

**ACTION TRANSMITTAL – 2020-37**

**DATE:** November 12, 2020  
**TO:** Technical Advisory Committee – Planning  
**FROM:** Metropolitan Transportation Services  
**PREPARED BY:** Russell Owen, Senior Planner (651) 602-1724  
**SUBJECT:** Review of Metropolitan Airports Commission 2021-2027 Capital Improvement Program (CIP)  
**REQUESTED ACTION:** MAC requests that the Metropolitan Council review the 2021-2027 MAC CIP as required by MN Statutes 473.181 and 473.621  
**RECOMMENDED MOTION:** Recommend acceptance of the staff analysis of the MAC 2021-2027 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 seven-year Capital Improvement Program (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 21st to adopt the final 2021-2027 CIP; any changes from the draft will be incorporated into the 2021 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 2021 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 2021 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 2<sup>nd</sup>, at 10:30 AM at the

Planning, Development and Environment Committee meeting at the MSP Conference Room, which was held virtually. Due to the COVID-19 impact, there have been many projects that have been moved out to later years.

The following 2021 projects meet the dollar threshold levels but do not meet the other “significant effects” criteria to trigger project approval:

- MSP – Terminal 1, Taxiway A Pavement Reconstruction – \$16M
- MSP – Terminal 1, Taxiway B and Concourse G Apron Pavement Reconstruction - \$16M
- MSP – Terminal 1, Technology Upgrades – \$8.5M
- MSP – Terminal 1, Baggage Claim/Ticket Lobby Improvements - \$ 83M
- MSP – Terminal 1, Baggage Handling System - \$36M
- MSP – Terminal 1, Safety/Security Ops Center - \$30M
- 21D – Runway 14R/32 Runway Replacement - \$5M

Federal, state and MAC funding has been identified by the MAC for most projects in the 2021 CIP.

All projects in the 2021 CIP appear consistent with the Transportation Policy Plan (TPP). Many of the 2021 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 (2022-2027) 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 Crystal Airport (MIC) and Lake Elmo Airport (21D) are projects that meets the financial threshold and significant effects criteria to where the Met Council will need to approve the project. The Lake Elmo Airport project was reviewed and approved by the Metropolitan Council last year, therefore it does not need to be approved this year. The updated long-term comprehensive plan for Crystal Airport proposes decommissioning a runway and reconstruct it as a parallel taxiway. This project will “right size” the airport infrastructure. The FAA issued a Finding of No Significant Impact (FONSI) on July 31, 2019. The project is consistent with the TPP.

**COMMITTEE COMMENTS AND ACTION:**

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Planning Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

## MAC 2021 – 2027 CAPITAL IMPROVEMENT PROGRAM

The MAC 2021 – 2027 Capital Improvement Program material included in this memorandum reflects the actions of the Commission's PD&E Committee on Sep. 7, 2020. Final action by the Commission is expected at their December 21, 2020 meeting. Any changes made on December 7<sup>th</sup> PDE Committee Meeting that may affect the CIP review would be reported at the December 16<sup>th</sup> 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 2021 CIP Public Review Schedule**  
(See Attachment 1)
- **2021 Projects Requiring an Assessment of Environmental Effects (AOEE)**  
(See Attachment 2)  
No projects meet criteria for environmental review.
- **Projects Meeting \$5M and \$2M Thresholds 2021-2027**  
(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 Crystal Runway project. A few projects other projects in 2021 meet the dollar threshold levels, but do not meet the criteria requiring project "approval".

**1) MAC PUBLIC PARTICIPATION PROCESS:**

**MAC - 2021 CAPITAL IMPROVEMENT PROGRAM IMPLEMENTATION SCHEDULE**

<b>CAPITAL IMPROVEMENT PROGRAM</b>	<b>RESPONSIBILITY</b>	<b>SCHEDULE</b>
<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 2020 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 – 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 <sup>th</sup> August 31 <sup>st</sup>  September 5 <sup>th</sup> September 23 <sup>rd</sup>  September 23 <sup>rd</sup> September 17 <sup>th</sup> October 1 <sup>st</sup> October 9 <sup>th</sup> October 31 <sup>st</sup> November 5 <sup>th</sup> November 8 <sup>th</sup> November 8 <sup>th</sup> November 12 <sup>th</sup> December 2 <sup>nd</sup> November 24 <sup>th</sup> December 4 <sup>th</sup>  December 4 <sup>th</sup> December 16 <sup>th</sup>

<b>PROJECTS PLANNING and FINANCIAL REVIEW</b>		
Approval of Final CIP by Commission-----	Airport Development	December 21 <sup>st</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 20 <sup>th</sup>
Metro Council – Committee Action-----	Transportation Committee	January 11 <sup>th</sup>
Metro Council – Council Action-----	Metro Council	January 20 <sup>th</sup>
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
<b>MSP AIRPORT PROJECTS</b>														
No EA or EIS Required for 2020 projects	MSP 2020 Environmental Assessment findings.  Concourse G Environmental Assessment	No Effects												
<b>RELIEVER PROJECTS</b>														
Crystal Airport	Yes	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 2021 – 2027:**

<b>Airport</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
<b>MSP Environmental</b>	Noise Mitigation	Noise Mitigation	Noise Mitigation	Noise Mitigation	Noise Mitigation	Noise Mitigation	Noise Mitigation
<b>MSP Terminal 1 Lindbergh</b>	-TSA Design and Construction for new Technology - \$30M  -Technology Upgrades - \$8.5M  -Baggage Claim/Ticket Lobby Improvements - \$83.7M  -Baggage Handling System - \$36.3M	-Passenger Boarding Bridge Replacements - \$8M  -Shoulder Reconstruction - \$5M  -Taxiway P Reconstruction - \$10M  -IT Modifications - \$9M  -Baggage Claim/Ticket Lobby Operational Improvements - \$44.9M  -Baggage Handling System - \$39M  -Delivery Node Redevelopment - \$7.8M  -Air Handling Unit Replacement - \$6.5M	-Shoulder Reconstruction - \$7M  -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 <sup>th</sup> 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 <sup>th</sup> 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
<b>MSP Airfield</b>	-Taxiway A Reconstruction - \$16 M - Taxiway B and Concourse G Reconstruction - \$16 M		--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

<b>MSP Terminal 2 Humphrey</b>				-Terminal 2 North Gate Expansion- \$100M			
<b>Lake Elmo Airport</b>	Runway 14/32 Replacement- \$5M	Runway 14/32 Replacement- \$3.5M		Runway 4/22 Rehabilitation - \$4M			
<b>Airlake Airport</b>			Runway 12/30 Improvements \$3.5M				
<b>Flying Cloud Airport</b>							
<b>Anoka County-Blaine Airport</b>							Runway 18/36 Pavement Rehabilitation - \$2.5M
<b>St. Paul Downtown Airport</b>			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
<b>Crystal Airport</b>	Runway 14R/32L & Taxiway "E" Mods - \$5M						



4) 2021 PROJECTS MEETING STATUTORY REVIEW CRITERIA AND REQUIRING APPROVAL:

2021 CIP PROJECTS	Prior Reviews/Actions		Capital Review Criteria *								
	LTCP	AOEE***	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)**	
<b>AIRPORT / PROJECT</b>	<ul style="list-style-type: none"> <li>Review Action</li> </ul>	<ul style="list-style-type: none"> <li>EA-EAW Prepared</li> <li>EIS Reviewed</li> <li>NPDES Approved</li> <li>Legislative Requirement</li> <li>Regulatory Requirement</li> <li>Legal Requirement</li> </ul>	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.	
<b>MSP International Airport 2020 Program:</b>	<ul style="list-style-type: none"> <li>2030 LTCP Update Approved in 2010</li> </ul>		<ul style="list-style-type: none"> <li>TSA New Technology</li> <li>IT Modifications</li> <li>EMC Roof Replacement</li> <li>Safety/Ops Center</li> <li>Baggage Claim Improvements</li> <li>Concourse G Infill</li> </ul>	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"> <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.		N/A	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 Approved in 2017</li> </ul>	(FAA Issues FONSI in July 2019)	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>	(FAA issues Finding of No Significant Impact in Aug 2018)	None								
<i>AIRLAKE</i>		<ul style="list-style-type: none"> <li>2035 LTCP Approval expected in 2018</li> </ul>	(negotiations on sewer & water service).	None								

\* Criteria as defined under MS 473.

\*\* Requirements defined under MS 473

\*\*\* Per AOEE 2021-2027 Summary Environmental Assessment