

Assessment of Environmental Effects (AOEE)

For the Preliminary 2026–2032
Capital Improvement Program



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Metropolitan Airports Commission



Minneapolis – Saint Paul International Airport

Airlake · Anoka County-Blaine · Crystal · Flying Cloud · Lake Elmo · St. Paul Downtown

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1.0 INTRODUCTION

The Metropolitan Airports Commission (MAC) oversees coordinated air service throughout the Twin Cities Metro Area through its system of seven airports, including the Minneapolis-St. Paul International Airport (MSP) and six reliever airports. In 2024, MAC celebrated a banner year for growth and recognition. MSP surpassed 37.2 million total passengers, and increase of 6.9% from 2023, while the MAC general aviation airports saw a 1% increase in operations. MSP added service to exciting overseas destinations, courtesy of Aer Lingus, Delta Air Lines and – for the first time ever – Lufthansa. All told, airlines added seven nonstop destinations in 2024, helping to drive a 5.7% increase in domestic travelers and a 19.6% increase in international travelers.

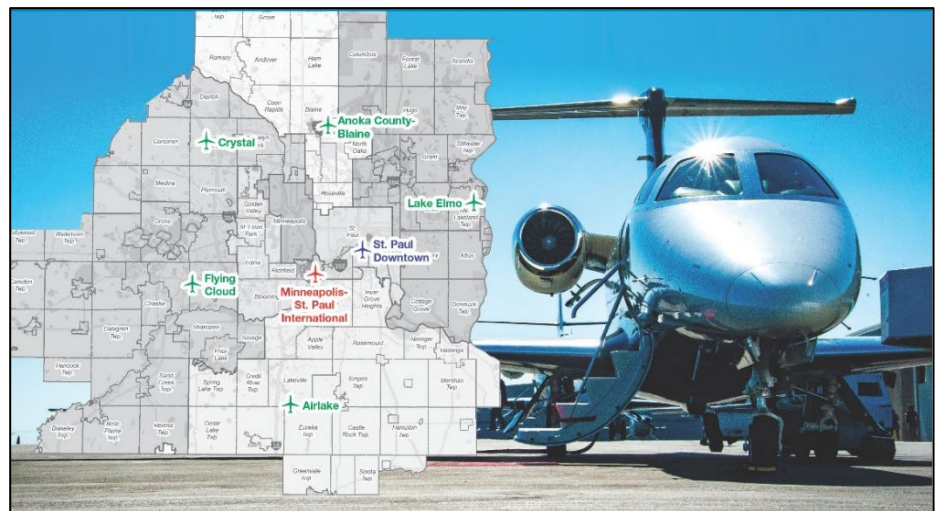
The year 2024 marked the MAC’s largest capital program budget ever, surpassing \$1 billion for the first time ever as we continued investing in our airfield and terminal facilities. MAC also finalized a long-term plan featuring key projects to ensure MSP meets the needs of our region for years to come.

MAC was created in 1943 to promote the efficient, safe handling of air commerce and to develop the full potential of the Minneapolis-Saint Paul metropolitan area as an aviation center. The MAC, as a public corporation of the state, generates the revenues it needs to operate through rents and user fees, not general tax appropriations. Bonding and financial authority – along with MAC generated cash and state and federal aviation grants and fees – fund capital investments in the MAC’s seven airport system.

The organization is governed by a 15-member board. The MAC board establishes policies and ordinances and provides financial oversight, including approval of budgets and large expenditures.

Guided by our organizational purpose statement: “To provide exceptional airport

experiences so Minnesota thrives”, the MAC earned a series of prestigious and global accolades that reflect our commitment to customer service excellence, safe and efficient operations, and strong financial performance. MSP Airport earned the top ranking among mega airports in the J.D. Powers 2024 North American Airport Satisfaction Study. Airports Council International (ACI) named MSP the Best Airport in North America for the 25-40 million passenger category through its global passenger survey program. And, Travel and Leisure readers ranked MSP as the magazine’s best U.S. airport in the 2024 World’s Best Awards.



Each year, the MAC prepares a seven-year Capital Improvement Program (CIP). A preliminary version of the CIP is adopted by the Commission in September. The purpose for providing the Commission with a preview of the CIP is twofold. First, it gives the Commission an opportunity to consider the projects proposed by MAC staff in the upcoming years. Second, it provides a list of projects that the public may review as a part of this Assessment of Environmental Effects (AOEE) process.

Upon completion of this AOEE process, which includes a public hearing, the Commission will adopt a final version of the CIP in December.

On September 15, 2025, the MAC Commission adopted the Preliminary 2026–2032 CIP (shown in Appendix A). This AOEE report is prepared in accordance with the requirements of Minnesota Statutes Section 473.614, as amended in 1988 and 1996. It presents an assessment of the potential environmental effects of projects in the MAC preliminary seven-year CIP from 2026 to 2032 for each MAC-owned airport. Under Minnesota law, the MAC is required to “examine the cumulative environmental effects at each airport of projects at that airport (in the seven-year CIP), considered collectively.”



MSP Concourse G Apron and Taxiway B

Most of the projects in the CIP involve replacement and maintenance/upgrades of existing facilities and assets. Some projects involve information technology (IT) upgrades, and others include rehabilitation and/or upgrades to tenant facilities. These projects will not affect use of the facilities and therefore, will not add to or subtract from, cumulative environmental effects.

Minnesota Statutes Section 473.614 also requires the preparation of an Environmental Assessment Worksheet (EAW) under the Minnesota Environmental Policy Act (MEPA) for projects that meet all of the following conditions:

1. The project is scheduled in the CIP for the first CIP calendar year (2026 for this AOEE);
2. The project is located at MSP and is anticipated to cost \$5 million or more, or the project is located at one of the Reliever Airports an estimated to cost \$2 million or more; and,
3. The project involves the construction of:
 - a. A new or expanded structure for handling passengers, cargo, vehicles, or aircraft; or
 - b. A new runway or taxiway, or the extension of an existing runway or taxiway.

An EAW or state Environmental Impact Statement (EIS) has been prepared for all projects scheduled to be implemented in 2026 that meet the above three conditions in Minnesota Statutes Section 473.614 for a mandatory EAW.

This AOEE report analyzes each airport in the order in which the projects are presented in the CIP. Appendix A lists all projects included in the preliminary seven-year CIP (2026–2032). The notes on the last page of the Appendix A table explain the type of work for each proposed project and why the work may or may not have a potential effect on the environment. Appendix B provides a more detailed description for every project included in the first year (2026) of the preliminary CIP. Appendix C includes a draft description for projects in years 2027 through 2032 that meet the above three conditions in Minnesota Statutes Section 473.614 for a mandatory EAW.



MSP Safety and Security Center Construction

2.0 MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT (MSP)

MSP is a top 20 U.S. airport by passenger volume, connecting the Upper Midwest to destinations across the globe. The airport is situated approximately seven miles south of downtown Minneapolis, Minnesota and seven miles southwest of downtown St. Paul, Minnesota. MSP is not part of any city but is surrounded by Minneapolis, St. Paul and the suburban cities of Bloomington, Eagan, Mendota Heights, and Richfield.

The MSP airfield consists of four runways. Runway 12L-30R and Runway 17-35 are both 8,000 feet long. Runway 12R-30L is 10,000 feet long. And the crosswind Runway 4-22 is 11,000 feet long. There are multiple instrument approaches and an air traffic control tower.

Recent improvements at MSP include the opening of a new replacement Aircraft Rescue and Firefighting station, completion of a major two-runway intersection concrete paving project, and the commencement of construction for the Terminal 2 North Gate Expansion project. The year 2024 also kicked off construction for a new safety and security center as well as the Concourse G infill project, which will create gatehold space and provide new restrooms and moving walks.



MSP Terminal 2 North Gate Expansion

2.1 MSP LONG-TERM PLAN STATUS

The MAC adopted the 2020-2040 Long Term Plan (LTP) for MSP in May 2024. The MAC website: <https://www.mspairport.com/long-term-plan> contains the final document.

2.2 MSP ENVIRONMENTAL STUDIES

Under MEPA, an EAW or EIS must assess cumulative potential environmental effects. A cumulative potential effect under MEPA is a consequence on the environment that could result from the incremental potential effect from projects under review in addition to other projects in the environmentally relevant area that might reasonably be expected to affect the same environmental resources. In other words, the cumulative potential effects analysis examines whether the incremental effects of a proposed project, combined with other projects in the same geographic area and taking place over the same time period, will have a significant effect on the same environmental resources.

Now that the 2040 LTP is complete, MAC continues to evaluate LTP projects for the appropriate implementation timing and environmental review requirements.

2.3 MSP PROJECTS REQUIRING PREPARATION OF AN ENVIRONMENTAL ASSESSMENT WORKSHEET

Of all the projects listed for the year 2026 at MSP, there are none listed in the Preliminary 2026-2032 CIP that meet the criteria in Minnesota Statutes Section 473.614 for the preparation of a mandatory EAW. There are projects in the outer years that are identified for a mandatory EAW, shown in Table 2-1.

Table 2-1
MSP Projects in the CIP that Require a Mandatory EAW

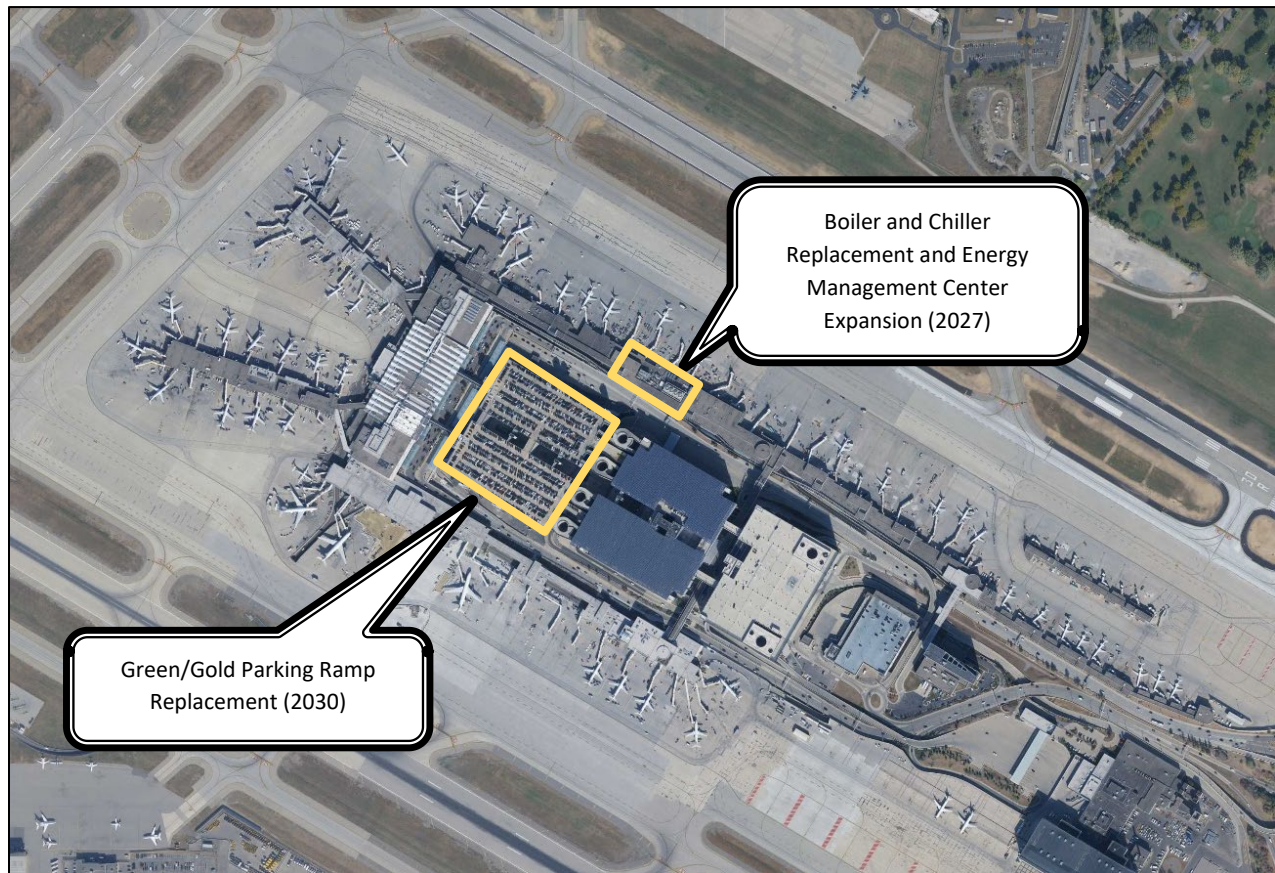
Project	CIP Year Proposed	EAW Status
T1 Boiler and Chiller Replacement and Energy Management Center Expansion	2027	EAW Required
Orange and Purple Parking Outriggers	2027	EAW Required
West Cargo Development	2027	EAW Required
Green/Gold Parking Ramp Replacement	2030	EAW Required

Terminal 1

The preliminary 2026-2032 CIP lists two projects that will have environmental review requirements prior to construction (listed in Table 2-1). The program shows the Terminal 1 Boiler and Chiller Replacement and Energy Management Center (EMC) Expansion project starting in 2027. This multi-year project will enlarge the EMC space, which requires MAC to also expand the footprint of the terminal building to accommodate replacement of the impacted existing passenger gatehold, aircraft boarding, concessions, and lower-level office/storage areas.

The preliminary CIP also lists the Green/Gold Parking Ramp Replacement project, currently shown to begin in 2030. The existing parking structures closest to Terminal 1, named the Gold Ramp and the Green Ramp, are nearing the end of their useful life and need to be demolished. This replacement project is envisioned to build back parking within the same footprint of the existing structures along with a future facility for processing international passengers arriving to the United States.

A project listed in 2028, the 30L Deicing Pad Expansion, is currently planned to have the same number of aircraft deicing positions as the current 30L pad, albeit wider to better accommodate greater aircraft wingspans. The capacity of the deicing pad will not be increased, and therefore, it does not meet EAW criteria.



Terminal 1 Projects Listed in Table 2-1

Terminal 2

There are still projects yet to be completed that were environmentally approved as part of the March 2013 FAA Finding of No Significant Impact (FONSI) and Record of Decision (ROD) determination for the MSP 2020 Improvements EA/EAW, along with the MEPA issuance of an Adequacy Determination and Negative Declaration on the need for an EIS for that same document. Those projects relate to the proposed expansion of Terminal 2 to the south for a 27-gate facility.

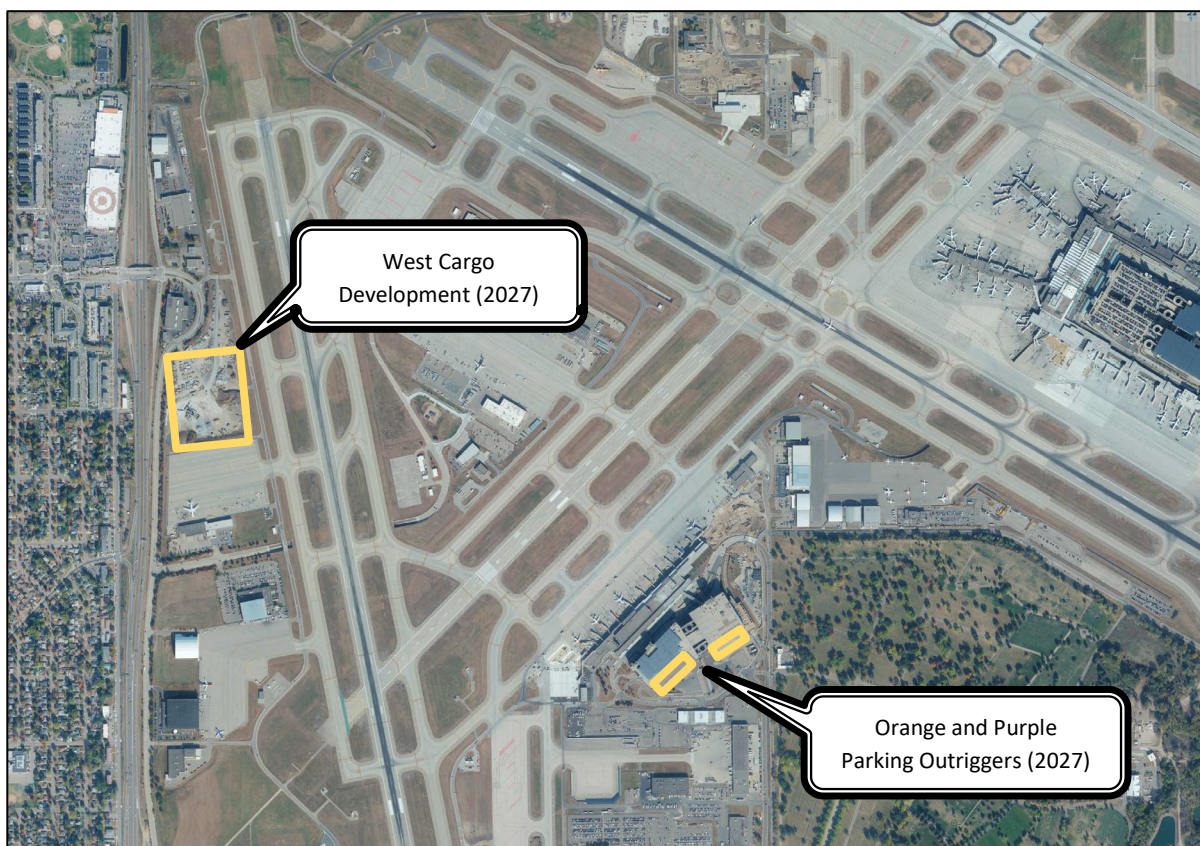
In November 2023, the FAA completed a re-evaluation of the projects associated with Terminal 2, given the plans for near-term expansion projects. The gate expansion on the north side of the terminal was bid in 2024, is now well into construction, and scheduled to open in early 2027. Also in 2024, MAC moved ahead with minor apron construction and the installation of two additional passenger boarding bridges at the south corner of the existing Terminal 2 building. The relocation of the existing Ground Service Equipment (GSE) maintenance facility is also planned to start construction soon. Upon completion of these projects, Terminal 2 will have a total of 18 gates.

In the current 2026-2032 preliminary CIP, MAC is showing the continued expansion of Terminal 2 to a 27-gate facility, as was considered and environmentally approved. It is expected that the expansion will occur in multiple phases, with projects expanding the building and passenger processing capabilities ahead of additional gate construction. The program is titled Terminal 2 Operational Improvements. In this preliminary version of the CIP, however, only design fees for the terminal and gate expansion to the

south are shown, listed in both 2026 and 2027. The construction phases will be listed in the program in future years when funding is known. No expansion of the terminal to the south is planned for 2026.

Since the Operational Improvements program is showing only design fees in the preliminary CIP, and the projects are already approved via their previously completed environmental processes, the project is not listed in Table 2-1.

Table 2-1 does include the Terminal 2 Orange and Purple Parking Outriggers project. This project will build out cantilevers from existing parking structure floors to provide more parking spaces without impacting the entrance and exiting pathways. MAC is planning to move forward with this project in 2027 so that construction can be completed and additional parking spaces made available prior to the demolition of the Terminal 1 Gold Ramp.



Locations for Terminal 2 and Campus Projects listed in Table 2-1

MSP Campus

The MAC is currently evaluating the potential for a West Cargo Development on the west side of the MSP campus, just north of the existing hangar areas adjacent to Longfellow Avenue. This site provides both airfield and roadway access for a new facility for the handling of cargo loaded on/off aircraft, which was the original intent of the space when constructed back in the early 2000's with the opening of the

new Runway 17-35. The project is anticipated to include the construction of concrete apron area, the cargo building, and vehicle parking facilities.

There is a project listed in 2026 for NAVAID Relocation – short for navigational aids. In the context of this project, the NAVAIDs relate to radio tower and antennae that provide for communication between air traffic controllers and pilots. There will be no changes to aircraft approach procedures or corridors as part of this project. It does not meet the criteria for the preparation of an EAW.

In recent AOEE documents, the CIP had listed a project named the Runway 30R Parallel Taxiway, for which environmental review is required. At this time, MAC has deferred this project, and therefore, have removed it from the current 7-year capital program.

2.4 MSP CUMULATIVE POTENTIAL ENVIRONMENTAL EFFECTS

Under Minnesota Statutes Section 473.614, the MAC must examine the cumulative environmental effects of projects at each airport in the proposed CIP, considered collectively. Aside from those listed in Table 2-1, all other MSP projects listed in the preliminary CIP involve end-of-life replacements, construction of new or expanded facilities that do not meet the EAW criteria, maintenance/upgrades of existing MAC facilities and assets, security enhancements, information technology (IT) upgrades, residential noise mitigation, or rehabilitation of tenant facilities. While many MSP projects in the capital program exceed the \$5 million threshold, only those listed in Table 2-1 meet the criteria for preparation of a mandatory EAW under Minnesota Statutes Section 473.614.

Of special note, there is an end-of-life project listed in the preliminary CIP in 2031 for tram replacement at MSP. The scope for this project is not yet finalized. MAC will be reviewing alternatives that include replacing the existing tram systems with a similar type of tram system or replacements as an autonomous or other type of vehicle option. Depending on the scope, the project may meet the criteria for a mandatory EAW. If the study reveals a preferred alternative that involves major modifications or different alignments for the tram systems, the need for environmental review will be determined at that time.

Although some of the MSP projects may have temporary impacts during construction, the MAC will use mitigation measures to minimize potential adverse effects such as noise, dust, and erosion. The environmental effects of construction are temporary, will be minimized using conventional mitigation measures and best management practices, and do not constitute long-term cumulative potential effects when combined with other projects at MSP. The EA and EAW documents that have been completed for MSP projects indicate that the potential for adverse cumulative effects from the projects when considered in conjunction with past, present and future projects is insignificant; or, that no single impact even when considered with past, present and future projects represents a substantial impact that cannot be mitigated and therefore, none of the proposed projects would result in significant cumulative impacts.

3.0 ST. PAUL DOWNTOWN AIRPORT (STP)

Located along the Mississippi River with scenic limestone bluffs just south of downtown St. Paul, the St. Paul Downtown Airport is a popular base for corporate aircraft due to its location and for being the only reliever airport in the MAC system with a runway longer than 5,000-feet. Of the airport's three runways, Runway 14-32 is the longest at 6,491 feet. The airport offers charter services, two fixed-base operators, a U.S. Customs facility and the popular Holman's Table restaurant. In 2024, STP saw an 11% increase in operations, with over 42,000 takeoffs and landings.

3.1 STP LONG-TERM PLAN STATUS

The previous Long-Term Plan (LTP) for STP was adopted by MAC in June 2010 and covered the 2010-2030 timeframe. The MAC is currently in the process of updating the LTP for the airport. One public informational meeting and one stakeholder engagement panel meeting has been held, with more of each meeting to come as part of the outreach program.

Main items of focus in the document are airfield capacity, long term flood protection and hangar/facility needs.

3.2 STP ENVIRONMENTAL STUDIES

No environmental reviews have been required for projects at the St. Paul Downtown Airport since 2005 when the federal EA was completed for the airfield subdrain project that preceded the construction of the airport floodwall. Prior to that, in 2003, an EAW was completed for the floodwall.

As MAC completes the LTP document, we will analyze proposed projects for timing and the appropriate level of environmental review.

3.3 STP PROJECTS REQUIRING PREPARATION OF AN ENVIRONMENTAL ASSESSMENT WORKSHEET

No STP projects in the 2026-2032 Preliminary CIP meet the criteria defined in Minnesota Statutes Section 473.614 for preparation of an EAW.

3.4 STP CUMULATIVE POTENTIAL ENVIRONMENTAL EFFECTS

Projects identified at STP in the preliminary 2026-2032 CIP include primarily pavement reconstruction projects and connections to MAC's monitoring and control (IMACS) system. Larger projects in outer years include construction of a cold storage material building and improvements to equipment storage spaces. Also, MAC is planning to replace the aircraft Engineered Material Arresting System (EMAS) beds located at each end of Runway 14-32.



St. Paul Downtown Airport

None of the proposed projects listed in the preliminary 2026-2032 CIP meet the threshold in Minnesota Statutes Section 473.614 for an EAW. Although some of the STP projects may have temporary impacts during construction, the MAC will use mitigation measures during construction to minimize potential adverse effects such as noise, dust, and erosion. The environmental effects of construction are temporary, will be minimized using conventional mitigation measures and best management practices, and do not constitute long-term cumulative potential effects when combined with other projects at STP.



St. Paul Downtown Airport

4.0 LAKE ELMO AIRPORT (21D)

Located between downtown St. Paul and the St. Croix River, the Lake Elmo Airport is convenient for both business and leisure flying. While this airport usually experiences fewer operations than other MAC airports, it is still among the top 10 busiest airports in Minnesota. The number of airport operations stayed steady in 2024, with more than 41,000 takeoffs and landings.

The airport is served by a fixed base operator and an aircraft maintenance provider. Lake Elmo Airport has two runways, one of them newly opened in 2022. Runway 14-32 is now 3,500 feet long, while Runway 4-22 measures 2,497 feet in length. There is no air traffic control tower.

4.1 21D LONG-TERM PLAN STATUS

In September 2016, the MAC adopted the 2035 LTP. Like previous plans, the LTP objectives included improving runway safety in compliance with FAA guidelines, providing appropriate facilities for the aircraft types currently utilizing the airport, and delineating the future footprint of the airfield pavements.

4.2 21D ENVIRONMENTAL STUDIES

The projects outlined in the 2035 LTCP required environmental review. A federal Environmental Assessment (EA)/state Environmental Assessment Worksheet (EAW) document was prepared in accordance with the Federal Aviation Administration (FAA) policies and procedures detailed in FAA

Order 1050.1F under the National Environmental Policy Act (NEPA). In addition to addressing federal environmental review requirements, the document addresses state requirements under the Minnesota Environmental Policy Act (MEPA). The FAA issued a Finding of No Significant Impact (FONSI) and Record of Decision (ROD) for the project on August 31, 2018, finding the federal EA satisfies NEPA. As the Responsible Government Unit (RGU) for the project under MEPA, the MAC accepted the EAW and adopted the Findings of Fact and Hearing Officers Report at its full Commission meeting in October 2018.

The new 3,500-foot runway, which was the focus of the environmental review, includes new instrument approach technology, lights, signage, and other safety improvements, including 650 additional feet of pavement to enhance operational capability.



2023 Aerial Photo of Lake Elmo

The recent airfield improvements at the Lake Elmo Airport represent a \$23.9 million investment in this vital public asset. Federal and state grants committed funds for nearly 75% of the project.

One project included in the EA/EAW remains – the reconstruction and short extension to the crosswind Runway 4-22. That project has been awarded and construction will begin in 2026.

4.3 21D PROJECTS REQUIRING PREPARATION OF AN ENVIRONMENTAL ASSESSMENT WORKSHEET

There are no projects in the 2026-2032 Preliminary CIP meet the criteria defined in Minnesota Statutes Section 473.614 for preparation of an EAW.

4.4 21D CUMULATIVE POTENTIAL ENVIRONMENTAL EFFECTS

Other projects listed in the Preliminary CIP for Lake Elmo involve primarily pavement replacement or rehabilitation and connection of lighting circuits to MAC's monitoring and control system. None of these meet all three criteria for preparation of a mandatory EAW under Minnesota Statutes Section 473.614.

Although some of the Lake Elmo projects may have temporary impacts during construction, the MAC will use mitigation measures during construction to minimize potential adverse effects such as noise, dust, and erosion. The environmental effects of construction are temporary, will be minimized using conventional mitigation measures and best management practices, and do not constitute long-term cumulative potential effects when combined with other projects at Lake Elmo.



Lake Elmo Airport

5.0 AIRLAKE AIRPORT (LVN)

Situated adjacent to the south metro communities of Lakeville, Farmington, and Eureka Township, the Airlake Airport serves both business and recreational fliers. The existing precision approach instrument landing system offers training opportunities for pilots. The based aircraft population has been growing, too, with new hangars populating the south building area.

The Airlake Airport has a single runway, at 4,098 feet long. Runway 12-30 has a full-length parallel taxiway on the north side as well as a partial parallel taxiway on the south. The airport has no air traffic control tower. In 2024, there were more than 42,000 operations, which is a 10% increase over 2023.

5.1 LVN LONG-TERM PLAN STATUS

In April 2018, the MAC adopted the Airlake Airport 2035 Long-Term Plan (LTP). The goals of the plan included better accommodating business aircraft need by maximizing the airfield's operational capabilities and existing property footprint; maintaining or improving the Runway Protection Zone (RPZ) land use compatibility; mitigating existing issues with airspace penetrations to the extent practical; and updating the taxiway layout to reflect current industry best practices and enhance safety.

To meet these goals, the Airlake 2035 LTP proposed completion of the final phase of the south building area alleyways, access road and associated utilities, as well as an extension to Runway 12-30. Paving of associated taxilanes and the south airport entrance road is complete, along with installation of sanitary sewer and water mains, and new utility services to the south building area.



Airlake Airport

5.2 LVN ENVIRONMENTAL STUDIES

The proposed extension of Runway 12-30 as well as the planned pavement rehabilitation needed for the existing portion of the runway pavement are now programmed for 2027. The MAC is actively working through the early stages of the required environmental review process. As a result, the projects associated with the review have moved in the CIP. The planned review process includes both a federal Environmental Assessment (EA) and a state Environmental Assessment Worksheet (EAW). Construction on the runway will not begin until all environmental review is completed.

MAC is considering a non-federal project in 2026 to complete a portion of the 225th Street realignment – the segment between the south hangar area and Cedar Avenue. On its own, this project does not meet the criteria for completion of an EAW, and therefore, it is not shown in Table 5-1. However, MAC will likely complete an EAW document at the request of Dakota County and the City of Lakeville, to document existing environmental conditions.

5.3 LVN PROJECTS REQUIRING PREPARATION OF AN ENVIRONMENTAL ASSESSMENT WORKSHEET

The proposed runway project currently shown in 2027 is the only one that meets the criteria defined in Minnesota Statutes Section 473.614. See Table 5-1. As noted, that environmental review process is currently underway with pre-work prior to the FAA starting the required 12-month environmental review timeclock.

Table 5-1
Airlake Projects in the CIP that Require a Mandatory EAW

Project	CIP Year Proposed	EAW Status
Runway 12-30 Improvements	2027	EA/EAW in process

5.4 LVN CUMULATIVE POTENTIAL ENVIRONMENTAL EFFECTS

Projects in 2026 at Airlake shown in the MAC 2026-2032 Preliminary CIP involve work on the federal Airport Layout Plan and potentially some work on 225th Street south of the airfield as noted above. Projects in outer years consist primarily of pavement rehabilitation, build out of the remaining south hangar area taxilanes, connection of lighting circuits to MAC's monitoring and control system, and fencing.

The proposed projects mentioned in this section do not meet the threshold in Minnesota Statutes Section 473.614 for an EAW. Although some of the projects may have temporary impacts during construction, the MAC will use mitigation measures during construction to minimize potential adverse effects such as noise, dust, and erosion. The environmental effects of construction are temporary, will be minimized using conventional mitigation measures and best management practices, and do not constitute long-term cumulative potential effects when combined with other projects at Airlake Airport.

6.0 FLYING CLOUD AIRPORT (FCM)

Flying Cloud is the busiest general aviation airport in the MAC reliever system and continues to be the busiest reliever airport in the MAC system. Businesses appreciate both the proximity to the Twin Cities and the airport's infrastructure, which help them safely and efficiently run their businesses. In 2024, the airport experienced more than 132,000 operations, which is a 3% reduction from 2023.

6.1 FCM LONG-TERM PLAN STATUS

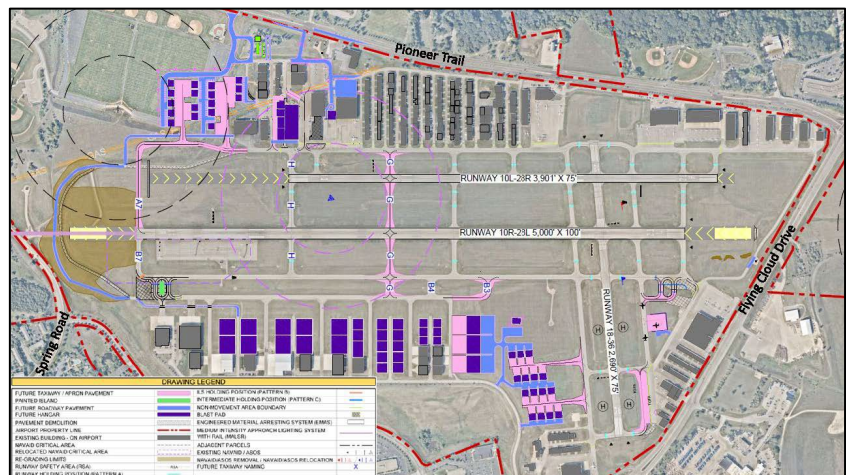
In September 2025, the MAC adopted the 2040 Flying Cloud Airport Long-Term Plan Update. Key objectives in the plan include enhancing airport safety; preserving and, if possible, improving operational capabilities for the current family of aircraft using the airport; and promoting financial sustainability of the MAC Reliever airport system by exploring revenue opportunities for aeronautical and non-aeronautical development.

Proposed projects in the LTP include the installation of Engineered Material Arresting Systems (EMAS) at each end of the south parallel Runway 10R-28L, an extension of Taxiway A on the north side of the field, and expansion of hangar areas in various locations on the airfield.

6.2 FCM ENVIRONMENTAL STUDIES

Now that the LTP is complete, MAC will analyze the proposed projects for timing and the appropriate level of environmental review. It is expected that given the desire for federal funding for the EMAS and taxiway projects, MAC will need to complete a federal Environmental Assessment along with a state Environmental Assessment Worksheet (EAW). Note that none of the LTP projects are currently listed in the LTP. The next round of LTP projects is planned for 2026.

Flying Cloud Airport LTP Preferred Alternative



6.3 FCM PROJECTS REQUIRING PREPARATION OF AN ENVIRONMENTAL ASSESSMENT WORKSHEET

No projects in the 2026-20321 Preliminary CIP at FCM meet the criteria defined in Minnesota Statutes Section 473.614.

In 2026, the MAC is showing more than \$6 million for Environmental Review. This amount includes money for consultant and other fees for preparing the environmental document as well as funds for a FAA reimbursable agreement for work related to one of the airfield navigational aids. The MAC is working with the FAA to design a new location for the Remote Transmitter/Receiver antennae, which provides communication between pilots and aircraft. Relocation of the antennae will be completed by

the FAA as a federal project and will not change operations or approach procedures. Therefore, it does not meet the criteria for the preparation of an EAW.

Also slated for 2026 is the Federal Aviation Administration (FAA) air traffic control tower (ATCT) relocation project. The FAA has been working through their environmental review process and expect to begin construction in 2026. The project is led and funded by the FAA, designed by them and will be constructed by FAA contractors. The ATCT relocation is a runway safety enhancement, positioned to create better line of sight for the ATCT controllers. It is not being relocated to increase airport operations. The MAC is carrying a project in 2026 for airfield lighting and utilities to serve the new tower location. While the estimated project cost of MAC's portion meets one of the EAW criteria, the scope of the project does not, and therefore, no EAW is required.

6.4 FCM CUMULATIVE POTENTIAL ENVIRONMENTAL EFFECTS

In the 2026-2032 Preliminary CIP, the projects proposed at Flying Cloud do not include any major improvements. Projects specifically listed in 2026 include pavement rehabilitation, electrical vault work, replacement of lights at the end of runways, and the aforementioned ATCT adjacent utilities and paving work.

Projects listed in later years include primarily pavement reconstruction and connection of lighting circuits to MAC's monitoring and control system.

Although some of the projects in the outer years at FCM may have temporary impacts during construction, the MAC will use mitigation measures during construction to minimize potential adverse effects such as noise, dust, and erosion. The environmental effects of construction are temporary, will be minimized using conventional mitigation measures and best management practices, and do not constitute long-term cumulative potential effects when combined with other projects at FCM.

Flying Cloud Airport



7.0 CRYSTAL AIRPORT (MIC)

The Crystal Airport is located just northwest of the Minneapolis-St. Paul metropolitan area with portions of property in Crystal, Brooklyn Park and Brooklyn Center. Many businesses call the airport home, including a busy flight school, a nationally recognized airport parts and maintenance facility, and a nationally known propeller repair and overhaul facility. It also has the only turf runway within the metropolitan area. The airport experienced a reduction in operations during 2024, logging over 41,000 takeoffs and landings.

7.1 MIC LONG-TERM PLAN STATUS

In October 2017, the MAC adopted the 2035 Crystal Airport Long-Term Plan (LTP). The proposed improvements included converting a portion of existing blast pad pavement on each end of Runway 14L-32R to usable runway length, bringing the total length from 3,267 feet to 3,750 feet, as noted above. The parallel Runway 14R-32L has been decommissioned and was reconstructed as a taxiway. All associated electrical runway and taxiway lighting work was included along with taxiway reconfiguration to simplify airfield geometry. All construction on these improvements is now complete.

7.2 MIC ENVIRONMENTAL STUDIES

Based on the recommendations in the 2035 LTCP, the MAC completed a federal Environmental Assessment (EA) / state Environmental Assessment Worksheet (EAW) for the proposed improvements. The EA/EAW is a joint document prepared in accordance with the FAA policies and procedures detailed in FAA Order 1050.1F for compliance with NEPA. In addition to addressing federal environmental review requirements, the document addresses state review requirements in compliance with MEPA.

On July 31, 2019, the FAA issued a Finding of No Significant Impact (FONSI) and Record of Decision (ROD) for the proposed Runway 14-32 Modifications project, finding the federal EA satisfies NEPA. As the Responsible Government Unit (RGU) for the project under MEPA, the MAC accepted the EAW and adopted the Findings of Fact and Hearing Officers Report at its full Commission meeting in August 2019.



Crystal Airport

7.3 MIC PROJECTS REQUIRING PREPARATION OF AN ENVIRONMENTAL ASSESSMENT WORKSHEET

There are no projects in the preliminary 2026-2032 CIP at the Crystal Airport that meet the criteria for environmental review as defined in Minnesota Statutes Section 473.614.

7.4 MIC CUMULATIVE POTENTIAL FOR ENVIRONMENTAL EFFECTS

Projects in the preliminary 2026-2032 CIP at the Crystal Airport do not include any major improvements. Projects include primarily pavement reconstruction, but also security gate replacements, improvements to MAC-owned buildings, and connection of lighting circuits to MAC's monitoring and control systems. Although some of the projects at MIC may have temporary impacts during construction, the MAC will use mitigation measures during construction to minimize potential adverse effects such as noise, dust, and erosion. The environmental effects of construction are temporary, will be minimized using conventional mitigation measures and best management practices, and do not constitute long-term cumulative potential effects when combined with other projects at MIC.

Crystal Airport



8.0 ANOKA COUNTY–BLAINE AIRPORT (ANE)

The Anoka County – Blaine Airport, located north of the Twin Cities metro area, is home to the most diverse aircraft fleet in the MAC’s general aviation system. A variety of vintage, experimental, recreational, and corporate aircraft are based at ANE. Operations at ANE increased by 2% in 2024 compared to 2023, and it continues to be the second-busiest MAC Reliever Airport with more than 71,600 operations.

8.1 ANE LONG-TERM PLAN STATUS

In June 2010, the Commission adopted the Anoka County-Blaine Airport Long-Term Plan Update. The MAC is just beginning the process of updating the LTP for the airport. Public informational meetings and stakeholder engagement panel meetings are envisioned as part of the outreach program.

Main items of focus in the document include airfield capacity, facility needs, and whether demand exists for additional hangar areas.



Anoka County-Blaine Airport

8.2 ANE ENVIRONMENTAL STUDIES

Prior to the 2006 extension of Runway 9-27 to 5,000 feet, MAC and the FAA completed a joint environmental review document combining a federal environmental assessment (EA) and a state environmental impact statement (EIS). The EA/EIS included review for the extension of Runway 9-27 and its corresponding taxiway from 4,000 to 5,000 feet, installation of an instrument approach system, construction of two building areas (northwest and east expansion), relocation of Xylite Street, and construction of the National Youth Golf Center.

All of these improvements are complete except for the Xylite Street relocation and the east building area expansion.

8.3 ANE PROJECTS REQUIRING PREPARATION OF AN ENVIRONMENTAL ASSESSMENT WORKSHEET

No projects in the 2026-2032 Preliminary CIP at ANE meet the criteria defined in Minnesota Statutes Section 473.614. Now shown in 2032, the Xylite Street Relocation project was included in the environmental review already completed. While this project does not meet the criteria for a mandatory EAW as defined, it was included in the EA/EIS environmental review document as a component of the larger runway and hangar area program for which a Finding of No Significant Impact (FONSI) was issued in 2003.

8.4 ANE CUMULATIVE POTENTIAL ENVIRONMENTAL EFFECTS

Projects currently proposed for 2026 include the reconstruction of the Runway 18-36 pavement, improvements to electrical vaults, fences and security gates, and replacement of the Runway 9-27 edge lighting and approach lighting systems. Other projects in the Preliminary CIP in the out years include mostly pavement reconstruction and connection of lighting circuits to MAC's monitoring and control systems.

Although some of the projects at ANE may have temporary impacts during construction, the MAC will use mitigation measures during construction to minimize potential adverse effects such as noise, dust, and erosion. The environmental effects of construction are temporary, will be minimized using conventional mitigation measures and best management practices, and do not constitute long-term cumulative potential effects when combined with other projects at ANE.



Hangar at Anoka County-Blaine Airport

9.0 NEXT STEPS

This report is being made available to the public for a 30-day review and comment period. The comment period will run from October 14, 2025 through November 14, 2025. Comments may be submitted either in writing or as part of the formal Public Hearing.

During the public comment period, comments may be submitted in writing. Please include “**MAC 2026-2032 AOEE**” in the email or letter header, and address the correspondence to:

Ms. Jenn Felger, Planning and Environment Coordinator
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450
Jenn.felger@mspmac.org

A public hearing for this AOEE is scheduled as part of the regular meeting of the MAC Planning Development and Environment (PD&E) Committee on November 3, 2025, at 10:30 a.m. This committee meeting will be held on the secure side of Minneapolis-St. Paul International Airport's Terminal 1. Be sure to give yourself time to park and enter through security screening prior to the meeting.

Please allow for ample time to arrive and get through security. Follow these instructions to attend the MAC Public Hearing:

- Park in Hourly Parking at Terminal 1. Please touch the kiosk screen to wake it, pull a ticket and bring it with you to have it validated at the meeting to avoid parking fees.
- Present a government-issued photo ID (driver's license) to the personnel at the Information Booth on Level T. They will prepare a security pass for you and direct you to the Ticketing Level and Security Checkpoint.
- At the security checkpoint, you will be asked to show your ID and security pass at that time.
- Once through security, proceed into the airport mall area. Once inside the airport mall, look for the staircase/elevator to the left of the entrance to Concourse F near the Stone Arch restaurant.

The board meetings take place at the MSP Airport Conference Center on the Mezzanine Level above the Delta Air Lines Sky Club. Use the stairs or elevator to go up one level. For more information, call 612-726-5555.

Upon completion of the AOEE process, MAC staff will finalize the 2026-2032 Capital Improvement Program (CIP) and present it to the full Commission for adoption during the month of December 2025. The December PD&E Committee meeting, scheduled for December 1, 2025, 10:30 a.m., will include a hearing officer's report and responses to any comments received during the AOEE public comment period.

10.0 APPENDICES

10.1 APPENDIX A – MAC PRELIMINARY 2026-2032 CIP LISTING

10.2 APPENDIX B – DESCRIPTIONS FOR ALL 2026 PROPOSED PROJECTS

10.3 APPENDIX C – DRAFT DESCRIPTIONS FOR 2027-2032 PROJECTS THAT MEET CRITERIA DEFINED IN MINNESOTA STATUTE SECTION 473.614

Please note that the project names, scopes, dollar amounts, and construction years scheduled are shown in the Appendices just as they are included in the MAC Preliminary 2026-2032 CIP. These are subject to change in the Final version of the 2026-2032 CIP or other future CIP documents.



Terminal 2 North Gate Expansion Rendering

Notes	MSP End of Life/Replacement Projects	2026	2027	2028	2029	2030	2031	2032
10 - Terminal 1								
2	Concourse and Hub Tram Replacement						\$300,000,000	
4	Concourse C Moving Walkway Upgrade/Replacement		\$3,000,000					
6	Concourse G Lavatory Building Replacement	\$2,500,000						
4	Passenger Boarding Bridge Replacements	\$10,700,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000
5	Terminal 1 Media Mesh Replacement		\$1,400,000					
5	Terminal 1 Outbound Baggage Handling System Replacement							\$265,000,000
13 - Energy Management Center								
1	Terminal 1 Boiler & Chiller Replacement & EMC Expansion		\$330,000,000					\$150,000,000
3	Variable Air Volume (VAV) Box Replacement	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000		
21 - Field and Runway								
2	30L Deicing Pad Expansion			\$20,000,000				
2	30L Deicing Pad Reconstruction		\$15,000,000					
2	Airfield Snow Melter Replacement/Upgrades	\$1,800,000	\$2,000,000	\$2,000,000				
2	Bituminous Shoulder Reconstruction	\$1,000,000	\$1,000,000					
2	Concourse G Apron Pavement Reconstruction			\$15,000,000	\$14,000,000	\$16,000,000		
2	Runway 12L-30R Reconstruction					\$40,000,000		
2	Taxiway B Pavement Reconstruction	\$5,000,000		\$6,000,000	\$5,000,000	\$8,000,000		
2	Taxiway C Pavement Reconstruction				\$10,000,000			
2	Taxiway H Pavement Reconstruction		\$6,500,000					
2	Taxiway J Pavement Reconstruction		\$7,500,000					
2	Taxiway M Pavement Reconstruction							\$7,000,000
2	Taxiway Q Pavement Reconstruction					\$4,000,000	\$4,000,000	\$4,000,000
2	Taxiway R Pavement Reconstruction	\$9,500,000						
2	Terminal 2 Apron Reconstruction		\$17,000,000	\$15,500,000	\$16,700,000	\$13,900,000	\$15,000,000	
31 - Parking								
4	Parking Ramp Lighting Replacement		\$4,200,000	\$4,200,000	\$8,000,000	\$7,500,000	\$6,000,000	\$4,500,000
5	Parking Ramp Snow Melter Replacement/Upgrades	\$1,400,000	\$1,400,000	\$1,400,000				
39 - Public Areas/Roads								
2	28th Avenue South Reconstruction			\$3,600,000				
2	East 62nd Street Reconstruction		\$5,150,000					
2	Post Road Reconstruction Project	\$22,100,000						
MSP End of Life/Replacement Projects Subtotal		\$56,000,000	\$406,150,000	\$79,700,000	\$65,700,000	\$101,400,000	\$335,000,000	\$440,500,000

Notes	MSP IT Projects	2026	2027	2028	2029	2030	2031	2032
	10 - Terminal 1							
4	Concourse C Digital Directory Replacement	\$800,000						
4	MAC Technology Upgrades	\$15,750,000	\$14,750,000	\$12,750,000	\$12,750,000	\$13,750,000	\$13,750,000	\$13,750,000
	12 – Federal Inspection Station (FIS).							
5	Customs and Border Protection Infrastructure	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
	13 -Energy Management Center							
3	Building Management (IMACS) Modernization	\$3,400,000						
	31 - Parking							
5	Parking Revenue Control System	\$4,200,000						
	36 - Terminal 2							
3	Passenger Flow Tracking		\$1,500,000					
	46 - Hangars and Other Buildings							
6	Multiple Points of Entry Facility	\$5,000,000			\$5,000,000			
	63 - Police							
5	Badging and Door Access (SAACS/ProWatch) Modernization	\$2,100,000						
5	Card Access Modifications	\$2,800,000		\$2,500,000		\$2,500,000		\$2,500,000
5	Public Safety Video (IVISN) Modernization	\$1,000,000	\$1,000,000					
MSP IT Projects Subtotal		\$35,550,000	\$18,250,000	\$16,250,000	\$18,750,000	\$17,250,000	\$14,750,000	\$17,250,000

Notes	MSP Long Term Plan Projects	2026	2027	2028	2029	2030	2031	2032
	21 - Field and Runway							
7	MSP Airport Layout Plan	\$100,000	\$100,000					\$2,500,000
7	MSP Environmental Review			\$2,000,000				
7	MSP Long Term Plan				\$3,000,000			
5	MSP Obstructions Removals		\$1,000,000		\$1,000,000			
5	NAVAID Relocation	\$5,000,000			\$2,000,000		\$30,000,000	
	26 - Terminal Roads/Landside							
6	Terminal 2 Roadway Additional Lane	\$10,100,000						
	31 - Parking							
10	Green Parking Ramp Demolition					\$65,000,000		
1	Green/Gold Parking Ramp Replacement					\$400,000,000		
10	Gold Parking Ramp Demolition			\$65,000,000				
1	Orange and Purple Parking Outriggers		\$140,000,000					
	36 - Terminal 2							
7	Terminal 2 Operational Improvements	\$22,400,000	\$25,600,000					
	46 - Hangars and Other Buildings							
6	Ground Service Equipment (GSE) Maintenance Facility	\$25,000,000						
MSP Long Term Plan Projects Subtotal		\$62,600,000	\$166,700,000	\$67,000,000	\$6,000,000	\$465,000,000	\$30,000,000	\$2,500,000

Notes	MSP Maintenance/Facility Upgrade Projects	2026	2027	2028	2029	2030	2031	2032
	10 - Terminal 1							
5	ADO Office Expansion	\$9,000,000						
9	Art Display Areas	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$300,000
9	Arts Master Plan	\$410,000	\$610,000	\$610,000	\$610,000	\$610,000	\$610,000	\$610,000
5	Delivery Node Redevelopment	\$7,800,000	\$4,320,000	\$5,000,000				
5	Family Assistance Center		\$200,000					
5	F/G Connector Repairs and Improvements	\$4,000,000						
2	Folded Plate Surface Reconstruction	\$45,000,000						
4	Lighting Infrastructure Technology and Equipment (LITE)	\$1,500,000	\$2,550,000	\$3,300,000	\$2,200,000	\$3,300,000		
5	Main Mall Modernization			\$3,500,000	\$3,500,000			
5	Restroom Upgrade Program	\$1,800,000	\$2,625,000	\$2,050,000	\$2,050,000	\$2,050,000	\$2,250,000	\$2,250,000
4	Steam System Upgrade Program	\$2,200,000	\$2,300,000	\$2,400,000				
5	Terminal 1 Tug Drive Waterproofing	\$2,900,000	\$2,900,000	\$2,900,000				
4	Wayfinding Sign Replacement		\$3,600,000		\$2,000,000		\$2,000,000	
5	West Mezzanine Improvements	\$16,700,000						
	12 – Federal Inspection Station (FIS)							
5	FIS Facility Upgrades	\$845,000	\$2,000,000					
	13 - Energy Management Center							
7	Campus Cooling Systems Replacement Study	\$250,000						
4	Chiller Plant Optimization		\$4,000,000					
4	Energy Savings Program		\$2,000,000					
4	MAC Automation Infrastructure Program	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000			
3	Steam Trap Monitoring System	\$3,000,000						
4	Victaulic Piping Replacement	\$19,000,000	\$6,200,000	\$2,300,000	\$2,350,000	\$2,450,000		
	21 - Field and Runway							
5	Airfield Thermoplastic Project	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000			
4	Apron Lighting LED Upgrade	\$3,000,000	\$1,000,000	\$1,000,000				
6	Field Maintenance Building Efficiency Program				\$56,000,000		\$112,000,000	
5	GBAS - SLS-4000 Installation			\$8,500,000				
4	Runway LED Lighting Upgrade		\$3,000,000					
2	Terminal 2 Glycol Lift Station/Forcemain		\$1,500,000					
4	Tunnel Fan Replacement	\$6,800,000						
4	Tunnel Lighting LED Upgrade	\$1,900,000	\$400,000	\$1,200,000				
	31 - Parking							
4	Electric Vehicle Charging Network Expansion	\$2,350,000	\$850,000	\$1,500,000	\$1,500,000	\$1,500,000		
5	Green/Gold Tower Metal Panel Replacements		\$2,000,000					
3	Parking Guidance System	\$15,750,000						
2	Red/Blue Parking Levels 2 & 3	\$10,200,000						

MSP Maintenance/Facility Upgrade Projects continues on the next page

Notes	MSP Maintenance/Facility Upgrade Projects (continued)	2026	2027	2028	2029	2030	2031	2032
36 - Terminal 2								
5	Ramp Information Display System (RIDS)	\$3,600,000						
5	Terminal 2 Baggage Handling System	\$3,000,000						
3	Terminal 2 Digital Wait Time Display		\$200,000					
5	Terminal 2 Gate Area Improvements	\$3,000,000						
2	Terminal 2 MUFIDS/EVIDS Millwork Upgrades	\$350,000						
5	Terminal 2 Skyway to LRT Flooring Installation		\$1,000,000					
5	Terminal 2 Ticket Counter Insert Replacement		\$750,000					
39 - Public Areas/Roads								
2	34th Avenue Surface Reconstruction	\$8,350,000	\$8,400,000					
2	34th Avenue Sanitary Sewer Replacement	\$3,100,000						
3	Cell Phone Lots Digital Signage & FIDS Installation		\$6,800,000					
2	Diverging Diamond Intersection Rehabilitation		\$380,000					
2	Terminal 1 Inbound Roadway Median Improvements	\$14,200,000						
56 - Trades/Maintenance Buildings								
4	North Field Maintenance Mechanical Infrastructure Project	\$5,000,000						
6	Trades Building Rehabilitation and Addition	\$25,000,000						
63 - Police								
5	APD Response Training Room		\$500,000					
5	Emergency Communications Center Updates		\$200,000					
4	Highway Digital Messaging Signs	\$300,000						
5	Perimeter Fence Intrusion Detection System	\$1,000,000						
5	Perimeter Gate Security Improvements	\$12,000,000		\$7,000,000				
5	Perimeter Security Fence Upgrade		\$720,000					
6	Police Department Remote Threat Isolation and Training Building		\$15,500,000					
5	Public Safety Modifications		\$850,000		\$850,000		\$850,000	
3	Secured Area Access Control System (SAACS) Test Bed		\$350,000					
2	Squad Parking Modifications		\$140,000					
5	Terminal 2 Police Operations Center Modifications		\$350,000					
66 - Fire								
4	ARFF 1 Garage Door Replacement		\$1,500,000					
4	Digital Signage and Dashboard Displays		\$100,000					
5	Fire Protection Systems Upgrades			\$10,000,000			\$10,000,000	
70 - General Office/Administration								
5	MAC Staff Workspace		\$17,500,000	\$6,500,000				
4	Digital Signage In/At The GO	\$300,000						
76 - Environment								
4	Glycol Sewer & Storm Sewer Inspection/Rehabilitation				\$2,000,000	\$1,000,000		
2	Glycol Tank Roof Repairs			\$700,000				
2	MSP Pond 3 / 494 Pond Sediment Removal & Repairs					\$14,000,000		
MSP Maintenance/Facility Upgrade Projects Subtotal		\$237,855,000	\$101,545,000	\$62,710,000	\$77,310,000	\$25,160,000	\$127,960,000	\$3,160,000

Notes	MSP Noise Mitigation Projects	2026	2027	2028	2029	2030	2031	2032
8	Noise Mitigation Projects	\$500,000	\$22,500,000	\$10,500,000	\$1,000,000			
MSP Noise Mitigation Projects		\$500,000	\$22,500,000	\$10,500,000	\$1,000,000	\$0	\$0	\$0

Notes	MSP Ongoing Maintenance Programs	2026	2027	2028	2029	2030	2031	2032
10 - Terminal 1								
4	Air Handling Unit Replacement		\$13,000,000	\$13,000,000	\$13,000,000	\$13,000,000	\$13,000,000	\$13,000,000
4	Baggage System Upgrades	\$21,300,000		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
4	Conveyance System Upgrades							
4	Electrical and Ground Power Substation Replacement	\$20,000,000	\$21,000,000	\$22,100,000	\$23,200,000	\$24,300,000	\$25,500,000	\$26,800,000
4	Electrical Infrastructure and Emergency Power Upgrades	\$5,000,000	\$5,250,000	\$5,500,000	\$5,800,000	\$6,100,000	\$6,400,000	\$6,700,000
4	Plumbing Infrastructure Upgrade Program	\$1,000,000	\$1,000,000	\$1,300,000	\$2,000,000	\$2,100,000	\$2,200,000	\$2,300,000
5	Terminal Building Remediation and Miscellaneous Modifications Program	\$6,000,000	\$6,000,000	\$6,000,000	\$6,300,000	\$6,300,000	\$6,300,000	\$6,600,000
13 - Energy Management Center								
4	EMC Life Safety Infrastructure Program	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000
4	EMC Plant Upgrades	\$10,750,000	\$2,300,000	\$2,400,000	\$2,500,000			
3	Indoor Air Quality Monitoring System	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000		
21 - Field and Runway								
2	Airside Electrical Construction	\$5,100,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
2	Airside Roadway Pavement Restoration	\$2,400,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000
2	Miscellaneous Airfield Construction	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
2	Pavement Joint Sealing/Repair	\$1,600,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
26 - Terminal Roads/Landside								
2	Tunnel/Bridge Inspections	\$120,000	\$120,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
5	Tunnel/Bridge Miscellaneous Modifications		\$1,000,000		\$1,000,000		\$1,000,000	
31 - Parking								
2	Parking Structure Rehabilitation	\$5,650,000	\$5,000,000	\$6,000,000	\$5,175,000	\$6,350,000	\$6,350,000	\$6,350,000
39 - Public Areas/Roads								
2	Concrete Joint Repair	\$500,000	\$1,200,000	\$2,900,000	\$750,000	\$2,000,000	\$2,000,000	\$2,000,000
2	Landside Pavement Rehabilitation	\$600,000	\$1,500,000	\$900,000	\$1,600,000	\$950,000	\$2,200,000	\$2,000,000
2	Landside Utility Rehabilitation	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$1,000,000
2	Roadway Fixture Refurbishment	\$150,000	\$150,000	\$150,000	\$150,000	\$200,000	\$200,000	\$300,000
46 - Hangars and Other Buildings								
5	Campus Building Rehab Program		\$2,000,000		\$2,000,000		\$2,000,000	
2	Campus Parking Lot Reconstructions		\$3,075,000	\$3,075,000			\$8,500,000	
10	End of Life Campus Building Demolition	\$400,000		\$3,700,000				
2	MSP Campus Building Roof Replacements	\$13,700,000	\$10,000,000	\$10,000,000	\$15,000,000	\$8,000,000	\$5,000,000	\$5,000,000
56 - Trades/Maintenance Buildings								
4	Sump Pump Controls	\$3,500,000	\$3,000,000					
70 - General Office/Administration								
5	GO Building Improvements	\$500,000		\$500,000		\$500,000		\$600,000
MSP Ongoing Maintenance Programs Subtotal		\$103,920,000	\$85,445,000	\$88,025,000	\$88,975,000	\$80,300,000	\$90,150,000	\$81,400,000

Notes	MSP Tenant Projects	2026	2027	2028	2029	2030	2031	2032
	10 - Terminal 1							
2	Concessions Rebids			\$550,000				
2	Concessions Upgrades/Revenue Development and Strategic Partnerships	\$320,000	\$295,000	\$335,000	\$340,000	\$350,000	\$400,000	\$400,000
5	Concourse and Gatehold Modernization	\$5,000,000						
6	Elevator and Concourse Improvements Related to Relocated United Club			\$1,000,000				
4	Terminal 1 Food Court Digital Signage	\$400,000						
	33 - Cargo Area							
1	West Cargo Development		\$30,000,000					
	36 - Terminal 2							
4	Terminal 2 Concessions Marketing Digital Display		\$250,000					
4	Terminal 2 JWO Kiosk Relocation		\$150,000					
	46 - Hangars and Other Buildings							
6	Sun Country Headquarters Roof Replacement		\$3,100,000					
MSP Tenant Projects Subtotal		\$5,720,000	\$33,795,000	\$1,885,000	\$340,000	\$350,000	\$400,000	\$400,000
Notes	Reliever Airports Long Term Plan Projects	2026	2027	2028	2029	2030	2031	2032
	81 - St. Paul							
7	STP Airport Layout Plan		\$	100,000				
7	STP Environmental Review		\$	800,000				
	82 - Lake Elmo							
7	21D Airport Layout Plan		\$	500,000		\$	100,000	
7	21D Environmental Review					\$	800,000	
7	21D Long Term Plan		\$	800,000				
	83 - Airlake							
7	LVN Airport Layout Plan	\$	100,000		\$	500,000	\$	100,000
7	LVN Environmental Review						\$	800,000
7	LVN Long Term Plan				\$	800,000		
1	LVN Runway 12-30 Improvements		\$	4,400,000				
	84 - Flying Cloud							
7	FCM Environmental Review	\$	6,800,000					
6	FCM South Building Area Utilities	\$	800,000					
	85 - Crystal							
7	MIC Airport Layout Plan				\$	500,000	\$	100,000
7	MIC Environmental Review						\$	800,000
7	MIC Long Term Plan				\$	800,000		
	86 - Anoka County - Blaine							
7	ANE Airport Layout Plan		\$	100,000				
6	ANE Building Area Development - Xylite St. Relocation						\$	1,000,000
7	ANE Environmental Review		\$	800,000				
Reliever Airports Long Term Plan Projects Subtotal		\$7,700,000	\$4,400,000	\$3,100,000	\$2,600,000	\$0	\$900,000	\$2,800,000

Notes	Reliever Airports Maintenance/Facility Upgrade Projects	2026	2027	2028	2029	2030	2031	2032
	80 – Reliever Airports							
4	Relievers Beacon Replacements	\$300,000		\$300,000				
5	Relievers Building Miscellaneous Modifications	\$400,000	\$475,000	\$475,000	\$475,000	\$475,000	\$550,000	
4	Relievers Indoor Air Quality Project		\$1,400,000					
5	Relievers Obstruction Removal		\$300,000		\$300,000			
2	Relievers Pavement Rehabilitation Miscellaneous Modifications	\$300,000	\$350,000	\$350,000	\$350,000	\$350,000	\$400,000	
5	Relievers Security Fencing, Gates and Lighting	\$200,000	\$250,000	\$250,000	\$250,000	\$250,000	\$300,000	
	81 - St. Paul							
2	STP Administration Building Apron Pavement Rehabilitation					\$500,000		
2	STP Airport Road and Eaton Street Retaining Wall	\$900,000						
6	STP Cold Equipment Storage Building	\$750,000						
6	STP Equipment Storage Building and Employee Crew Rooms			\$4,000,000				
2	STP Floodwall Inspection and Repairs					\$300,000		
3	STP Generator Replacement					\$800,000		
3	STP Intelligent Monitoring and Control System (IMACS) Expansion		\$2,250,000					
2	STP Joint and Crack Repairs	\$100,000						
2	STP Learning Jet Apron Rehabilitation		\$250,000					
5	STP MAC Building Improvements		\$200,000		\$200,000		\$200,000	
2	STP Pavement Reconstruction - Taxilanes/Tower Road	\$850,000						
2	STP Runway 13-31 Pavement Reconstruction				\$5,000,000			
2	STP Runway 14-32 EMAS Replacement		\$20,000,000					
2	STP Storm Sewer Improvements		\$2,000,000					
2	STP Taxiway A2 and A3 Reconstruction	\$900,000						
4	STP Taxiway B LED Edge Lighting Replacement	\$600,000						
2	STP Taxiway Lima Reconstruction		\$300,000					
	82 - Lake Elmo							
6	21D Building Addition for Crew Quarters		\$1,500,000					
2	21D Bury Private Utilities	\$500,000						
3	21D Intelligent Monitoring and Control System (IMACS)			\$3,800,000				
2	21D South Service Road Reconstruction						\$1,000,000	
2	21D Taxiway Echo Edge Lighting and Signage	\$600,000						
5	21D Vehicle Gate Installation			\$500,000				
5	21D Wildlife Fence and Tree Clearing			\$750,000				
	83 - Airlake							
6	LVN 225th Street Reconfiguration and Paving	\$1,500,000						
2	LVN Existing Runway 12-30 Reconstruction		\$3,500,000					
3	LVN Intelligent Monitoring and Control System (IMACS)				\$1,300,000			
2	LVN North Service Road Pavement Reconstruction		\$500,000					
2	LVN North Taxilanes Pavement Reconstruction		\$1,500,000					
5	LVN Perimeter Fencing and Gates		\$4,000,000					
2	LVN South Building Area Utilities and Taxilanes			\$1,800,000				
2	LVN Taxiway Bravo Pavement Reconstruction		\$600,000					
2	LVN West Perimeter Road Construction			\$800,000				

Reliever Airports Maintenance/Facility Upgrade Projects continues on the next page

Notes	Reliever Airports Maintenance/Facility Upgrade Projects (continued)	2026	2027	2028	2029	2030	2031	2032
	84 - Flying Cloud							
2	FCM Airport Access Roads Pavement Rehabilitation		\$500,000	\$500,000	\$500,000			
4	FCM Electrical Vault Modifications	\$500,000						
3	FCM Intelligent Monitoring and Control System (IMACS)		\$2,500,000					
5	FCM MAC Building Improvements	\$600,000						
2	FCM Runway 10R-28L Pavement Rehabilitation		\$2,700,000					
2	FCM Runway 18-36 Pavement Rehabilitation				\$700,000			
4	FCM Runway 28 REIL Replacement	\$150,000						
2	FCM Spring Lane Extension and Taxilane Connector		\$700,000					
2	FCM Taxilane B-C Connector (Thunderbird)	\$250,000						
2	FCM Taxilane Pavement Reconstruction				\$250,000	\$250,000		
5	FCM Tower Equipment for Airfield Lighting and Utilities	\$2,000,000						
5	FCM Vehicle Gate Replacements		\$500,000		\$500,000			
	85 - Crystal							
2	MIC East Taxilanes Pavement Rehabilitation	\$500,000						
2	MIC Eastside Service Road Pavement Reconstruction	\$1,500,000						
5	MIC Existing Hangar Revitalization				\$800,000			
2	MIC Gate A Access Road Reconstruction				\$400,000			
5	MIC Gate Replacement	\$800,000						
3	MIC Intelligent Monitoring and Control System (IMACS)				\$1,300,000			
2	MIC North Access Road Reconstruction			\$1,500,000				
2	MIC Runway 6L-24 Reconstruction and LED Edge Lighting		\$2,800,000					
2	MIC Service Road Pavement and Fencing		\$600,000					
2	MIC Taxilanes Pavement Reconstruction		\$600,000					
2	MIC Taxiway Alpha Pavement Reconstruction				\$1,500,000			
4	MIC West MAC Building Door Replacement	\$300,000						
	86 - Anoka County - Blaine							
6	ANE Building Addition for Crew Quarters		\$1,000,000					
4	ANE Electrical Vault Improvements	\$750,000						
5	ANE Fence Improvements	\$200,000	\$200,000					
5	ANE Gate Controller Upgrades	\$600,000						
3	ANE Intelligent Monitoring and Control System (IMACS)			\$1,300,000				
2	ANE Runway 18-36 Pavement Reconstruction	\$3,800,000						
4	ANE Runway 9-27 Edge Lighting and PAPI Replacement	\$900,000						
2	ANE Runway 9-27 Pavement Reconstruction			\$3,750,000				
4	ANE Runway 27 MALSR Replacement	\$2,000,000						
2	ANE Taxilane Pavement Reconstruction - Fox Hollow							
2	ANE Taxiway B Pavement Rehabilitation				\$1,400,000			
2	ANE Taxiway C Reconstruction (Between Taxiway A1 to F)						\$900,000	
5	ANE West Perimeter Road Construction				\$1,500,000			
Reliever Airports Maintenance/Facility Upgrade Projects Subtotal		\$22,750,000	\$51,475,000	\$20,075,000	\$16,725,000	\$2,925,000	\$3,350,000	\$0

OVERALL TOTALS for the PRELIMINARY CIP		2026	2027	2028	2029	2030	2031	2032
MSP Subtotal		\$502,145,000	\$834,385,000	\$326,070,000	\$258,075,000	\$689,460,000	\$598,260,000	\$545,210,000
Relievers Subtotal		\$30,450,000	\$55,875,000	\$23,175,000	\$19,325,000	\$2,925,000	\$4,250,000	\$2,800,000
Total		\$532,595,000	\$890,260,000	\$349,245,000	\$277,400,000	\$692,385,000	\$602,510,000	\$548,010,000

NOTES:

- 1. A project that has the potential for substantial environmental effects.
- 2. A reconstruction, rehabilitation, repair, or replacement that does not physically alter the original size (an EAW or EIS is not required).
- 3. An electrical or mechanical device that monitors, indicates or controls existing conditions (an EAW or EIS is not required).
- 4. An electrical, mechanical, or structural device and/or modification of an existing structure that does not significantly increase the size or passenger capacity (an EAW or EIS is not required).
- 5. A project that consists of safety or security enhancements, facility maintenance, or facility upgrades (an EAW or EIS is not required).
- 6. A new, replacement, or expansion project that does not have substantial effect (an EAW or EIS is not required).
- 7. Consultant fees only for planning, design, or environmental work.
- 8. Residential noise mitigation efforts that are designed to alleviate the impact of aircraft noise (an EAW or EIS is not required).
- 9. Projects associated with the Airport Foundation art program (an EAW or EIS is not required).
- 10. Projects involving the demolition of existing buildings (an EAW or EIS is not required).

10.2 APPENDIX B – Descriptions for All 2026 Proposed Projects

MSP END OF LIFE/REPLACEMENT PROJECTS

End of Life/Replacement projects include systems, components, and pavements that can no longer be economically or feasibly maintained and must be replaced.

10 – Terminal 1

Concourse G Lavatory Building Replacement

\$2,500,000

This project will demolish and replace the lavatory building at Concourse G. The existing building has reached the end of its useful life. The new structure will modernize systems and improve safety for the building's users.

Passenger Boarding Bridge Replacements

\$10,700,000

This program replaces jet bridges at the Terminals. Bridges to be replaced will be determined based on a condition assessment and input from the airlines. Aircraft parking positions will be optimized at the impacted gates and fuel pits adjusted as necessary. Podiums and door openings may also be adjusted to optimize gate hold area. It is assumed fixed walkways may need to be replaced or added to meet ADA slope requirements and gatehold areas will be upgraded with security doors, card readers, and cameras. In 2026, the bridges scheduled for replacement are: E7, F4, F6, and F7. This year's project will also add IVISN-connected cameras to the cab of the common use passenger boarding bridges that currently do not have them and are not otherwise under construction (H5-H10, E1 and E3).

13 – Energy Management Center

Variable Air Volume (VAV) Box Replacement

\$2,000,000

This program will replace Variable Air Volume (VAV) boxes throughout Terminal 1 with more efficient equipment connected to the Intelligent Monitoring and Control System (IMACS) system and located for maintenance accessibility. The project awarded in 2026 will be the second of six phases to accomplish this work.

21 – Field and Runway

Airfield Snow Melter Replacement/Upgrades

\$1,800,000

This project will replace, modify and/or upgrade snow melters on the airfield that are beyond their useful life.

Bituminous Shoulder Reconstruction

\$1,000,000

This project will reconstruct full depth bituminous shoulders along Taxiway R. This work will restore transverse grades to shoulders to improve drainage in accordance with FAA standards. The work will include removals, crushed aggregate base, bituminous pavement, pavement marking, and electrical construction.

Taxiway B Pavement Reconstruction

\$5,000,000

This project will reconstruct a portion of Taxiway B. The work will include removals, excavation, granular material, crushed aggregate base, concrete pavement, bituminous shoulders, pavement marking, and taxiway centerline lights.

10.2 APPENDIX B – Descriptions for All 2026 Proposed Projects

Taxiway R Pavement Reconstruction

\$9,500,000

This project will reconstruct a portion of Taxiway R. The work will include removals, excavation, granular material, crushed aggregate base, concrete pavement, bituminous shoulders, pavement marking, and taxiway centerline lights.

31 – Parking

Parking Ramp Snow Melter Replacement/Upgrades

\$1,400,000

This project will replace, modify and/or upgrade snow melters in the parking ramps that are beyond their useful life.

39 – Public Areas/Roads

Post Road Reconstruction Project

\$22,100,000

This project will reconstruct the bituminous paving on Post Road and in the West Cell Phone Lot. The project will include pavement removal, excavation, grading, bituminous paving, pavement marking and other miscellaneous items.

MSP IT PROJECTS

MSP IT Projects include those that have a significant amount, if not all, technology-related enhancements, maintenance, or restructuring.

10 – Terminal 1

Concourse C Digital Directory Replacement

\$800,000

The digital displays on Concourses C will be replaced to provide consistent customer experience similar to the displays in the Terminal 1 mall.

MAC Technology Upgrades

\$15,750,000

Each year, there are several IT projects that are beyond the resources of MAC's staff and operating budget to accomplish. These projects are prioritized and completed either as a series of contracts or as purchase orders. Work may include Fiber Optic Cable Upgrades, MACNet maintenance and upgrades, electronic visual informational displays and multi-user flight information displays (EVIDs/MUFIDs) various displays and digital signs, Wireless System enhancements, and MAC Public Address System maintenance and upgrades. The list of potential projects will be finalized in early 2026.

12 – Federal Inspection Station (FIS)

Customs and Border Protection Infrastructure

\$500,000

MAC is responsible for supplying and maintaining Customs and Border Protection (CBP) infrastructure. MAC and its project consultants will partner with CBP to create, schedule, and implement the new system equipment and operating requirements consistent with MAC and CBP policies and standards.

13 – Energy Management Center

Building Management (IMACS) Modernization

\$3,400,000

This project will assess, roadmap, and modernize MAC's energy, water, heating ventilation and air conditioning (HVAC), and people mover management systems.

10.2 APPENDIX B – Descriptions for All 2026 Proposed Projects

31 – Parking

Parking Revenue Control System

\$4,200,000

This project will assess, roadmap, and modernize MAC’s parking revenue control system, including yield management capabilities, in order to replace a system that is near the end of its useful life.

46 – Hangars and Other Buildings

Multiple Points of Entry Facility

\$5,000,000

This first of two projects will construct a facility that allows multiple carriers to bring their fiber infrastructure onto our campus and provides them access to the MAC infrastructure which will allow these carriers access to various points within our campus. These facilities will be strategically located at the perimeter of our campus to minimize the external infrastructure for multiple carriers yet be able to integrate with our existing fiber infrastructure (duct banks and main equipment rooms). This will enable the MAC to better accommodate our tenants’ needs by giving them access to competitive carriers.

63 – Police

Badging and Door Access (SAACS/ProWatch) Modernization

\$2,100,000

This project will assess, roadmap, and modernize MAC’s Secured Area Access Control System (SAACS) for badging and door access.

Card Access Modifications

\$2,800,000

This is a multi-year program to refresh the inventory of card access security readers as they get to end of life, add outdoor biometric readers, add mobile card readers, add other readers as needed throughout the campus, and align card access control with other surveillance technology, including iVISN.

Public Safety Video (iVISN) Modernization

\$1,000,000

This project will assess, roadmap, and modernize our camera system with AI components.

MSP LONG-TERM PLAN PROJECTS

MSP Long-Term Plan projects include projects that enhance or expand the airport facilities in order to meet existing or forecasted passenger needs.

10 – Terminal 1

MSP Airport Layout Plan

\$100,000

This project will address FAA comments on the current Draft Airport Layout Plan (ALP) production based on the approved alternative identified in the 2040 LTP.

21 – Field and Runway

NAVAID Relocation

\$5,000,000

This project will study the relocation of the Remote Transmitter/Receiver (RTR) as well as the siting/analysis of relocating the ASR-9 (primary RADAR). Coordination with FAA is included along with anticipated costs for a FAA reimbursable agreement.

26 – Terminal Roads/Landside

Terminal 2 Roadway Additional Lane

\$10,100,000

This project will include removal of and/or modification to landscaping, sidewalk, curb and gutter, and utilities in order to create a fifth traffic lane in front of Terminal 2.

10.2 APPENDIX B – Descriptions for All 2026 Proposed Projects

36 – Terminal 2

Terminal 2 Operational Improvements

\$22,400,000

This project will begin design of improvements to Terminal 2 passenger processing systems and spaces to better accommodate passenger growth.

46 – Hangars and Other Buildings

Ground Service Equipment (GSE) Maintenance Facility

\$25,000,000

This project will construct a stand-alone facility for lease to third party ground handling operators to maintain and repair ground handling equipment necessary to support ground operations for the airlines. This facility will replace one that no longer meets all tenant needs and obstructs future construction of the south expansion of Terminal 2.

MSP MAINTENANCE/FACILITY UPGRADE PROJECTS

MSP Maintenance/Facility Upgrade projects include those that provide improvements to individual buildings or systems across the campus on a one-time or short-term basis.

10 – Terminal 1

ADO Office Expansion

\$9,000,000

Additional office and meeting space is needed for the Airport Director's Office, suite 3000, to function properly. This expansion and remodel will support increasing MAC staffing numbers and changes in workspace needs.

Art Display Areas

\$250,000

This program is a continuation of the existing program, in partnership with the MSP Foundation, to provide opportunities and space build out for the display of permanent and temporary/rotating art exhibits.

Arts Master Plan

\$410,000

This program supports procurement of commissioned art and rotating exhibits as part of the Percent for Arts program.

Delivery Node Redevelopment

\$7,800,000

MAC's existing node delivery and storage system requires long-term improvements at Terminal 2 and Terminal 1 (Concourses A, C, E, F, and G) to provide for safe and efficient delivery, by the logistics company, to MAC and airport tenants. This program will improve or replace existing nodes with more centralized locations that should include loading docks, elevators where needed, adjacent storage, trash and recycling, etc. The priority project for 2026 project will be determined in late 2025.

F/G Connector Repairs and Improvements

\$4,000,000

The project will make the needed repairs to the F/G Connector which has been hit by vehicles multiple times. The project will further assess and remediate any remaining cosmetic damage, add additional headache bars, clearance signage and/or warning systems, and make any other permanent repairs needed to bring the structure to its original condition.

10.2 APPENDIX B – Descriptions for All 2026 Proposed Projects

Folded Plate Surface Reconstruction

\$45,000,000

This is the third of three phases to repair and replace the roof assembly on the folded plate roof at Terminal 1. Bidding and award is planned for 2026 to align with grant opportunities and construction is anticipated to begin in 2027.

Lighting Infrastructure Technology and Equipment (LITE)

\$1,500,000

This is a multi-year program that will analyze, assemble, and organize lighting system upgrade recommendations for the MSP campus. Annual investment in lighting infrastructure is necessary to ensure its safe operation, reduce energy and maintenance costs, and to implement technology upgrades to improve lighting quality. Light fixtures age and degrade due to time, heat or exterior elements. Lighting technology upgrades will provide for more energy efficient lighting systems.

Restroom Upgrade Program

\$1,800,000

This program provides for the phased modernization of the Terminal 1 restrooms to include upgraded finishes, lighting, air quality, energy saving upgrades, and American Disabilities Act (ADA) compliance. The 2026 phase of the program will replace the obsolete information display systems outside 29 restrooms.

Steam System Upgrade Program

\$2,200,000

This program will replace steam pressure reducing stations that are near or past the end of their useful life. The program will also replace heat exchangers in two mechanical rooms and replace valves in the boiler fuel system piping.

Terminal 1 Tug Drive Waterproofing

\$2,900,000

The Terminal 1 tug drive was last sealed and waterproofed in 2007-2010. Concrete waterproofing typically has a 10-year lifespan and needs to be redone in order to minimize water infiltration into the structure and lower-level spaces. This project would waterproof the concrete for the entire tug drive area located above basement level spaces.

West Mezzanine Improvements

\$16,700,000

This project provides Air Handling Unit replacement, an airport employee breakroom, and a restroom upgrade while efficiently improving and reallocating space on the West Mezzanine.

12 – Federal Inspection Station (FIS)

FIS Facility Upgrades

\$845,000

The FIS Facility Upgrades project is a multi-year project to bring the FIS facilities in Terminal 1 and Terminal 2 up to the Airport Technical Design Standards (ATDS) and other required improvements as prescribed by Customs and Border Protection.

13 – Energy Management Center

Campus Cooling Systems Replacement Study

\$250,000

Several buildings on campus rely on air-cooled condensers and chillers for summer cooling. Many of these units are nearing the end of their operational life and lack redundant systems. As the systems age, the costs for maintenance and operation increase. This study will analyze the systems on campus for cost, priority, and the recommended replacement for several locations, including Terminal 1, Aircraft

10.2 APPENDIX B – Descriptions for All 2026 Proposed Projects

Rescue and Fire Fighting (ARFF) Station 1, Terminal 2 Parking Management Building, Terminal 2 Orange Ramp, Data Center, and the FAA building.

MAC Automation Infrastructure Program

\$2,400,000

This is a continuation of a multi-year program to upgrade all MAC building automation systems. This includes adding monitoring for heating and cooling, electrical, plumbing, and facilities equipment. This can include trending data, providing alarms, and optimizing systems for energy performance. This also includes expanding the existing open protocol system with IP controllers, standardization of systems and programming and tracking equipment performance and maintenance.

Steam Trap Monitoring System

\$3,000,000

The steam system at Terminal 1 provides space heating and domestic hot water throughout the entire terminal. When the steam cools off and condenses, it creates condensate that is recycled and pumped to the Energy Management Center (EMC). This warm condensate water is then reheated to steam and distributed back throughout the airport. This steam system includes hundreds of steam traps, that allow the condensate to safely pass through, and prevent steam from spreading into the condensate system. The steam traps keep the system safe and reliable. This project will replace an obsolete monitoring system, provide new monitoring sensors at steam traps, and connect the system to IMACS for monitoring from the EMC. This project will provide a reliable way for the EMC operators to know when a steam trap is failing to efficiently remedy the situation because the functionality of each steam trap is critical to the safety of the steam system.

Victaulic Piping Replacement

\$19,000,000

This phase of a multi-year program will replace the victaulic piping and valves in Terminal 2. While victaulic pipe fittings allow for the pipe to be quickly and easily disassembled when needed, it has been discovered that the joints cause leaking because the seals shrink when they cool due to shutdowns and service disruptions which occur frequently at MSP and then don't hold tight when the system is restored to normal operation. In addition, this year's effort will support efficiency upgrades to the systems at Terminal 2 as part of the North Expansion project.

21 – Field and Runway

Airfield Thermoplastic Markings

\$1,600,000

Following a successful pilot installation of thermoplastic markings, this program will install thermoplastic markings at complex taxiway/runway intersections. The project in 2026 is the second of five planned phases of this work.

Apron Lighting LED Upgrade

\$3,000,000

This project will replace the older apron lighting units with more efficient LED fixtures.

Tunnel Fan Replacement

\$6,800,000

The existing fans in the 17-35 tunnel are past their useful life. This project will repair or replace these fans as appropriate for their condition.

Tunnel Lighting LED Upgrade

\$1,900,000

This program will replace existing high intensity discharge type lighting with LED to save energy and reduce maintenance in the 17-35 tunnel.

10.2 APPENDIX B – Descriptions for All 2026 Proposed Projects

31 – Parking

Electric Vehicle Charging Network Expansion

\$2,350,000

This is the first of a six-year program to install electric vehicle chargers to meet passenger and employee demand and support MAC's sustainability goals.

Parking Guidance System

\$15,750,000

This is the second phase of a two-phase program to install parking stall availability indicators in MAC's parking ramps.

Red/Blue Parking Levels 2 and 3

\$10,200,000

This project will modify levels 2 and 3 of the Red and Blue parking ramps at Terminal 1 from rental car parking to public parking. The scope of work will include, but is not limited to, structural modifications, striping, electrical and technology, revenue control, and lighting to support the public parking needs of this area.

36 – Terminal 2

Ramp Information Display System (RIDS)

\$3,600,000

This project will provide Ramp Information Display System (RIDS) including aircraft parking assistance at Terminal 2 gates not included in the Terminal 2 North Expansion scope. The system will be integrated with MAC's Resource Management System (RMS).

Terminal 2 Baggage Handling System

\$3,000,000

This project will provide touch screen activation to provide functionality consistent with Terminal 1 and baggage carousel refurbishment as needed.

Terminal 2 Gate Area Improvements

\$3,000,000

This project will conclude the multi-year recarpeting program, replacing end of life carpeting at gates H1-H5 and on the passenger boarding bridges. The project will also provide gate area improvements, including replacement of gate desks and podiums, and seating with charging ports.

Terminal 2 MUFIDS/EVIDS Millwork Upgrades

\$350,000

This project will replace old multi-user flight information displays (MUFIDS) display stands to current MAC standard design.

39 – Public Areas/Roads

34th Avenue Surface Reconstruction

\$8,350,000

This Project provides for the reconstruction of 34th Avenue South located between I-494 and Gate 222. The existing bituminous pavement is nearing the end of its design life and in need of replacement. The work for this two-year project will include pavement mill and overlay, signals upgrades, ADA access, and ancillary work.

34th Avenue Sanitary Sewer Replacement

\$3,100,000

This project will replace and reroute a portion of sanitary sewer serving buildings on the west side of 34th Avenue.

Terminal 1 Inbound Roadway Median Improvements

\$14,200,000

This project will improve the median landscaping, replace the static overhead roadway signs with digital, and potentially replace the Terminal 1 monument sign near Highway 5.

10.2 APPENDIX B – Descriptions for All 2026 Proposed Projects

56 – Trades/Maintenance Buildings

North Field Maintenance Mechanical Infrastructure Project

\$5,000,000

This project will replace the end of useful life mechanical infrastructure at the North Field Maintenance Building.

Trades Building Rehabilitation and Addition

\$25,000,000

This project includes scope to replace end of life mechanical and electrical equipment, provide additional energy efficiencies, reduce environmental concerns with the paint shop, provide equitable employee job duty spaces, and provide space for the planned growth of the Trades staff.

63 – Police

Highway Digital Messaging Signs

\$300,000

This project supports a collaboration with Minnesota Department of Transportation (MnDOT) to install new roadway digital message signs at specific locations along the highway corridor surrounding MSP Airport, designed to display real-time information to motorists regarding emergency public safety alerts, traffic conditions, road closures, and terminal closures.

Perimeter Fence Intrusion Detection System

\$1,000,000

This project will select and install a system to alert Airport Police to attempted intrusions at the airfield perimeter fence line.

Perimeter Gate Security Improvements

\$12,000,000

The 2026 phase of this program will provide additional vehicle lanes at Gate 269 to improve throughput without compromising security.

70 – General Office/Administration

Digital Signage In/At the GO

\$300,000

This project is designed to enhance the MAC brand awareness and celebrate MAC staff with digital signage in and/or at the General Office building.

MSP NOISE MITIGATION PROJECTS

Noise Mitigation Consent Decree Amendment

\$500,000

The Consent Decree First Amendment Program is a residential noise mitigation program that began in March 2014 under the terms of an amended legal agreement (Consent Decree) between the Metropolitan Airports Commission (MAC) and the cities of Richfield, Minneapolis, and Eagan, and approved by the Hennepin County District Court (effective until December 31, 2024). Under this program, eligibility of single-family and multi-family homes will be determined annually, based upon actual noise contours that are developed for the preceding calendar year, beginning in March 2014. This project will provide noise mitigation for those single family and multifamily homes meeting the eligibility requirements of the program.

10.2 APPENDIX B – Descriptions for All 2026 Proposed Projects

MSP ONGOING MAINTENANCE PROJECTS

MSP On-Going Maintenance projects include buildings, systems, pavements, and other infrastructure that require improvements on an annual basis in order to maintain the facilities and manage MAC assets.

10 – Terminal 1

Baggage System Upgrades

\$21,300,000

This multi-year program will provide necessary upgrades to the inbound and outbound baggage system not covered by general system maintenance. The 2026 project will provide system stabilization to maintain functionality until the system reaches the end of its useful life and is replaced.

Electrical and Ground Power Substation Replacement

\$20,000,000

This is a multi-year program to replace electrical substations which are at or very near end of life. This program will also improve redundancy. This program focuses on updating and improving substations that serve airside operations such as jet bridges, and providing heating, cooling, and power for parked aircraft. These substations provide power for charging electric ground service vehicles. This program will position MSP to be able to meet new demands for ground equipment, including an increase in electric vehicle charging.

Electrical Infrastructure and Emergency Power Upgrades

\$5,000,000

This is a multi-year program to routinely inspect, clean, and upgrade substations to ensure their continued performance and to continue the design and implementation of emergency power and lighting corrective work.

Plumbing Infrastructure Upgrades

\$1,000,000

Portions of the existing plumbing infrastructure serving Terminal 1 are over 40 years old, have systems that are undersized for today's demands, contain isolation valves that are either inaccessible or no longer functional, and utilize aging water meter systems. There are also deteriorated sections of the existing sanitary and storm water systems. This ongoing program was implemented to upgrade the plumbing infrastructure system to meet current code requirements and MAC standards.

Terminal Building Remediation and Miscellaneous Modifications Program

\$6,000,000

Continual maintenance of the terminal buildings is imperative to passenger comfort and safety as well as sustainability of the MAC asset. Age and weather contribute to building deterioration, mold, and other health issues. Building and concourse envelope issues include curtain wall systems, glazing, sealant repair/replacement, louver repair/replacement, metal panel repair/replacement, and soffit repair/replacement and insulation systems. Each year, there is a list of maintenance projects that are beyond the resources of MAC's maintenance and trades staff to accomplish. These projects are prioritized and completed either as a series of contracts or as purchase orders. Typical work includes door replacements, emergency upgrades to mechanical, electrical, plumbing or heating/cooling systems, loading dock work, etc. The list of potential projects will be compiled and prioritized in early 2026.

13 – Energy Management Center

EMC Life Safety Infrastructure Program

\$1,900,000

This program will replace life safety equipment and devices associated with the heating, ventilation, and air conditioning system throughout MSP campus. Equipment includes gas detection sensors and life safety dampers. Additionally, all new equipment and devices will connect to IMACS for monitoring and control.

10.2 APPENDIX B – Descriptions for All 2026 Proposed Projects

EMC Plant Upgrades **\$10,750,000**

This multi-year program provides upgrades to the MAC's Energy Management Center (EMC) Boiler and Chiller Plants at both Terminal 1 and Terminal 2 as well as other facilities on the MSP campus. The work scheduled for 2026 includes upgrades to the aging Chilled Water system at Terminal 1. Replacement of valves, piping, and other system components will increase the efficiency of the system and improve performance particularly at locations distant from the EMC.

Indoor Air Quality Monitoring System **\$1,000,000**

This program routinely replaces components of the Indoor Air Quality Monitoring system that have reached end of useful life.

21 – Field and Runway

Airside Electrical Construction **\$5,100,000**

This program provides for the removal and replacement of airfield lighting and signage with LED technology, and lighting control upgrades.

Airside Roadway Pavement Restoration **\$2,400,000**

This is an ongoing program to rehabilitate roadways on the airfield through bituminous overlays, seal coats, or in some instances, reconstruction, to restore the surfaces to a smooth, even condition and improve overall operating conditions. A pavement condition index report as well as an inspection of the pavement will be completed to determine the areas most in need of repair on an annual basis.

Miscellaneous Airfield Construction **\$2,000,000**

This program supports Part 139 Airport Certification through grading and drainage improvements within runway safety areas, airfield pavement marking modifications, and other miscellaneous airside projects that are too small to accomplish independently or arise unexpectedly.

Pavement Joint Sealing/Repair **\$1,600,000**

This is an ongoing program to provide for the resealing of joints, sealing of cracks, and limited surface repairs on existing concrete pavements. The areas scheduled for sealing will be as defined in the overall joint sealing program or as identified by staff inspection in the early spring of each year.

26 – Terminal Roads/Landside

Tunnel/Bridge Inspections **\$120,000**

The MSP Campus has MAC-owned bridges and tunnels. Bridge and tunnel inspections are conducted each year to identify maintenance and repairs which are then implemented in a timely fashion.

31 – Parking

Parking Structure Rehabilitation **\$5,650,000**

This is an annual program to maintain the integrity of the airport's multi-level parking structures. Projects typically include concrete repair, joint sealant replacement, expansion joint repairs, concrete sealing, railing refinishing, and lighting improvements.

39 – Public Areas/Roads

Concrete Joint Repair **\$500,000**

This project will complete landside pavement joint repair on MSP campus roadways as a preventative maintenance activity to prolong the existing pavement from reconstruction.

10.2 APPENDIX B – Descriptions for All 2026 Proposed Projects

Landside Pavement Rehabilitation

\$600,000

This is an ongoing program of preventative maintenance activities such as crack sealing, surface treatments, and resurfacing on roadways located outside of the Air Operations Area (AOA). This program effectively slows deterioration rates, extends service life and delays the need for total reconstruction of bituminous and concrete pavements. Inspection of pavements and appurtenances determines what areas are to be prioritized for rehabilitation under each year's project.

Landside Utility Rehabilitation

\$750,000

Each year there are numerous landside utility projects that are beyond the resources of MAC's staff and operating budget to accomplish. These projects are prioritized annually and completed with either a series of contracts or purchase orders. Electric power, sanitary sewer, storm sewer and watermain improvements will be addressed with this program. A study will be conducted annually to identify future potential projects.

Roadway Fixture Refurbishment

\$150,000

Many of the light poles, clearance restriction boards, sign units, fence sections, and canopies on the airport roadways need repainting and maintenance. This project provides for fixture refurbishment.

46 – Hangars and Other Buildings

End of Life Campus Building Demolition

\$400,000

This is the first of multiple years of demolition of buildings that have reached the end of their useful life. In 2026, the program will remove the Impark building whose function will be replaced by the MAC Storage Facility expected to finish construction in 2025.

MSP Campus Building Roof Replacement

\$13,700,000

A report has been developed within the MAC that evaluates one-half of the roofs every other year. This on-going program allows these roofs that have been evaluated to be prioritized and programmed for repair. The 2026 phase will focus on several roof areas at Terminal 1.

56 – Trades/Maintenance Buildings

Sump Pump Controls

\$3,500,000

This project will rehabilitate sump pumps older than five years across the campus and provide a new automation system at each location. Additionally, each sump pump will connect to IMACS for remote monitoring and control. This will help MAC Plumbing understand when there is a problem by receiving an alarm within their plumbing shop.

70 – General Office/Administration

GO Building Improvements

\$500,000

Continual maintenance of MAC buildings is necessary for comfort and safety as well as sustainability of the MAC asset. Age and weather contribute to building deterioration, mold, and other health issues. The General Office Building, built in the 1960's, has experienced a number of window and building issues that need to be corrected including window sealing and replacements, curtain wall sealing, roof repairs, and valve replacements. This program may also address replacement of end-of-life finishes as required.

10.2 APPENDIX B – Descriptions for All 2026 Proposed Projects

MSP TENANT PROJECTS

MSP Tenant projects include those that enhance or expand tenant or leasehold facilities that MAC supports, with the tenants reimbursing the costs to MAC for work within leasehold spaces.

10-Terminal 1

Concessions Upgrades/Revenue Development and Strategic Partnerships **\$320,000**

This is an annual program to fund miscellaneous upgrades such as finishes, furniture, signage, and/or modified connections to utilities for the concession programs or other revenue generating programs at the airport. The budget will also provide leasehold improvements to the strategic partnerships activation sites in order to prepare space for the partners' construction.

Concourse and Gatehold Modernization **\$5,000,000**

During the three phases of MAC-funded work completed by Delta Air Lines, additional related improvements or corrections were identified but not added to the Construction Manager at Risk contract. This project, to be managed by MAC staff, will include but not be limited to replacement of speakers, replacement of floor boxes and associated terrazzo repairs, anchoring furniture, ceiling modifications, lighting, pest control, painting, and flooring transitions.

Terminal 1 Food Court Digital Signage **\$400,000**

This project will add digital assets to the main mall food court entrances to enhance the visibility and improve wayfinding to the Main Mall Food Court.

RELIEVER AIRPORTS LONG-TERM PLAN PROJECTS

Reliever Airport Long-Term Plan projects include projects that enhance or expand the airport facilities in order to meet existing or forecasted operational needs.

83 – Airlake

LVN Airport Layout Plan **\$100,000**

The new ALP will show current conditions and any development proposed in the Long-Term Plan (LTP). A portion of the budget will be used to acquire new Airports Geographic Information System (AGIS) base mapping to create a new Airport Layout Plan (ALP) set that complies with current FAA guidelines and criteria.

84 – Flying Cloud

FCM Environmental Review **\$6,800,000**

MAC will complete an environmental review process for the proposed preferred alternative from the 2040 Long Term Plan (LTP). Project costs also include reimbursement to the FAA for work associated with relocating a Remote Transmitter Receiver (RTR), which is enabling work related to LTP development.

FCM South Building Area Utilities **\$800,000**

This project provides for utility improvements in the South Building Area as part of the Long-Term Plan. As part of this project, review of existing utilities on and adjacent to the airfield will be reviewed to determine the proposed utility layout for this future building area.

10.2 APPENDIX B – Descriptions for All 2026 Proposed Projects

RELIEVER AIRPORTS MAINTENANCE/FACILITY UPGRADE PROJECTS

Reliever Airport Maintenance / Facility Upgrade projects include improvements to buildings, systems, pavements and other infrastructure across the Reliever Airport system on a one-time or short-term basis.

80 – Reliever Airports

Relievers Beacon Replacements

\$300,000

This is a new program to replace the existing rotating beacons at Airlake, Lake Elmo, Anoka County - Blaine, and St. Paul Downtown. The existing beacons are beyond their useful life and will be replaced with tip-down style poles and LED lighting fixtures. The energy conservation and easier maintenance align with the MAC's goal of improving resiliency and operations. The first project will replace Airlake and Lake Elmo beacons in 2026.

Relievers Building Miscellaneous Modifications

\$400,000

This program will address ongoing needs for repairs and modifications of MAC-owned buildings at the five of the reliever airports, excluding St. Paul. These items may include crew rest areas, heating, air conditioning, structural repairs, and aesthetic updates. The list of potential projects will be compiled and prioritized in early 2026.

Relievers Pavement Rehabilitation Miscellaneous Modifications

\$300,000

This program will address ongoing needs for crack sealing, joint repairs, pavement rejuvenation, and pavement repairs at the six reliever airports. The list of potential projects will be compiled and prioritized in early 2026.

Relievers Security Fencing, Gates, and Lighting

\$200,000

This program will address ongoing needs for minor repairs and modifications to the Reliever Airports' perimeter chain link fencing, gate vehicle access points, and lighting to enhance safety and security in landside areas.

81 – St. Paul

STP Airport Road and Eaton Street Retaining Wall

\$900,000

The hill near Airport Road and Eaton street has a steep slope which creates maintenance issues. A retaining wall will allow for better maintenance and snow removal in this area and the fence will be replaced with its addition.

STP Cold Equipment Storage Building

\$750,000

This project will construct a cold equipment storage building.

STP Joint and Crack Repairs

\$100,000

Given the extremely poor subgrade materials at this airport, the need for crack repair and joint sealing is critical to maintain pavement strength and pavement life. An inspection of the pavement will be completed to determine the area most in need of repair.

10.2 APPENDIX B – Descriptions for All 2026 Proposed Projects

STP Pavement Reconstruction – Taxilanes/Tower Road

\$850,000

As a part of ongoing efforts to reconstruct aircraft operational areas (including runways, taxiways, aprons) through bituminous overlays, seal coats, or in some instances, reconstruction, to restore the surfaces to a smooth, even condition and improve overall operating conditions, this project will work on taxilanes and Tower access Road in the West Hangar area.

STP Taxiway A2 and A3 Reconstruction

\$900,000

As a part of ongoing efforts to reconstruct aircraft operational areas (runways, taxiways, aprons) through bituminous overlays, seal coats, or in some instances, reconstruction, to restore the surfaces to a smooth, even condition and improve overall operating conditions, this year's project is anticipated to include reconstruction of Taxiways A2 and A3 at the St. Paul Downtown Airport. In addition to improving the pavement condition, the geometry of these connectors will also be updated to meet current design standards.

STP Taxiway B LED Edge Lighting Replacement

\$600,000

This project includes replacement of the existing taxiway edge lighting system with new LED lighting to improve efficiency and continue the upgrade of airfield electrical equipment to LED technology. These lights are the only remaining incandescent taxiway lights at the airport.

82 – Lake Elmo

21D Bury Private Utilities

\$500,000

This project includes coordination and underground relocation of overhead private utilities located within the building areas. This is an ongoing effort at the reliever airports to eliminate utility conflicts.

21D Taxiway Echo Edge Lighting and Signage

\$600,000

This project will install taxiway edge lighting on Taxiway Echo.

83 – Airlake

LVN 225th Street Reconfiguration and Paving

\$1,500,000

This project will reconfigure 225th Street, between the airport south entrance and Cedar Avenue, and pave the road for improved access to the airport's south building area.

84 – Flying Cloud

FCM Electrical Vault Modifications

\$500,000

This project will complete modifications to the electrical vault at the airport. Work may include lighting, cable, regulator or other modifications.

FCM MAC Building Improvements

\$600,000

This project will provide facility modifications to ensure continued efficient operation, including code compliancy, of MAC Buildings.

10.2 APPENDIX B – Descriptions for All 2026 Proposed Projects

FCM Runway 28 REIL Replacement

\$150,000

The existing FAA owned and maintained 28L REILs are at the end of their useful life and FAA no longer plans to support their use moving forward, with a plan to decommission them in the near future. The project will replace the REILs with new MAC owned LED REILs to maintain the airfield system the users are accustomed to and continue to support efforts for the Runway Incursion Mitigation (RIM) program.

FCM Taxilane B-C Connector (Thunderbird)

\$250,000

This project includes construction of a new taxilane connector, between Bravo and Charlie Lanes on the north end, to allow airfield access for tenants on Bravo lane after completion of Thunderbird Aviation's future development. The project will include construction of a new bituminous taxilane.

FCM Tower Equipment for Airfield Lighting and Utilities

\$2,000,000

This project will coincide with FAA's construction of the new Air Traffic Control Tower at Flying Cloud. This will provide equipment for tower staff to operate the airfield lights and other utilities.

85 – Crystal

MIC East Taxilanes Pavement Rehabilitation

\$500,000

This project is part of an ongoing program to rehabilitate aircraft operational areas (runways, taxiways, aprons) through bituminous overlays, seal coats, or in some instances, reconstruction, to restore the surfaces to a smooth, even condition and improve overall operating conditions.

MIC Eastside Service Road Pavement Reconstruction

\$1,500,000

This project includes paving of the east side roadway serving 80 hangars and 200 based aircraft. This road was constructed in the late-90s.

MIC Gate Replacement

\$800,000

This project will replace the existing six gate operators with access controls to enhance the customer experience and augment runway incursion mitigation efforts with vehicles driving onto movement areas.

MIC West MAC Building Door Replacement

\$300,000

This project will replace the existing building doors with new, bifold hangar doors. The existing doors are in need of constant repair, are at risk of failure, and pose a safety risk during operation. The installation of new doors will aid in the sale of the building in the future.

86 – Anoka County – Blaine

ANE Electrical Vault Improvements

\$750,000

This project will complete modifications to the electrical vault at the airport. Work may include lighting, cable, regulator or other modifications.

ANE Fence Improvements

\$200,000

This project includes repairing and improving the existing airfield perimeter fence at the airport. Ongoing wildlife issues are present due to the fence's current condition in areas on the airport. This will be a recurring project to monitor and maintain the fence's integrity moving forward to mitigate airfield safety.

10.2 APPENDIX B – Descriptions for All 2026 Proposed Projects

ANE Gate Controller Upgrades

\$600,000

This project will upgrade vehicle gate control boxes to improve functionality and security.

ANE Runway 18-36 Pavement Reconstruction

\$3,800,000

This project will reconstruct runway 18-36, including portions of adjacent exit taxiway connectors.

ANE Runway 9-27 Edge Lighting and PAPI Replacement

\$900,000

This project will upgrade taxiway edge lighting and replace the runway Precision Approach Path Indicators (PAPIs) lighting system.

ANE Runway 27 MALSR Replacement

\$2,000,000

The existing Runway 27 Medium-Intensity Approach Lighting System and Runway Alignment Indicator Lights (MALSR) is in constant need of repair and past the equipment's useful life. The MALSR is necessary for the airport to maintain its approach minimums during inclement weather and increase safety. The new MALSR equipment will improve efficiency and continue the upgrade of airfield electrical equipment to LED technology.

10.3 APPENDIX C – Draft Descriptions for 2027-2032 Projects that Meet Criteria Defined in Minnesota Statute Section 473.614

MSP END OF LIFE / REPLACEMENT PROJECTS

13 – Energy Management Center (EMC)

2027 Terminal 1 Boiler and Chiller Replacement and EMC Expansion **\$330,000,000**

The Terminal 1 EMC is located within the Concourse C footprint. This project includes the removal and replacement of end-of-life boilers and chillers in the EMC. In order to house the new equipment, the EMC space must be enlarged. This will impact existing aircraft gates, concessions, offices, and storage spaces on Concourse C, which will have to be accommodated/relocated as part of the overall building expansion.

MSP LONG-TERM PLAN PROJECTS

31 – Parking

2027 Orange and Purple Parking Outriggers **\$140,000,000**

This project will cantilever extensions to existing floor plates in the existing parking structures to create additional parking on most levels without impacting the entrance and exiting pathways. It is anticipated that approximately 750 and 1,275 new parking spaces, respectively, will be constructed.

2030 Green/Gold Parking Ramp Replacement **\$400,000,000**

The two existing parking structures closest to Terminal 1, named the Gold Ramp and the Green Ramp, are nearing the end of their useful life. Annual structural rehabilitation will no longer be effective so the structures must be demolished. MAC plans to build back new parking structure(s) in this same location as part of a future project.

MSP TENANT PROJECTS

33 – Cargo Area

2027 West Cargo Development **\$15,000,000**

This project will construct a cargo handling facility on the west side of the existing MSP campus, near Longfellow Avenue. Elements of construction will include a new cargo building, a concrete aircraft parking apron, and vehicle parking.

RELIEVER AIRPORTS LONG-TERM PLAN PROJECTS

83 – Airlake

2027 Runway 12-30 Improvements **\$4,400,000**

This project will provide for the extension of Runway 12-30 from 4,098 feet to the maximum feasible length (approximately 4,850 feet) that can be provided by using declared distances without having to physically relocate Cedar Avenue, which lies directly east of the airfield. The project will also include taxiway modifications and electrical lighting upgrades.