to consolidate their headquarters, moving from Eagan, to the MSP campus. The project cost is approximately \$5.4M, and even though it meets the dollar threshold, it does not meet the significant effects criteria. This project is a renovation of an existing hangar, and therefore does not require environmental documentation.

Initial analysis of the future years (2020-2025) 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.

Attachment 3 identifies the one project that meets both the funding threshold (\$7-10M) and statutory review criteria (New Runway) to require approval.

- 21D (Lake Elmo Airport) – Runway Replacement - \$ 3M (total cost is approximately \$7-10M)

The runway replacement project at Lake Elmo Airport (21D) is a project that meets the financial threshold and significant effects criteria to where the Metropolitan Council will need to approve the project. The updated long term comprehensive plan for Lake Elmo Airport proposes relocating and extending the primary runway northeast of its current alignment. The first phase of construction for this project, which primarily focuses on roadway realignment to make way for runway construction. This project includes all wetland mitigation, earthwork grading, subgrade improvements, electrical lighting system and bituminous pavement installation. The project has undergone environmental documentation and received a determination of no significant impact by the FAA in August of 2018. The project is consistent with the TPP. The TPP states that the Lake Elmo Airport is classified as a reliever airport under the federal system, an intermediate airport under the state system, and minor airport under the regional system. This project will not change any of these classifications, and this will allow users access to a reliver airport on the east side of the region.

All projects in the 2019 CIP are consistent with the Transportation Policy Plan (TPP) and the Regional Aviation System Plan.

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 3) determine projects that effect the orderly and economic development

of the metropolitan area. There is one project in 2019 that exceeds the financial threshold and significant effects criteria that requires Council approval.

Thrive Lens Analysis

The MAC CIP encapsulates many of the Thrive principles. Including prosperity, which contributes to the region's economic competitiveness, and stewardship in responsibly managing the region's resources and making strategic investments in our region's future.

Funding

No funding implications for the Council. Federal, state and MAC funding has been identified by the MAC for most projects in the 2019 CIP.

Known Support / Opposition

On December 19, 2018 the TAB reviewed the analysis and recommended it be forwarded to the Metropolitan Council for its consideration. Citizens from W. Lakeland Township are opposed to the Lake Elmo runway relocation project and were present at the TAB meeting and submitted comments in opposition. The TAB asked that MAC and the W. Lakeland Township discuss their concerns and work to resolve outstanding issues. MAC board members have been in contact with the citizens of W. Lakeland.

**ATTACHMENT 1)
MAC PUBLIC PARTICIPATION PROCESS:**

MAC - 2019 CAPITAL IMPROVEMENT PROGRAM IMPLEMENTATION SCHEDULE

CAPITAL IMPROVEMENT PROGRAM	RESPONSIBILITY	SCHEDULE
PROJECTS DEFINITION 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 2018 January 1 st - June 1 st January 1 st – May 1 st Feb. 1 st - July 31 st Feb. 1 st - July 31 st
PROJECTS ENVIRONMENTAL REVIEW 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 – Transportation Advisory Board -----	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 th August 31 st September 5 th September 26 th September 25 ^h September 17 th October 1 st October 9 th October 31 st November 5 th November 8 th November 8 th November 8 th December 5 th November 30 th December 3 rd December 14 th December 19 th

PROJECTS PLANNING and FINANCIAL REVIEW		
Approval of Final CIP by Commission-----	Airport Development	December 17 th
Notification of Commission action to EQB-----	Airport Development	December 20 th
CIP Distributed to MAC Departments, Met Council, State Historical Society and Affected Municipalities -----	Airport Development	December 20 th
Metro Council – Committee Action-----	Transportation Committee	January 14 th
Metro Council – Council Action-----	Metro Council	January 28 th
Minutes of December Commission Meeting mailed to Affected Communities -----	Airport Development	

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)

MAC PROJECTS ANTICIPATED TO MEET THE \$5M AND \$2M THRESHOLDS FROM 2019 – 2025:

Airport	2019	2020	2021	2022	2023	2024	2025
MSP Environmental	Noise Mitigation	Noise Mitigation	Noise Mitigation	Noise Mitigation	Noise Mitigation	Noise Mitigation	Noise Mitigation
MSP Terminal 1 Lindbergh	-Passenger Boarding Bridge Replacements - \$ 7M -IT Miscellaneous Modifications - \$8.4M Mezzanine HVAC/AHU Replacements - \$6.4 M -Baggage Claim/Ticket Lobby Improvements \$ 98M -Terminal 1 Parking Ramp Mods - \$17M Concourse G Moving Walks -\$5M -Restroom Upgrade Program - \$5M -Sun Country Hangar Renovation - \$5.4M	IT Modifications - \$5.5M -Baggage Claim/Ticket Lobby Operational Improvements - \$61.9M -Baggage Handling System - \$ 32M -Checkpoint Expansion - \$5.8M -FIS Operational Improvements -\$8.4 M -Folded Plate Repairs -\$8.9M -ARFF #2 Facility - \$10.5M -Air Handling Unit Replacement - \$6.4M -Concourse G, Delta Skyclub - \$45M -Safety Ops/Center - \$77.5M	-Passenger Boarding Bridge Replacements - \$ 8M -IT Modifications - \$9 M -Lower Level Curbside Check-In expansion- \$12.0M -Baggage Claim/Ticket Lobby Operational Improvements - \$32.5M -Folded Plate Repairs -\$8.9M -Air Handling Unit Replacement - \$6.5M -Police, Safety and Ops Center -\$35M	-IT Modifications - \$10.5M -Baggage Claim/Ticket Lobby Operational Improvements - \$28 M -Folded Plate Repairs - \$8.9M -Mechanical Room Upgrade -\$5.5M -Parking Guidance System - \$6.5M -Air Handling Unit Replacement - \$6.5M -Concourse G Rehabilitation - \$5M -34 th Avenue Reconstruction - \$7M -MAC Storage Facility \$10M	-IT Modifications - \$10M -Recarpeting Program - \$7M -Concourse G Rehabilitation \$5M -D Pod Outbound Baggage System - \$ 5.0 M -Air Handling Unit Replacement - \$6.5M -34 th Avenue Reconstruction - \$6M	-IT Modifications - \$10M -Checkpoint Expansion - \$11M -Recarpeting Program - \$7M -Concourse G Rehabilitation \$5M --Folded Plate Repairs - \$8.9M -Perimeter Gate Security Improvements - \$6.5M -Air Handling Unit Replacement - \$6.5M	-IT Modifications - \$10M -Checkpoint Expansion - \$11M -Recarpeting Program - \$7M -Concourse G Rehabilitation \$5M -Air Handling Unit Replacement - \$6.5M
MSP Airfield	-Taxiway B/Q Centerline lights - \$6.8M	-Taxiway D Reconstruction - \$10 M	-Runway 12L/30R – Shoulder Reconstruction – \$5M -Terminal 1 Apron Reconstruction - \$10.5M	-Runway 12L/30R – Shoulder Reconstruction – \$7M -Terminal 1 Apron Reconstruction - \$10.5M	-Terminal 1 Apron Reconstruction - \$10.5M	-Terminal 1 Apron Reconstruction - \$10.5M	-Terminal 1 Apron Reconstruction - \$10.5M -Taxiway A/B Pavement Reconstruction - \$6M

MSP Terminal 2 Humphrey							
Lake Elmo Airport	Runway 14/32 Replacement- \$3M	Runway 14/32 Replacement- \$2M Airfield Modifications - \$3M	Runway 14/32 Replacement- \$2M				
Airlake Airport				Runway 12/30 Improvements \$ 3.5M			
Flying Cloud Airport							
Anoka County-Blaine Airport							
St. Paul Downtown Airport	MAC Building Improvements - \$2.3 M					Runway 14/32 Reconstruction - \$5M	Runway 14/32 Reconstruction - \$5M
Crystal Airport*		Runway 14R/32L & Taxiway "E" Mods - \$ 3.8 M					

*Crystal Airport Runway 14R/32L project moved to 2020, in the Final CIP.

<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 	MAC-City Agreement concluded; FAA review of Agreement & R.O.D. on FEIS completed as part of MAC/Airline Agreement. 2010 Plan being implemented.		N/A						
<i>CRYSTAL</i>	<ul style="list-style-type: none"> • 2035 LTCP Approved in 2017 	(EA will begin in 2018).	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"> • 2035 LTCP Approved 2016 	(EA issues Finding of No Significant Impact in Aug 2018)	Runway 14/32 Replacement – Estimated Cost \$3M		X					X
<i>AIRLAKE</i>	<ul style="list-style-type: none"> • 2035 LTCP Approval expected in 2018 	(negotiations on sewer & water service).	None							X

* Criteria as defined under MS 473.

** Requirements defined under MS 473.

*** Per AOEE 2019-2025 Summary Environmental Assessment