

MEETING OF THE TAC PLANNING COMMITTEE

Thursday | November 12, 2020

Remote meeting

NOTICE: In response to the COVID-19 pandemic, members of this committee will participate in this meeting via telephone or other electronic means, and this Metropolitan Council meeting will be conducted under Minnesota Statutes section 13D.021 at the date and time stated above. Though we are unable to take verbal comments at this meeting, you may email us at public.info@metc.state.mn.us. We will respond to your comments in a timely manner. Members of the public may monitor this meeting as follows:

Call-in number: 1-855-282-6330 (United States Toll Free)

Meeting code: 146 257 9596

Passcode: 59634757

AGENDA

I. CALL TO ORDER

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

August 13, 2020, meeting of the TAC Planning Committee

IV. BUSINESS

1. 2020-37: *Metropolitan Airports Commission Capital Improvement Program – Russ Owen [Program Document]

V. INFORMATION

1. Advancing Transportation Equity – Hally Turner and Olivia Dorow Hovland, MnDOT
2. Statewide Multimodal Transportation Plan – Hally Turner and Olivia Dorow Hovland, MnDOT
3. Functional Classification Metro Review – Joe Widing, MnDOT

VI. OTHER BUSINESS

VII. ADJOURNMENT

* Additional materials included for items on published agenda

Please notify the Council at 651-602-1000 or 651-291-0904 (TTY) if you require special accommodations to attend this meeting. Upon request, the Council will provide reasonable accommodations to persons with disabilities.

Full Packet

Minutes of the REGULAR MEETING OF THE TAC PLANNING COMMITTEE

Thursday, August 13, 2020

Online meeting

Committee Members Present: Nathan Abney, Holly Anderson, Dave Burns, Paul Czech, Bill Dermody, Jack Forslund, Jason Gottfried, Anne Kane, Elaine Koutsoukos, Michael Larson, Steve Mahowald, Paul Mogush, Ben Picone, Ann Pung-Terwedo, Mehjabeen Rahman, Kevin Roggenbuck, Angie Stenson

APPROVAL OF AGENDA

The agenda was approved without modification.

APPROVAL OF MINUTES

The April minutes were approved without modification.

ACTION ITEM

2020-29: Unified Planning Work Program (UPWP) for 2021

Dave Burns presented this item. The UPWP includes activities required by federal regulation that address planning priorities of the metropolitan area. The draft 2021 UPWP is posted online at:

https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2020/TAC-Planning-8-13-20/IV_1-UPWP-Draft.aspx

MOTION: Steve Mahowald moved to recommend that the TAB adopt the 2021 UPWP; Michael Larson seconded. A roll call vote was taken, and the motion passed unanimously.

INFORMATION ITEMS

Sensitivity Analysis for Twin Cities Highway Mobility Studies

Angie Bersaw from Bolton & Menk presented this item. The presentation is posted at:

[https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2020/TAC-Planning-8-13-20/V_1-Presentation-\(Sensitivity-Analysis\).aspx](https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2020/TAC-Planning-8-13-20/V_1-Presentation-(Sensitivity-Analysis).aspx)

The report is also posted online at: [https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2020/TAC-Planning-8-13-20/V_1-Report-\(Sensitivity_Analysis\).aspx](https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2020/TAC-Planning-8-13-20/V_1-Report-(Sensitivity_Analysis).aspx)

Bersaw said they are testing the feasibility of speed data for this type of analysis.

Transportation System Performance Evaluation (TSPE)

Russ Owen presented this item with other Council staff (Tony Fischer, Steve Elmer, Daniel Peña). The report is required by the state legislature before the Transportation Policy Plan is updated. It is designed to provide a comprehensive review of the regional transportation system performance, including highways, aviation, bicycling and walking, transit, and freight in addition to demographics. The data in this report are all before COVID-19 for 2014 through 2019. The presentation is posted at:

[https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2020/TAC-Planning-8-13-20/V_2-Presentation-\(TSPE\).aspx](https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2020/TAC-Planning-8-13-20/V_2-Presentation-(TSPE).aspx)

Paul Czech noted in the freight section not to read too much into moving up or down one or two spots in the ranking among peers for the costs of freight congestion. Steve Mahowald asked why walking percentages have almost doubled. Jonathan Ehrlich replied that these

types of trips tend to be missed because people tend to forget short walk trips when doing travel diaries, but with the current approach to the Travel Behavior Inventory, we are doing a better job counting these trips and are more likely to see these levels going forward.

The report is posted at: [https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2020/TAC-Planning-8-13-20/V_2_Report-\(TSPE\).aspx](https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2020/TAC-Planning-8-13-20/V_2_Report-(TSPE).aspx).

Transportation Policy Plan Comments

Steve Peterson presented this item. The comment report is posted at: https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2020/TAC-Planning-8-13-20/V_3-TPP2020PublicComment.aspx He noted that the Transportation Improvement Program (TIP) received many public comments, so those that were policy-related will be carried over to the Transportation Policy Plan (TPP). Many comments were directed to both the TPP and the TIP. Sara Maaske noted that the comments received provide an opportunity for the Council to reach out to the interested groups to be part of the planning process.

OTHER BUSINESS

None

ADJOURNMENT

After business was completed, the meeting adjourned.

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 2nd, 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:

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
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 7th PDE Committee Meeting that may affect the CIP review would be reported at the December 16th 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

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 2020 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 23 rd September 23 rd September 17 th October 1 st October 9 th October 31 st November 5 th November 8 th November 8 th November 12 th December 2 nd November 24 th December 4 th December 4 th December 16 th

PROJECTS PLANNING and FINANCIAL REVIEW		
Approval of Final CIP by Commission-----	Airport Development	December 21 st
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 20 th
Metro Council – Committee Action-----	Transportation Committee	January 11 th
Metro Council – Council Action-----	Metro Council	January 20 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 2020 projects	MSP 2020 Environmental Assessment findings. Concourse G Environmental Assessment	No Effects												
RELIEVER PROJECTS														
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:

Airport	2021	2022	2023	2024	2025	2026	2027
MSP Environmental	Noise Mitigation	Noise Mitigation	Noise Mitigation	Noise Mitigation	Noise Mitigation	Noise Mitigation	Noise Mitigation
MSP Terminal 1 Lindbergh	-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 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	-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

MSP Terminal 2 Humphrey				-Terminal 2 North Gate Expansion- \$100M			
Lake Elmo Airport	Runway 14/32 Replacement- \$5M	Runway 14/32 Replacement- \$3.5M		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	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)**	
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	

<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	N/A
<i>CRYSTAL</i>		<ul style="list-style-type: none"> 2035 LTCP Approved in 2017 	(FAA Issues FONSI in July 2019)	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 	(FAA issues Finding of No Significant Impact in Aug 2018)	None								
<i>AIRLAKE</i>		<ul style="list-style-type: none"> 2035 LTCP Approval expected in 2018 	(negotiations on sewer & water service).	None								

* Criteria as defined under MS 473.

** Requirements defined under MS 473

*** Per AOEE 2021-2027 Summary Environmental Assessment



Metropolitan Airports Commission

TO: Planning, Development and Environment Committee

FROM: Heather J. Leide, Director – Airport Development (612-726-8128)

SUBJECT: **Preliminary 2021 – 2027 Capital Improvement Program
Program Overview**

DATE: September 2, 2020

FOR ACTION

Summary

Each year, MAC staff prepares a seven-year Capital Improvements Program (CIP) for review and approval by the full Commission. A preliminary version of the 2021-2027 CIP listing is provided in September in order to give Commissioners, Affected Municipalities and the public an opportunity to see what is planned for the upcoming seven-year program, with specifics included for the proposed projects forthcoming for construction contract award in 2021.

The seven-year CIP includes projects for both the Minneapolis-St. Paul International Airport (MSP) and the six airports in the Reliever Airport System. The majority of projects in the attached project listing focus on the rehabilitation and replacement of airport infrastructure, existing assets, and terminal systems to ensure that airport safety, security and operations are not compromised.

Fiscal Impact

No Impact Operating Budget CIP Other

The Airport Development Department works closely with Finance staff during the CIP development process to review funding for the seven-year program. Any project changes to the preliminary CIP will be reflected in the final version brought to the Commission in December for final adoption. At that time, Finance will also provide a companion funding analysis for the first three years of the program for information.

Action Requested

- 1. Recommend that the full Commission accept the attached preliminary 2021-2027 Capital Improvement Program for purposes of conducting the affected municipalities review and the Assessment of Environmental Effects (AOEE) process; and**
- 2. Authorize staff to proceed with these processes.**

Background

The 2021-2027 preliminary CIP includes the following (attached to this memo):

- (a) Anticipated CIP process schedule;
- (b) Draft listing of projects by category with proposed year and estimated cost for each;
and
- (c) Draft project narratives for the projects listed in 2021.

Applicable Legal Authority

MAC's Bylaws, Minnesota Statutes Sec. 473.621, Subd. 6 and 7.

Analysis

Due to the economic realities and uncertainties related to the global pandemic and associated reduction in air travel, this is a particularly challenging project planning cycle. Staff approached this preliminary draft by moving most of the projects that were paused in 2020 into 2021 and shifting the 2021-2026 projects approved in the 2020 program into 2022-2027. Then, the most critical projects were pulled forward identified by stakeholders. Anticipated grant funding opportunities also influenced the scheduling of projects in 2021.

In 2021, there are significant dollars associated with the major enhancements to the Terminal 1 arrivals and departures levels (continuing from previous years) via the Operational Improvements Program. This program provides benefit to the local travelers who utilize the check-in, baggage drop, baggage claim, and security-related passenger processing facilities. Also at MSP are planned major investments in the fire station portion of the Safety and Security Center and necessary pavement reconstruction.

In addition, the seven-year program includes the next phases associated with proposed runway changes at the Lake Elmo Airport as outlined in MAC's Long Term Comprehensive Plans for that facility.

The preliminary seven-year program as attached will be made available to affected municipalities for review and comment. Affected municipalities will have 60 days to review the proposed program and offer comments to MAC staff for consideration when preparing the final program recommendations for review by the full Commission in December. The 60-day comment period is anticipated to run from September 21, 2020 through November 20, 2020.

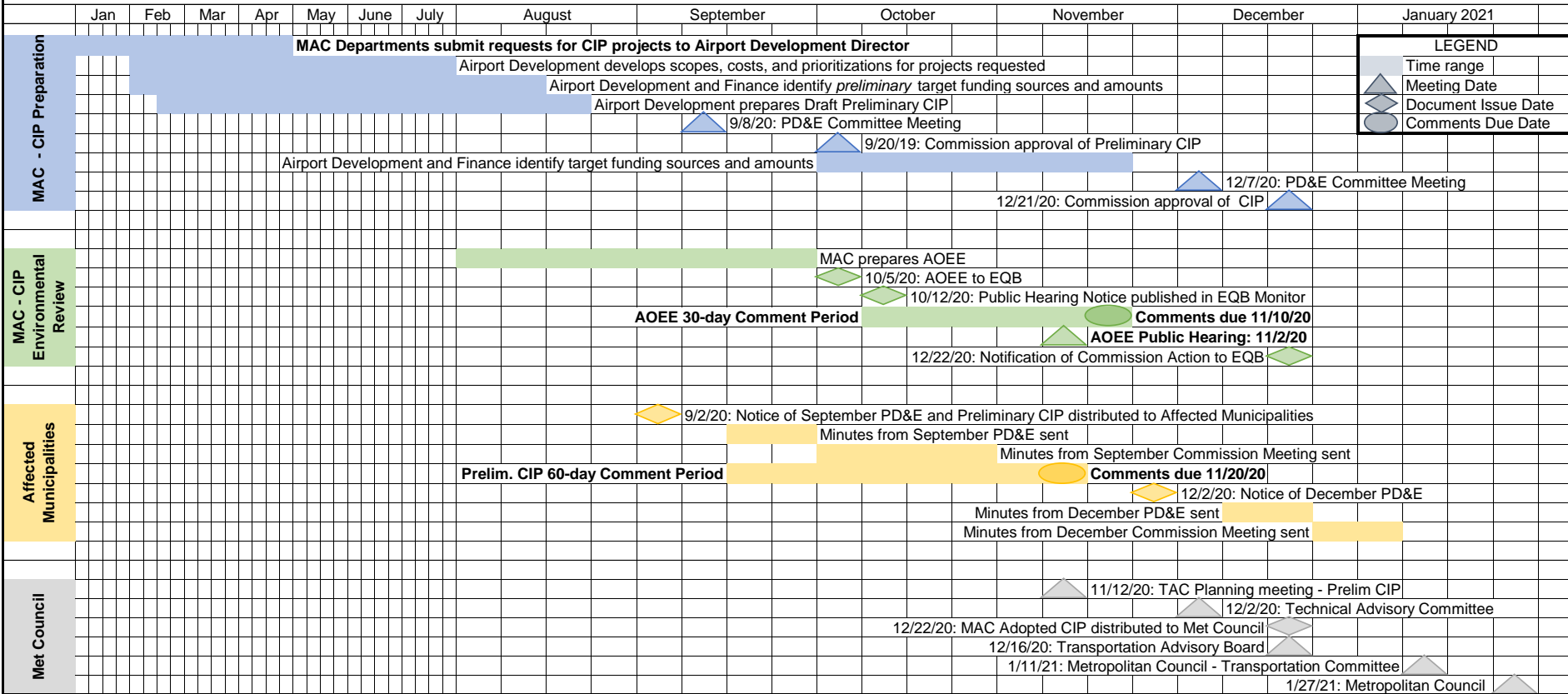
The preliminary program will also be utilized to develop the annual Assessment of Environmental Effects (AOEE) document, as outlined in the companion memorandum to this agenda item.

As required by Minnesota law, MAC's seven-year CIP must be reviewed by the Metropolitan Council. This preliminary program will be submitted to the sub-committees of the Metropolitan Council for initial review and discussion. Upon MAC's adoption of the final December version of the program, MAC will request review by the full Metropolitan Council of the adopted program in January 2021.

Looking forward, please note that the recommended action in December specific to the 2021-2027 CIP will include adoption of a proposed final CIP as well as authorize staff to:

- (a) Prepare plans and specifications and advertise for bids for the 2021 projects.
- (b) Conduct further studies to refine the scopes and costs, and to prepare plans and specifications for the 2022 projects.
- (c) Conduct studies and develop preliminary plans and specifications for the 2023 projects.
- (d) Utilize consultants as necessary in accordance with MAC's consultant use policies.
- (e) Initiate appropriate documentation to apply for federal, state, and PFC funding.
- (f) Forward the adopted 2021-2027 CIP to the Metropolitan Council for their review.

2021 - 2027 CAPITAL IMPROVEMENT PROGRAM DEVELOPMENT SCHEDULE



2021-2027 Capital Improvement Program - Preliminary Draft	2021	2022	2023	2024	2025	2026	2027
MSP End of Life/Replacement Projects							
<i>10 - Terminal 1</i>							
Concourse and Hub Tram Replacement			\$500,000			\$300,000,000	\$300,000,000
Passenger Boarding Bridge Replacements	\$4,100,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000
Recarpeting Program				\$7,000,000	\$7,000,000	\$7,000,000	
TSA Recapitalization		\$16,000,000					
<i>13 - Energy Management Center</i>							
Concourses E and F Bridge Heating and Cooling System Replacement			\$2,100,000	\$2,000,000	\$1,600,000		
GTC Dual-temperature Pump Improvements			\$1,800,000				
Heating Pump Upgrades		\$900,000					
Variable Air Volume (VAV) Box Replacement		\$750,000	\$750,000	\$750,000	\$750,000		
<i>21 - Field and Runway</i>							
30L EMAS Replacement						\$19,000,000	
Bituminous Shoulder Reconstruction		\$5,000,000	\$7,000,000	\$7,500,000	\$7,000,000	\$6,500,000	\$7,000,000
Airfield Snow Melter Replacement/Upgrades				\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000
Taxiway A Pavement Reconstruction	\$16,000,000					\$6,500,000	\$9,500,000
Taxiway B and Concourse G Apron Pavement Reconstruction	\$16,000,000	\$6,000,000	\$13,500,000		\$11,500,000		\$11,000,000
Taxiway P Reconstruction		\$10,000,000					
<i>26 - Terminal Roads/Landside</i>							
Lower Level Roadway Rehabilitation				\$1,100,000			
Upper Level Roadway Electrical System Rehabilitation				\$1,000,000			
Upper Level Roadway Rehabilitation				\$2,000,000			
UPS Loop Pavement Reconstruction				\$1,600,000			
Variable Message Signs Replacement, Phase 3				\$1,600,000			
<i>31 - Parking</i>							
Parking Ramp Snow Melter Replacement/Upgrades		\$1,350,000	\$1,350,000				
<i>36 - Terminal 2</i>							
Terminal 2 Recarpeting Program		\$500,000	\$500,000	\$500,000	\$500,000		
<i>39 - Public Areas/Roads</i>							
28th Avenue South Reconstruction						\$2,270,000	
East 62nd Street Reconstruction				\$3,500,000			
MSP End of Life/Replacement Projects Subtotal	\$36,100,000	\$44,500,000	\$31,500,000	\$33,950,000	\$33,750,000	\$346,670,000	\$332,900,000

2021-2027 Capital Improvement Program - Preliminary Draft

	2021	2022	2023	2024	2025	2026	2027
MSP IT Projects							
<i>10 - Terminal 1</i>							
Concourse C and G Digital Directory Replacement				\$200,000			
Intelligent Monitoring and Control Systems (IMACS)	\$1,500,000	\$1,500,000					
MAC Technology Upgrades	\$8,500,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000
Telecom Room Equipment Continuity (TREC)		\$1,500,000		\$1,500,000			
<i>63 - Police</i>							
Radio DAS Coverage Deficiency Resolution	\$600,000			\$500,000	\$1,500,000		
Card Access Modifications	\$200,000	\$1,300,000		\$500,000	\$1,000,000		
<i>66 - Fire</i>							
Fire Alarm System Transition (FAST)	\$1,800,000	\$1,400,000	\$1,500,000	\$2,000,000	\$1,200,000	\$1,000,000	\$1,200,000
MSP IT Projects Subtotal	\$10,800,000	\$15,700,000	\$11,500,000	\$14,700,000	\$13,700,000	\$11,000,000	\$11,200,000

2021-2027 Capital Improvement Program - Preliminary Draft	2021	2022	2023	2024	2025	2026	2027
MSP Long Term Comprehensive Plan Projects							
<i>10 - Terminal 1</i>							
Baggage Claim/Ticket Lobby Operational Improvements	\$83,700,000	\$44,900,000	\$14,300,000				
Baggage Handling System	\$36,300,000						
Checkpoint Expansion					\$11,000,000		
D-Pod Outbound Baggage System							\$5,000,000
Expand and Remodel International Arrivals Facility			\$5,000,000				
MSP Airport Layout Plan		\$800,000					
MSP Long Term Plan	\$250,000	\$750,000					
Unstaffed Exit Lanes					\$2,500,000		
<i>21 - Field and Runway</i>							
Runway 30R Parallel Taxiway				\$12,000,000	\$10,000,000		\$14,000,000
<i>36 - Terminal 2</i>							
Terminal 2 North Gate Expansion				\$100,000,000			
MSP Long Term Comprehensive Plan Projects Subtotal	\$120,250,000	\$46,450,000	\$19,300,000	\$112,000,000	\$23,500,000	\$0	\$19,000,000

2021-2027 Capital Improvement Program - Preliminary Draft

	2021	2022	2023	2024	2025	2026	2027
MSP Maintenance/Facility Upgrade Projects							
<i>10 - Terminal 1</i>							
ADO Office Expansion				\$4,000,000			
Art Display Areas	\$150,000	\$150,000	\$200,000	\$250,000			
Arts Master Plan - TBD	\$300,000	\$900,000	\$1,100,000	\$1,200,000	\$500,000	\$500,000	\$600,000
Concourse G Moving Walks				\$6,000,000			
Delivery Node Redevelopment		\$500,000	\$2,700,000	\$7,800,000	\$2,700,000	\$2,250,000	\$4,320,000
Folded Plate Repairs		\$8,900,000		\$8,900,000		\$8,900,000	
Lighting Infrastructure Technology and Equipment (LITE)			\$2,250,000		\$2,500,000		\$2,500,000
Restroom Upgrade Program			\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Terminal 1 Employee Breakroom		\$225,000					
Terminal 1 Mechanical Room C-1043			\$5,500,000				
Terminal 1 Public Walk Aisle Terrazzo Floor Installation				\$4,400,000	\$4,400,000	\$4,500,000	\$4,500,000
Terminal 1 Tug Door Replacement		\$540,000					
Terminal 1 Tug Drive Heater Replacement			\$900,000				
Way-Finding Sign Backlighting Replacement				\$1,600,000			
<i>13 - Energy Management Center</i>							
Chiller Plant Optimization				\$3,000,000			
Concourse B Heating System Upgrades	\$950,000	\$2,050,000					
EMC Roof Replacement and Break Room Remodel		\$8,300,000					
Energy Savings Program	\$700,000		\$2,000,000		\$2,000,000		\$2,000,000
Indoor Air Quality Monitoring System	\$700,000						
LED Lighting Conversion in Valet	\$500,000						
MAC Automation Infrastructure Program			\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Material Storage Building - Boiler Room Addition			\$1,000,000				
Victaulic Piping Replacement	\$1,000,000			\$2,000,000		\$2,000,000	
<i>21 - Field and Runway</i>							
Apron Lighting LED Upgrade				\$5,000,000	\$1,000,000	\$3,000,000	\$1,000,000
Runway LED Lighting Upgrade			\$1,500,000	\$1,700,000	\$2,700,000		
Taxiways B & Q Islands	\$700,000						
Taxiway T Centerline Lights		\$700,000					
Terminal 2 Glycol Lift Station/forcemain				\$1,100,000			
Tunnel Lighting LED Upgrade				\$1,100,000	\$1,000,000	\$900,000	\$400,000
<i>31 - Parking</i>							
Orange Ramp Metal Panel Replacement		\$500,000					
Parking Guidance System			\$6,500,000				
Parking Ramp Railing Refinishing		\$1,000,000		\$1,000,000		\$100,000	
<i>36 - Terminal 2</i>							
Terminal 2 Employee Breakroom		\$350,000					
Terminal 2 MUFIDS/EVIDS Millwork Upgrades				\$350,000			
Terminal 2 Gate Area Passenger Amenities				\$1,000,000			
Terminal 2 Gate Desk/Podium Replacement							\$450,000
Terminal 2 Ground Transportation Waiting Area Expansion				\$400,000			
Terminal 2 Pre-Conditioned Air (PCA) Replacement (H1-H10)		\$2,000,000					
Terminal 2 Rentable Space Build-out		\$700,000					
Terminal 2 Skyway to LRT Flooring Installation			\$800,000				
<i>39 - Public Areas/Roads</i>							
Diverging Diamond Intersection Rehabilitation				\$340,000			
Terminal 1 Ground Transportation Modifications			\$600,000				
Tunnel Fan Replacement				\$4,700,000	\$6,800,000		

MSP Maintenance/Facility Upgrade Projects continues on the next page.

2021-2027 Capital Improvement Program - Preliminary Draft	2021	2022	2023	2024	2025	2026	2027
MSP Maintenance/Facility Upgrade Projects (cont.)							
46 - Hangars and Other Buildings							
MAC Storage Facility			\$10,000,000				
Safety and Security Center	\$30,000,000			\$90,000,000			
56 - Trades/Maintenance Buildings							
South Field Maintenance Building Wash Bay				\$3,500,000			
63 - Police							
Badging Office Relocation	\$4,100,000						
Perimeter Gate Security Improvements		\$7,500,000		\$6,500,000	\$6,500,000		
Perimeter Fence Intrusion Detection System					\$1,000,000		
Public Safety Modifications	\$1,500,000		\$1,000,000		\$1,000,000		
Terminal 1 APD Locker Room Expansion		\$1,200,000					
66 - Fire							
Campus Fire Protection		\$2,800,000		\$2,400,000		\$3,400,000	
70 - General Office/Administration							
GO Building Improvements		\$500,000					
76 - Environment							
Glycol Sewer & Storm Sewer Inspection/Rehabilitation					\$1,400,000	\$500,000	
Ground Service Equipment (GSE) Electrical Charging Stations				\$3,000,000			
Lift Station at Ponds 1 and 2			\$1,400,000				
Runway 12R-30L Glycol Forcemain Environmental Improvements			\$2,000,000				
Terminal 2 Remote Ramp Lot/Drainage Improvements				\$2,000,000			
MSP Maintenance/Facility Upgrade Projects Subtotal	\$40,600,000	\$38,815,000	\$43,450,000	\$167,240,000	\$37,500,000	\$30,050,000	\$19,770,000

2021-2027 Capital Improvement Program - Preliminary Draft

	2021	2022	2023	2024	2025	2026	2027
MSP Noise Mitigation Consent Decree Amendment	\$1,500,000	\$1,000,000	\$1,000,000	\$1,000,000			
MSP Ongoing Maintenance Programs							
<i>10 - Terminal 1</i>							
Air Handling Unit Replacement		\$6,500,000	\$6,500,000	\$6,500,000	\$6,500,000	\$6,500,000	\$3,000,000
Baggage System Upgrades	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Concourse G Rehabilitation	\$4,000,000	\$4,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
Conveyance System Upgrades		\$3,000,000			\$3,000,000		
Electrical Infrastructure Program (EIP)		\$2,000,000	\$2,500,000	\$2,500,000		\$2,500,000	\$2,500,000
Electrical Substation Replacement	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	\$1,200,000	\$1,200,000	
Emergency Power Upgrades	\$2,000,000		\$2,500,000	\$2,500,000		\$2,500,000	\$2,500,000
Plumbing Infrastructure Upgrade Program	\$600,000	\$600,000	\$600,000	\$700,000	\$700,000	\$700,000	\$700,000
Terminal Building Remediation Program		\$2,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Terminal Miscellaneous Modifications	\$2,400,000	\$2,400,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
<i>13 - Energy Management Center</i>							
EMC Plant Upgrades (T1 & T2)		\$1,500,000	\$1,300,000			\$1,500,000	
<i>21 - Field and Runway</i>							
Airside Electrical Construction		\$4,000,000	\$2,300,000	\$2,500,000	\$2,500,000		
Airside Roadway Pavement Restoration		\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000
Glycol Tank Repairs		\$800,000					
Miscellaneous Airfield Construction	\$3,000,000	\$3,500,000	\$4,000,000				
Pavement Joint Sealing/Repair	\$1,200,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000
<i>26 - Terminal Roads/Landside</i>							
Glumack Drive Reconstruction				\$2,800,000			
Tunnel Approaches Reconstruction			\$2,370,000				
Tunnel/Bridge Rehabilitation	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$120,000	\$120,000
<i>31 - Parking</i>							
Parking Structure Rehabilitation	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
<i>39 - Public Areas/Roads</i>							
34th Ave Sanitary Sewer Replacement						\$2,200,000	
34th Avenue Bus Area Reconstruction				\$700,000			
34th Avenue Reconstruction						\$7,000,000	\$7,000,000
Concrete Joint Repair		\$400,000	\$900,000	\$1,000,000	\$300,000	\$400,000	\$1,200,000
Landside Pavement Rehabilitation		\$500,000	\$500,000	\$500,000	\$500,000		\$500,000
Landside Utility Rehabilitation		\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	
Roadway Fixture Refurbishment	\$150,000	\$150,000	\$150,000	\$150,000			
<i>46 - Hangars and Other Buildings</i>							
Campus Building Rehab Program		\$500,000	\$1,500,000	\$1,500,000	\$1,500,000		\$1,500,000
Campus Parking Lot Reconstructions			\$650,000	\$650,000			
End of Life Campus Building Demolition			\$400,000	\$400,000			
MSP Campus Building Roof Replacements		\$1,300,000	\$2,900,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
MSP Ongoing Maintenance Programs Subtotal	\$18,350,000	\$40,900,000	\$47,320,000	\$41,650,000	\$34,050,000	\$42,370,000	\$36,020,000

2021-2027 Capital Improvement Program - Preliminary Draft

	2021	2022	2023	2024	2025	2026	2027
MSP Tenant Projects							
<i>10 - Terminal 1</i>							
Concessions Upgrades/Revenue Development		\$100,000	\$100,000	\$200,000	\$200,000	\$200,000	\$200,000
Elevator and concourse improvements related to relocated United Club			\$200,000				
Terminal 1 Pre-Conditioned Air (PCA)		\$2,000,000		\$2,000,000			
<i>46 - Hangars and Other Buildings</i>							
Ground Service Equipment (GSE) Maintenance Facility			\$200,000				
MSP Tenant Projects Subtotal	\$0	\$2,100,000	\$500,000	\$2,200,000	\$200,000	\$200,000	\$200,000

2021-2027 Capital Improvement Program - Preliminary Draft	2021	2022	2023	2024	2025	2026	2027
Reliever Airports Long Term Comprehensive Plan (LTCP) Projects							
81 - St. Paul							
STP Airport Layout Plan			\$400,000				
82 - Lake Elmo							
21D Long Term Comp Plan					\$100,000		
21D Runway 14-32 Replacement	\$5,000,000	\$3,500,000					
83 - Airlake							
LVN Long Term Comp Plan					\$100,000		
LVN Runway 12-30 Improvements			\$3,500,000				
84 - Flying Cloud							
FCM Airport Layout Plan		\$300,000					
FCM Purchase and Demolition of Hangars			\$1,300,000				
FCM South Building Area Utilities						\$600,000	
85 - Crystal							
MIC Long Term Comp Plan					\$100,000		
86 - Anoka County - Blaine							
ANE Airport Layout Plan		\$400,000					
ANE Building Area Development - Xylite St. Relocation					\$1,000,000		
Reliever Airports LTCP Projects Subtotal	\$5,000,000	\$4,200,000	\$5,200,000	\$0	\$1,300,000	\$600,000	\$0

2021-2027 Capital Improvement Program - Preliminary Draft	2021	2022	2023	2024	2025	2026	2027
Reliever Airports Maintenance/Facility Upgrade Projects							
<i>80 - Reliever Airports</i>							
Reliever Building Misc Mods	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
Reliever Obstruction Removal			\$300,000		\$300,000		\$300,000
Reliever Pavement Rehabilitation Misc Mods	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
<i>81 - St. Paul</i>							
STP Airport Perimeter Roads					\$500,000		
STP Cold Equipment Storage Building						\$750,000	
STP Customs and Border Patrol General Aviation Facility							\$2,000,000
STP Intelligent Monitoring and Control System (IMACS) Expansion				\$2,250,000			
STP LED Edge Lighting Upgrades	\$500,000		\$500,000	\$1,500,000			
STP MAC Building Improvements	\$400,000		\$200,000		\$200,000		\$200,000
STP Pavement Rehabilitation-Taxilanes/Tower Road						\$500,000	
STP Runway 13-31 Pavement Reconstruction			\$5,000,000				
STP Runway 14-32 EMAS Replacement							\$10,000,000
STP Runway 14-32 Reconstruction					\$5,000,000	\$5,000,000	
STP Storm Sewer Improvements				\$1,500,000			
STP Taxiway B Rehabilitation					\$800,000		
STP Taxiway Lima Rehabilitation							\$200,000
<i>82 - Lake Elmo</i>							
21D Intelligent Monitoring and Control System (IMACS)					\$1,150,000		
21D Material Storage Building				\$500,000			
21D North Building Area Pavement Rehabilitation				\$900,000			
21D North Service Roads Rehabilitation					\$500,000		
21D Northside Taxiway Reconstruction					\$600,000		
21D Runway 04-22 Pavement Rehabilitation				\$4,000,000			
<i>83 - Airlake</i>							
LVN Existing Runway 12-30 Reconstruction			\$3,500,000				
LVN Intelligent Monitoring and Control System (IMACS)						\$1,150,000	
LVN Joint and Crack Repairs	\$150,000						
LVN LED Edge Lighting			\$200,000				
LVN North Service Road Pavement Rehabilitation							\$400,000
LVN North Taxilanes Pavement Rehabilitation							\$1,000,000
LVN South Building Area Sewer and Water Expansion		\$200,000					
<i>84 - Flying Cloud</i>							
FCM Airfield Electrical Improvements - TXY D & E Lights	\$300,000						
FCM Airport Access Roads and Tango Lane						\$500,000	
FCM Electrical Vault Modifications						\$500,000	
FCM Gate Replacements					\$500,000		
FCM Intelligent Monitoring and Control System (IMACS)				\$2,250,000			
FCM MAC Building Improvements	\$520,000					\$600,000	
FCM Runway 10R-28L Pavement Rehabilitation				\$2,300,000			
FCM Underground Fuel Storage Tank Replacement				\$400,000			
<i>85 - Crystal</i>							
MIC Existing Hangar Revitalization						\$800,000	
MIC Intelligent Monitoring and Control System (IMACS)						\$1,150,000	
MIC LED Edge Lighting Upgrade	\$400,000		\$400,000				
MIC Obstruction Removal					\$300,000		
MIC Runway 6L-24R Pavement Rehabilitation							\$2,000,000
MIC Service Roads			\$1,200,000				
MIC Taxilanes Pavement Rehabilitation		\$550,000	\$750,000		\$600,000		\$600,000
MIC Underground Fuel Storage Tank Replacement				\$400,000			
<i>Reliever Airports Maintenance/Facility Upgrade Projects continues on the next page.</i>							

2021-2027 Capital Improvement Program - Preliminary Draft	2021	2022	2023	2024	2025	2026	2027
Reliever Airports Maintenance/Facility Upgrade Projects (cont.)							
<i>86 - Anoka County - Blaine</i>							
ANE Electrical Vault Improvements					\$750,000		
ANE Intelligent Monitoring and Control System (IMACS)					\$1,150,000		
ANE Pavement Rehabilitation - Taxiway A and Edge Lights			\$1,800,000				
ANE Runway 18-36 Pavement Rehabilitation							\$2,500,000
ANE Taxilanes Pavement Reconstruction	\$750,000						
ANE Underground Fuel Storage Tank Replacement				\$400,000			
ANE West Perimeter Road				\$1,500,000			
Reliever Airports Maintenance/Facility Upgrade Projects Subtotal	\$3,720,000	\$1,450,000	\$14,550,000	\$18,600,000	\$13,050,000	\$11,650,000	\$19,900,000
MSP Subtotal	\$227,600,000	\$189,465,000	\$154,570,000	\$372,740,000	\$142,700,000	\$430,290,000	\$419,090,000
Relievers Subtotal	\$8,720,000	\$5,650,000	\$19,750,000	\$18,600,000	\$14,350,000	\$12,250,000	\$19,900,000
Total	\$236,320,000	\$195,115,000	\$174,320,000	\$391,340,000	\$157,050,000	\$442,540,000	\$438,990,000

**PRELIMINARY DRAFT 2021-2027 CIP
2021 Capital Improvement Program Narratives
Metropolitan Airports Commission**

MSP End of Life/Replacement Projects

10 – Terminal 1

Passenger Boarding Bridge Replacements **\$4,100,000**

This project provides for the replacement of jet bridges at Terminal 1. Bridges to be replaced will be determined based on a condition assessment and input from the airlines. Aircraft parking positions will be optimized at the impacted gates and fuel pits adjusted as necessary. Podiums and door openings may also be adjusted to optimize gate hold area. It is assumed fixed walkways may need to be replaced or added to meet ADA slope requirements and all gate hold areas will be upgraded with security doors, card readers, and cameras.

21 – Field and Runway

Taxiway A Pavement Reconstruction **\$16,000,000**

The project provides for reconstruction of Taxiway A from Taxiway A3 to just west of the 12R-30L Tunnel. In addition, it includes a 75-foot-wide strip of the pavement within the Taxiway A safety area. Work will include removals, excavation, granular material, crushed aggregate base, concrete pavement, bituminous shoulders, pavement marking and taxiway centerline and edge lights.

Taxiway B and Concourse G Apron Pavement Reconstruction **\$16,000,000**

This project will reconstruct a portion of Taxiway B and the associated apron area near Gates G15 through G19. Work will include removals, excavation, granular material, crushed aggregate base, concrete pavement, bituminous shoulders, storm and glycol sewers, fuel pit, pavement marking, and taxiway centerline lights.

MSP IT Projects

10 – Terminal 1

Intelligent Monitoring and Control Systems (IMACS) **\$1,500,000**

This is a continuation of a multi-year program to upgrade all MAC building automation systems to an open architecture protocol so that MAC can bid maintenance and construction contracts more competitively. This project will replace sole-source controllers such as Siemens and Legacy Honeywell with controllers from Honeywell, Circon, Distech, and TAC systems that are LonMark certified products.

MAC Technology Upgrades **\$8,500,000**

Each year, there are a number of IT projects that are beyond the resources of MAC's staff and operating budget to accomplish. These projects are prioritized and completed either as a series of contracts or as purchase orders. Work may include Fiber Optic Cable Upgrades, MACNet maintenance and upgrades, EVIDs/MUFIDs digital signs, Wireless System enhancements, and MAC Public Address System maintenance and upgrades. The list of potential projects will be compiled and prioritized in early 2021.

Telecommunications Room Equipment Continuity (TREC) **\$1,500,000**

The MAC network (MACNet) carries, along with other information, credit card data collected from the landside parking revenue control system. Merchants like the MAC are required to meet credit card security standards created to protect card holder data. Among these requirements are security standards for the physical locations where MACNet equipment is located. Additionally, the network equipment itself must have added security features to prevent unauthorized network access. This multi-year program addresses these standards by providing security equipment and relevant network hardware for the 150 telecommunications rooms on the MAC campus.

63 – Police

Radio DAS Coverage Deficiency Resolution \$600,000

This project will continue past efforts to improve the public safety radio signal coverage on the MSP campus by expanding the Distributed Antenna System (DAS).

Card Access Modifications \$200,000

This is a multi-year program to refresh the inventory of card access security readers as they get to end of life, add outdoor biometric readers, add mobile card readers, add other readers as needed throughout the campus, and align card access control with other surveillance technology including IVISN.

66 – Fire

MSP Campus Fire Alarm System Transition \$1,800,000

In an effort to improve monitoring reliability and eliminate the existing single point of failure configuration, this multi-year project will include database redundant systems, device controller upgrades and the decentralization of the fire alarm master control equipment.

MSP Long Term Comprehensive Plan Projects

10 – Terminal 1

Baggage Claim/Ticket Lobby Operational Improvements \$83,700,000

This is continuation of a program that will provide the level of service requirements for short- and medium-term growth of the Origin & Destination (O&D) passengers, addressing issues of congestion and functionality in the Terminal 1 Arrivals and Departures areas. This program will complete the expansion of the east terminal façade, including walkways that meet required codes, public seating areas, curtain wall replacement, improved lighting and sight lines, east mezzanine removal/reduction, structural enhancements, improved vestibules and curbside. In the Departures Hall this program will increase the depth of the check-in area and include airline check-in facilities, ticket offices, and TSA space. The South Security Checkpoint will be expanded to eight lanes, and add an employee screening portal. The Center Mezzanine will be expanded with a cantilevered corridor, allowing security observation and facilitating future remodeling. On the Arrivals Level, baggage claim device capacity will be increased.

Baggage Handling System \$36,300,000

This project includes baggage handling system (BHS) work associated with the south half of Terminal 1 related to several phases of operational improvements between the baggage claim and ticket lobby levels. Improvements to the inbound BHS include new baggage claim devices and conveyors. The outbound BHS improvements include self-service bag drop devices, related conveyors, oversize bag screening and tub returns.

MSP Long Term Plan \$250,000

The MSP 2030 Long Term Comprehensive Plan (LTCP), previously completed in April 2010, was scheduled to be updated in 2020. While work that had already started with forecasting and gap analyses were paused earlier this year, efforts to continue work on the LTCP document is anticipated later in 2021, with more work planned in 2022.

MSP Maintenance/Facility Upgrade Projects

10 – Terminal 1

Art Display Areas \$150,000

This program is a continuation of the existing program, in partnership with the MSP Foundation, to provide opportunities and space build out for the display of permanent and temporary/rotating art exhibits.

Arts Master Plan \$300,000

This program supports procurement of commissioned art and rotating exhibits as part of the Percent for Arts program.

13 – Energy Management Center (EMC)

Concourse B Heating System Upgrades

\$950,000

This project will upgrade Concourse B's fin tube radiation and variable air volume boxes as they are inefficient, expensive to operate and at the end of their expected life.

Energy Savings Program

\$700,000

The scope of this year's project involves work at both Terminal 1 and Terminal 2 and in general includes the replacement of valves, boilers, lighting controls, and motors with high efficiency models.

Indoor Air Quality Monitoring

\$700,000

This project will install needed carbon dioxide sensors in common return air ducts, and tie all new and existing sensors into the IMACS for remote monitoring and for automatic safety ventilation. It will also provide the EMC with advanced modular indoor air quality (IAQ) sensors to install temporarily at any location that has IMACS to detect ultra-fine particles, volatile organic compounds, CO₂, CO, NO₂ and other gasses in the area if an IAQ complaint is filed, enabling the EMC to accurately assess the problem and solution.

LED Lighting Conversion in Valet

\$500,000

This project replaces light fixtures in the valet parking area with LED fixtures for improved energy efficiency in support of the MAC's Carbon Management Plan.

Victaulic Piping Replacement

\$1,000,000

This 5-year program will replace the Victaulic piping and valves in Terminal 2, and in these areas of Terminal 1: Concourse E, Concourse F, Concourse C and Concourse C Tunnel. While Victaulic pipe fittings allow for the pipe to be quickly and easily disassembled when needed, it was discovered that the joints cause leaking because the seals shrink when they cool due to shut downs and service disruptions, which occur frequently at MSP, and then don't hold tight when the system is restored to normal operation. 2021 is the second year of work under this program.

21 – Field and Runway

Taxiways B and Q Islands

\$700,000

This project will construct taxiway islands created by Taxiways A and B, C and D, and P and Q.

46 – Hangars and Other Buildings

Safety and Security Center

\$30,000,000

The project will construct a replacement fire station (ARFF #2) and relocate airfield navigational aids impacted by the whole building's planned construction. A future phase will construct a building to house a new Airport Operations Center which includes Airside Operations and the Emergency Communications Center, a dedicated primary Emergency Operations Center, and consolidated Airport Police Department facilities. This combined facility is intended to bring together the airport entities that are stakeholders in the daily operations to improve collaboration and coordination.

63 – Police

Badging Office Relocation

\$4,100,000

This project will co-locate all Airport Police Badging Office functions to the spaces currently occupied by the Rental Car Agencies in the Red/Blue parking ramp core following RAC relocation to the Customer Service Building in the Silver Ramp.

Public Safety Modifications

\$1,500,000

This program enhances the safety of the MSP campus through door hardware, signage, security controls, and other equipment to provide for egress requirements, code compliance, security conformity, and emergency responder access.

MSP Noise Mitigation Projects

Noise Mitigation Consent Decree Amendment

\$1,500,000

The Consent Decree First Amendment Program is a residential noise mitigation program that began in March 2014 under the terms of an amended legal agreement (Consent Decree) between the Metropolitan Airports Commission (MAC) and the cities of Richfield, Minneapolis, and Eagan, and approved by the Hennepin County District Court (effective until December 31, 2024). Under this program, eligibility of single-family and multi-family homes will be determined annually, based upon actual noise contours that are developed for the preceding calendar year, beginning in March 2014. This project will provide noise mitigation for those single family and multifamily homes meeting the eligibility requirements of the program.

MSP Ongoing Maintenance Projects

10 – Terminal 1

Baggage System Upgrades

\$500,000

This multi-year program will provide necessary upgrades to the inbound and outbound baggage system not covered by general system maintenance.

Concourse G Rehabilitation

\$4,000,000

This multi-year program will provide operational improvements to the existing concourse over time, including replacing elevators, modifying and replacing structural, electrical and mechanical systems.

Electrical Substation Replacement

\$1,400,000

This is a multi-year program to replace electrical substations which are at or very near end of life. This program will also improve redundancy.

Emergency Power Upgrades

\$2,000,000

A study and survey of Terminal 1 transfer switches and emergency lighting was completed in 2008. This year's project is part of a multi-year program that will continue the design and implementation of emergency power and lighting corrective work identified in this study.

Plumbing Infrastructure Upgrades

\$600,000

In 2010, MAC staff prepared a preliminary study of the reliability and maintainability of the existing plumbing infrastructure. Portions of the existing plumbing infrastructure serving Terminal 1 are over 40 years old, have systems that are undersized for today's demands, contain isolation valves that are either inaccessible or no longer functional, and utilize aging water meter systems. There are also deteriorated sections of the existing sanitary and storm water systems. This ongoing program was implemented in 2012 to upgrade the plumbing infrastructure system to meet current code requirements and MAC standards. The focus of the 2021 project is to continue the replacement of aging plumbing systems.

Terminal Miscellaneous Modifications

\$2,400,000

Each year, there is a list of maintenance projects that are beyond the resources of MAC's maintenance and trades staff to accomplish. These projects are prioritized and completed either as a series of contracts or as purchase orders. Typical work includes door replacements, emergency upgrades to mechanical, electrical, plumbing or HVAC systems, loading dock work, etc. The list of potential projects will be compiled and prioritized in early 2021.

21 – Field and Runway

Miscellaneous Airfield Construction

\$3,000,000

This program supports Part 139 Airport Certification through grading and drainage improvements within runway safety areas, airfield pavement marking modifications, and other miscellaneous airside projects that are too small to accomplish independently or arise unexpectedly.

Pavement Joint Sealing/Repair

\$1,200,000

This is an ongoing program to provide for the resealing of joints, sealing of cracks, and limited surface repairs on existing concrete pavements. The areas scheduled for sealing will be as defined in the overall joint sealing program or as identified by staff inspection in the early spring of each year.

26 – Terminal Roads/Landside

Tunnel/Bridge Rehabilitation

\$100,000

The MSP Campus has MAC-owned bridges and tunnels. Bridge and tunnel inspections are conducted each year to identify maintenance and repairs which are then implemented in a timely fashion.

31 – Parking

Parking Structure Rehabilitation

\$3,000,000

This is an annual program to maintain the integrity of the airport's multi-level parking structures. Projects typically include concrete repair, joint sealant replacement, expansion joint repairs, concrete sealing and lighting improvements.

39 – Public Areas/Roads

Roadway Fixture Refurbishment

\$150,000

Many of the light poles, clearance restriction boards, sign units, fence sections, and canopies on the airport roadways are in need of repainting and maintenance. This project provides for refurbishment of these fixtures.

Reliever Airports Long Term Comprehensive Plan Projects

82 – Lake Elmo

21D Runway 14-32 Replacement

\$5,000,000

The updated long term comprehensive plan for this airport proposes relocating and extending the primary runway northeast of its current alignment. This year's scope includes the third phase of construction for this project which focuses on construction of the new runway.

Reliever Airports Maintenance/Facility Upgrade Projects

80 – Reliever Airports

Reliever Building Miscellaneous Modifications

\$400,000

This program will address ongoing needs for repairs and modifications of MAC-owned buildings at the five of the reliever airports, excluding St. Paul. These items may include: crew rest areas, heating, air conditioning, structural repairs, and aesthetic updates. The list of potential projects will be compiled and prioritized in early 2020.

Reliever Pavement Rehabilitation Miscellaneous Modifications

\$300,000

This program will address ongoing needs for crack sealing, joint repairs, pavement rejuvenation, and pavement repairs at the six reliever airports. The list of potential projects will be compiled and prioritized in early 2020.

81 – St. Paul

STP LED Edge Lighting Upgrades

\$500,000

This program will replace taxiway edge lighting and signage with LED. The 2021 and 2023 projects will address taxiways East of Runway 14-32.

STP MAC Building Improvements

\$400,000

This is an ongoing program to provide for facility modifications to ensure continued efficient operation of MAC buildings or modifications necessary to meet the requirements of the tenants.

83 – Airlake

LVN Joint and Crack Repairs

\$150,000

This project will execute joint and crack repairs on taxiways and taxiway connectors.

84 – Flying Cloud

FCM Airfield Electrical Improvements – Txy D and E Lights

\$300,000

This project will install LED taxiway edge lighting on the remaining portions that do not have lighting.

FCM MAC Building Improvements **\$520,000**

This year's project will focus on mitigating water infiltration at the electrical vault building. Other improvement work will address the most urgent issues identified during design.

85 – Crystal

MIC LED Edge Lighting Upgrade **\$400,000**

This project will replace existing, end of life, edge lighting with LED. Airfield signage improvements are also part of this program.

86 – Anoka County - Blaine

ANE Taxilanes Pavement Reconstruction **\$750,000**

This is an ongoing program to reconstruct aircraft operational areas (runways, taxiways, aprons) through bituminous overlays, seal coats, or in some instances, reconstruction, to restore the surfaces to a smooth, even condition and improve overall operating conditions. The pavement condition index report as well as an inspection of the pavement will be completed to determine the area most in need of repair.

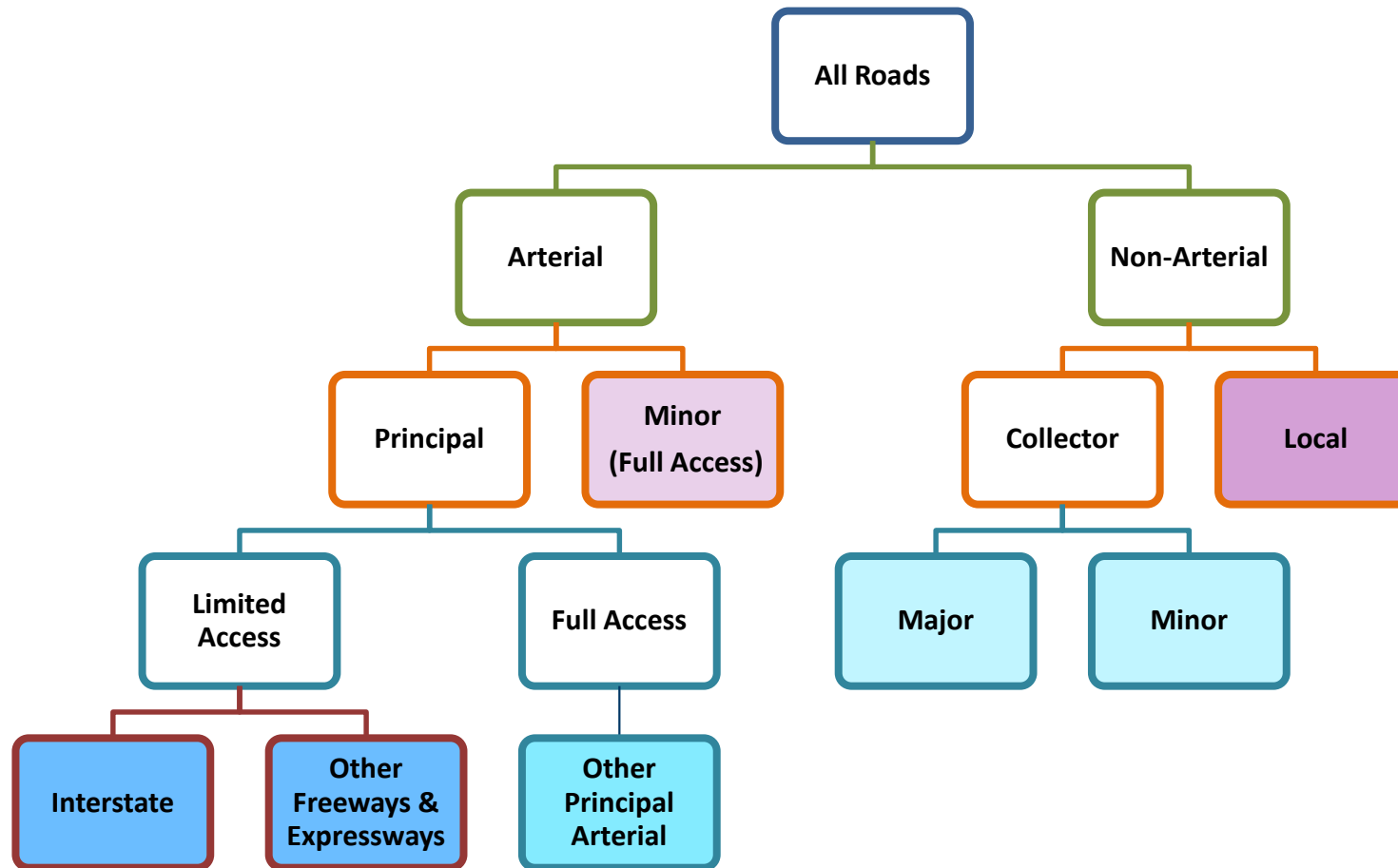


MnDOT Functional Classification Metro Review

Joe Widing | Senior Transportation Planner
Office of Transportation System Management
November 12, 2020

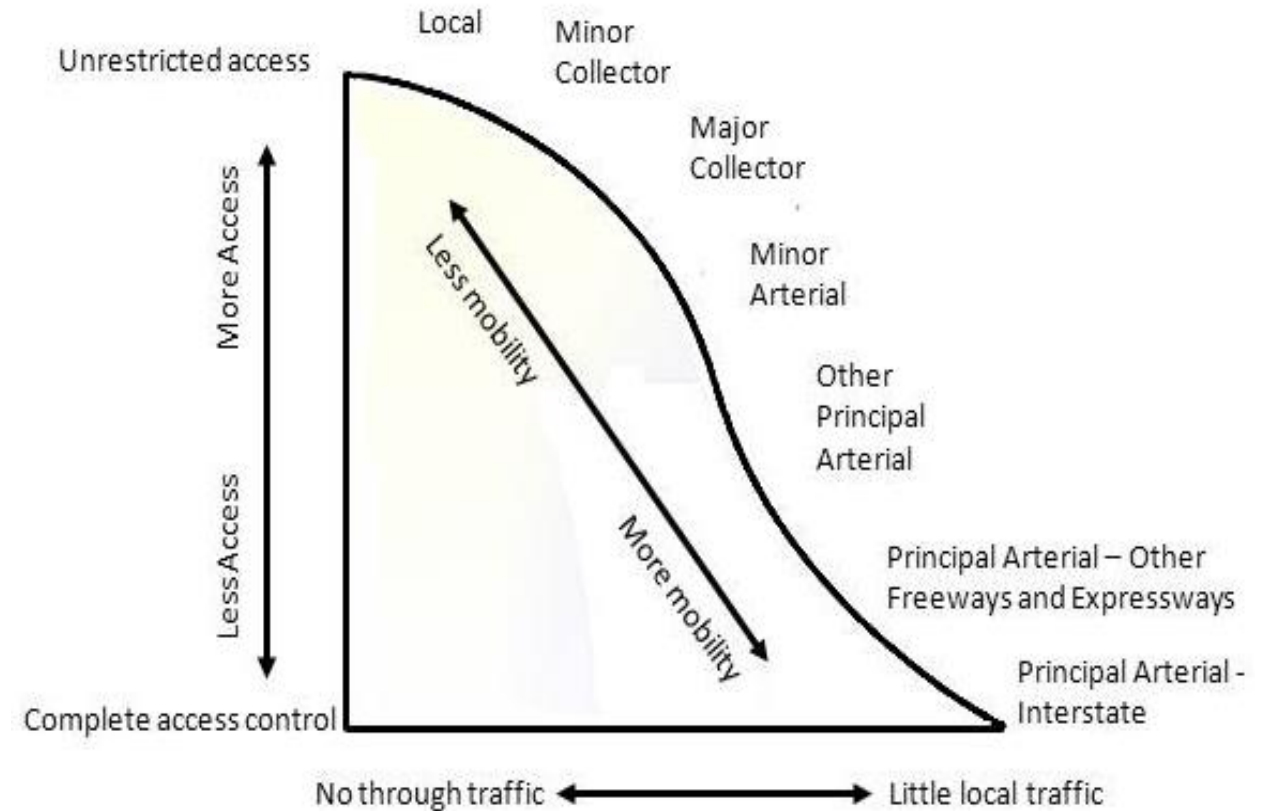
1	Process Background
2	Review Process
3	Early takeaways
4	Next Steps

Functional Classification Decision Tree



Functional Classification: What's the Purpose

- Mobility vs Access: FC system balancing act between mobility and access.
- Efficiency: FC system intends to maximize efficiency of road network.
- Standardization: FC system creates one standard for all states. Allows coordination, comparison, knowledge transfer.
- Funding: Tying funding to FC allows for thresholds to be set, streamlines decision making and fosters more transparent process.
 - Urban: Minor Collector and above
 - Rural: Major Collector and Above



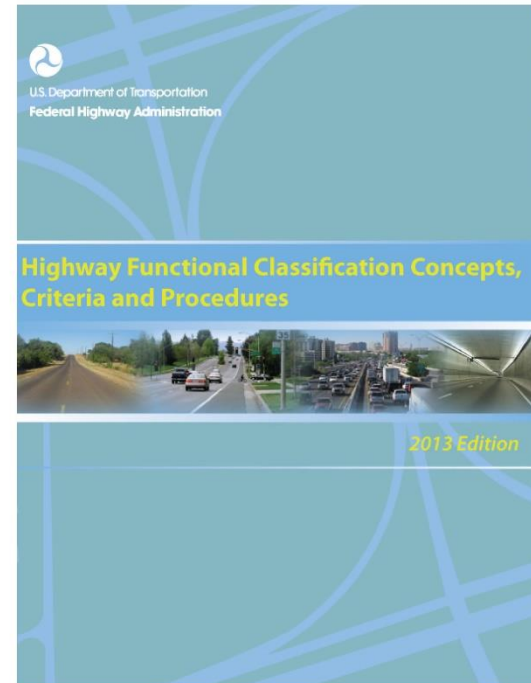
How is functional classification determined?

- Roadways serve two primary functions:
 - Access to property
 - Travel mobility
- All roadways perform these functions to varying degrees.
- Determining a roadway's primary purpose helps determine how to classify the roadway.
- Represents the existing conditions of a roadway.



Functional Classification: Why We're Here

- 2010 Census
 - New urban area boundaries
- 2013 FHWA updated FC guidelines
- 2015: MnDOT completed review and update of functional classification for Greater Minnesota following updated 2013 FHWA guidelines and 2010 decennial Census
- This update did not include metro
 - Determined that systems were different enough to separate into two processes
- FHWA has requested metro FC be reviewed and updated to achieve consistency with Greater Minnesota and better adhere to guidelines.



Functional Classification: Why We're Here

- Project Management Team

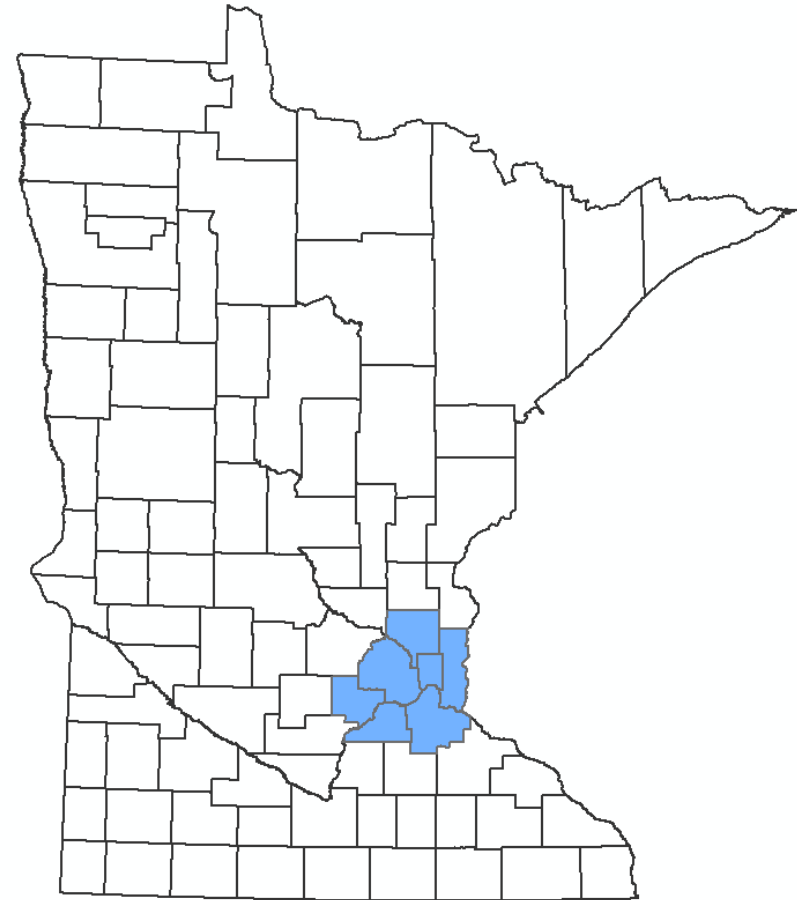
- Made up of MnDOT staff and Met Council representative
- Leading technical review
- County by county process

- Steering Committee

- Made up of local representatives (local, county and Met Council) and MnDOT staff
- Provides direction of review process
- Final decision on any differences of classification
- Final approval of metro area functional classification review and update prior to FHWA submittal

Statewide perspective

- Greater Minnesota functional classification review completed; FHWA approved October 2015
- 7 metro county functional classification review intended to begin in 2015 but was delayed multiple times
- Anoka first county to be reviewed and is complete
- Now working with Carver, Scott, Washington and Ramsey counties
 - Hennepin and Dakota finishing technical review



Statewide perspective: 2016

Functional classification	Urban miles	% urban	FHWA urban guideline*	Rural miles	% rural	FHWA rural guideline*
Principal Arterial-Interstate	325.4	1.5%	1-3%	588.1	0.5%	1-3%
PA- Freeway/Expressway	220.7	1.0%	0-2%	45.4	<0.1%	0-2%
PA- Other	616.2	2.8%	4-9%	3,443.1	2.9%	2-6%
Minor Arterial	2,550.2	11.5%	7-14%	6,675.3	5.5%	2-6%
Major Collector	2,198.2	9.9%	3-16%	15,653.3	13.0%	8-19%
Minor Collector	789.9	3.6%	3-16%	12,014.3	10.0%	3-15%
Local	15,454.5	69.8%	67-76%	82,199.8	68.1%	62-74%
Total	22,155.11			120,619.4		

*FHWA Functional Classification Concepts, Criteria and Procedures, 2013

Minnesota is considered a rural state. There is guidance for rural/urban system separate from state designation

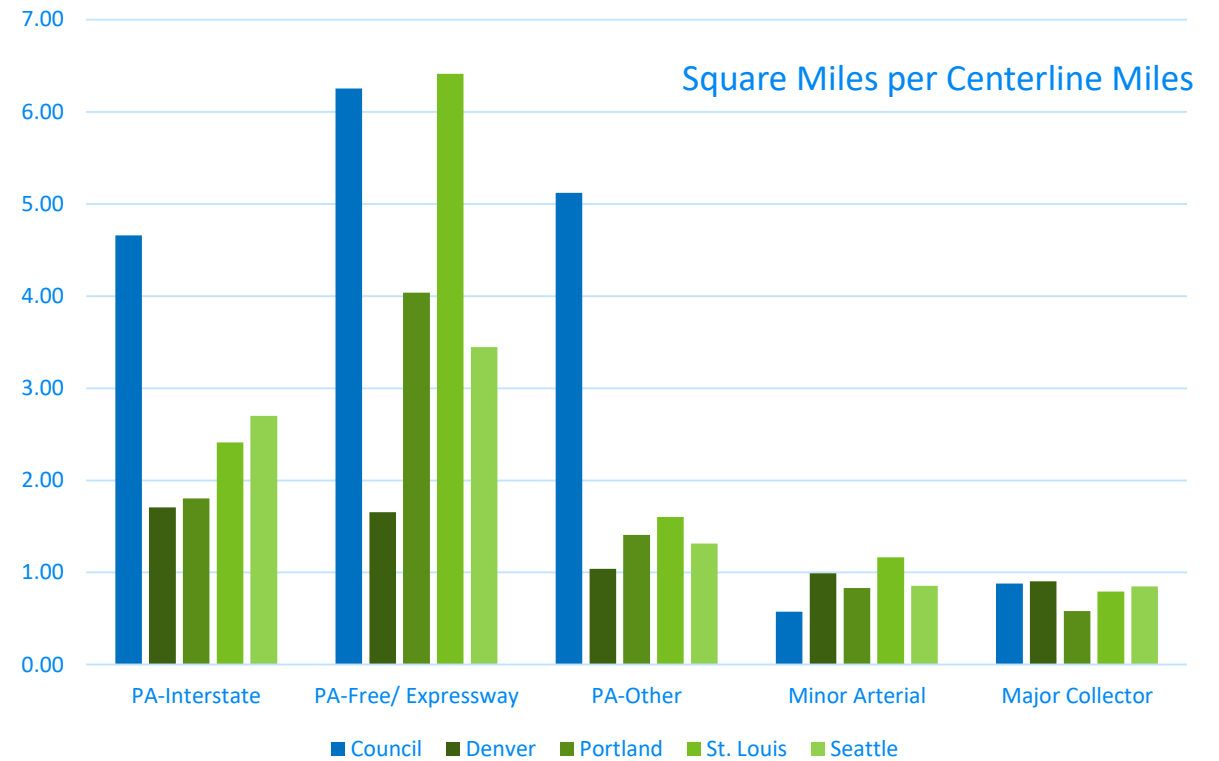
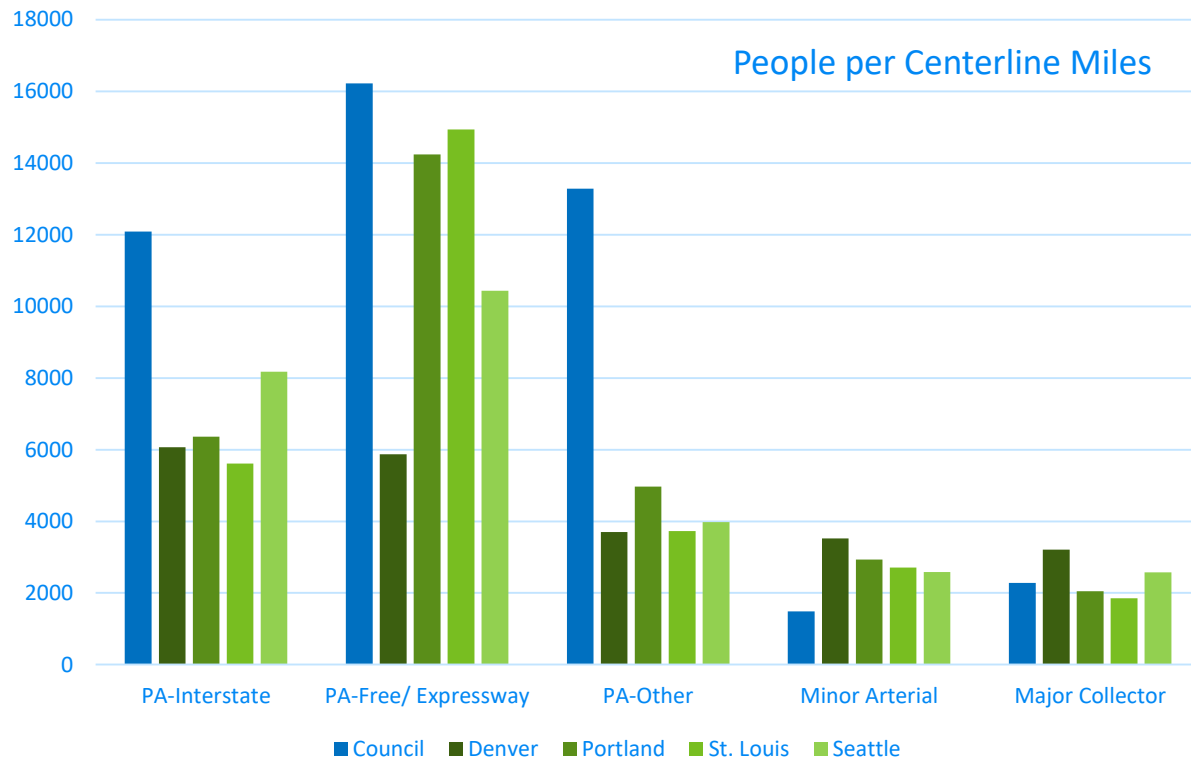
Peer MPO: Functional Classification Comparison

MPO	PA- Interstate	PA-Free/ Expressway	PA-Other	Minor Arterial	Major Collector	Minor Collector	Local
Council	219.3	163.4	199.6	1,781.7	1,162.4	198.5	9,750.8
Denver	391.5	404.1	641.5	673.7	738.9	--	7,144.6
Portland	290.6	129.9	372.4	629.8	903.6	156.5	10.7
St. Louis	383.1	144.0	576.3	793.3	1,163.3	467.5	2,708.0
Seattle	374.3	293.2	768.6	1,181.8	1,187.9	25.2	1.5

Note: Data based on centerline miles.

Source: 2018 HPMS data.

Peer MPO: Functional Classification Per Capita



Metro Perspective: Classification Percentage

Original	Anoka		Ramsey		Carver		Scott		Washington		Dakota		Hennepin	
Total Miles	2454.41		2018.22		1180.24		1342.17		1969.23		2641.57		5449.23	
Principal Arterial	81.79	3.33%	81.09	4.02%	45.37	3.84%	56.71	4.23%	50.28	2.55%	126.72	4.80%	244.92	4.49%
PA-Interstate	23.37	0.95%	51.46	2.55%	0.00	0.00%	6.02	0.45%	24.59	1.25%	36.08	1.37%	87.45	1.60%
PA-Freeway	13.89	0.57%	16.72	0.83%	8.81	0.75%	11.84	0.88%	8.07	0.41%	15.49	0.59%	88.87	1.63%
PA-Other	44.53	1.81%	12.92	0.64%	36.57	3.10%	38.84	2.89%	17.32	0.88%	75.15	2.84%	68.6	1.26%
Minor Arterial	312.54	12.73%	343.48	17.02%	213.34	18.08%	233.31	17.38%	314.16	15.95%	339.24	12.84%	677.33	12.43%
A-Minor (% of MA system)	254.14	81.31%	218.74	63.68%	170.72	80.02%	166.23	71.25%	297.72	94.77%	289.12	85.23%	550.21	81.23%
B-Minor (% of MA system)	58.4	18.69%	124.71	36.31%	42.62	19.98%	67.08	28.75%	16.44	5.23%	50.12	14.77%	127.12	18.77%
Major Collector	208.08	8.48%	176.49	8.74%	115.65	9.80%	104.18	7.76%	182.07	9.25%	251.08	9.50%	524.96	9.63%
Minor Collector	64.82	2.64%	32.96	1.63%	52.3	4.43%	98.50	7.34%	104.08	5.29%	217.60	8.24%	250.46	4.60%
Local	1787.18	72.82%	1384.19	68.58%	753.57	63.85%	849.47	63.29%	1318.66	66.96%	1713.59	64.87%	3751.56	68.85%

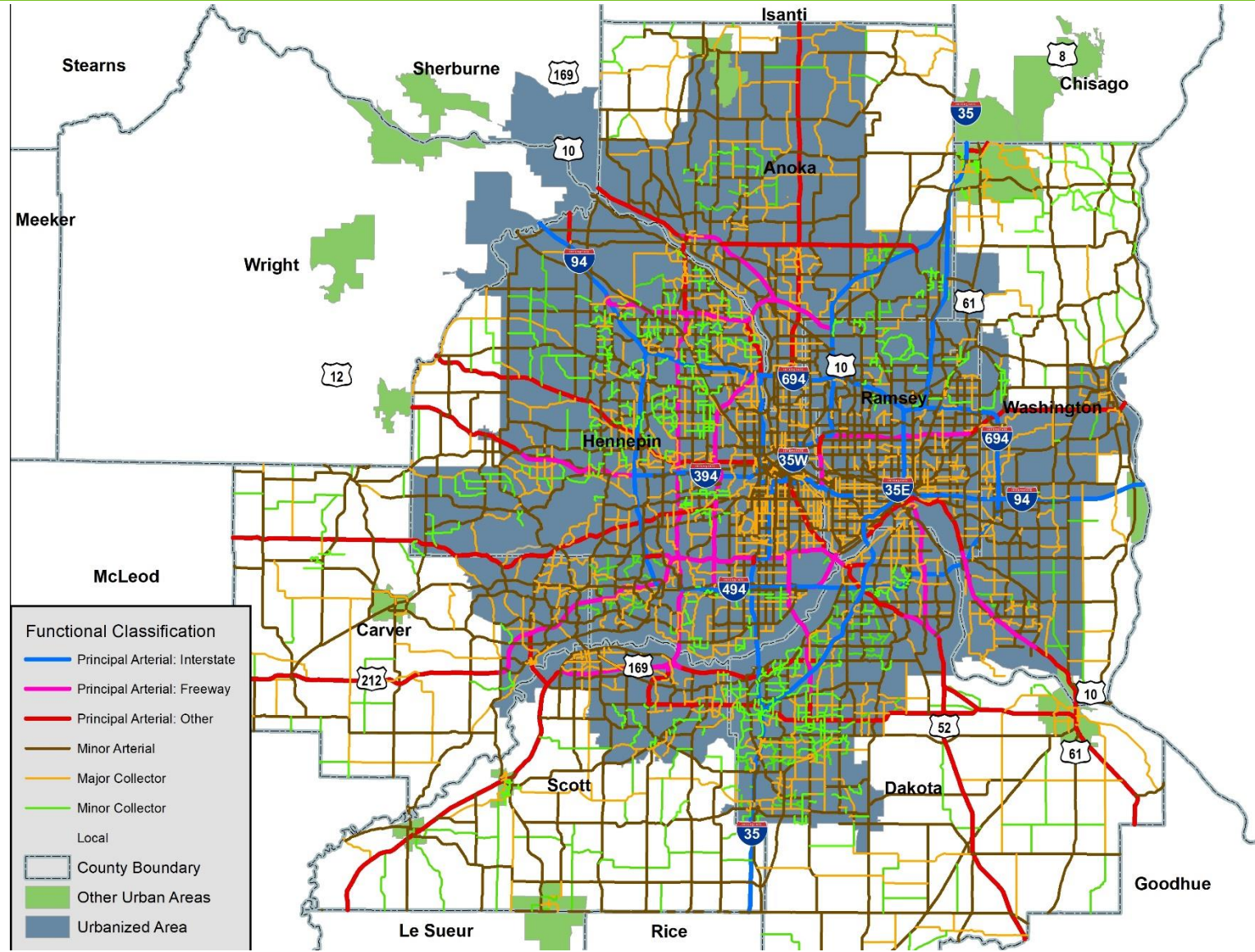
Note: Data based on centerline miles.

Source: 2018 HPMS data and local comp plans

Understanding urban vs. rural areas

- Urban area - boundaries updated every 10 years with the U.S. Decennial Census
 - U.S. Census Bureau – any area having a population of 2,500 or more
 - FHWA – any urban area identified by the U.S. Census Bureau with a population of 5,000 or more
 - Federal legislation allows State DOTs to adjust urban boundaries with FHWA approval
- Urbanized area
 - Subset of urban areas
 - Population of 50,000 or more
- Rural area
 - All other areas
- Urban area boundaries (of population 5,000 and above) distinguish between “rural” and “urban” functional classification

Adjusted Metro Urban Area



Areas Needing Closer Review

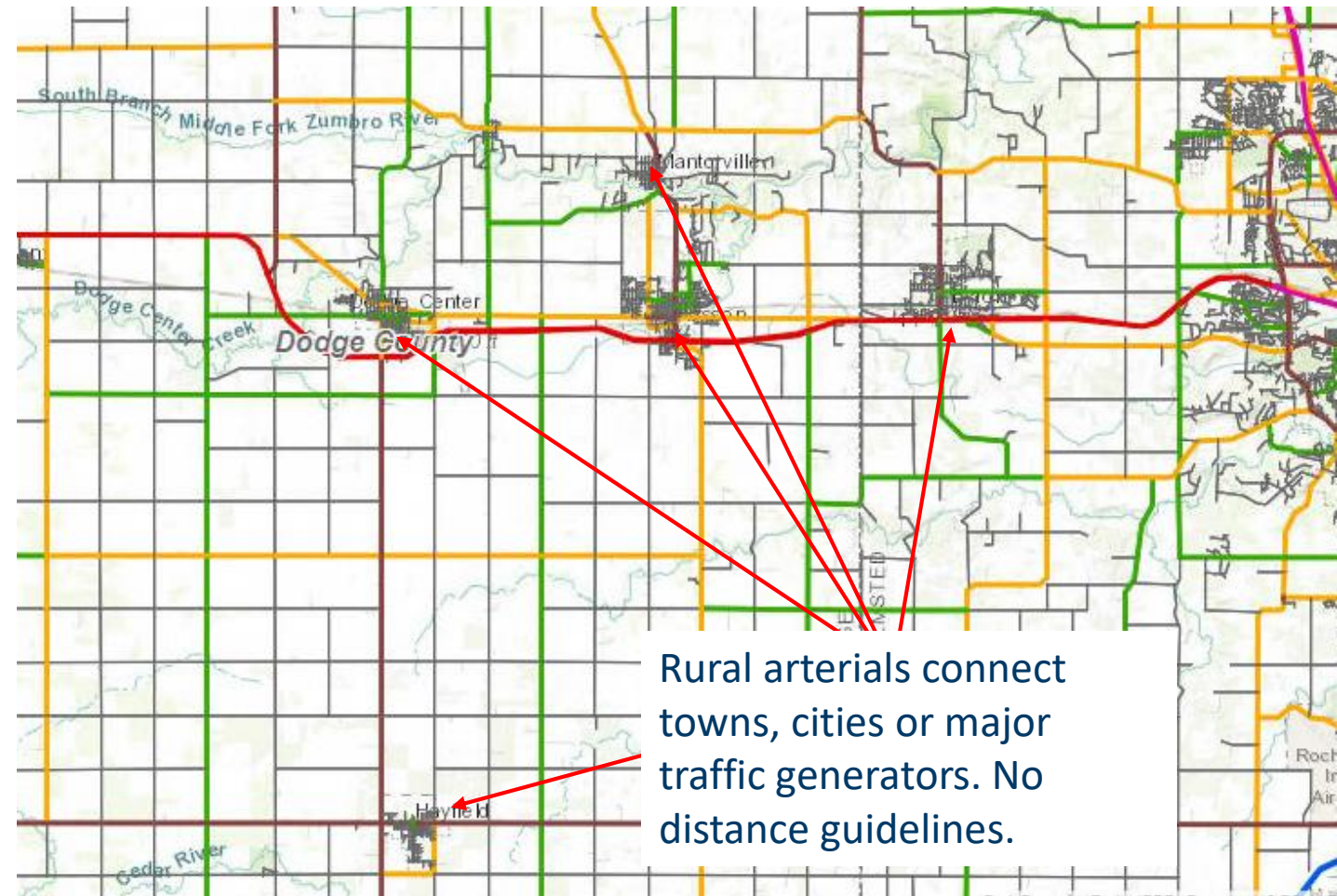
To identify areas needing a closer review:

- **Spacing:** Are similar classifications adjacent to each other? Are they spaced apart appropriately?
- **Lack of classifications:** Is there a lack of classifications (e.g., no Minor Collectors, few of any classifications besides arterial and local)?
- **Border discrepancies:** Does the classification change at a boundary?
- **Stubs:** Does the classification end in a stub i.e. dead end or abruptly shift to lower classification?
- **Consistency:** Is application of classifications consistent (e.g., spacing, AADT)?
- **Other Considerations:** Does road geometry, intersection design or other factors influence classification?

Example: Spacing

Spacing:

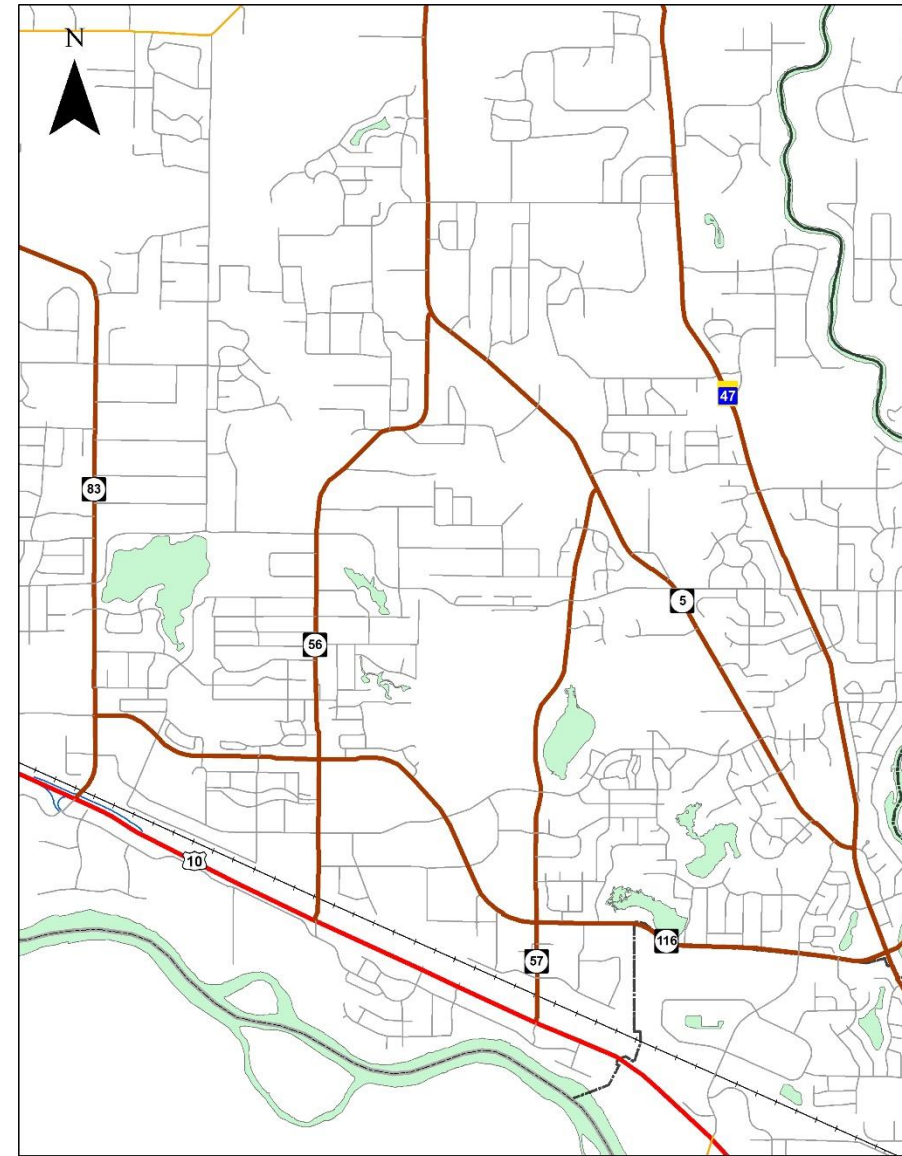
- Minor arterial spacing (generally):
 - Urban: ½-1 mile
 - Suburban: 2 to 3 miles
 - Rural: Connect rural towns, cities, traffic generators
- Should avoid situations where adjacent roadways have same classification (exception Local roads)
- May be exceptions – but exceptions should be well documented
- Should not purposely overclassify a roadway as a work around



Example: Lack of Classifications

Lack of classifications:

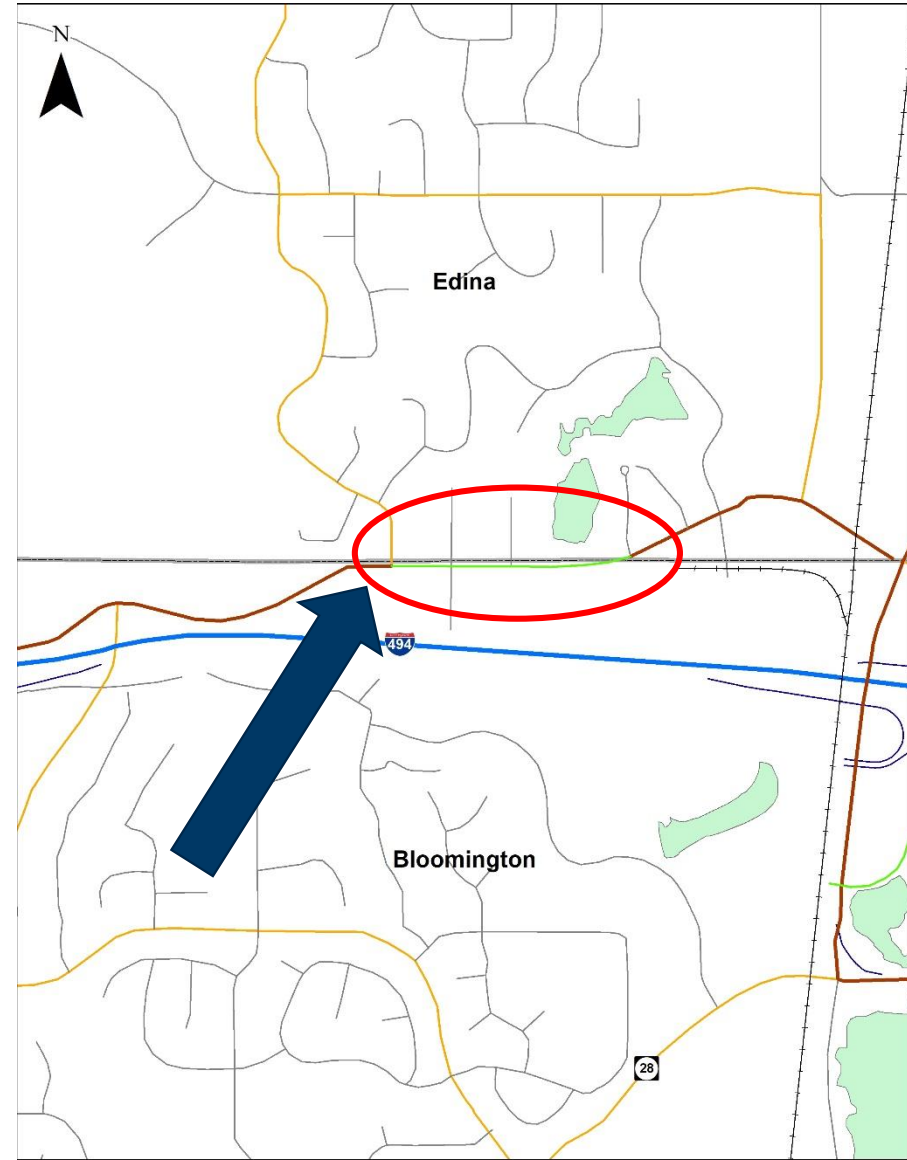
- Heavy use of arterial and local classifications
- No Minor Collectors identified
 - Limited collector system overall
- May be missing other roadways that could be classified



Example: Border Discrepancies

Border discrepancies:

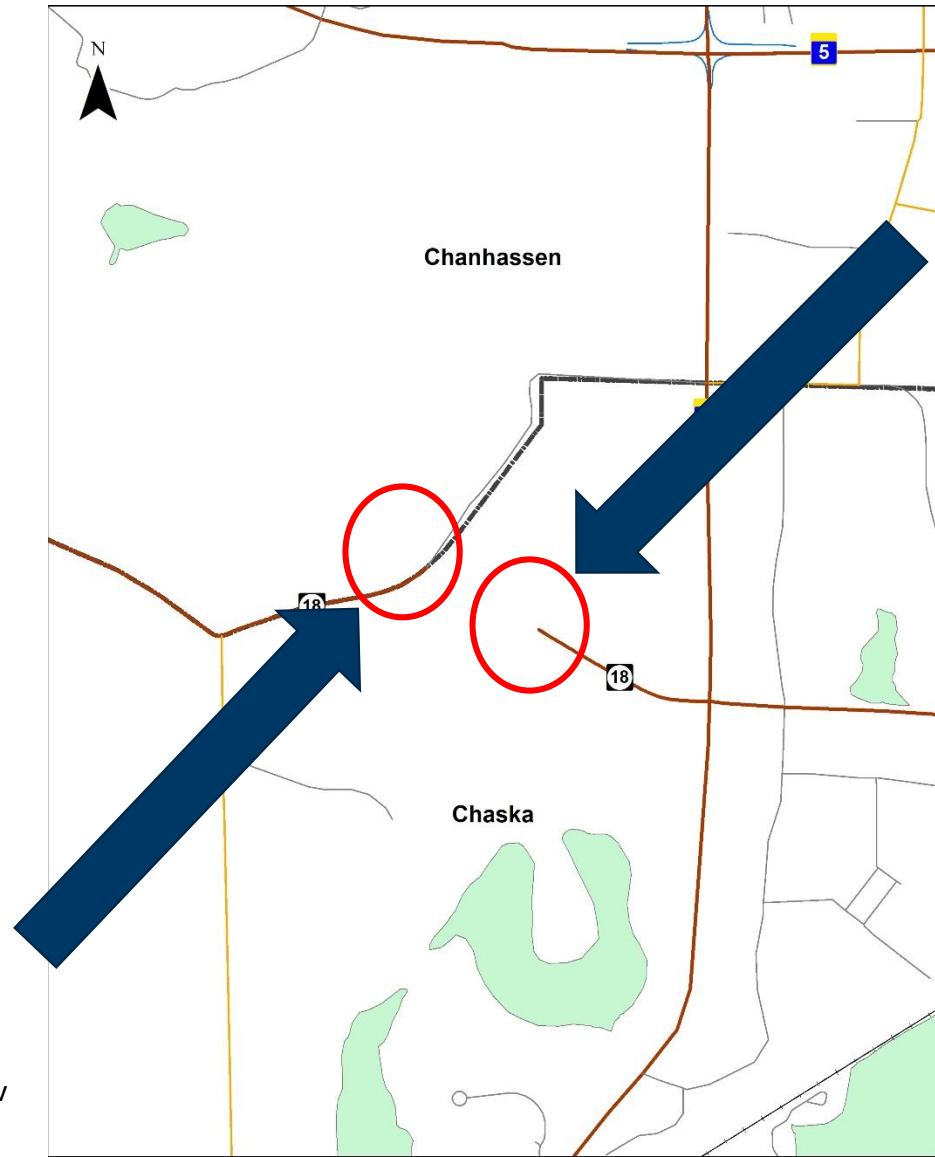
- Functional classification changes at a municipal/county border
- Generally come from comp plan updates
- Change may be OK – just need further review



Example: Stubs

Stubs:

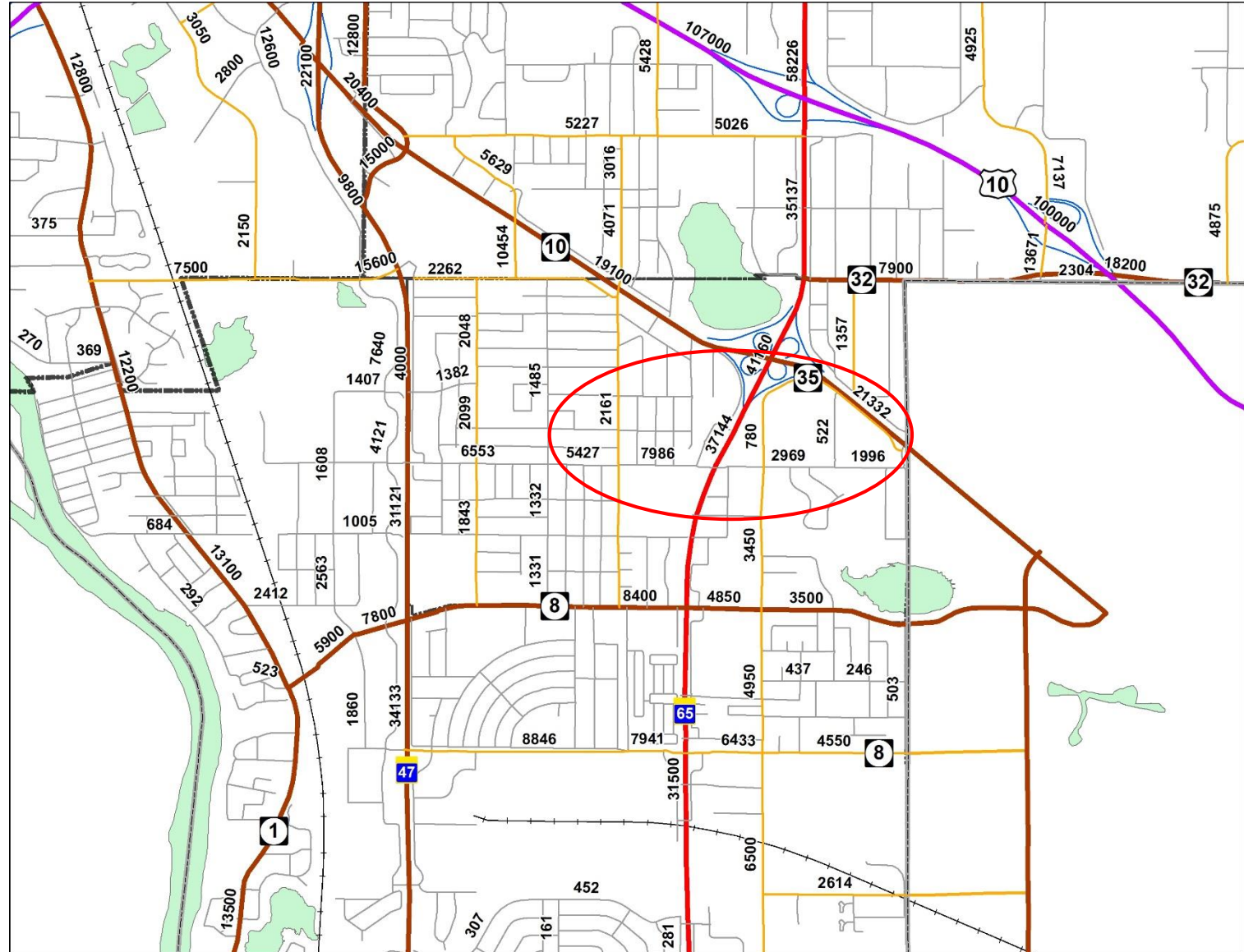
- Functional classification ends/stubs
 - Roadway dead ends
 - Classification changes abruptly
- Situations where stubs are OK
 - major traffic generators
 - higher class connecting to multiple lower class roads which together provide same capacity/function as higher class
- Typically, Locals always can stub and Minor Collectors more acceptable as stubs than higher classifications



Example: Consistency

Consistency:

- AADT
 - Modified federal guide
 - Minor Arterial: 4,000-15,000
 - Collector Major: 3,000-6,500
 - Collector Minor: 1,000-4,000
 - Local: 0-700



Other Considerations

- Road Geometry/Intersection Design
 - Intersections – if signalized or controlled in some other way, could determine appropriateness of classification
 - Surfacing – If roadway not surfaced with pavement it cannot be designated higher than local
 - Transit service – Roadways classified as local should not be handling transit service (generally)
- Route Length/System Connectivity
 - Minor Arterials
 - Longer trip length
 - Longer continuous route length
 - (Generally) Connected arterial system

Update on County Progress – Anoka County

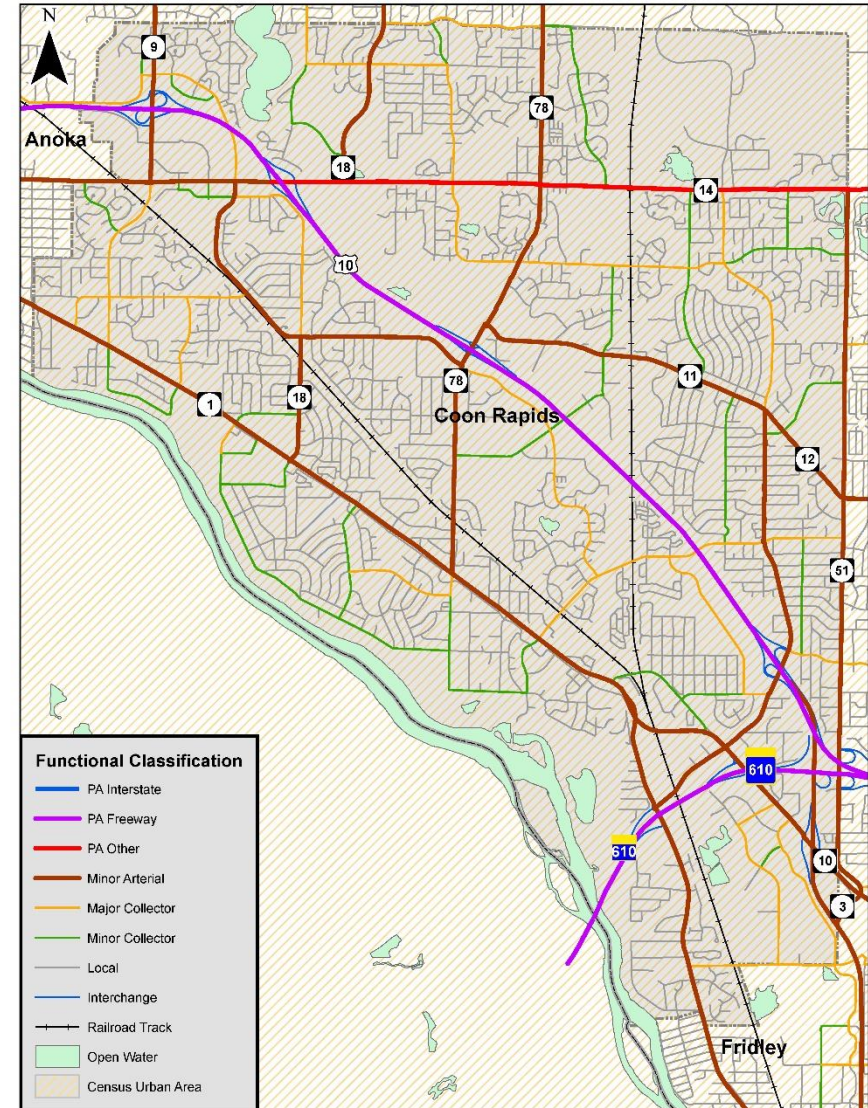
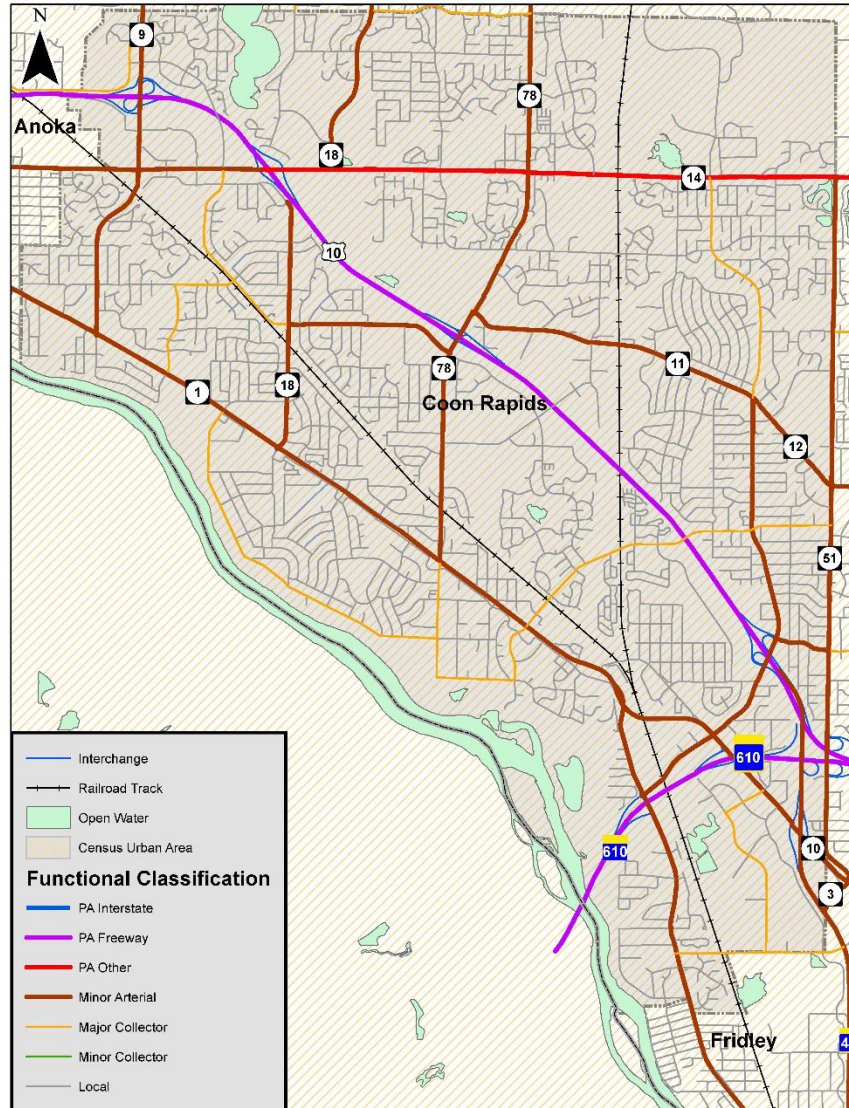
- Worked with County and cities
 - Not all marked changes were ultimately changed
 - If county or local had issue, generally deferred unless far out of guidelines
 - Most changes were ultimately made, no outstanding disagreements
 - Some cities offered additional roadways to classify
- Balanced system
 - Minor collector miles doubled (+92%)
 - Increased major collector by 14%
 - Reduced minor arterial by 9%
 - A-Minor = -1.7%
 - B-Minor = -42%
 - All mileage within FHWA guidelines



Update on County Progress – Anoka County

Original			Revised			FHWA Mileage Guideline
Total Miles	2454.41		Total Miles	2454.41		
Principal Arterial	81.79	3.33%	Principal Arterial	81.79	3.33%	5%-14%
PA-Interstate	23.37	0.95%	PA-Interstate	23.37	0.95%	1%-3%
PA-Freeway	13.89	0.57%	PA-Freeway	13.89	0.57%	0%-2%
PA-Other	44.53	1.81%	PA-Other	44.53	1.81%	4%-9%
Minor Arterial	312.54	12.73%	Minor Arterial	283.84	11.56%	7%-14%
A-Minor (% of MA system)	254.14	81.31%	A-Minor (% of MA system)	249.79	88.00%	N/A
B-Minor (% of MA system)	58.4	18.69%	B-Minor (% of MA system)	34.05	12.00%	N/A
Major Collector	208.08	8.48%	Major Collector	237.82	9.69%	3%-16%
Minor Collector	64.82	2.64%	Minor Collector	124.57	5.08%	3%-16%
Local	1787.18	72.82%	Local	1726.39	70.34%	62%-74%

Update on County Progress – Anoka County



Update on County Progress – Other Counties

- Carver County
 - Met with county staff and city staff
 - Working on finalizing revisions
- Scott County
 - Met with county staff
 - City staff meeting scheduled for Nov. 18th
- Ramsey County
 - Technical review complete, working with county to schedule meetings
- Washington County
 - Technical review complete
 - Moving to reach out to county
- Hennepin and Dakota Counties
 - Technical analysis to be reviewed Nov 17th

Key Takeaways So Far

- Metro is very low in Principal Arterial – Other mileage
 - FHWA guideline = 4%-9% of system
 - Actual = 1.72%
 - This may be influencing higher levels of Minor Arterials
- Majority of minor arterials highlighted for review/revised are B-Minor/Other
 - Overall change* = -9.8%
 - A-Minor change* = -3.9%
 - B-Minor/Other change* = -30.8%
- Lack of understanding of urban/rural & existing/planned dichotomy
- Wide variance from city to city
 - Comp planning process seems insufficient for functional classification review without extensive MnDOT collaboration

Preliminary Revisions*

	Before	After	Change
Minor Arterial	1416.83	1277.90	-9.8%
A-Minor	1107.55	1063.97	-3.9%
B-Minor/Other	309.25	213.93	-30.8%
Major Collector	786.47	826.57	5.1%
Minor Collector	352.66	580.24	64.5%
Local	6093.07	5965.03	-2.1%

*preliminary reviewed counties only

Key Takeaways So Far

- County by county review format has been well received
 - MnDOT staff meeting with each county independently
 - Multiple meetings and increased collaboration
 - Allows for more detailed back and forth
 - Locals more open to initial discussions than previous attempts
 - Have had varying degree of input/feedback from cities
 - Has slowed down overall process
 - Original schedule aimed for January 2021 completion, now likely March

Next Steps in Process

- Finish technical review
 - Dakota and Hennepin final PMT meeting
- January 2021 Steering Committee Meeting
 - Aiming to have any/all outstanding disagreements ready for Committee decision
 - Could be pushed to later date depending on review status with locals
- Met Council update on process and formal review/approval
 - Will be coming back for review and ultimately formal approval of Metro system early 2021

Questions



Thank you!

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