

Transportation Committee

Meeting date: January 12, 2015

For the Metropolitan Council meeting of January 28, 2015

Subject: Review of Metropolitan Airports Commission 2015-2021 Capital Improvement Program (CIP)

District(s), Member(s): All Districts & Members

Policy/Legal Reference: MN Statutes 473.145, 473.165, 473.181 and 473.621 Sd 6&7

Staff Prepared/Presented: Russell Owen (651) 602-1724

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Division/Department: Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council find:

- 1) That the Metropolitan Airports Commission (MAC) has an adequate public participation process for the development and review of its 2015-2021 Capital Improvement Program (CIP), including preparation of an assessment of environmental effects (AOEE) for 2015 projects with potential environmental effects.
- 2) That there are no projects that need to be approved in the CIP, since no projects meet both the funding level and "significant effects" criteria.
- 3) That the 2015 CIP projects are in conformance with the region's Aviation System Plan and consistent with Council policy.

Background

The MAC annually prepares a CIP for projects at MSP International Airport and their six General Aviation reliever airports. Under state statutes 473.181 and 473.621 the Council must:

- Determine adequacy of public participation in the CIP process,
- Approve CIP projects meeting certain dollar thresholds and "significant effects" criteria,
- Review and comment on all projects for consistency with the Transportation Policy Plan (TPP), including planning and environmental concerns.

An Assessment of Environmental Effects (AOEE) has been prepared for 2015 projects with potential environmental effects, and MAC has in place an adequate public participation process for development and review of its AOEE and CIP.

The following 2015 MSP projects meet the \$5 Million dollar MSP threshold criteria but do not meet the other "significant effects" criteria to trigger project approval:

- Restroom Upgrade Program – \$ 9.3 M
- Terminal 2 – Humphrey North Expansion (Gates 11-13b) - \$35.0M

All projects in MAC's 2015 CIP appear consistent with the Transportation Policy Plan (TPP). All of the 2015 MSP projects were

evaluated in the 2020 EA for MSP that received a Finding of No Significant Impact (FONSI) in March of 2013.

Rationale

Annual oversight review is needed to meet statutory requirements and to ensure that proposed project scopes and costs are responsive to system needs and conditions. Seven “significant effects” criteria (see criteria A-H in Table 1) determine projects that effect the orderly and economic development of the metropolitan area. There are no projects in 2015 that exceed the financial threshold and significant effects criteria that require Council approval.

Funding

No funding implications for the Council.

Known Support / Opposition

On December 17, 2014 the TAB accepted the analysis below of the 2015-2021 CIP completed by Council staff and TAC Aviation Task Force and recommended to forward it to the Metropolitan Council for its consideration.

STAFF ANALYSIS:

Analysis revealed that an Assessment of Environmental Effects (AOEE) has been prepared for 2015 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 3rd, at 7 PM at the MAC General Office building.

The following 2015 projects meet the dollar threshold levels but do not meet the other "significant effects" criteria specified in state law, such as: a new or expanded passenger handling or parking facilities for 25% or more capacity increase, to trigger project approval by Metropolitan Council:

- Restroom Upgrade Program – \$ 9.3 M
- Terminal 2 – Humphrey North Expansion (Gates 11-13b) - \$35.0 M

Federal, state and MAC funding has been identified by the MAC for most projects in the 2015 CIP.

All projects in the 2015 CIP appear consistent with the Transportation Policy Plan (TPP). All of the 2015 MSP projects were evaluated in the 2020 EA for MSP, which received a Finding of No Significant Impact (FONSI) in March of 2013 from the Federal Aviation Administration.

It is noted that MAC is preparing for a large capital expenditure in upcoming years for either a new parking structure or an addition to a current structure. This project is still in the analysis and development stage and will be appearing in future CIP's.

COMMITTEE COMMENTS AND ACTION:

TAC Aviation Task Force voted unanimously to accept the 2015-2021 MAC CIP comments. The TAC-Planning committee voted unanimously to recommend the 2015-2021 MAC CIP. The Technical Advisory Committee voted unanimously to recommend the 2015-2021 MAC CIP.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Aviation Technical Task Force	Review and Recommend	November 7, 2014
TAC Planning	Review and Recommend	November 26, 2014
Technical Advisory Committee	Review and Recommend	December 3, 2014
Transportation Advisory Board	Review and Recommend	December 17, 2014
Metropolitan Council	Review and Approve	

MAC 2015 – 2021 CAPITAL IMPROVEMENT PROGRAM

The MAC 2015 – 2021 Capital Improvement Program material included in this memorandum reflects the actions of the Commission’s PD&E Committee on Sep. 8, 2014. Final action by the Commission is expected at their December 15, 2014 meeting. Since there were no changes made on December 15th that affected the CIP review, there was nothing to report at the December 17th Transportation Advisory Board.

The Task Force and Council staff reviewed the attached materials:

- **MAC 2015 CIP Public Review Schedule -**
(See Attachment 1)
- **2015 Projects Requiring an Assessment of Environmental Effects (AOEE)**
(See Attachment 2)

No projects meet criteria for environmental review.

- **Projects Meeting \$5M and \$2M Thresholds 2015-2021**
(See Attachment 3)

A number of projects potentially meet the threshold dollar levels.

- **Projects Meeting Statutory Review Criteria & Requiring Approval**
(See Attachment 4)

A few projects in 2015 meet the dollar threshold levels, but do not meet the criteria requiring project “approval”.

1) MAC PUBLIC PARTICIPATION PROCESS:

MAC - 2015 CAPITAL IMPROVEMENT PROGRAM IMPLEMENTATION SCHEDULE

CAPITAL IMPROVEMENT PROGRAM	RESPONSIBILITY	SCHEDULE
PROJECTS DEFINITION		January 2014
Initial CIP Discussions -----	MAC Airport Development	January 1 st - June 1 st
Requests for CIP Projects to Airport Development -----	MAC Departments	January 1 st – May 1 st
Develop Projects Scopes, Costs, and Prioritization -----	MAC Dept's & Airport Dev.	Feb. 1 st - July 31 st
Develop Draft Preliminary CIP -----	Airport Development	Feb. 1 st - July 31 st
PROJECTS ENVIRONMENTAL REVIEW		
Prepare AOEEs and EAWs as required-----	Environment	July 31 – Oct. 7 th
Notice of September PD&E Meeting mailed to Affected Municipalities -----	Airport Development	August 28 th
Recommendation by PD&E Committee to Commission of Preliminary CIP for Environmental Review/Authorization to Hold Public Hearing on AOEEs and EAWs -----	Airport Development	September 3 rd
Minutes of September PD&E Committee Meeting and Notice of September Commission Meeting mailed to Affected Communities -----	Airport Development	September 11 th
Approval of Preliminary CIP by Commission for Environmental Review/Authorization to Hold Public Hearing on AOEEs and EAWs -----	Airport Development	September 16 th
Preliminary CIP Mailed to Affected Communities -----	Airport Development	September 17 th
AOEEs and EAWs to EQB -----	Environment	October 7 th
Public Hearing Notice Published in EQB Monitor, starting the 30-Day Comment Period---	Environment	October 14 th
Minutes of September Commission Meeting mailed to Affected Communities -----	Airport Development	October 22 nd
Public Hearing on AOEEs and EAWs at November FD&E Committee Meeting -----	Environment	November 3 rd
Thirty-Day Comment Period on AOEEs and EAWs ends -----	Environment	November 12 th
	TAC Aviation	November 7 th

Metro Council – TAC Aviation Advisory Task Force -----	Affected Communities	November 13 th
Final Date for Affected Municipalities Comments on Preliminary CIP to MAC -----	TAC	December 3 rd
Metro Council – TAC -----	Airport Development	November 28 th
Notice of December PD&E Committee Meeting mailed to Affected Communities -----	Airport Development	December 1 st
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 -----	Airport Development	December 11 th
Metro Council – TAB-----	TAB	December 17 th

PROJECTS PLANNING and FINANCIAL REVIEW		
Approval of Final CIP by Commission-----	Airport Development	December 17 th
Notification of Commission action to EQB-----	Airport Development	December 16 th
CIP Distributed to MAC Departments, Met Council, State Historical Society and Affected Municipalities -----		
Metro Council – Committee Action-----	Airport Development	December 20 th
Metro Council – Council Action-----	Transportation Cmnte	January 12 th
Minutes of December Commission Meeting mailed to Affected Communities -----	Metro Council	January 28 th
	Airport Development	January 22 nd , 2015

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 2014 projects	MSP 2020 Environmental Assessment findings.	No Effects												
RELIEVER PROJECTS														
No Projects	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

3) MAC PROJECTS ANTICIPATED TO MEET THE \$5M AND \$2M THRESHOLDS FROM 2015 – 2021:

Airport	2015	2016	2017	2018	2019	2020	2021
MSP Environmental	Noise Mitigation	Noise Mitigation	Noise Mitigation				
MSP Terminal 1 Lindbergh	<ul style="list-style-type: none"> - Restroom Upgrade- \$8.5M -Concourse G Roof Replacement - \$8.4M -Terminal 1 Checkpoint Consolidation - \$18M 	<ul style="list-style-type: none"> -Baggage Claim Expansion - \$34M - Ticket Lobby Operational Improvements - \$11.2M - Hotel Skyway or other connections - \$9.5M -T1 Parking Ramp Modifications - \$17M -T1 Parking Ramp Site Prep and Utilities -\$114M 	<ul style="list-style-type: none"> -Folded Plate Repairs - \$8.5M -HVAC Replacement - \$8M -Baggage Claim Expansion - \$20M - Ticket Lobby Operational Improvements - \$11.2M -T1 Parking Ramp Modifications - \$48M -T1 Parking Ramp - \$250M -T1 Underground Walkway-\$15M 	<ul style="list-style-type: none"> - Re-carpeting - \$6.8M -Replacement of Jet Bridges \$7M -Folded Plate Repairs -\$8.5M -HVAC Replacement - \$8M -FIS Operational Improvements - \$8.4M -Concourse G Rehabilitation- \$5M -Baggage Claim Expansion - \$20M -Vertical Circulation Improvements - \$13M -Ticket Lobby Operational Improvements - \$11.2M 	<ul style="list-style-type: none"> -Replacement of Jet Bridges \$7 M - Re-carpeting - \$6.8M -Ticket Counter Expansion \$5.9M -Folded Plate Repairs - \$8.5M -Concourse G Rehabilitation \$5M -Baggage Claim Expansion - \$20M -Ticket Lobby Operational Improvements - \$11.2M -Checkpoint Expansion -\$10M -Lower level Curbside Expansion - \$10M 	<ul style="list-style-type: none"> - Baggage Claim, Ticket Lobby, Op Improvements, Blast Mitigation - \$6M -Replacement of Jet Bridges \$6 M - Folded Plate Roofing Replacement \$8.5M -Concourse G Rehabilitation \$5M -T1 and T2 Recarpeting program - \$6.8M 	<ul style="list-style-type: none"> - Baggage Claim, Ticket Lobby, Op Improvements, Blast Mitigation - \$6M -Replacement of Jet Bridges \$6 M -Concourse G Rehabilitation \$5M -Concourse E Expansion - \$37M -Checkpoint Expansion (CP6) - \$24M -CBP Primary Relocation of Gates G8-9- \$51M -T1 and T2 Recarpeting program - \$7.1M

				-East Curbside Upper Level Check-in Expansion - \$19M -Pavement Reconstruction - \$7.5M -Taxiway C1 Construction - \$5M			
MSP Airfield	- Pavement Aprons Rehabilitation - \$10.2 M		-Aircraft Rescue and Fire Fighting (ARFF) - \$10.5M				
MSP Terminal 2 Humphrey	-North Expansion Gates 11-13b - \$35M	-Gates 14-16 Design Fees -\$5M		- Public Safety Facility- \$35M – this is not a T2 project. It is considered to be under the Police cost center. -Gates 14-16 - \$65M		- Apron Fueling Expansion South - \$18M -Terminal Utilities Relocation -\$5M	- Apron Fueling Expansion South - \$22M -Gates 17-27 - \$65M
Lake Elmo Airport			-Runway 14/32 Reconstruction \$ 5M -Airfield Modifications - \$5M		-Pavement Rehabilitation - \$6M		
Airlake Airport				- South Building Area Dev. \$ 2.7 M	- South Building Utilities . \$ 2M	- Runway 12/30 Extension \$ 8 M -Existing Runway 12/30 Runway Reconstruction	

						\$3.5M	
Flying Cloud Airport						Equipment Storage Building - \$2.5M	
Anoka County- Blaine Airport							Building Area Development – 2.4M
St. Paul Downtown					-Runway Rehabilitation 13/31 - \$4.5M		-Runway 14/32 Reconstruction - \$5M

4) **2015 PROJECTS MEETING STATUTORY REVIEW CRITERIA AND REQUIRING APPROVAL:**

2015 CIP PROJECTS	Prior Reviews/Actions		Capital				Review		Criteria *	
	LTCP	AOEE***	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)**
<i>AIRPORT / PROJECT</i>	<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 2015 Program:	<ul style="list-style-type: none"> 2030 LTCP Update Approved in 2010 									

<u>ST. PAUL DOWNTOWN</u>	<ul style="list-style-type: none"> • 2025 LTCP Approved in 2010 		None							
<u>FLYING CLOUD</u>	<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.	None							
<u>CRYSTAL</u>	<ul style="list-style-type: none"> • 2025 LTCP Approved 2008 		None							
<u>ANOKA CO. -BLAINE</u>	<ul style="list-style-type: none"> • 2025 LTCP Approved in 2010 		None							
<u>LAKE ELMO</u>	<ul style="list-style-type: none"> • 2025 LTCP Approved 2008 	(EA completed for proposed new East Building Area).	None							Y
<u>AIRLAKE</u>	<ul style="list-style-type: none"> • 2025 LTCP Approved 2008 	(negotiations on sewer & water service).	None							Y

* Criteria as defined under MS 473.

** Requirements defined under MS 473.

*** Per AOEE 2015-2021 Summary Environmental Assessment