

T Transportation Committee
For the Metropolitan Council meeting of January 25,
2012

ADVISORY INFORMATION

Date Prepared: January 10, 2012

Subject: Approval of Metropolitan Airports Commission (MAC) 2012-2018 Capital Improvement Program (CIP)

Proposed Action:

That the Metropolitan Council:

- 1) Find that the Metropolitan Airports Commission (MAC) has an adequate public participation process for the development and review of its 2012-2018 Capital Improvement Program (CIP), including preparation of an assessment of environmental effects (AOEE) for 2012 projects with potential environmental effects.
- 2) Find that the 2012 CIP projects have adequate funding and are in conformance with the region's Aviation System Plan and consistent with Council policy.
- 3) Recommend approval of the following project: MSP Checked Baggage Inspection System (CBIS).

Summary of Committee Discussion / Questions:

Russ Owen, MTS Aviation Planner, presented this item. There were no questions from committee members.

Motion by Munt, seconded by Duininck and passed unanimously.

T Transportation Committee
Meeting date: January 9, 2012
Metropolitan Council Meeting: January 25, 2012

ADVISORY INFORMATION

Date:	December 28, 2011
Subject:	Approval of Metropolitan Airports Commission (MAC) 2012-2018 Capital Improvement Program (CIP)
District(s), Member(s):	All Districts & Members
Policy/Legal Reference:	MS 473.145, 473.165, 473.621 Sd. 6&7
Staff Prepared/Presented:	Arlene McCarthy, MTS Director (651-602-1754) Amy Vennewitz, MTS Dep. Dir. Finance & Planning (651-602-1058) Connie Kozlak, MTS Planning Manager (651-602-1720) Russ Owen, Senior Planner (651-602-1724)
Division/Department:	Metropolitan Transportation Services

Proposed Action:

That the Metropolitan Council:

- 1) Find that the Metropolitan Airports Commission (MAC) has an adequate public participation process for the development and review of its 2012-2018 Capital Improvement Program (CIP), including preparation of an assessment of environmental effects (AOEE) for 2012 projects with potential environmental effects.
- 2) Find that the 2012 CIP projects have adequate funding and are in conformance with the region's Aviation System Plan and consistent with Council policy.
- 3) Recommend approval of the following project: MSP Checked Baggage Inspection System (CBIS).

Background:

Under MN statutes 473.621 the Council is required to annually review the MAC's proposed CIP and take the following actions:

- Determine the adequacy of the MAC CIP public participation process,
- Review and comment on all projects for consistency with regional policy plans, and
- Approve proposed projects which meet "significant effects" criteria described below.

The attached **Review Findings for 2012 -2018 CIP** provides additional background supporting the proposed action.

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. The MSP Checked Baggage Inspections System (CBIS) project exceeds the financial threshold and under criteria E requires Council approval.

Funding:

No funding implications for the Council. The MAC has identified federal, state, and local funding sources for all of its 2012 CIP projects.

Known Support / Opposition:

On December 21, 2011 the TAB recommended approval of this CIP. No known opposition was voiced regarding the CIP during MAC's public hearings.

REVIEW FINDINGS for 2012 -2018 CIP

Findings for the various review categories are discussed below.

1) Adequacy of public participation in the 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 2012-2018 CIP, capital improvement review process involved scheduled meetings, public notices and public hearings for discussion of the projects. Many of these meetings were advertised in the local newspapers and had a 30-day comment period. The public hearings were held during the MAC committee meetings. The process included distribution of financial and environmental information that was both mailed and made available electronically. CIP materials were mailed to "affected communities", which are defined as communities that border a MAC-owned airport, as well as communities that contact the MAC to be added to the distribution list. 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 the TPP Policy 6, *Public Participation in Transportation Planning and Investment Decision* 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) Project Funding

The 2012 projects are to be funded from a variety of sources including passenger facility charges (fees), federal grants, state grants, internally generated funds and bond proceeds (see Table 1). MAC has sufficient funds to implement the capital program, including revenues generated by a bond sale MAC conducted in 2010. 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 2012-2018 CIP has been identified by the MAC, including approximately \$44 million from the 2010 bond issue.

3) Review and Comment on all 2012 CIP Projects:

The Council reviews and comments on the consistency of all CIP projects at the MAC airports with airport plans, with the Council's Metropolitan Development Guide and other regional systems, and with local plans. Table 4 lists all of the 2012 projects. Most of the projects proposed in the CIP are on-site and involve general maintenance, service upgrades, operational improvements, and efforts to meet environmental and safety requirements. Consideration of these elements 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 2012 projects are in conformance with the TPP and consistent with Council policy.

4) 2012 Projects Requiring Council Approval:

Under state statutes, 473.621 Subd. 6 and Subd. 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 2012 CIP projects have been reviewed for consistency against the seven legislatively defined criteria (shown in Table 2 as review criteria A-H) and applicable TPP policies. One 2012 project, the MSP Checked Baggage Inspection System, was identified as requiring Council approval due to its cost exceeding the \$5 million threshold and it potentially accommodates expanded passenger handling. In addition Table 3 identifies potential projects in 2013-2018 which may meet the financial and significant effects criteria in the future.

Finding: Review of the 2012 CIP identified one project requiring approval: Checked Baggage Inspection System (CBIS).

The \$16.1 million CBIS project will be conducted in phases, with the first phase (West CBIS) providing 100% checked bag screening of all Delta Air Line passengers' bags. Phase 1 also includes Explosive Detection Systems (EDS) equipment which was installed in the north ticket lobby of Terminal 1 (T-1, formerly called Lindbergh) for the other airlines. Phase 1 will satisfy the TSA and MAC goal of 100% screening of all T-1 baggage. Phase 2 replaces screening machines with throughput devices, and all T-1 ticket counters will feed both CBIS systems and all bag belt devices located in the bag room. Phase 3 is the final T-1 phase and will transition all EDS installations at T-1 to a fully automated "in-line" CBIS system that will meet all current TSA guidelines.

TABLE 1
CIP FUNDING LEVELS & SOURCES: MAC 2012-2018 CAPITAL IMPROVEMENT PROGRAM FUNDING
SUMMARY

FUNDING SOURCES	2012 FUNDING	2013 FUNDING	2014 FUNDING	TOTAL FUNDING	% OF TOTAL 2011 - 2013 CIP
Passenger Facility Charges (PFC's) # 12 Paygo – 2011	15,600	9,450		25,050	
Total PFC's	15,600	31,210			8.94 %
Federal & State Aid					
Federal Entitlement	5,000	6,000		11,000	
Federal Discretionary	1,700	6,500	650	8,850	
Fed. Non Primary Aid – Relievers	2,050	1,250	600	3,900	
MnDOT Grants	-0-	6,400	1,700	8,100	
TSA Grants	<u>15,800</u>	<u>18,900</u>	<u>-0-</u>	<u>34,700</u>	23.75 %
Total Federal/TSA/State Aid	24,550	39,050	2,950	66,550	
2010 General Airport Revenue Bonds	44,250	9,100		53,350	19.04 %
Direct Loan Short-Term Program	9,700	12,800		22,500	8.03%
Total	53,950	21,900		75,850	27.07%
MAC Funds	18,850	39,175	18,700	76,725	27.38 %
Airline Reserve & Replacement Fund	6,000	13,625	15,795	35,420	12.64 %
Other Funding	600			600	.21 %
Total All Funding Sources	<u>119,550</u>	<u>123,200</u>	<u>37,445</u>	<u>280,195</u>	100.00 %

**TABLE 2
SIGNIFICANT CRITERIA**

2012 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 business activities.	Project information made available by the MAC to affected cities for review.
MSP International Airport 2012 Program - Checked Baggage Inspection System	<ul style="list-style-type: none"> 2030 LTCP Update Approved in 2010 	2030 LTCP Env Evaluation in 2010/2011	\$18 M					X		
St. Paul Downtown	<ul style="list-style-type: none"> 2025 LTCP Approved in 2010 		NONE							
Flying Cloud	<ul style="list-style-type: none"> 2025 LTCP Approved in 2010 	MAC-City Agreement concluded; Agreements & R.O.D. on FEIS completed as part of MAC/Airline Agreement.	NONE							
Crystal	<ul style="list-style-type: none"> 2025 LTCP Approved in 2008 		NONE							
Anoka Co. - Blaine	<ul style="list-style-type: none"> 2025 LTCP Approved in 2010 		NONE							
Lake Elmo	<ul style="list-style-type: none"> 2025 LTCP Approved in 2008 	(EA completed for proposed new East Building Area)	NONE							
Airlake	<ul style="list-style-type: none"> 2025 LTCP Approved in 2008 	(negotiations on sewer&water service)	NONE							

TABLE 3
2012-2018 PROJECTS ANTICIPATED TO MEET THE \$5M (MSP) AND \$2M (RELIEVER) THRESHOLDS

Airport	2012	2013	2014	2015	2016	2017	2018
MSP Environmental	Noise Mitigation \$3.6 M Storm Water Ponds 3&4 Enhancements \$5M	Noise Mitigation \$1.3 M	Noise Mitigation \$3.42 M				
MSP Terminal 1 Lindbergh	-Checked Baggage Inspection System Integration \$18M -IS Data Center Facilities \$15 M -CCTV Improvements \$9.1M	-Concourse G Roof Replacement \$6.2M	- In-Line Baggage Screening \$21.2 M -Replacement of Jet Bridges \$11 M	-Replacement of Jet Bridges \$11 M -Bag Claim & Make-Up Area /Rehab. \$14.4 M -Concourse Remodeling E \$36.6M -Ticket Lobby Modifications \$18M -Concourse G Tram Equipment Procurement \$50 M	-Replacement of Jet Bridges \$11 M -Bag Claim & Make-Up Area / Rehab. \$14.4 M -Ticket Lobby Modifications \$18M	- Ticket Lobby Modifications \$18 M -Concourse G Parking Ramp Expansion \$10.3 M -Gate Hold Expansion \$153 M Concourse G -Tram Guide-way Installation \$76 M -Stations \$33 M -Gate Hold	Expansion \$153 M -Apron Improvements \$17 M -Fuel Line Extension \$6 M -Air-Side Tunnel Expansion \$20 M
MSP Airfield			-Taxiway Pavement Reconstruction \$7.8M		- Airport Surveillance Radar Shadow-Mitigation \$5 M	-Apron Pavement Rehabilitation \$9 M -Concourse G Fuel Main Relocation \$6 M	-Taxiway Pavement Reconstruction \$7 M
MSP Terminal 2 Humphrey		-In-Line Baggage Screening \$18.1 M -Baggage Make-up 11.7M -Gates 1 - 3 \$28 M I-494/34 th Interchange \$6M	-North Apron Expansion \$7 M -Gates 1 - 3 \$28.9 M - Auto Rental QTA 62.5M -Roadway Re-alignment \$6M -Public Safety Facility \$17.5M Gates 18-27 \$99.6 M	- North Apron Expansion \$7.3 M - Gates 4 - 7 \$65.2 M - South Apron Expansion \$18 M	- Purple Parking Ramp Outrigger Expansion \$32.1 M South Apron Expansion \$22 M	South Apron Expansion \$19 M	- Orange Parking Ramp Outrigger Expansion of Levels 9 &10 \$58.7 M South Apron Expansion \$18 M
Lake Elmo Airport				Runway 14/32 Runway Reconstructions \$5M		East Building Area \$2.8 M	
Airlake Airport				- South Building Area Dev. \$2.7 M			- Runway 12/30 Extension \$8 M

2012 Capital Improvement Projects

Minneapolis- St. Paul International Airport (MSP) Projects	Cost (\$)
Noise Mitigation Program	
Noise Mitigation Settlement	3,600,000
Terminal 1 – Lindbergh	
Checked Baggage Inspection System (CBIS)	16,100,000
Telecommunication Room Equipment Continuity and Security	2,300,000
Fall Protection Program	100,000
Facilities Rehabilitation	
Skyway HVAC – South	1,500,000
Electrical Infrastructure Rehabilitation Program	2,000,000
Terminal Miscellaneous Modifications	2,000,000
Building Exterior Rehabilitation	
Terminal Electrical Modifications	
Terminal Mechanical Modifications	
Terminal Miscellaneous Modifications	
MSP Campus Modifications	
Restroom Upgrade Program	2,600,000
Air Handling Unit Replacement	2,100,000
Conveyance System Upgrades	2,700,000
Folded Plate Drain and Repair	6,400,000
Plumbing Infrastructure Upgrade Program	500,000
Food Court Counter Upgrades	100,000
Passenger Amenities	
Art in the Terminal	250,000
Concessions Revenue Development/Upgrades	200,000
Terminal Seating Improvements	1,000,000
Way Finding Signage Improvements	450,000
Operational Improvements	
IS Data Center Facilities	15,000,000
Fiber optic Cable Infrastructure Upgrade/Expansion	1,650,000
Wireless Network Control System	850,000
Concourse G improvements	
Concourse G Fire Protection System - Delta	7,400,000
Concourse G Fire Protection System - FIS	650,000

Energy Management Center	
Energy Saving Projects	3,000,000
Alternative Energy Projects	300,000
Field and Runway	
Airside Bituminous Rehabilitation/Electrical Construction	500,000
Pavement Joint Sealing/Repair	650,000
Pavement Rehabilitation - Aprons	2,200,000
Runway 30R MALSF	1,900,000
Miscellaneous Airfield Construction	400,000
Perimeter Gate Security Improvements	575,000
Runway 12R/30L Tunnel Rehabilitation - Lighting & Pumping Station	1,425,000
Storm Water Ponds 3&4 Enhancements	5,000,000
Runway 30R Deicing Pad Subdrain	800,000
Terminal Roads/Landside	
Tunnel/Bridge Rehabilitation	100,000
Parking	
T1/T2 Parking Structure Rehabilitation	3,500,000
T2 Humphrey Helix Access Gates/Loops	350,000
Terminal 2 - Humphrey	
Security Check Point Renovations	2,100,000
Curbside Canopy Repair	1,100,000
Concessions Revenue Developments/Upgrades	150,000
Environmental Assessment (EA)	100,000
Airport Layout Plan (ALP)	1,000,000
Public Access/Roads	
Landside Pavement Rehabilitation	400,000
Roadway Fixture Refurbishment	100,000
Hangars and other Buildings	
Building F Tower Demolition	1,500,000
Building H Upgrades	100,000
Police	
Perimeter Fence Intrusion Detection System	200,000
CCTV Improvements	9,100,000
Fire	
Post Road Fuel Farm Fire Protection Improvements	3,500,000

Environment

Storm Water Pond Dredging	3,000,000
North Fuel Island Oil/Water Separator	1,000,000
MACNOMS Upgrades	900,000
Ponds 1 and 2 Access Control	100,000
Concourse D Organic Waste Compactor	350,000

Metropolitan Reliever Airports**Cost (\$)****St. Paul Downtown (STP)**

Joint and Crack Repairs	100,000
MAC Building Maintenance	200,000
Pavement Rehabilitation	1,000,000

Lake Elmo (21D)

Runway 14/32 Reconstruction	500,000
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Flying Cloud (FCM)

Alleyway Rehabilitation	300,000
East/West Perimeter Road	50,000
South Building Area Development	1,500,000
Commercial Development - All Relievers	100,000
Airport Layout Plan (ALP)	150,000

Crystal (MIC)

Pavement Rehabilitation	200,000
Airfield Signage/Electrical Improvements	300,000

Anoka County – Blaine (ANE)

Pavement Rehabilitation - Runways	200,000
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