

**T Transportation Committee**  
**For the Metropolitan Council meeting January 12, 2011**

Item: 2011-1 SW

**ADVISORY INFORMATION**

Date January 11, 2011  
Prepared:  
Subject: 2011 Metropolitan Airports Commission (MAC) Capital Improvement  
Program (CIP) Review

**Proposed Action:**

That the Metropolitan Council finds that:

- 1) The Metropolitan Airports Commission (MAC) has an adequate public participation process for development and review of its 2011 Capital Improvement Program (CIP).
- 2) An Assessment of Environmental Effects (AOEE) has been prepared and commented on for 2011 projects with potential environmental effects.
- 3) None of the 2011 projects meet the dollar threshold levels and criteria requiring project approval.
- 4) Federal, state and local funding for the 2011 CIP, including approximately \$21 million in 2010 bonds, has been identified by the MAC to cover all 2011 projects.
- 5) All other projects in the 2011 CIP appear consistent with the 2030 Transportation Policy Plan.

**Summary of Committee Discussion / Questions:**

Connie Kozlak, MTS Manager Systems Planning, presented this item to the committee. Denny Probst from MAC was present to answer questions, if any. Kozlak responded to Steffen clarifying the dates and project years and answered a question from McFarlin clarifying the threshold for Council approval. Motion was made by Scherer, seconded by Peterson and passed unanimously.

# T Transportation Committee

**Business Item**  
Item: 2011-1 SW

**Meeting date: January 10, 2011**

**Council Meeting January 12, 2011**

<b>Date:</b>	December 23, 2010
<b>Subject:</b>	2011 Metropolitan Airports Commission (MAC) Capital Improvement Program (CIP) Review
<b>District(s), Member(s):</b>	All Districts & Members
<b>Policy/Legal Reference:</b>	MS 473.145, 473.165, 473.621 Sd. 6&7
<b>Staff Prepared/Presented:</b>	Arlene McCarthy, Director MTS (651-602-1754) Amy Vennewitz, Dep. Director Finance & Planning (651-602-1058) Connie Kozlak, Manager Transportation Planning; (651-602-1720)
<b>Division/Department:</b>	Metropolitan Transportation Services

## **Proposed Action:**

That the Metropolitan Council finds that:

- 6) The Metropolitan Airports Commission (MAC) has an adequate public participation process for development and review of its 2011 Capital Improvement Program (CIP).
- 7) An Assessment of Environmental Effects (AOEE) has been prepared and commented on for 2011 projects with potential environmental effects.
- 8) None of the 2011 projects meet the dollar threshold levels and criteria requiring project approval.
- 9) Federal, state and local funding for the 2011 CIP, including approximately \$21 million in 2010 bonds, has been identified by the MAC to cover all 2011 projects.
- 10) All other projects in the 2011 CIP appear consistent with the 2030 Transportation Policy Plan.

## **Background:**

Under its statutory authority the Council reviews the MAC annual CIP and

- Determines adequacy of public participation in the CIP process;
- Reviews and comments on all projects for consistency with regional policy and plans;
- Approves projects which meet the “significant effects” criteria.

The MAC approved the 2011 Capital Improvement Program at its December 20, 2010 meeting for review by the Council. The CIP includes \$125,540,000 for 2011 projects (listed in Appendix A, attached), and \$1,596,285,000 for all projects from 2011 through 2017. Implementation of the demand-driven projects proposed in the MSP 2030 Long-Term Comprehensive Plan (LCP) plan continues to be deferred, given economic uncertainties and their impact on the airline industry. Environmental work to implement the MSP 2030 LTCP has been initiated so individual projects can commence as demand requires.

**Rationale:**

Annual oversight review by the Council is authorized to meet state and federal financial and plan consistency requirements and to ensure that project costs or changes in scope are responsive to aviation system needs and conditions.

**Funding:**

No funding implications for the Council. The MAC has identified federal, state and local funding sources for all of its 2011 CIP projects.

**Known Support / Opposition:**

On December 15, 2010 the TAB took action in support of this CIP (see attachment). The CIP is supported by MAC and airport users. Concern has been raised by communities about future noise mitigation at MSP; these concerns were addressed in the Council's review of the MSP 2030 LTCP.

## REVIEW FINDINGS for 2011 CIP:

Findings for the various review categories are discussed below.

**1) Adequacy of public participation in CIP review process:** Under state law the Council must make a determination as to adequacy of the process for public participation in the MAC capital improvement program. The 2011 capital improvement review process involved numerous scheduled meetings, public notices and hearings for discussion of the projects. The process included distribution of financial and environmental information that was both mailed and made available electronically. Potential cumulative environmental effects of the proposed projects were the subject of a public hearing and comments were responded to by the Commission. These actions are consistent with TPP Policy 6- *Public Participation in Transportation Planning and Investment Decisions* and Policy 23- *Agency and Public Coordination*.

**Finding:** The MAC has conducted an adequate public participation process for development and review of its Capital Improvement Program.

### 2) Review and Comment on all 2011 CIP Projects:

The Council reviews and comments on consistency of all CIP projects at the MAC airports with airport plans, with the Council's Metropolitan Development Guide including other regional system plans, and with local plans. Most of the 2011 projects proposed in this CIP (see Appendix A) are on-site and involve general maintenance, service upgrades, operational improvements, and efforts to meet environmental and safety requirements. This CIP is consistent with TPP Policy 19- *Aviation and the Region's Economy*, Policy 21- *Consistency with Federal and State Plans/Programs*, Policy 22- *Airport Development Plans*, and Policy 25- *Airports and Land Use Compatibility*

**Finding:** All of the 2011 projects are in conformance with the TPP and consistent with Council policy.

**2011 CIP – Project Category Summary**

<b>Airport</b>	<b>Airfield <sup>1</sup> (%)</b>	<b>Landside <sup>2</sup> (%)</b>	<b>Environmental <sup>3</sup> (%)</b>	<b>Airport Sub-total</b>	<b>Percent of 2010 CIP</b>
MSP - 2010 PLAN <sup>4</sup>	\$ 7,400,000	\$ 5,400,000	\$ 43,300,000	56,100,000	44.43
MSP - POST 2010 <sup>5</sup>	- 0 -	66,550,000	- 0 -	66,550,000	52.71
Sub-total	\$ 7,400,000	\$71,950,000	\$ 43,300,000	122,650,000	<b>97.14 %</b>
St. Paul Downtown	100,000	200,000	- 0 -	300,000	.24
Anoka Co.-Blaine	600,000	- 0 -	- 0 -	600,000	.47
Flying Cloud	- 0 -	1,500,000	- 0 -	1,500,000	1.19
Crystal	- 0 -	- 0 -	- 0 -	- 0 -	- 0 -
Airlake	200,000	1,000,000	- 0 -	1,200,000	.95
Lake Elmo	- 0 -	- 0 -	- 0 -	- 0 -	- 0 -
Sub-total	\$ 900,000	\$ 2,700,000	\$ - 0 -	3,600,000	<b>2.85 %</b>
Total	\$ 8,300,000	74,650,000	\$ 43,300,000	\$126,250,000	<b>100 %</b>

<sup>1</sup> Primarily runways and taxiways

<sup>2</sup> Primarily Passenger and cargo terminals, airline facilities and roadways

<sup>3</sup> Air and water quality, control and remediation, including noise mitigation

<sup>4</sup> Denotes projects that are continued under 2010 Plan and funding (e.g. Noise mitigation until 2014).

<sup>5</sup> Denotes projects that are not in the 2010 MSP Plan, and will be funded as part of the 2030 MSP Plan.

### 3) 2011 Projects Requiring Council Approval

Under state statutes, 473.621 Sd 6 and Sd 7, the Council must review the capital improvement projects and make a determination if any project has a significant effect on the orderly and economic development of the metropolitan area. No such project may be commenced without the approval of the Metropolitan Council. The 2011 CIP projects have been reviewed for consistency by the TAC/TAB against the legislatively defined criteria and applicable TPP Policy.

**Finding:** Review of the 2011 CIP identified no projects requiring approval.

### 4) Project Funding

The 2011 CIP is to be funded from a variety of sources including passenger facility charges (fees), federal grants, state grants, internally generated funds and bond proceeds. Based on the information reflected in the table below, MAC has sufficient funds to implement the capital program. The MAC conducted a bond sale in early 2010 to cover 2010-2013 projects. These actions are consistent with TPP Policy 26- *Adequate Aviation Resources*, which states public investments in air-transportation facilities should respond to forecast needs and the region's ability to support the investment over time.

**Finding:** That adequate federal, state and local funding for the 2011 CIP has been identified by the MAC.

**MAC 2011 CIP - Funding Summary**

<b>Funding Source (\$=000)</b>	<b>2011 Funding</b>	<b>Percent of 2011 CIP</b>
Passenger Facility Charges (PFC's)		
- PFC #12 Pay-Go 2011	\$ 52,515	41.83
- PFC #13 Pay-Go 2012	\$ -0-	
Federal Aid – FAA		
- Entitlement	\$ 5,300	6.79
- Discretionary	-0-	
- Non-Primary – Relievers	\$ 1,740	
- TSA Grants	-0-	
State Aid (MnDOT Aeronautics Grants)	\$ 1,500	1.22
General Airport Revenue Bonds *	\$ 21,200	16.88
MAC Funds	\$ 18,850	15.01
Airline Reserve & Replacement Fund	\$ 22,225	17.70
Other**	\$ 2,200	1.75
<b>Total</b>	<b>\$125,540</b>	<b>100.00</b>

\* Issued in May 2010 to cover 2010 – 2013 projects.

\*\* Other funding sources represents facilities built by MAC or a developer that are paid for by the tenant or developer.

## IMPLEMENTATION STATUS OF PRIOR -YEAR COUNCIL REVIEW ACTIONS

In its review of the 2006 MAC CIP, several recommendations were made by the Council. Progress on these recommendations has been reported annually since 2007. A major concern in 2006 was that new plans had not been completed to serve as the basis for CIP projects, but with the completion of the updated long-term comprehensive plans for all of the airports during 2009-2010 this section will no longer be necessary in future CIP reviews.

- **Recommendation:** Projects beyond 2008 should not be approved until the MAC updates and adopts a long-term comprehensive plan for MSP and reviewed by the Metropolitan Council.

**Status:** The Council reviewed and approved the MSP 2030 long-term comprehensive plan (LTCP) in 2010. The LTCP was found consistent with the Council's 2030 Transportation Policy Plan if the following issues were addressed by MAC in the final plan:

- 1) The LTCP should note that MAC will update the plan every five years and that the MAC will budget for this in the appropriate years to ensure that the first update is prepared by 2015.
  - 2) MAC should initiate a capacity study two years in advance of when MSP is expected to have 540,000 annual operations and incorporate the results of this study into the following LTCP Update.
  - 3) MAC should initiate an FAA Part 150 study update (which includes a comprehensive noise analysis and mitigation program), in consultation with the MSP Noise Oversight Committee (NOC), when the forecast level of operations five years in the future exceeds the levels mitigated in the Consent Decree (582,366) annual operations). The results of this study should be incorporated into the first subsequent LTCP Update.
  - 4) MAC shall continue to work with all appropriate agencies to implement the Interstate 494/34<sup>th</sup> Ave. So., TH5/Glumack Drive, and TH5/Post Road interchange modifications included in the 2030 Concept Plan, including preliminary environmental scoping and analysis. These highway modifications are not currently included in the region's fiscally-constrained 2030 highway plan.
  - 5) The LTCP needs to acknowledge that storm water from MSP detention ponds discharges to the reaches of the Minnesota and Mississippi Rivers that are identified as impaired for a number of pollutants and stressors.
  - 6) The LTCP should include a general discussion of financial assumptions and funding mechanisms available to implement the proposed development.
- **Recommendation:** Defer expansion of the Terminal 2- Humphrey at MSP.

**Status:** A phased expansion of the Terminal 2- Humphrey, driven by demand, has been included in the MSP 2030 LTCP and the newly adopted 2030 TPP.

- **Recommendation:** Continued delay of reliever airport capital investment projects, necessary to maintain an airport's significance in the regional system, should be viewed as being inconsistent with regional plans.

**Status:** This recommendation is no longer an issue since adequate progress is being made to implement capital projects at the reliever airports. This issue was initially raised by TAC/TAB and the MAC has undertaken action to update airport plans, implement airport zoning, and define funding sources. The LTCP Updates for Airlake, Crystal, St. Paul

Downtown, Anoka County-Blaine, Flying Cloud and Lake Elmo Airport's have all been approved by the Council.

- Joint Airport/Community Zoning Boards have been established at MSP, St. Paul Downtown and Flying Cloud Airports. An airport zoning ordinance has been completed for MSP, and ordinances are being completed at St Paul Downtown and Flying Cloud Airports; upon their completion, airport zoning at the other reliever airports is expected to continue in 2011 thru 2012.
- The MAC has implemented new rates and charges at its reliever airports as part of an effort to improve financial self-sufficiency, and focuses on a new development philosophy whereby future building area infrastructure and hangars are to be funded by private developers (see Appendix A).

There has been progress made the past several years on the capital projects and planning activity at the reliever airports.

- At Anoka County-Blaine Airport the east/west runway extension to 5,000 feet has been completed, and the precision instrument landing system became operational in 2007. The extensive NW hangar building area has been developed through a private/public partnership and leased to an FBO established in 2008.
- At St. Paul Downtown Airport the flood protection and runway safety projects are completed.
- The Flying Cloud Airport has completed its new building area and runway redevelopment projects, with the 5,000' extended primary runway opening in November 2009.
- The LTCP for Lake Elmo Airport envisions extension of the crosswind runway and new building area. Relocation of the mainwind runway was retained for the long-term.
- The Airlake Airport LTCP includes a new south building area and eventual runway extension to 5,000' in the long term. A draft decision scoping document for a runway extension EIS has been initiated in 2010.
- Crystal Airport has been retained in the system; the LTCP envisions removal of two runways, to be more in line with forecast needs. It also allows for building area redevelopment and non-aviation revenue potential.

#### Appendix A

#### LISTING OF MAC 2011 CIP PROJECTS ( \$ 000's)

MSP INTERNATIONAL AIRPORT – 2010 PROGRAM		MSP – POST - 2010 PROGRAM	
<b>AIRSIDE</b>		<b>AIRSIDE</b>	
• Taxiway C/D Complex	6,000	- SIDA Incursion Upgrades	700
• Airside Bituminous Rehabilitation	500		
• Pavement joint sealing repair	500	<b>LANDSIDE</b>	
• Miscellaneous Airfield Construction	400	• <u>Lindbergh Terminal 1</u>	
		- Tug Drive Floor Repair	1,050
<b>LANDSIDE</b>		- Electrical Infrastructure Rehabilitation	1,400
• Landside pavement rehabilitation	400	- Emergency Power Upgrades	1,000

<ul style="list-style-type: none"> <li>• Parking structure rehabilitation 3,000</li> <li>• Terminal Modifications 2,000</li> </ul> <p><b>ENVIRONMENTAL</b></p> <ul style="list-style-type: none"> <li>• Noise Mitigation Settlement \$ 43,300</li> </ul>	<ul style="list-style-type: none"> <li>- Conveyance System Upgrades 1,500</li> <li>- Checkpoint/Passenger Screening Improvements 1,000</li> <li>- Open Architecture Building Automation 1,650</li> <li>- Concessions Revenue Development Upgrades 200</li> <li>- Tunnel/Bridge Rehabilitation 100</li> <li>- Valet Parking Waiting Area Improvements 400</li> <li>- Valet Garage Flammable Waste Traps 500</li> <li>- In-Line Baggage Screening* 33,500</li> <li>- Fire Protection System – Phase 4 12,100</li> </ul> <ul style="list-style-type: none"> <li>• <u>Humphrey Terminal 2</u></li> <li>- Jet-Bridge 6 &amp; 7 Replacement 1,600</li> </ul> <ul style="list-style-type: none"> <li>• <u>Other</u></li> <li>- FAA Building Upgrades 3,000</li> <li>- Card Access/CCTV Improvements 2,850</li> </ul> <p><b>ENVIRONMENTAL</b> (Note: aircraft noise mitigation/funding from the MSP 2010 Plan carries over until 2014 – see 2010 Program opposite)</p>
<b>Reliever Airports – 2010 Program</b>	<b>Relievers – Post 2010 Program</b>
<p><b>St. Paul Downtown Airport</b></p> <ul style="list-style-type: none"> <li>- Joint and Crack Repairs 100</li> <li>- MAC Building Maintenance 200</li> </ul> <p><b>Airlake Airport</b></p> <ul style="list-style-type: none"> <li>- So. Building Area Alleyway Development* 1,000</li> </ul> <p><b>Anoka County-Blaine Airport</b></p> <ul style="list-style-type: none"> <li>- Pavement Rehabilitation 600</li> </ul> <p><b>Crystal Airport</b></p> <ul style="list-style-type: none"> <li>- No Projects - 0 -</li> </ul> <p><b>Flying Cloud Airport</b></p> <ul style="list-style-type: none"> <li>- South Building Area Development* 1,500</li> </ul> <p><b>Lake Elmo Airport</b></p> <ul style="list-style-type: none"> <li>- No Projects - 0 -</li> </ul>	<p><b>St. Paul Downtown Airport</b></p> <ul style="list-style-type: none"> <li>- No Projects - 0 -</li> </ul> <p><b>Airlake Airport</b></p> <ul style="list-style-type: none"> <li>- Runway 12/30 Extension 200</li> </ul> <p><b>Anoka County-Blaine Airport</b></p> <ul style="list-style-type: none"> <li>- Security Gate Replacement* 500</li> </ul> <p><b>Crystal Airport</b></p> <ul style="list-style-type: none"> <li>- No Projects - 0 -</li> </ul> <p><b>Flying Cloud Airport</b></p> <ul style="list-style-type: none"> <li>- No Projects - 0 -</li> </ul> <p><b>Lake Elmo Airport</b></p> <ul style="list-style-type: none"> <li>- No Projects - 0 -</li> </ul>

\* Projects Funded by Others



# Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

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Bill Hargis  
Chair

January 3, 2011

County Commissioners

Dennis Berg  
Anoka County

Randy Maluchnik  
Carver County

Paul Krause  
Dakota County

Jan Callison  
Hennepin County

Tony Bennett  
Ramsey County

Jon Ulrich  
Scott County

Dennis Hegberg  
Washington County

Susan Haigh, Chair  
Metropolitan Council  
390 Robert Street No.  
St. Paul, MN 55101

Ms. Haigh,

On December 15, 2010, the Transportation Advisory Board reviewed and discussed the Metropolitan Airports Commission (MAC) Capital Improvement Program (CIP) for 2011-2017.

Municipal Officials

Dick Swanson  
Blaine City Council

Steve Lampi  
Mayor of Brooklyn Park

Bethany Tjornhom  
Chanhassen City Council

Dan Gustafson  
Burnsville City Council

Julia Whalen  
Champlin City Council

James Hovland  
Mayor of Edina

Becky Petryk  
Hugo City Council

Robert Lilligren  
Minneapolis City Council

Russ Stark  
St. Paul City Council

The TAB concurs with the comments and findings in the attached Action Transmittal 2010-73 and recommends that the Metropolitan Council approve the program.

Sincerely,



for  
Bill Hargis, Chair  
Transportation Advisory Board

Cc: Connie Kozlak

Citizen Members - Precinct

Andrew Reinhardt - A  
Thomas Heffelfinger - B  
James Meyers - C  
Chuck Haik - D  
Bart Ward - E  
Bill Hargis - F  
Jill Smith - G  
Ken Johnson - H

Agency Representatives

Peggy Leppik  
Metropolitan Council

Scott McBride  
Minnesota DOT

Lisa Peilen  
M.A.C.

David Thornton  
M.P.C.A.

Modal Representatives

Richard Mussell  
Transit

Matthew Craig  
Transit

Ron Have  
Freight

David Gepner  
Non-motorized

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**Transportation Advisory Board  
of the Metropolitan Council of the Twin Cities**

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**ACTION TRANSMITTAL**

No. 2010-73

**DATE:** January 3, 2011  
**TO:** Metropolitan Council  
**FROM:** Transportation Advisory Board  
**SUBJECT:** Metropolitan Airports Commission 2011-2017 Capital Improvements Program.

**MOTION:** The Transportation Advisory Board recommended approval of all five findings concerning the MAC 2011-2017 Capital Improvement Program and forward to the Metropolitan Council for its consideration.

**BACKGROUND AND PURPOSE OF REVIEW:**

The MAC annually prepares a capital improvement program for projects at MSP International Airport and their six General Aviation reliever airports. Under state statutes 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 as appropriate, including planning and environmental concerns. Projects eligible for federal funding are also reviewed under federal requirements.

TAB/TAC review comments are included for consideration with the final referral review report submitted for Council action. The MAC took action on December 8<sup>th</sup> and provided project funding information to TAB Policy Committee.

**MAC 2011 CIP REVIEW FINDINGS:**

- 1) That the MAC has in place an adequate public participation process for development and review of its Capital Improvement Program.
- 2) That an Assessment of Environmental Effects (AOEE) has been prepared and commented on for 2011 projects with potential environmental effects.
- 3) That none of the 2011 projects meet both the dollar threshold levels and criteria requiring project approval.
- 4) That federal, state and local funding for the 2011 CIP has been identified by the MAC, including approximately \$21 million in 2010 Bonds to cover 2011 and 2012 projects. (Note: attachment table 3 will be updated when new information is available).
- 5) That all other projects in the 2011 CIP appear consistent with the TPP.

**ROUTING**

TO	ACTION REQUESTED	DATE COMPLETED
TAC Aviation Technical Task Force	Review & Recommend	November 19, 2010
Technical Advisory Committee	Review & Recommend	December 1, 2010
TAB Policy Committee	Review & Recommend	December 15, 2010
Transportation Advisory Board	Review & Recommend	December 15, 2010
Metropolitan Council	Review and Approve	

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## MAC 2011 – 2017 CAPITAL IMPROVEMENT PROGRAM

The MAC 2011 – 2017 Capital Improvement Program material included in this memorandum reflects the actions of the Commissions FD&E Committee on Nov. 3, 2010. Final action by the Commission is expected at their Dec, 20, 2010 meeting. Any additional changes that may affect the CIP review would be reported at the January 10 Transportation Committee Meeting.

The overall review schedule for the CIP is listed below. Materials for the Task Force review are included in the following summaries:

- **MAC 2011 CIP Public Review Schedule**  
(See Attachment 1)  
Council review for 2011 has been accelerated.
- **2011 Projects Requiring an Assessment of Environmental Effects**  
(See Attachment 2)  
No projects meet criteria for AOEE requirements.
- **2011 CIP Funding Levels and Sources**  
(See Attachment 3)  
Information not yet updated in this CIP review until MAC FD&E Committee action expected on Dec. 8, 2010.
- **Projects Meeting \$5M and \$2M Thresholds 2011-2017**  
(See Attachment 4)  
A number of projects potentially meet the threshold dollar levels. The majority of the larger projects are identified as "Demand Driven", and begin starting in 2012 assuming improvement in the general economy and aviation industry sector.
- **Projects Meeting Statutory Review Criteria & Requiring Approval**  
(See Attachment 5)  
Several projects in 2011 meet the dollar threshold levels, but do not meet the criteria requiring project "approval".

1) MAC PUBLIC PARTICIPATION PROCESS:

MAC - 2011 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 2010 Feb. 1 <sup>st</sup> - June 1 <sup>st</sup> Feb. 1 <sup>st</sup> - July 31 Feb. 1 <sup>st</sup> - July 31
<b>PROJECTS ENVIRONMENTAL REVIEW</b> Prepare AOEES and EAWs as required _____ Notice of September FD&E Meeting mailed to Affected Municipalities _____ Recommendation by FD&E Committee to Commission of Preliminary CIP for Environmental Review/Authorization to Hold Public Hearing on AOEES and EAWs _____ Minutes of September FD&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 _____ Metro Council - TAC Aviation Advisory Task Force _____ Final Date for Affected Municipalities Comments on Preliminary CIP to MAC _____ Metro Council - TAC _____ Notice of December FD&E Committee Meeting mailed to Affected Communities _____ Recommendation by FD&E Committee to Commission of Final CIP _____ Minutes of December FD&E Committee Meeting and Notice of December Commission Meeting mailed to Affected Communities _____ Metro Council - TAB Policy Committee & TAB _____	Environment Airport Development Airport Development Airport Development Airport Development Environment Environment Environment Environment TAC Aviation Affected Communities TAC Airport Development Airport Development Airport Development TAB	July 31 - Oct 15 September 1 September 8 September 17 September 20 September 24 October 11 October 18 October 27 November 3 November 17 November 19 November 23 December 1 December 2 December 8 December 15 December 15 December 15
<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 20 December 23 December 23 January 10 January 12 January 21, 2011

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) FD&E = MAC Finance, Development and Environment Committee 5) AOE = 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 Wildlife and Plants	Flood-plains and Flood-ways	Hazardous Materials, Pollution and 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	Erosion and Sedimentation	
MSP AIRPORT PROJECTS																	
No EA or EIS Required for 2011 projects	MSP 2030 LTCP Environmental Evaluation being prepared for future projects.	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	N/A	N/A	

### 3) CIP FUNDING LEVELS & SOURCES:

(NOTE: This summary does not include any of the Demand-Driven projects. MAC staff is still evaluating the feasibility of a Short-Term Borrowing Program available in the 2011-2013 period).

#### MAC 2011 – 2017 CAPITAL IMPROVEMENT PROGRAM FUNDING SUMMARY

FUNDING SOURCES (\$=000)	2011 FUNDING	2012 FUNDING	2013 FUNDING	TOTAL FUNDING	% OF TOTAL 2011 - 2013 CIP
<b>Passenger Facility Charges (PFC's)</b>					
# 12 Paygo – 2011	52,515	11,250	-0-	63,765	
# 13 Paygo – 2012	-0-	4,600	14,350	18,950	
Total PFC's	52,515	15,850	14,350	82,715	26.61 %
<b>Federal &amp; State Aid</b>					
Federal Entitlement	5,300	-0-	5,200	10,500	
Federal Discretionary	-0-	-0-	-0-	-0-	
Fed. Non Primary Aid – Relievers	1,740	900	600	3,240	
MnDOT Grants	1,500	1,500	1,000	4,000	
TSA Grants	-0-	16,650	25,200	41,850	
Total Federal/TSA/State Aid	8,540	19,050	32,000	59,590	19.17 %
<b>2010 General Airport Revenue</b>					
Bonds*	21,020	50,300	3,000	74,500	23.97 %
<b>MAC Funds</b>					
	18,860	19,600	13,125	51,585	16.60 %
<b>Airline Reserve &amp; Replacement Fund</b>					
	22,225	5,400	12,000	39,625	12.75 %
<b>Other Funding**</b>					
	2,200	-0-	600	2,800	.90 %
<b>Total All Funding Sources</b>	125,540	110,200	75,075	310,815	100.00 %

\* Revenue Bonds were issued in May 2010 to cover 2010–2013 projects.

\*\* Other funding sources represent facilities built by MAC, tenant, or developer and paid for by the tenant or developer.

#### 4) MAC PROJECTS ANTICIPATED TO MEET THE \$5M AND \$2M THRESHOLDS FROM 2011 – 2017:

Airport	2011	2012	2013	2014	2015	2016	2017
<b>MSP Airport Environmental</b>	Noise Mitigation \$17.2 M	Noise Mitigation \$4.3 M	Noise Mitigation \$1.3 M	Noise Mitigation \$3.4 M	Replacement of Jet Bridges \$11 M	Replacement of Jet Bridges \$11 M	- Ticket Lobby Modifications \$18 M
<b>MSP Terminal 1 Lindbergh</b>	- Replacement of Jet Bridges \$13.5 M - Concourse G Phase 1 Expansion	- JS Data Center Facilities \$17 M - Bag Claim & Make-Up Area / Rehab. \$14.4 M	- In-Line Baggage Screening \$28 M	- Replacement of Jet Bridges \$11 M - Bag Claim & Make-Up Area /Rehab. \$14.4 M	- Concourse E Remodel/Expand \$36.6 M - Bag Claim & Make-Up Area / Rehab. \$14.4 M - Concourse G Tram Equipment Procurement \$50 M	- Replacement of Jet Bridges \$11 M - Ticket Lobby Modifications \$18 M - Concourse G Parking Ramp Expansion \$10.3 M	- Ticket Lobby Modifications \$18 M - Concourse G - Tram Guide-way Installation \$76 M - Stations \$33 M - Gate Hold Expansion \$306.5 M - Apron Improvements \$17 M - Fuel Line Extension \$6 M - Air-Side Tunnel Expansion \$20 M
<b>MSP Airfield</b>	- Fuel Load Island/GSE Bldg. Demolition \$6.7M	- North Side Storm Sewer \$5 M	- Taxiway Pavement Reconstruction \$7.8M	- Taxiway Pavement Reconstruction \$7 M - Airport Surveillance Radar Shadow-Mitigation \$5 M - Public Safety Facility Building \$17.5 M		- Apron Pavement Rehabilitation \$9 M - Concourse G Fuel Main Relocation \$6 M	
<b>MSP Terminal 2 Humphrey</b>	- Security Check-Point \$9.5 M	- In-Line Baggage Screening \$18.5 M - North Apron Expansion \$6.5 M - Gates 1 - 3 \$52 M	- Site Utilities \$5 M - Purple Parking Ramp Outrigger Expansion \$32.1 M	- North Apron Expansion \$7.1 M - Gates 4 - 7 \$65.2 M - Add'l. Gates 18 -37 \$136 M - South Apron Expansion \$20 M - Gates 18-27 \$99.6 M - Auto Rental & QTA Facilities \$62.5M - Roadway Realignment \$6 M - I-494/34 <sup>th</sup> Ave Interchange Enhancements \$25 M			- Orange Parking Ramp Outrigger Expansion of Levels 9 &10 \$58.7 M
<b>Lake Elmo Airport Airlake Airport</b>				- South Building Area Dev. \$ 2.7 M		- Runway 12/30 Extension \$8 M	- East Building Area \$ 2.8 M - Runway 12/30 Extension \$ 8 M

# 5) 2011 PROJECTS MEETING STATUTORY REVIEW CRITERIA AND REQUIRING APPROVAL:

2011 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"> <li>Review Action</li> </ul>	<ul style="list-style-type: none"> <li>EA-EAW Prepared</li> <li>EIS Reviewed</li> <li>NPDES Approved</li> <li>Legislative Requirement</li> <li>Regulatory Requirement</li> <li>Legal Requirement</li> </ul>	Project meets Dollar threshold at: MSP = \$5M Relievers = \$2M	Loc. of a New Airport	New Runway at an Existing Airport	A Runway Extension at an Existing Airport	Runway Strengthening other than routine maintenance.	New or Expanded Passenger Handling or Parking Facilities for 25% or more capacity increase.	Land Acquisition associated with the other criteria, or that would cause relocation of residential or business activities.	Project information made available by the MAC to affected cities for review.
MSP International Program: - Noise Mitigation Consent Settlement	<ul style="list-style-type: none"> <li>2010 LTCP Approved in 1996</li> </ul>		\$17.2 M							Y
Post 2010 Program: - Terminal 1 Lindbergh - Jet Bridge Replacements - Fuel Load Island & GSE Bldg. Demo. - Terminal 2 Humphrey - Security Check Point	<ul style="list-style-type: none"> <li>2030 LTCP Update Approved in 2010</li> </ul>	2030 LTCP Env. Evaluation in 2010/11.	\$13.5 M \$ 6.7 M \$ 9.5 M							Y
ST. PAUL DOWNTOWN	<ul style="list-style-type: none"> <li>2025 LTCP Approved in 2010</li> </ul>	(EAW on flood protection completed).	None							Y
FLYING CLOUD	<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.	None							Y
CRYSTAL	<ul style="list-style-type: none"> <li>2025 LTCP Approved 2008</li> </ul>		None							Y
ANOKA CO. -BLAINE	<ul style="list-style-type: none"> <li>2025 LTCP Approved in 2010</li> </ul>	(Draft EA completed, mitigation measures for project implementation underway)	None							Y
LAKE ELMO	<ul style="list-style-type: none"> <li>2025 LTCP Approved 2008</li> </ul>	(EA completed for proposed new East Building Area).	None							Y
AIRLAKE	<ul style="list-style-type: none"> <li>2025 LTCP Approved 2008</li> </ul>	(negotiations on sewer & water service).	None							Y

\* Criteria as defined under MS 473. \*\* Requirements defined under MS 473. \*\*\* See AOEE 2010-2016 Summary Environmental Assessment Attached