

ACTION TRANSMITTAL 2018-54

DATE: November 8, 2018
TO: Technical Advisory Committee – Planning
FROM: Metropolitan Transit Services
PREPARED BY: Russell Owen (651) 602-1724
SUBJECT: Review of Metropolitan Airports Commission 2019-2025 CIP
Capital Improvement Program (CIP)
REQUESTED ACTION: MAC requests that the Metropolitan Council review the 2019-2025
MAC CIP as required by MN Statutes 473.181 and 473.621
RECOMMENDED MOTION: Recommend acceptance of the staff analysis of the MAC 2019-
2025 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 17th to adopt the final 2019-2025 CIP; any changes from the draft will be incorporated into the 2019 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 might be a few projects that will be moving in the final draft between 2019 and the out years. If any projects shift, 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 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 will hold a public hearing on the AOEE on November 5th, at 10:30 AM at the Planning, Development and Environment Committee meeting at the MSP Conference Room.

The following 2019 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 – \$ 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, MAC Storage Facility - \$9M
- MSP – Terminal 1, Concourse G, Air Handling Unit Replacement Program \$6.4M
- MSP – Noise Mitigation - \$13.5M
- MIC – Runway 14R/32L Taxiway Modifications - \$3.8M*
- STP - MAC Building Improvements - \$2.3M

*It appears that this project will move to the year 2020 in the final CIP, once the MAC Commission votes on the CIP at their December meeting.

Federal, state and MAC funding has been identified by the MAC for most projects in the 2019 CIP.

All projects in the 2019 CIP appear consistent with the Transportation Policy Plan (TPP). All of the 2019 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 (2020-2025) 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 to where the Met 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 also consistent with the TPP.

COMMITTEE COMMENTS AND ACTION:

ROUTING

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

MAC 2019 – 2025 CAPITAL IMPROVEMENT PROGRAM

The MAC 2019 – 2025 Capital Improvement Program material included in this memorandum reflects the actions of the Commission's PD&E Committee on Sep. 10, 2018. Final action by the Commission is expected at their December 17, 2018 meeting. Any changes made on December 3rd PDE Committee Meeting that may affect the CIP review would be reported at the December 19th 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 2019 CIP Public Review Schedule**
(See Attachment 1)

- **2019 Projects Requiring an Assessment of Environmental Effects (AOEE)**
(See Attachment 2)
No projects meet criteria for environmental review.

- **Projects Meeting \$5M and \$2M Thresholds 2019-2025**
(See Attachment 3)
A number of projects potentially meet the threshold dollar levels.

- **Projects Meeting Statutory Review Criteria & Requiring Approval**
(See Attachment 4)
One project meets the criteria and requires approval from the Met Council. The project is the Lake Elmo Runway Replacement. A few projects other projects in 2019 meet the dollar threshold levels, but do not meet the criteria requiring project "approval".

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1) MAC PUBLIC PARTICIPATION PROCESS:

MAC - 2019 CAPITAL IMPROVEMENT PROGRAM IMPLEMENTATION SCHEDULE

CAPITAL IMPROVEMENT PROGRAM	RESPONSIBILITY	SCHEDULE
PROJECTS DEFINITION		January 2018
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 5 th
Minutes of September PD&E Committee Meeting and Notice of September Commission Meeting mailed to Affected Communities -----	Airport Development	September 26 th
Approval of Preliminary CIP by Commission for Environmental Review/Authorization to Hold Public Hearing on AOEEs and EAWs -----	Airport Development	September 25 ^h
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 FD&E Committee Meeting -----	Environment	November 5 th
Thirty-Day Comment Period on AOEEs and EAWs ends -----	Environment	November 8 th
Final Date for Affected Municipalities Comments on Preliminary CIP to MAC -----	Affected Communities	November 8 th
Metro Council TAC Planning Review	TAC-Planning	November 8 th
Metro Council – TAC -----	TAC	December 5 th
Notice of December PD&E Committee Meeting mailed to Affected Communities -----	Airport Development	November th
Recommendation by PD&E Committee to Commission of Final CIP -----	Airport Development	December th
Minutes of December PD&E Committee Meeting and Notice of December Commission Meeting mailed to Affected Communities -----	Airport Development	December th
Metro Council – Transportation Advisory Board -----	TAB	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

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 2018 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			

3) 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 -MAC Storage Facility \$9.0 M Concourse G Moving Walks -\$5 M -Restroom Upgrade Program - \$5M	-Passenger Boarding Bridge Replacements - \$ 7M 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 -\$8.9 M -Mechanical Room Upgrade -\$5.5M -ARFF #2 Facility - \$10.5 M -Safety Ops/Center - \$60.8M	-Passenger Boarding Bridge Replacements - \$ 5M -IT Modifications - \$9 M -D Pod Outbound Baggage System - \$ 5.0 M -Lower Level Curbside Check-In expansion- \$12.0 M -Baggage Claim/Ticket Lobby Operational Improvements - \$32.5M -Folded Plate Repairs -\$8.9 M -Police, Safety and Ops Center -\$35 M	-IT Modifications - \$10.5M -Baggage Claim/Ticket Lobby Operational Improvements - \$28 M -Folded Plate Repairs - \$8.9 M -Perimeter Gate Security Improvements - \$5.5 M	-IT Modifications - \$10M --Folded Plate Repairs -\$8.9 M -Concourse G Rehabilitation \$5 M	-IT Modifications - \$10M -Checkpoint Expansion - \$11M -Concourse G Rehabilitation \$5 M	-Checkpoint Expansion - \$11 M -Concourse G Rehabilitation \$5 M
MSP Airfield	-Taxiway B/Q Centerline lights - \$6.8 M	-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

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	Runway 14/32 Replacement- \$2.0 M Airfield Modifications - \$3.0 M				
Airlake Airport				Runway 12/30 Improvements \$ 3.5 M			
Flying Cloud Airport							
Anoka County-Blaine Airport							
St. Paul Downtown Airport	MAC Building Improvements - \$2.3 M			Runway 13/31 Pavement Reconstruction - \$5 M		Runway 14/32 Reconstruction - \$5 M	Runway 14/32 Reconstruction - \$5 M
Crystal Airport	Runway 14R/32L & Taxiway "E" Mods - \$ 3.8 M*						

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

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4) 2019 PROJECTS MEETING STATUTORY REVIEW CRITERIA AND REQUIRING APPROVAL:

2019 CIP PROJECTS	Prior Reviews/Actions		Capital		Review			Criteria *		
	LTCP	AOEE***	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)**
AIRPORT / PROJECT	• 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 2019 Program:	• 2030 LTCP Update Approved in 2010	.	<ul style="list-style-type: none"> Passenger Boarding Bridge Replacements Baggage Handling System Vertical Circulation Improvements Concourse G Rehabilitation 	N/A	N/A	N/A	N/A	N/A	N/A	N/A

				<ul style="list-style-type: none">• Parking Ramp- Structure RAC Facility						
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<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	N/A	N/A	N/A	N/A	N/A	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"> Runway 14/32 Replacement – Estimated Cost \$3M 	<ul style="list-style-type: none"> 2035 LTCP Approved 2016 	(EA issues Finding of No Significant Impact in Aug 2018)	None		X					Y

AIRLAKE	•	• 2035 LTCP Approval expected in 2018	(negotiations on sewer & water service).	None							Y
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* Criteria as defined under MS 473.

** Requirements defined under MS 473.

*** Per AOEE 2019-2025 Summary Environmental Assessment