

Transportation Committee

Meeting date: January 11, 2021

For the Metropolitan Council meeting of January 27, 2021

Subject: Review of Metropolitan Airports Commission 2021-2027 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

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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 2021-2027 Capital Improvement Program (CIP), including preparation of an assessment of environmental effects (AOEE) for 2021 projects with potential environmental effects.
- 2) Find that the 2021 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 Attachment 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 2021 projects with potential environmental effects, and MAC has in place an adequate public participation process for development and review of its AOEE and CIP. MAC held a public hearing on the AOEE on November 2, 2020.

Attachment 2 shows projects that are anticipated to meet the \$5M and \$2M thresholds in the 2021-2027 CIP. The following 2021 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, 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

Initial analysis of the future years (2022-2027) 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. Due to the COVID-19 impact, there have been many projects that have been moved out to later years.

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.

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 2021 CIP.

Known Support / Opposition

On December 16, 2020 the TAB reviewed the analysis and recommended it be forwarded to the Metropolitan Council for its consideration.

ATTACHMENT 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 2 nd November 8 th November 8 th November 14 th December 5 th November 24 th December 4 th December 4 th December 18 th
PROJECTS PLANNING and FINANCIAL REVIEW 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 th December 20 th December 20 th January 11 th January 27 th

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 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 -Federal Inspection Services Operational Improvements - \$5M -Concourse G Moving Walkways - \$6M -Concourse G Rehab - \$5M -Baggage Claim/Ticket Lobby Operational Improvements - \$14.3M -Folded Plate Repairs - \$8.9M -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 - \$6.5M -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 - \$8.9M -Tunnel Fan Replacement - \$6.8M -Air Handling Unit Replacement - \$6.5M -Concourse G Rehabilitation - \$5M	-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 - \$5M -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 - \$8.9M -D Pod Outbound Baggage System - \$5M
MSP Airfield	-Taxiway A Reconstruction - \$16M		-Terminal 1 Apron Reconstruction - \$13.5M	-Terminal 1 Apron Reconstruction - \$10.5M	-Runway 30R Parallel Taxiway – \$10M	-Runway 30L Engineered Materials Arrestor System (EMAS) Replacement - \$19M	-Runway 30R Parallel Taxiway – \$14M -Terminal 1 Apron Reconstruction - \$11M

	-Taxiway B and Concourse G Reconstruction - \$16M			-Runway 30R Parallel Taxiway – \$12M	-Terminal 1 Apron Reconstruction - \$11.5M		
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 - \$5M		-Runway 14/32 Reconstruction - \$5M	-Runway 14/32 Reconstruction - \$5 M	-Customs/Border Patrol General Aviation Facility - \$2M -Runway 14/32 EMAS Replacement - \$10M
Crystal Airport	-Runway 14R/32L & Taxiway "E" Mods - \$5M						

ATTACHMENT 3) 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 2021 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.	None						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 Approved 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