

ACTION TRANSMITTAL – 2021-54

DATE: December 3, 2021
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
PREPARED BY: Russell Owen (651) 602-1724
SUBJECT: Review of Metropolitan Airports Commission (MAC) 2022-2028 Capital Improvement Program (CIP)
REQUESTED ACTION: MAC requests that the Metropolitan Council review the 2022-2028 MAC CIP as required by MN Statutes 473.181 and 473.621
RECOMMENDED MOTION: Recommend acceptance of the staff analysis of the MAC 2022-2028 CIP and forward these comments to the Metropolitan Council for its consideration.

BACKGROUND AND PURPOSE OF ACTION: The Metropolitan Airports Commission (MAC) annually prepares a Capital Improvement Program (CIP) for projects at Minneapolis-St. Paul International Airport (MSP) 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.

In order to allow letting of projects early enough for construction to start in the spring, the Council has agreed to utilize the draft CIP document released in September to expedite the review. The MAC will take action on December 20th to adopt the final 2022-2028 CIP; any changes from the draft will be incorporated into the 2022 CIP review report that goes forward to the Met Council in January. Any changes identified after the MAC Commission action will be reported to the Council. Any comments provided by TAC/TAB will be included for consideration with the final review report submitted by staff for Council action. MAC staff has reported that there might be a few projects that will be moving in the final draft between 2022 and the out years. If any projects shift, they will be reported to the Council.

RELATIONSHIP TO REGIONAL POLICY: The Metropolitan Council is required by state law to annually review the MAC CIP to ensure consistency of proposed projects with regional plans. Although state law doesn’t require TAC/TAB to review the MAC CIP, staff traditionally has sought TAC/TAB comments in the review process.

STAFF ANALYSIS: Analysis confirms that an Assessment of Environmental Effects (AOEE) has been prepared for 2022 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 1st, at 10:30 AM at the Planning, Development and Environment Committee meeting at the MSP Conference Room.

The following 2022 projects meet the dollar threshold levels but do not meet the other “significant effects” criteria to trigger project approval:

- MSP – Terminal 1, TSA Recapitalization – \$22.5M
- MSP – Terminal 1, Technology Upgrades – \$10M
- MSP – Terminal 1, Baggage Claim/Ticket Lobby Improvements - \$42.1M
- MSP – Terminal 1, Baggage Handling System - \$42.65M
- MSP – Terminal 1, Folded Plate Repairs (Roof) - \$8.9M
- MSP – Terminal 1, Air Handling Unit Replacement - \$6.5M
- MSP – Terminal 1, EMC Roof Replacement and Break Room Remodel - \$8.3M
- MSP – Police, Perimeter Gate Security Improvements - \$8.2M
- MSP – Field and Runway, Concourse G Apron Pavement Reconstruction – \$11M
- MSP – Field and Runway, Taxiway B Pavement Reconstruction - \$6.125M
- MSP – Field and Runway, Taxiway P Pavement Reconstruction - \$9M
- 21D – Runway 14R/32 Runway Replacement - \$4M

Federal, state and MAC funding has been identified by the MAC for most projects in the 2022 CIP.

All projects in the 2022 CIP appear consistent with the Transportation Policy Plan (TPP). Many of the 2022 MSP projects were evaluated in the 2020 EA for MSP that received a Finding of No Significant Impact (FONSI) in March of 2013 from the Federal Aviation Administration. Initial analysis of the future years (2023-2028) 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 runway replacement project at Lake Elmo Airport (21D) is a project that meets the financial threshold and significant effects criteria. The Lake Elmo Airport project was reviewed and approved by the Metropolitan Council in 2019, therefore it does not need to be approved this year.

COMMITTEE COMMENTS AND ACTION: At its special November 18, 2021, meeting, the TAC Planning committee unanimously recommended acceptance of the staff analysis of the MAC 2022-2028 CIP.

At its December 1, 2021, meeting the Technical Advisory Committee unanimously recommended acceptations of the staff analysis of the MAC 2022-2028 CIP.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning Committee	Review & Recommend	November 18, 2021
Technical Advisory Committee	Review & Recommend	December 1, 2021
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

MAC 2022 – 2028 CAPITAL IMPROVEMENT PROGRAM

The MAC 2022 – 2028 Capital Improvement Program material included in this memorandum reflects the actions of the Commission's Planning, Development and Environment (PD&E) Committee on Sep. 7, 2021. Final action by the Commission is expected at their December 20, 2021 meeting. Any changes made on December 6th PD&E Committee Meeting that may affect the CIP review would be reported at the December 15th Transportation Advisory Board meeting.

The overall review schedule for the CIP is listed below. Materials for the TAC - Planning review are included in the following summaries:

- **MAC 2022 CIP Public Review Schedule**
(See Attachment 1)
- **2022 Projects Requiring an Assessment of Environmental Effects (AOEE)**
(See Attachment 2)
No projects meet criteria for environmental review.
- **Projects Meeting \$5M and \$2M Thresholds 2022-2028**
(See Attachment 3)
A number of projects potentially meet the threshold dollar levels.
- **Projects Meeting Statutory Review Criteria & Requiring Approval**
(See Attachment 4)

There are no projects that meet the criteria and requires approval from the Met Council this year.

1) MAC PUBLIC PARTICIPATION PROCESS:

MAC - 2022 CAPITAL IMPROVEMENT PROGRAM IMPLEMENTATION SCHEDULE

CAPITAL IMPROVEMENT PROGRAM	RESPONSIBILITY	SCHEDULE
PROJECTS DEFINITION		
Initial CIP Discussions -----	MAC Airport Development	January 2021
Requests for CIP Projects to Airport Development -----	MAC Departments	January 1 st - June 1 st
Develop Projects Scopes, Costs, and Prioritization -----	MAC Dept's & Airport Dev.	January 1 st – May 1 st
Develop Draft Preliminary CIP -----	Airport Development	Feb. 1 st - July 31 st 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 31 st
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 6 th
Minutes of September PD&E Committee Meeting and Notice of September Commission Meeting mailed to Affected Communities -----	Airport Development	September 23 rd
Approval of Preliminary CIP by Commission for Environmental Review/Authorization to Hold Public Hearing on AOEEs and EAWs -----	Airport Development	September 23 rd
Preliminary CIP Mailed to Affected Communities -----	Airport Development	September 17 th
AOEEs and EAWs to EQB -----	Environment	October 1 st
Public Hearing Notice Published in EQB Monitor, starting the 30-Day Comment Period-----	Environment	October 9 th
Minutes of September Commission Meeting mailed to Affected Communities -----	Airport Development	October 31 st
Public Hearing on AOEEs and EAWs at November PD&E Committee Meeting -----	Environment	November 1 st
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 18 th
Metro Council – TAC -----	TAC	December 1 st
Notice of December PD&E Committee Meeting mailed to Affected Communities -----	Airport Development	November 24 th
Recommendation by PD&E Committee to Commission of Final CIP -----	Airport Development	December 6 th
Minutes of December PD&E Committee Meeting and Notice of December Commission Meeting mailed to Affected Communities -----	Airport Development	December 6 th
Metro Council – Transportation Advisory Board -----	TAB	December 15 th

PROJECTS PLANNING and FINANCIAL REVIEW		
Approval of Final CIP by Commission-----	Airport Development	December 15 th
Notification of Commission action to EQB-----	Airport Development	December 15 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 10 th
Metro Council – Council Action-----	Metro Council	January 26 th
Minutes of December Commission Meeting mailed to Affected Communities -----	Airport Development	

Notes:

- 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

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 2020 projects	MSP 2020 Environmental Assessment findings.	No Effects												
RELIEVER PROJECTS														
None														

3) MAC PROJECTS ANTICIPATED TO MEET THE \$5M AND \$2M THRESHOLDS FROM 2022 – 2028:

Airport	2022	2023	2024	2025	2026	2027	2028
MSP Environmental							
MSP Terminal 1 Lindbergh	-TSA Recapitalization - \$22.5M -Technology Upgrades - \$10M -Baggage Claim/Ticket Lobby Improvements - \$42.1M -Baggage Handling System - \$42.6M - Folded Plate Repairs (Roof) \$8.9M - Air Handling Unit Replacement \$6.5M - EMC Roof Replacement and Break Room Remodel \$8.3M Police, Perimeter Gate Security Improvements \$8.2M	-30 L Deicing Pad Reconstruction - \$10M -Concourse G Apron Pavement Reconstruction - \$7.5M Liquid Deicer Storage Facility - \$7.3M -IT Modifications - \$10M -Baggage Claim/Ticket Lobby Operational Improvements - \$45.5M -Mechanical Room (C-1043) -\$9.8M -MAC Storage Facility -\$10M -Concourse G Rehabilitation - \$5M -Emergency Power Upgrades -\$6.6M -Building Roof Replacements - \$9.6M -Air Handling Unit Replacement - \$6.5M	-Recarpeting Program - \$7M -Shoulder Reconstruction - \$7.5M -Concourse G Apron Pavement Reconstruction - \$18.75M -Runway 12L-30R -IT Modifications - \$10.5M -FIS Operational Improvements - \$5M -Concourse G Moving Walkways - \$6M -Concourse G Rehab - \$5M -Baggage Claim/Ticket Lobby Operational Improvements - \$14.3M -Folded Plate Repairs -\$8.9 M -Mechanical Room Upgrade - \$5.5M -Parking Guidance System - \$6.5M -MAC Storage Facility - \$10M -Perimeter Gate Security improvements - \$6.5M -Air Handling Unit Replacement -\$6.5M -34 th Ave. Reconstruction - \$7M	-Recarpeting Program - \$7M -Shoulder Reconstruction - \$7.5M -IT Modifications - \$10M -Baggage Claim/Ticket Lobby Operational Improvements - \$6M -Apron LED Lighting - \$5M -Tunnel Fan Replacement - \$5M -Perimeter Gate Security Improvements - \$6.5 M -Air Handling Unit Replacement -\$6.5M -Concourse G Rehabilitation \$5M -Glumack Dr. reconstruction - \$9.3M -34 th Ave. Reconstruction - \$6M	-Recarpeting Program - \$7M -Shoulder Reconstruction - \$7M -IT Modifications - \$10M -Checkpoint Expansion – \$11M --Folded Plate Repairs -\$8.9 M -Tunnel Fan Replacement - \$6.8M -Air Handling Unit Replacement -\$6.5M -Concourse G Rehabilitation \$5 M	-Recarpeting Program - \$7M -Shoulder Reconstruction - \$6.5M -Taxiway A/B Pavement Reconstruction - \$6.5M -Concourse Tram Replacement - \$300M -IT Modifications - \$10M -Checkpoint Expansion - \$11M -Concourse G Rehabilitation \$5 M -Air Handling Unit Replacement -\$6.5M	-Concourse Tram Replacement - \$300M -Shoulder Reconstruction - \$7M -Taxiway A/B Pavement Reconstruction - \$9.5M -IT Modifications - \$10M -Delivery Node Redevelopment - \$5M --Folded Plate Repairs -\$8.9 M -D Pod Outbound Baggage System - \$5.0 M

MSP Airfield	- Concourse G Apron Pavement Reconstruction – \$ 11M -Taxiway B Reconstruction - \$6.125 M -Taxiway P Reconstruction - \$9M		--Terminal 1 Apron Reconstruction - \$13.5M	-Terminal 1 Apron Reconstruction - \$10.5M -Runway 30R Parallel Taxiway – \$12M	-Runway 30R Parallel Taxiway – \$10M -Terminal 1 Apron Reconstruction - \$11.5M	30L EMAS Replacement - \$19M	-Runway 30R Parallel Taxiway – \$14M -Terminal 1 Apron Reconstruction - \$11M
MSP Terminal 2 Humphrey				-Terminal 2 North Gate Expansion- \$100M			
Lake Elmo Airport	Runway 14/32 Replacement- \$4M			Runway 4/22 Rehabilitation - \$4M			
Airlake Airport		Runway 12/30 Improvements \$3.5M					
Flying Cloud Airport							
Anoka County-Blaine Airport							Runway 18/36 Pavement Rehabilitation - \$2.5M
St. Paul Downtown Airport			Runway 13/31 Pavement Reconstruction - \$5 M		Runway 14/32 Reconstruction - \$5 M	Runway 14/32 Reconstruction - \$5 M	CBP Ga Facility - \$2M Runway 14/32 EMAS Replacement - \$10M
Crystal Airport							

4) 2022 PROJECTS MEETING STATUTORY REVIEW CRITERIA AND REQUIRING APPROVAL:

2022 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 2020 Program:	<ul style="list-style-type: none"> 2030 LTCP Update Approved in 2010 	.	<ul style="list-style-type: none"> TSA New Technology IT Modifications EMC Roof Replacement Safety/Ops Center Baggage Claim Improvements Concourse G Infill 	N/A	N/A	N/A	N/A	N/A	N/A	N/A
St. Paul Downtown Airport	<ul style="list-style-type: none"> 2025 LTCP Approved in 2010 		<ul style="list-style-type: none"> None 							
Flying Cloud Airport	<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.	<ul style="list-style-type: none"> None 	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crystal Airport	<ul style="list-style-type: none"> 2035 LTCP Approved in 2017 	(FAA Issues FONSI in July 2019)	<ul style="list-style-type: none"> None 							

Anoka County-Blaine Airport	<ul style="list-style-type: none"> • 2025 LTCP Approved in 2010 		<ul style="list-style-type: none"> • None 							
Lake Elmo Airport	<ul style="list-style-type: none"> • 2035 LTCP Approved 2016 	(FAA issues Finding of No Significant Impact in Aug 2018)	<ul style="list-style-type: none"> • None 							
Airlake Airport	<ul style="list-style-type: none"> • 2035 LTCP Approval expected in 2018 	(negotiations on sewer & water service).	<ul style="list-style-type: none"> • None 							

* Criteria as defined under MS 473.

** Requirements defined under MS 473

*** Per AOEE 2022-2028 Summary Environmental Assessment