

ACTION TRANSMITTAL 2016-56

DATE: December 7, 2016
TO: Technical Advisory Committee
FROM: Metropolitan Transit Services
PREPARED BY: Russell Owen (651) 602-1724
SUBJECT: Review of Metropolitan Airports Commission 2017-2023 CIP Capital Improvement Program (CIP)
REQUESTED ACTION: MAC requests that the Metropolitan Council review the 2017-2023 MAC CIP as required by MN Statutes 473.181 and 473.621
RECOMMENDED MOTION: Recommend acceptance of the staff analysis of the MAC 2017-2023 Capital Improvement Program (CIP) and forward these comments to the Metropolitan Council for its consideration.

BACKGROUND AND PURPOSE OF ACTION:

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.

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 19th to adopt the final 2017-2023 CIP; any changes from the draft will be incorporated into the 2017 CIP review report that goes forward to the Met Council in January. Any changes identified after the MAC Commission action will be reported to TAB. 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 will be a few projects that will be moving in the final draft between 2017 and the out years. Once those project shifts are known, they will be reported to TAC/TAB.

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 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 7th, at 10:30 AM at the Planning, Development and Environment Committee meeting at the MSP Conference Room.

The following 2017 projects meet the dollar threshold levels but do not meet the other “significant effects” criteria to trigger project approval:

- 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

Federal, state and MAC funding has been identified by the MAC for most projects in the 2017 CIP.

All projects in the 2017 CIP appear consistent with the Transportation Policy Plan (TPP). All of the 2017 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 (2018-2023) 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 multi-year project that is in the planning and development phase. The current number of parking spaces available at MSP (both Terminal 1 and 2) is 25,400. The new parking ramp project will add approximately 5,000 public parking spaces (19.6% increase), while the significance criteria to trigger project approval is 25%. This ramp project will include a new transit center, rental car ready return areas and rental car customer service building. Although the blue line provides significant transit ridership to the airport, it should be noted that additional parking spaces are needed because MSP attracts the flying public from throughout the state and surrounding states, since it is the only large-hub airport in the upper Midwest.

COMMITTEE COMMENTS AND ACTION:

There were a few comments regarding the parking ramp project, the project timeline and associated impacts. 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 comments will be included in this packet.

Member Czech moved the item and Byers seconded, for TAC-Planning to accept the staff analysis of the MAC 2017-2023 CIP and forward them onto the Metropolitan Council for its consideration. The item passed.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC - Planning	Review and Recommend	November 10, 2016
Technical Advisory Committee	Review and Recommend	
Transportation Advisory Board	Review and Recommend	
Metropolitan Council	Review and Approve	

MAC 2017 – 2023 CAPITAL IMPROVEMENT PROGRAM

The MAC 2017 – 2023 Capital Improvement Program material included in this memorandum reflects the actions of the Commission's PD&E Committee on Sep. 6, 2016. Final action by the Commission is expected at their December 19, 2016 meeting. Any changes made on December 5th PDE Committee Meeting that may affect the CIP review would be reported at the December 21st Transportation Advisory Board.

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

- **MAC 2017 CIP Public Review Schedule**
(See Attachment 1)
- **2017 Projects Requiring an Assessment of Environmental Effects (AOEE)**
(See Attachment 2)
No projects meet criteria for environmental review.
- **Projects Meeting \$5M and \$2M Thresholds 2017-2023**
(See Attachment 3)
A number of projects potentially meet the threshold dollar levels.
- **Projects Meeting Statutory Review Criteria & Requiring Approval**
(See Attachment 4)
A few projects in 2017 meet the dollar threshold levels, but do not meet the criteria requiring project "approval".

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1) MAC PUBLIC PARTICIPATION PROCESS:

MAC - 2017 CAPITAL IMPROVEMENT PROGRAM IMPLEMENTATION SCHEDULE

CAPITAL IMPROVEMENT PROGRAM	RESPONSIBILITY	SCHEDULE
PROJECTS DEFINITION		January 2016
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 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 15 th
Approval of Preliminary CIP by Commission for Environmental Review/Authorization to Hold Public Hearing on AOEEs and EAWs -----	Airport Development	September 19 th
Preliminary CIP Mailed to Affected Communities -----	Airport Development	September 23 rd
AOEEs and EAWs to EQB -----	Environment	October 3 rd
Public Hearing Notice Published in EQB Monitor, starting the 30-Day Comment Period-----	Environment	October 10 th
Minutes of September Commission Meeting mailed to Affected Communities -----	Airport Development	November 2 nd
Public Hearing on AOEEs and EAWs at November FD&E Committee Meeting -----	Environment	November 7 th
Thirty-Day Comment Period on AOEEs and EAWs ends -----	Environment	November 9 th
Final Date for Affected Municipalities Comments on Preliminary CIP to MAC -----	Affected Communities	November 16 th
Metro Council TAC Planning Review	TAC-Planning	November 10 th
Metro Council – TAC -----	TAC	December 7 th
Notice of December PD&E Committee Meeting mailed to Affected Communities -----	Airport Development	November 30 th
Recommendation by PD&E Committee to Commission of Final CIP -----	Airport Development	December 5 th
Minutes of December PD&E Committee Meeting and Notice of December Commission Meeting mailed to Affected Communities -----	Airport Development	December 14 th
Metro Council – TAB Policy Committee & TAB-----	TAB	December 21 st

PROJECTS PLANNING and FINANCIAL REVIEW		
Approval of Final CIP by Commission-----	Airport Development	December 19 th
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 9 th
Metro Council – Council Action-----	Metro Council	January 11 th
Minutes of December Commission Meeting mailed to Affected Communities -----	Airport Development	January 23 rd , 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

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
MSP AIRPORT PROJECTS															
No EA or EIS Required for 2017 projects	MSP 2020 Environmental Assessment findings.	No Effects													
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	N/A

3) MAC PROJECTS ANTICIPATED TO MEET THE \$5M AND \$2M THRESHOLDS FROM 2017 – 2023:

Airport	2017	2018	2019	2020	2021	2022	2023
MSP Environmental	Noise Mitigation	Noise Mitigation	Noise Mitigation				
MSP Terminal 1 Lindbergh	-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
MSP Airfield							
MSP Terminal 2 Humphrey							-T2 North Gate Expansion Design Fees-\$5 M
Lake Elmo Airport			Runway 14/32 Replacement- \$3.0 M	Runway 14/32 Replacement- \$2.0 M Airfield Modifications - \$3.0 M	Runway 14/32 Replacement- \$2.0 M Runway 04/22 Rehabilitation - \$ 4.0 M		

Airlake Airport				South Building Area Development Phase 1 - \$3.2 M		Runway 12/30 Extension \$ 8.0 M Existing Runway 12/30 Reconstruction \$ 3.5 M	
Flying Cloud Airport	Equipment Storage Building - \$5.0 M						
Anoka County-Blaine Airport							
St. Paul Downtown Airport			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
Crystal Airport		Runway 14R/32L & Taxiway "E" Mods - \$ 2.0 M					

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4) 2017 PROJECTS MEETING STATUTORY REVIEW CRITERIA AND REQUIRING APPROVAL:

2017 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 2017 Program:	<ul style="list-style-type: none"> 2030 LTCP Update Approved in 2010 	.	<ul style="list-style-type: none"> Passenger Boarding Bridge Replacements Baggage Handling System Vertical Circulation Improvements East Curbside Check-In Concourse G Rehabilitation Parking Ramp-Structure RAC Facility 	N/A	N/A	N/A	N/A	N/A	N/A	N/A

<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.	<ul style="list-style-type: none"> • Equipment Storage Building 	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<i>CRYSTAL</i>	<ul style="list-style-type: none"> • 2035 LTCP Approval expected in 2017 	(EA will begin in 2017).	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 will begin in 2017).	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 2017-2023 Summary Environmental Assessment

Bridget M. Rief, Director of Airport Development
Metropolitan Airports Commission
6040-28th Avenue South
Minneapolis, MN 55450
Via electronic-mail: bridget.rief@mspmac.org

Ms. Rief:

I'm writing today regarding the Metropolitan Airport Commission 2017-2023 Capital Improvement Program (CIP) and plans to build an additional parking ramp at Terminal 1. The fortunes of the City and the airport are deeply intertwined. Together we are key drivers of the regional economy and our partnership is key. Our fortunes are also intertwined regarding our shared environment and obligations to meet state and federal standards for air quality.

We would like to applaud the Metropolitan Airports Commission (MAC) for efforts to reduce greenhouse gas emissions including your solar energy projects and your receipt of carbon accreditation from the Airports Council International. We are also aware that MAC is working to better track the emissions reduction benefits of NextGen flight operations. In keeping with these efforts, we would like MAC to aggressively enhance available transportation alternatives for travel to the airport with the goal of helping reduce the number of cars on the road.

According to a 2015 report to the Legislature, there were 24,600 public parking spots for Minneapolis-Saint Paul International Airport. The 2017-2023 Capital Improvement Program includes a new ramp which, in our understanding, would create 5,000 additional spots. We believe that there are opportunities to encourage greater use of mass transit and to examine access to the airport by other modes, including bicycle.

Sincerely,



John Quincy