

## Transportation Committee

Meeting date: January 13, 2020

For the Metropolitan Council meeting of January 22, 2020

**Subject:** Review of Metropolitan Airports Commission 2019-2025 Capital Improvement Program (CIP)

**District(s), Member(s):** All Districts and 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, Senior Planner – MTS

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**Division/Department:** Metropolitan Transportation Services

### Proposed Action

That the Metropolitan Council:

- 1) Find that the Metropolitan Airports Commission (MAC) had an adequate public participation process for the development and review of its 2020-2026 Capital Improvement Program (CIP), including preparation of an assessment of environmental effects (AOEE) for 2020 projects with potential environmental effects.
- 2) Approve the Crystal Airport runway extension project since it meets both the funding level and “significant effects” criteria specified in state statute.
- 3) Find that the 2020 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, \$5 Million at MSP and \$2 Million at all reliever airports and “significant effects” criteria (referenced in Table 3, A-H),
- Review and comment on all projects for consistency with the Transportation Policy Plan (TPP), including planning and environmental concerns.

Attachment 1 explains the CIP implementation schedule which outlines MAC and Metropolitan Council responsibilities and timelines. An Assessment of Environmental Effects (AOEE) has been prepared for 2020 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 4, 2019.

Attachment 2 shows projects that are anticipated to meet the \$5M and \$2M thresholds in the 2020-2026 CIP. The following 2020 projects meet the dollar threshold levels but do not meet the other “significant effects” criteria specified in state law to trigger project approval by Metropolitan Council:

- MSP – Terminal 1, TSA Design and Construction for new Technology – \$12M
- MSP – Terminal 1, IT Miscellaneous Modifications – \$ 5.5M

- MSP – Terminal 1, Baggage Claim/Ticket Lobby Improvements - \$ 85.5M
- MSP – Terminal 1, Emergency Management Center Roof Replacement - \$8.3M
- MSP – Terminal 1, Safety/Ops Center - \$77.5M
- MSP – Terminal 1, Concourse G Infill/Delta Sky Club \$70.5M
- MSP – Airfield, Taxiway D Pavement Reconstruction \$15M
- MSP – Noise Mitigation - \$10.3M
- MIC – Runway 14R/32L Taxiway Modifications - \$5M
- 21D – Runway 14R/32 Runway Replacement - \$2M
- 21D – Runway 14R/32 Airfield Modifications - \$3M

Initial analysis of the future years (2021-2026) of the CIP shows that some 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.

Attachment 3 identifies the one project that meets both the funding threshold (\$5M) and statutory review criteria (Runway Extension and Taxiway modifications) to require approval.

- MIC – Runway 14R/32L Taxiway Modifications - \$5M

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. The TPP states that the Crystal Airport is classified as a reliever airport under the federal system, an intermediate airport under the state system, and minor airport under the regional system. This project will not change any of these classifications, and this will allow users access to a reliever airport on the northwest side of the region.

All projects in the 2020 CIP are consistent with the Transportation Policy Plan (TPP) and the Regional Aviation System Plan.

### **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 Attachment 3) determine projects that effect the orderly and economic development of the metropolitan area. There is one project in 2020 that exceeds the financial threshold and significant effects criteria that requires Council approval.

### **Thrive Lens Analysis**

The MAC CIP encapsulates many of the Thrive principles. Including prosperity, which contributes to the region’s economic competitiveness, and stewardship in responsibly managing the region’s resources and making strategic investments in our region’s future.

### **Funding**

No funding implications for the Council. Federal, State and MAC funding has been identified by the MAC for most projects in the 2020 CIP.

### **Known Support / Opposition**

On December 18, 2019 the TAB reviewed the analysis and recommended it be forwarded to the Metropolitan Council for its consideration. There were no citizens that opposed the Crystal runway project and there were no citizens that made a statement at the MAC public hearing that was held in November.

**ATTACHMENT 1) MAC PUBLIC PARTICIPATION PROCESS:**

**MAC - 2020 CAPITAL IMPROVEMENT PROGRAM IMPLEMENTATION SCHEDULE**

CAPITAL IMPROVEMENT PROGRAM	RESPONSIBILITY	SCHEDULE
<b>PROJECTS DEFINITION</b> Initial CIP Discussions ----- Requests for CIP Projects to Airport Development ----- Develop Projects Scopes, Costs, and Prioritization ----- Develop Draft Preliminary CIP -----	MAC Airport Development MAC Departments MAC Dept's & Airport Dev. Airport Development	January 2019 January 1 <sup>st</sup> - June 1 <sup>st</sup> January 1 <sup>st</sup> – May 1 <sup>st</sup> Feb. 1 <sup>st</sup> - July 31 <sup>st</sup> Feb. 1 <sup>st</sup> - July 31 <sup>st</sup>
<b>PROJECTS ENVIRONMENTAL REVIEW</b> Prepare AOEEs and EAWs as required----- Notice of September PD&E Meeting mailed to Affected Municipalities ----- Recommendation by PD&E Committee to Commission of Preliminary CIP for Environmental Review/Authorization to Hold Public Hearing on AOEEs and EAWs ----- Minutes of September PD&E Committee Meeting and Notice of September Commission Meeting mailed to Affected Communities ----- Approval of Preliminary CIP by Commission for Environmental Review/Authorization to Hold Public Hearing on AOEEs and EAWs ----- Preliminary CIP Mailed to Affected Communities ----- AOEEs and EAWs to EQB ----- Public Hearing Notice Published in EQB Monitor, starting the 30-Day Comment Period----- Minutes of September Commission Meeting mailed to Affected Communities ----- Public Hearing on AOEEs and EAWs at November FD&E Committee Meeting ----- Thirty-Day Comment Period on AOEEs and EAWs ends ----- Final Date for Affected Municipalities Comments on Preliminary CIP to MAC ----- Metro Council TAC Planning Review Metro Council – TAC ----- Notice of December PD&E Committee Meeting mailed to Affected Communities ----- Recommendation by PD&E Committee to Commission of Final CIP ----- Minutes of December PD&E Committee Meeting and Notice of December Commission Meeting mailed to Affected Communities ----- Metro Council – Transportation Advisory Board -----	Environment Airport Development  Airport Development Airport Development  Airport Development Airport Development Environment Environment Airport Development Environment Environment Affected Communities TAC-Planning TAC Airport Development Airport Development  Airport Development TAB	July 31 – Oct. 7 <sup>th</sup> August 31 <sup>st</sup>  September 5 <sup>th</sup> September 23 <sup>rd</sup>  September 23 <sup>rd</sup> September 17 <sup>th</sup> October 1 <sup>st</sup> October 9 <sup>th</sup> October 31 <sup>st</sup> November 5 <sup>th</sup> November 8 <sup>th</sup> November 8 <sup>th</sup> November 14 <sup>th</sup> December 5 <sup>th</sup> November 24 <sup>th</sup> December 4 <sup>th</sup>  December 4 <sup>th</sup> December 18 <sup>th</sup>
<b>PROJECTS PLANNING and FINANCIAL REVIEW</b> Approval of Final CIP by Commission----- Notification of Commission action to EQB----- CIP Distributed to MAC Departments, Met Council, State Historical Society and Affected Municipalities ----- Metro Council – Committee Action----- Metro Council – Council Action----- Minutes of December Commission Meeting mailed to Affected Communities -----	Airport Development Airport Development  Airport Development Transportation Committee Metro Council Airport Development	December 16 <sup>th</sup> December 20 <sup>th</sup>  December 20 <sup>th</sup> January 13 <sup>th</sup> January 22 <sup>nd</sup>

**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

**ATTACHMENT 2) MAC PROJECTS ANTICIPATED TO MEET THE \$5M AND \$2M THRESHOLDS FROM 2020 – 2026:**

Airport	2020	2021	2022	2023	2024	2025	2026
<b>MSP Environmental</b>	Noise Mitigation	Noise Mitigation	Noise Mitigation	Noise Mitigation	Noise Mitigation	Noise Mitigation	Noise Mitigation
<b>MSP Terminal 1 Lindbergh</b>	-TSA Design and Construction for new Technology - \$12M -IT Miscellaneous Modifications - \$5.5M -Emergency Management Center Roof Replacement - \$8.3M -Safety Ops/Center - \$77.5M -Baggage Claim/Ticket Lobby Improvements \$85.5M -Concourse G Infill and Delta Sky Club-\$70.5M	-Passenger Boarding Bridge Replacements - \$ 8M -Shoulder Reconstruction - \$5M -Taxiway P Reconstruction - \$12M -IT Modifications - \$9 M -Baggage Claim/Ticket Lobby Operational Improvements - \$26M -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 - \$8.4M -Concourse G Moving Walkways - \$6M -Concourse G Rehab - \$5M -Baggage Claim/Ticket Lobby Operational Improvements - \$45.8M -Folded Plate Repairs -\$8.9 M -Mechanical Room Upgrade - \$5.5M -Parking Guidance System - \$6.5M -MAC Storage Facility - \$10M -Perimeter Gate Security improvements - \$6.5M -Air Handling Unit Replacement -\$6.5M -34 <sup>th</sup> Ave. Reconstruction - \$7M	-Recarpeting Program - \$7M -Shoulder Reconstruction - \$7.5M -IT Modifications - \$10M -Baggage Claim/Ticket Lobby Operational Improvements - \$6M -Apron LED Lighting - \$5M -Tunnel Fan Replacement - \$5M -Perimeter Gate Security Improvements - \$6.5 M -Air Handling Unit Replacement -\$6.5M -Concourse G Rehabilitation \$5M -Glumack Dr. reconstruction - \$9.3M -34 <sup>th</sup> Ave. Reconstruction - \$6M	-Recarpeting Program - \$7M -Shoulder Reconstruction - \$7M -IT Modifications - \$10M -Checkpoint Expansion – \$11M --Folded Plate Repairs -\$8.9 M -Tunnel Fan Replacement - \$6.8M -Air Handling Unit Replacement -\$6.5M -Concourse G Rehabilitation \$5 M	-Recarpeting Program - \$7M -Shoulder Reconstruction - \$6.5M -Taxiway A/B Pavement Reconstruction - \$6.5M -Concourse Tram Replacement - \$300M -IT Modifications - \$10M -Checkpoint Expansion - \$11M -Concourse G Rehabilitation \$5 M -Air Handling Unit Replacement -\$6.5M	-Concourse Tram Replacement - \$300M -Shoulder Reconstruction - \$7M -Taxiway A/B Pavement Reconstruction - \$9.5M -IT Modifications - \$10M -Delivery Node Redevelopment - \$5M --Folded Plate Repairs - \$8.9 M -D Pod Outbound Baggage System - \$ 5.0 M

<b>MSP Airfield</b>	-Taxiway D Reconstruction - \$12 M	-30L EMAS Replacement - \$19M	-Runway 30R Parallel Taxiway – \$12M  -Terminal 1 Apron Reconstruction - \$13.5M	-Terminal 1 Apron Reconstruction - \$10.5M	-Runway 30R Parallel Taxiway – \$10M 5 -Terminal 1 Apron Reconstruction - \$11.5M		-Runway 30R Parallel Taxiway – \$14M  -Terminal 1 Apron Reconstruction - \$11M

<b>MSP Terminal 2 Humphrey</b>				-Terminal 2 North Gate Expansion Design - \$5M			
<b>Lake Elmo Airport</b>	Runway 14/32 Replacement- \$5M			Runway 4/22 Rehabilitation - \$4M			
<b>Airlake Airport</b>			Runway 12/30 Improvements \$ 3.5 M				
<b>Flying Cloud Airport</b>							
<b>Anoka County-Blaine Airport</b>							Runway 18/36 Pavement Rehabilitation - \$2.5M
<b>St. Paul Downtown Airport</b>			Runway 13/31 Pavement Reconstruction - \$5 M		Runway 14/32 Reconstruction - \$5 M	Runway 14/32 Reconstruction - \$5 M	CBP Ga Facility - \$2M  Runway 14/32 EMAS Replacement - \$10M
<b>Crystal Airport</b>	Runway 14R/32L & Taxiway "E" Mods - \$5M						

**ATTACHMENT 3) 2020 PROJECTS MEETING STATUTORY REVIEW CRITERIA AND REQUIRING APPROVAL:**

2020 CIP PROJECTS	Prior Reviews/Actions		Capital			Review		
	LTCP	AOEE***	(A)	(B)	(C)	(D)	(E)	(F)
AIRPORT / PROJECT	<ul style="list-style-type: none"> <li>Review Action</li> </ul>	<ul style="list-style-type: none"> <li>EA-EAW Prepared</li> <li>EIS Reviewed</li> <li>NPDES Approved</li> <li>Legislative Requirement</li> <li>Regulatory Requirement</li> <li>Legal Requirement</li> </ul>	Project meets Dollar threshold at:  MSP = \$5M Relievers = \$2M	Loc. of a New Airport	New Runway at an Existing Airport	A Runway Extension at an Existing Airport	Runway Strengthening other than routine Maintenance.	New or Expanded Passenger Handling or Parking Facilities for 25% or more capacity Increase.
<b>MSP International Airport 2020 Program:</b>	<ul style="list-style-type: none"> <li>2030 LTCP Update Approved in 2010</li> </ul>	.	<ul style="list-style-type: none"> <li>TSA New Technology</li> <li>IT Modifications</li> <li>EMC Roof Replacement</li> <li>Safety/Ops Center</li> <li>Baggage Claim Improvements</li> <li>Concourse G Infill</li> </ul>	N/A	N/A	N/A	N/A	N/A

<i>ST. PAUL DOWNTOWN</i>		<ul style="list-style-type: none"> <li>• 2025 LTCP Approved in 2010</li> </ul>		None					
<i>FLYING CLOUD</i>		<ul style="list-style-type: none"> <li>• 2025 LTCP Approved in 2010</li> </ul>	MAC-City Agreement concluded; FAA review of Agreement & R.O.D. on FEIS completed as part of MAC/Airline Agreement. 2010 Plan being implemented.		N/A	N/A	N/A	N/A	N/A
<i>CRYSTAL</i>	<ul style="list-style-type: none"> <li>• Runway 14/32L Decommission and convert to a parallel taxiway -\$5M</li> </ul>	<ul style="list-style-type: none"> <li>• 2035 LTCP Approved in 2017</li> </ul>	(FAA Issues FONSI in July 2019)	None					
<i>ANOKA CO. -BLAINE</i>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• 2025 LTCP Approved in 2010</li> </ul>		None					
<i>LAKE ELMO</i>	<ul style="list-style-type: none"> <li>• Runway 14/32 Replacement – Estimated Cost \$3M</li> </ul>	<ul style="list-style-type: none"> <li>• 2035 LTCP Approved 2016</li> </ul>	(FAA issues Finding of No Significant Impact in Aug 2018)	None		X			
<i>AIRLAKE</i>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• 2035 LTCP Approved in 2018</li> </ul>	(negotiations on sewer & water service).	None					

\* Criteria as defined under MS 473.

\*\* Requirements defined under MS 473.

\*\*\* Per AOEE 2020-2026 Summary Environmental Assessment