

**ST. PAUL
DOWNTOWN AIRPORT**

Long-Term Plan 2045

STP AIRPORT LONG-TERM PLAN

Stakeholder Advisory Panel Meeting #3

Date: September 29, 2026



ST. PAUL DOWNTOWN AIRPORT

Long-Term Plan 2045

WELCOME REMARKS

Stakeholder Advisory
Panel Meeting #3

Kelly Gerads

Director of Reliever Airports
Metropolitan Airports Commission





METROPOLITAN AIRPORTS COMMISSION (MAC)



Blaine Peterson
STP Airport Manager



Michele Ross
Director, Stakeholder Engagement



Kelly Gerads
Director of Reliever Airports





CONSULTANT TEAM | KIMLEY-HORN

Kimley»Horn

Zach Simons

Aviation Planner | Project Manager



Stefano Vicino

Aviation Planner



John Coliton

Aviation Planner





AGENDA



Project Team Introductions



Long-Term Plan Overview



Project Progress to Date



Recommended Development Plan Overview



Noise Analysis



Phasing Plan



Project Implementation and Next Steps



Feedback / Q&A

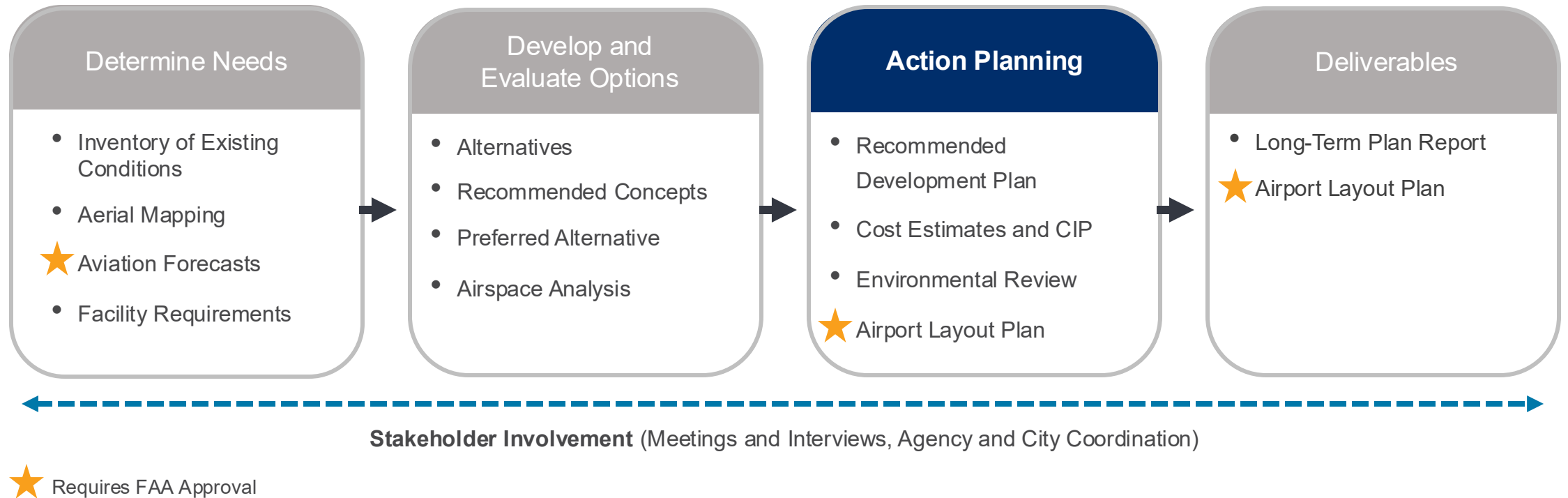
GOALS AND OBJECTIVES

1. Enhance airport safety
2. Preserve and, if possible, improve operational capabilities for the current aircraft using the airport
3. Promote financial stability of the MAC Reliever Airport system by exploring revenue opportunities for aeronautical and non-aeronautical development



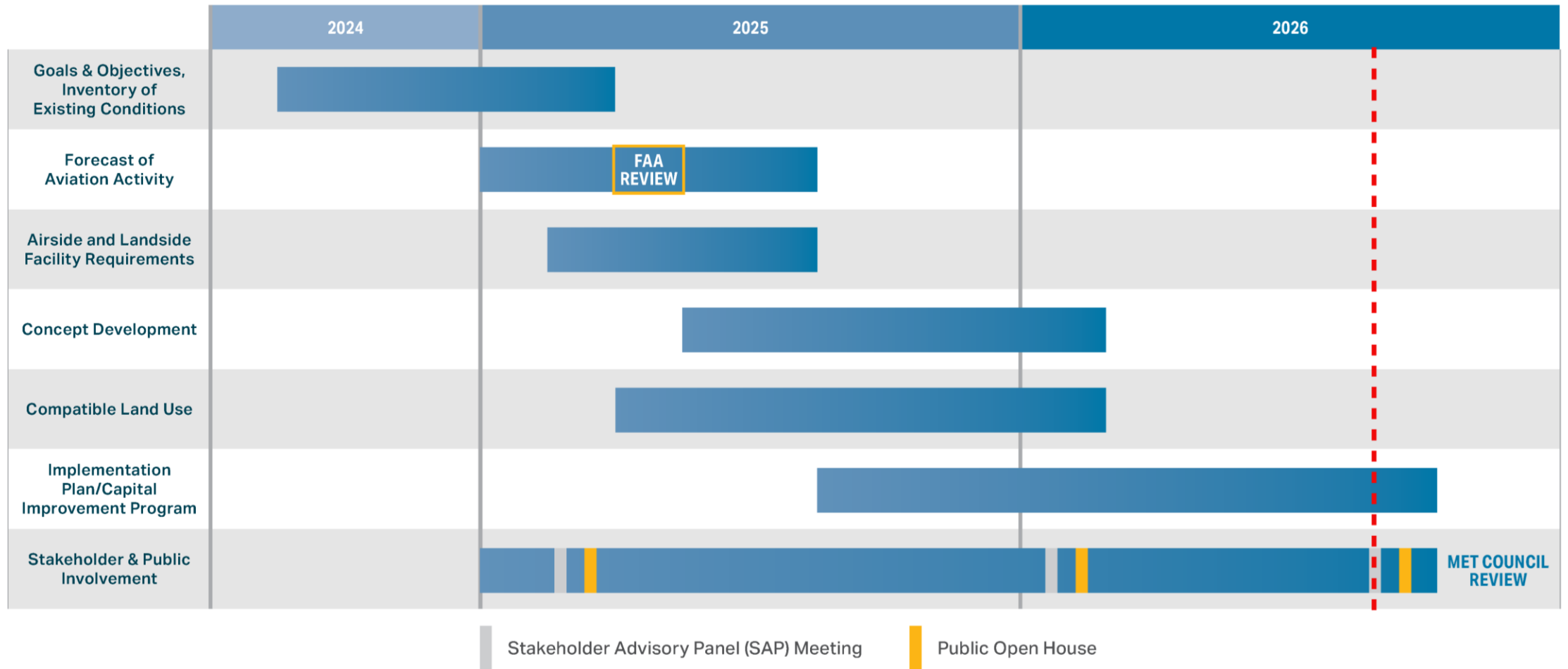


LONG-TERM PLANNING PROCESS





PROJECT SCHEDULE





REVIEW OF STAKEHOLDER/PUBLIC ENGAGEMENT

Stakeholder Advisory Panel

SAP #1 – May 2025

- Existing Conditions
- Forecast Preview

SAP #2 – February 2026

- Facility Requirements
- Preliminary Alternatives

SAP #3 – September 2026

- Preferred Alternatives
- Recommended Development Plan

Public Meetings

Discover STP #1 – June 2025

- Existing Conditions
- Forecast Preview

Discover STP #2 – April 2026

- Facility Requirements
- Preliminary Alternatives

Discover STP #3 – November 2026

- Preferred Alternatives
- Recommended Development Plan



EVOLUTION OF THE LONG-TERM PLAN

- Forecast approved in January 2026
- Identified airfield nonstandard conditions and deficiencies
 - Runway 14/32 RSA
 - Runway 14/32 ROFA
 - Taxiway geometry and connectivity
- Floodwall Feasibility Study completed
 - Floodwall realignment further into the Mississippi floodplain infeasible
 - Temporary floodwall adjustments to maximize Runway 14/32 length
- Presented preliminary runway alternatives and airfield development concepts
 - Tenants voiced Runway 14/32 length importance and implications when the floodwall is installed
- FAA Coordination and preferred alternatives refinement





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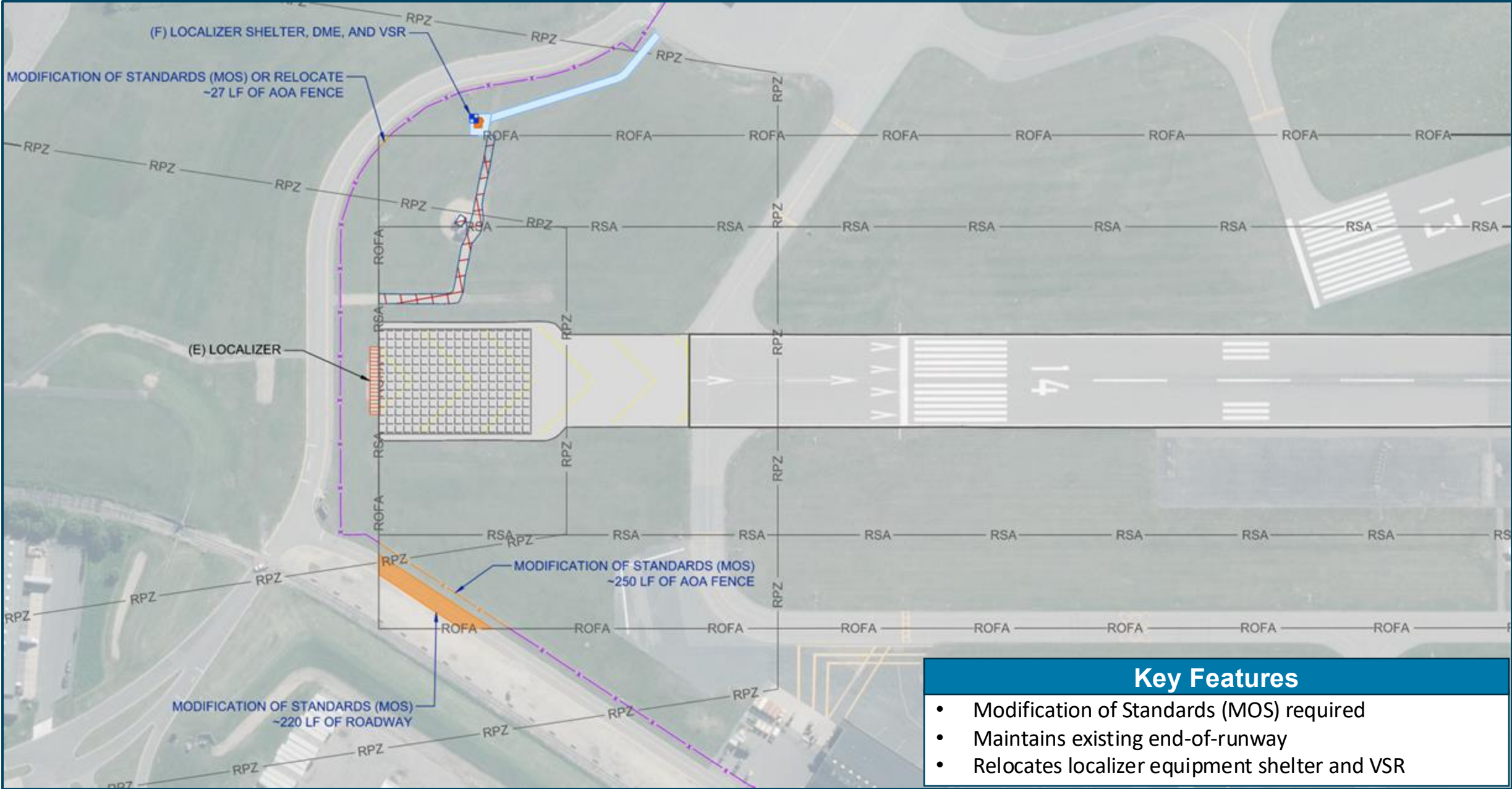


Project Implementation and Next Steps



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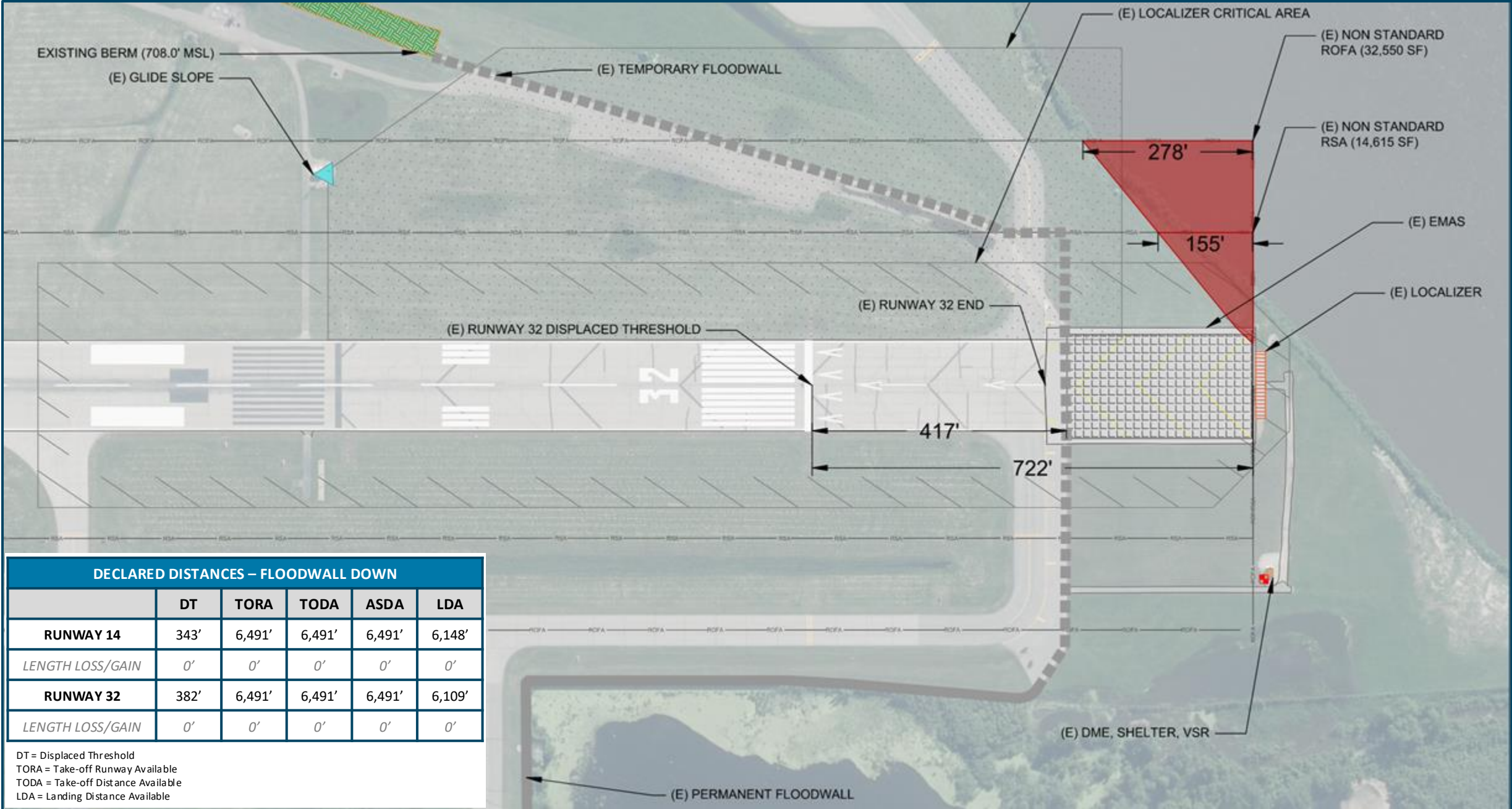
PREFERRED RUNWAY LAYOUT – RUNWAY 14



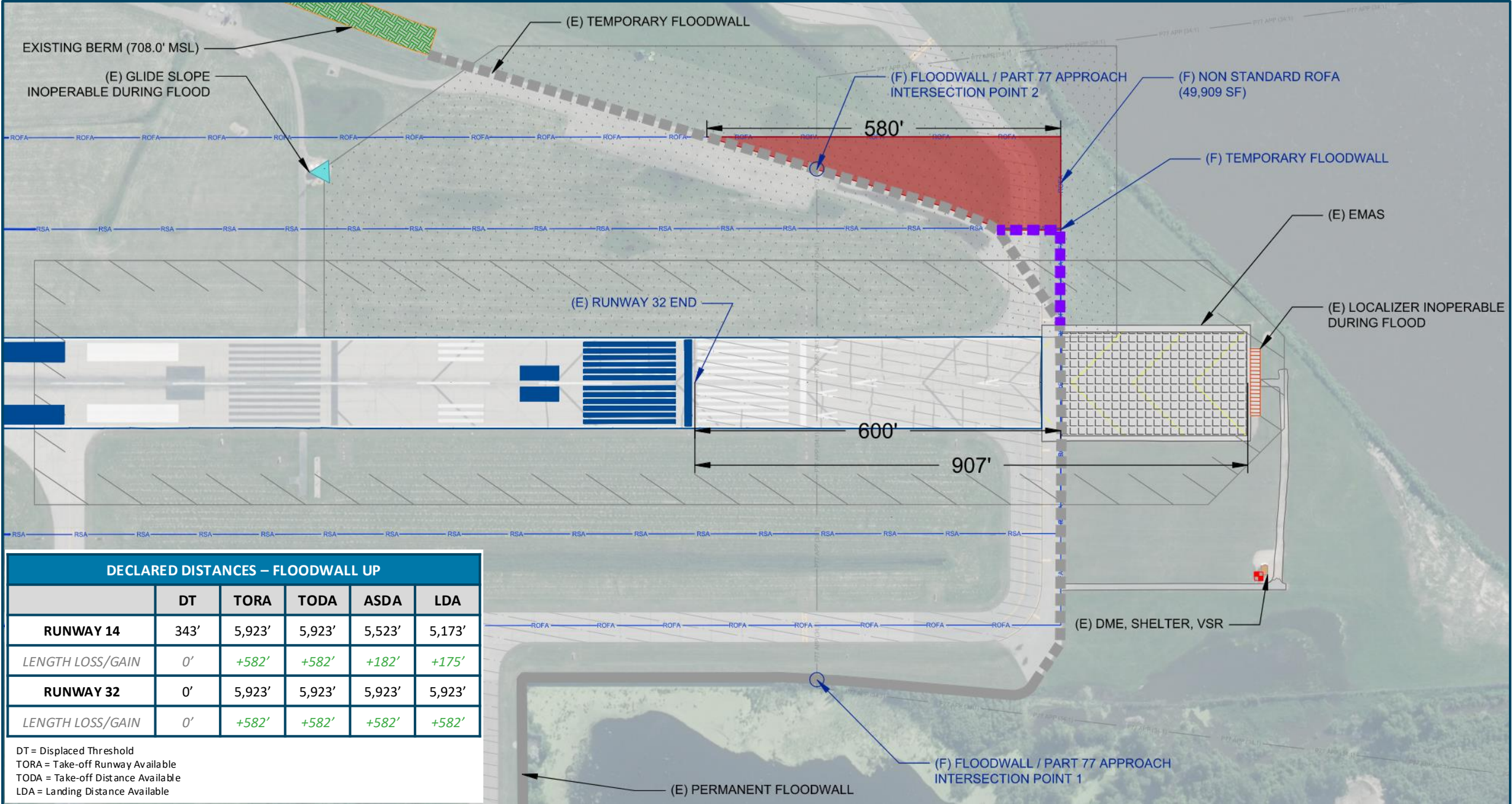
Key Features

- Modification of Standards (MOS) required
- Maintains existing end-of-runway
- Relocates localizer equipment shelter and VSR

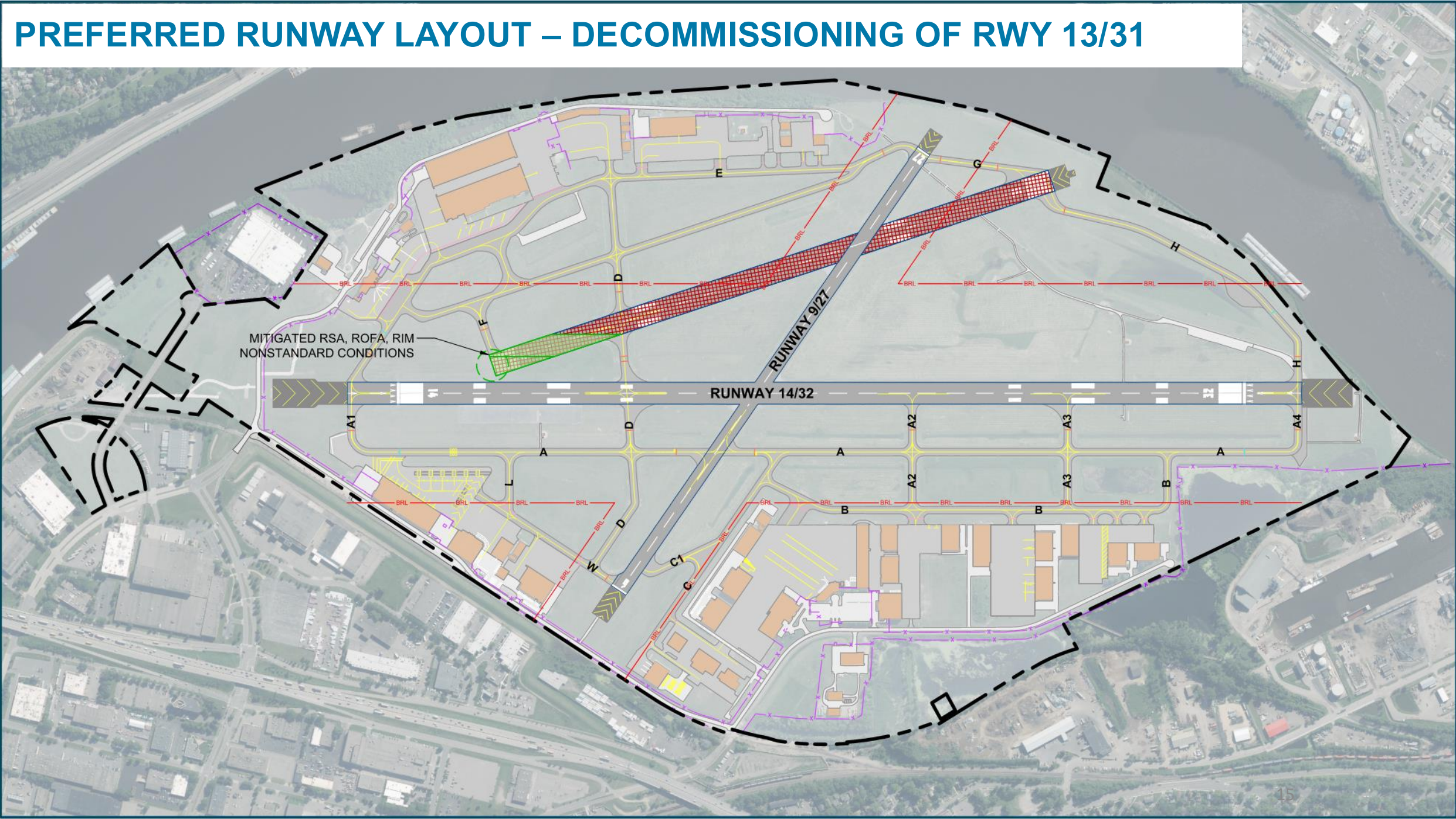
PREFERRED RUNWAY LAYOUT – RUNWAY 32 (FLOODWALL DOWN)



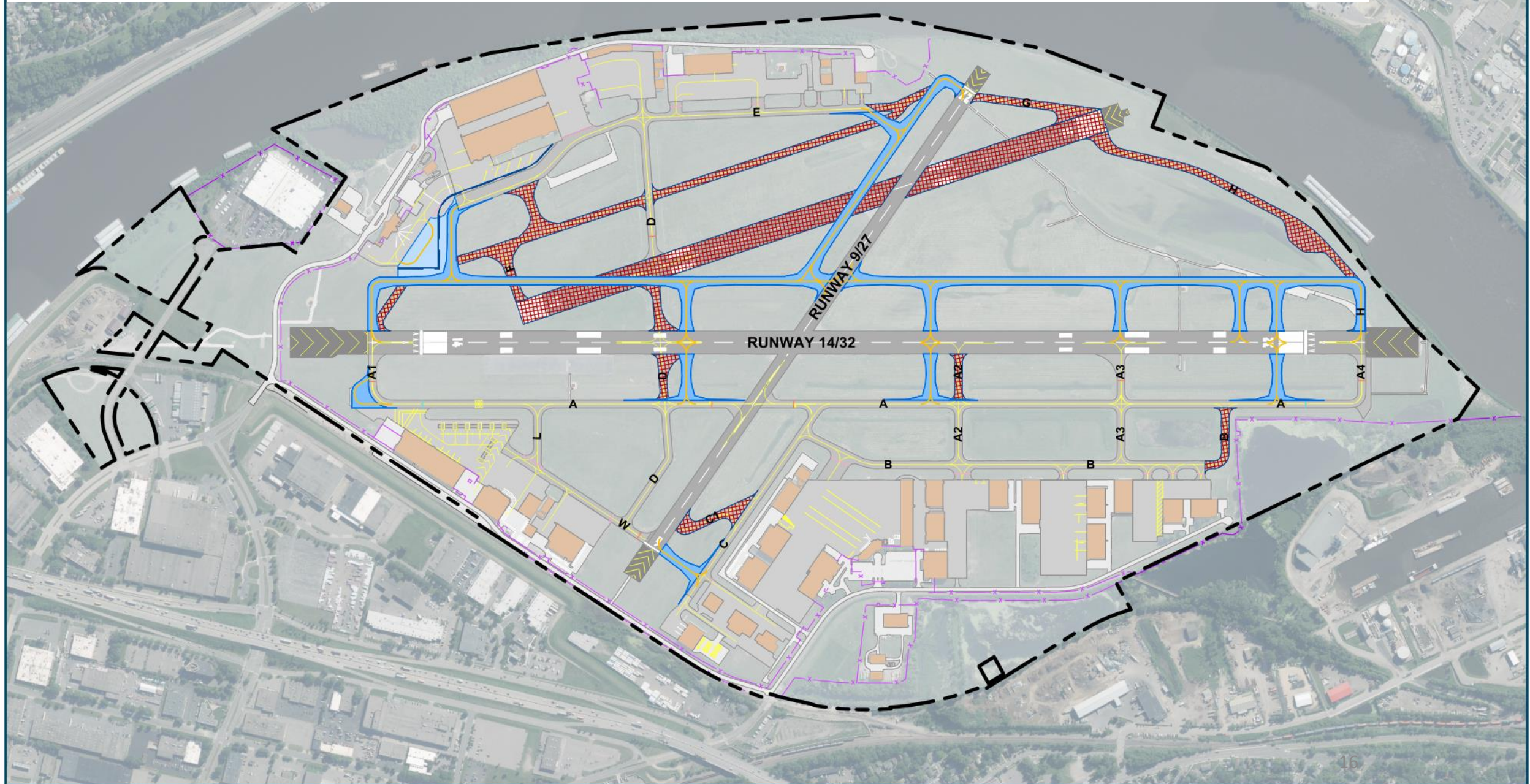
PREFERRED RUNWAY LAYOUT – RUNWAY 32 (FLOODWALL UP)



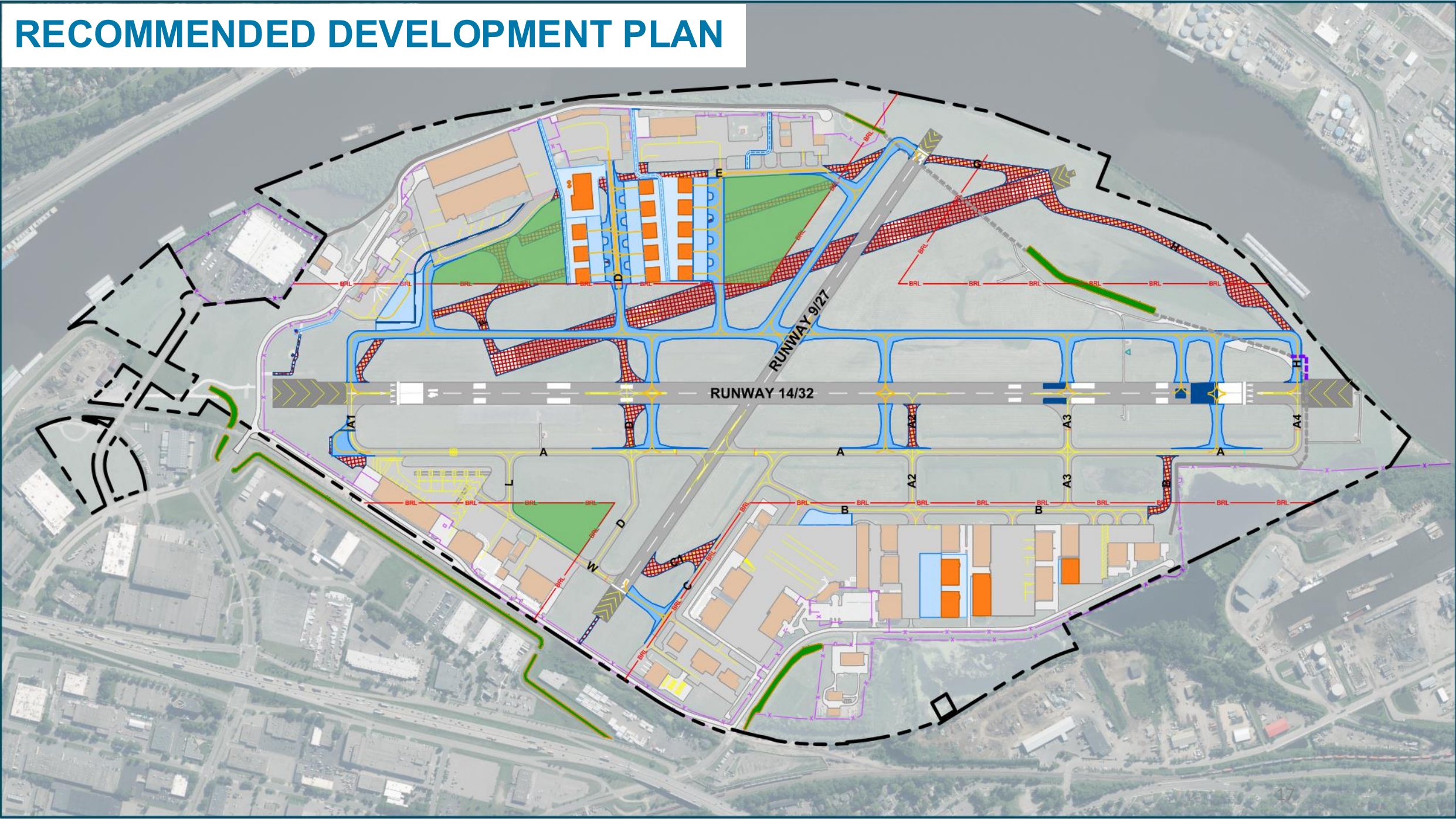
PREFERRED RUNWAY LAYOUT – DECOMMISSIONING OF RWY 13/31



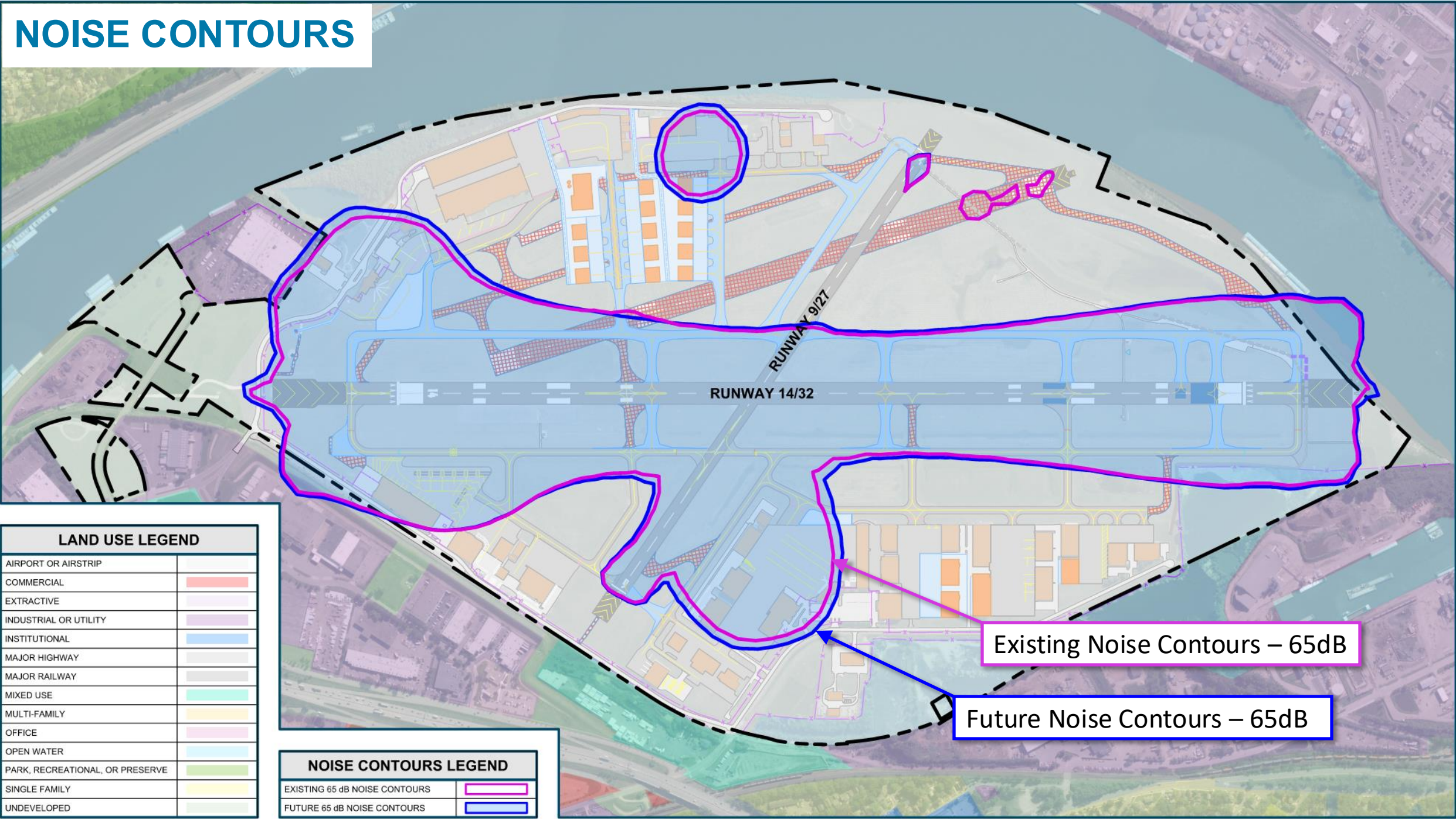
PREFERRED RUNWAY 14/32 EAST FULL PARALLEL TAXIWAY SYSTEM



RECOMMENDED DEVELOPMENT PLAN



NOISE CONTOURS



LAND USE LEGEND	
AIRPORT OR AIRSTRIP	
COMMERCIAL	
EXTRACTIVE	
INDUSTRIAL OR UTILITY	
INSTITUTIONAL	
MAJOR HIGHWAY	
MAJOR RAILWAY	
MIXED USE	
MULTI-FAMILY	
OFFICE	
OPEN WATER	
PARK, RECREATIONAL, OR PRESERVE	
SINGLE FAMILY	
UNDEVELOPED	

NOISE CONTOURS LEGEND	
EXISTING 65 dB NOISE CONTOURS	
FUTURE 65 dB NOISE CONTOURS	



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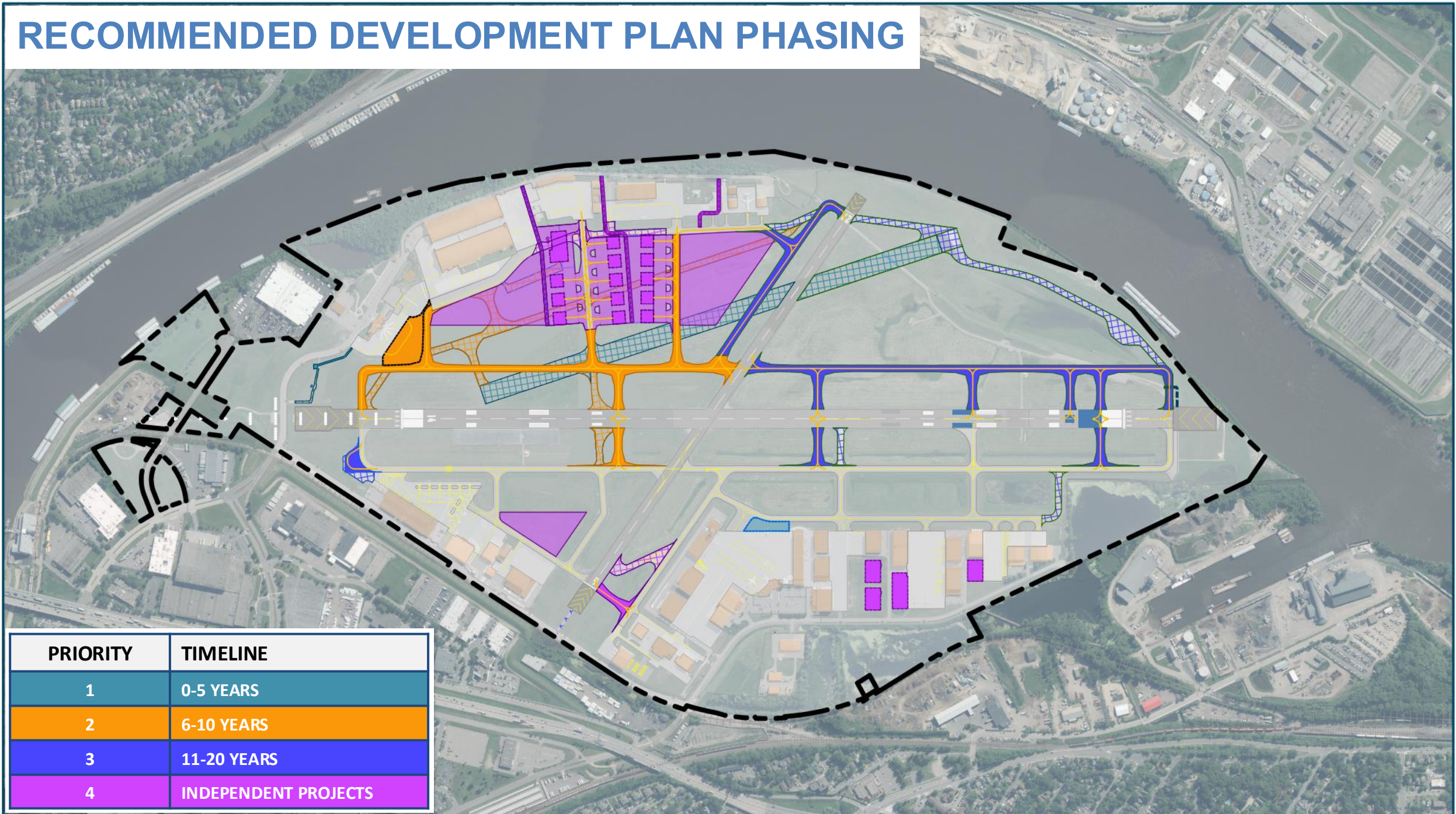


Project Implementation and Next Steps

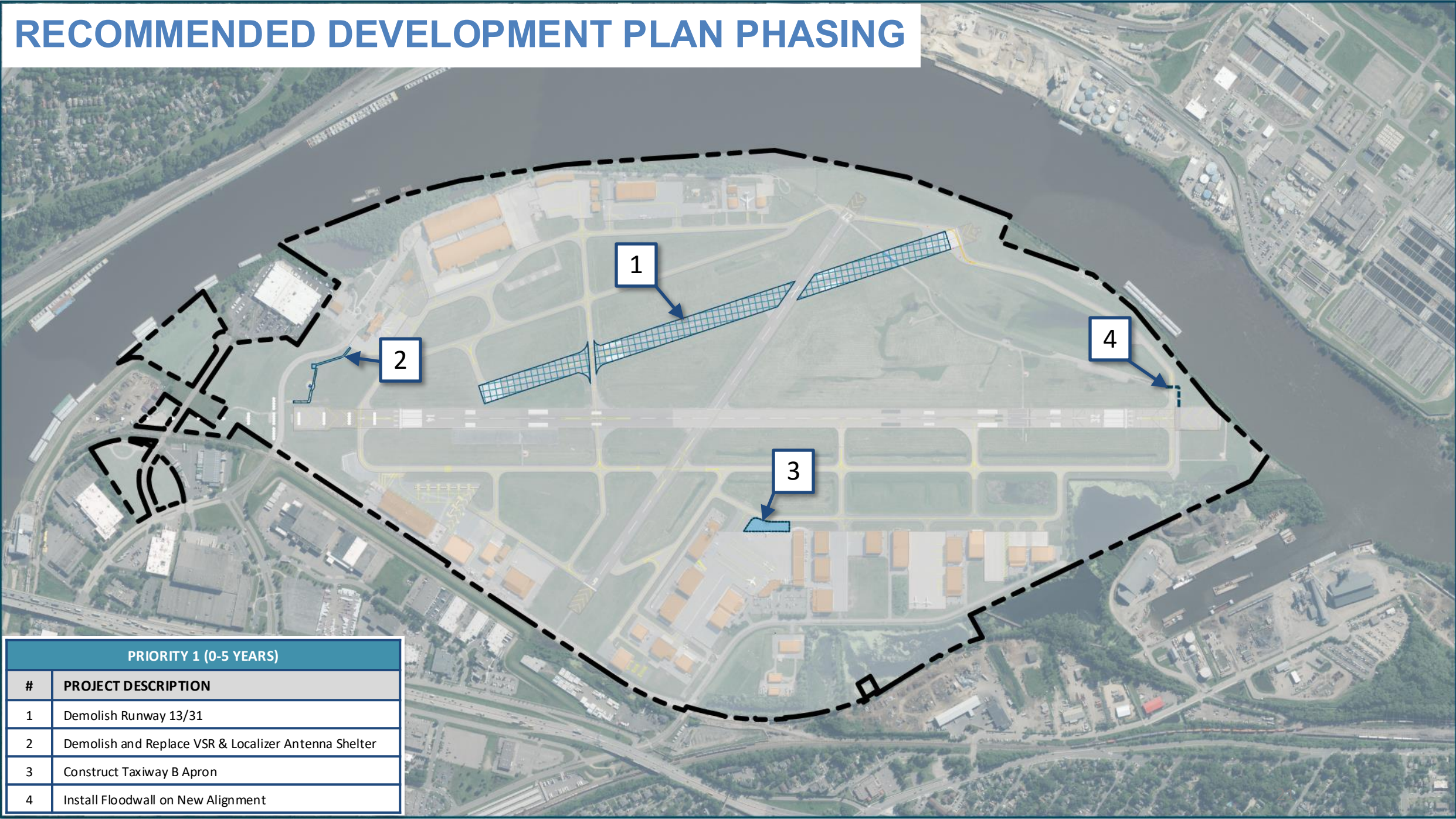


Feedback / Q&A

RECOMMENDED DEVELOPMENT PLAN PHASING

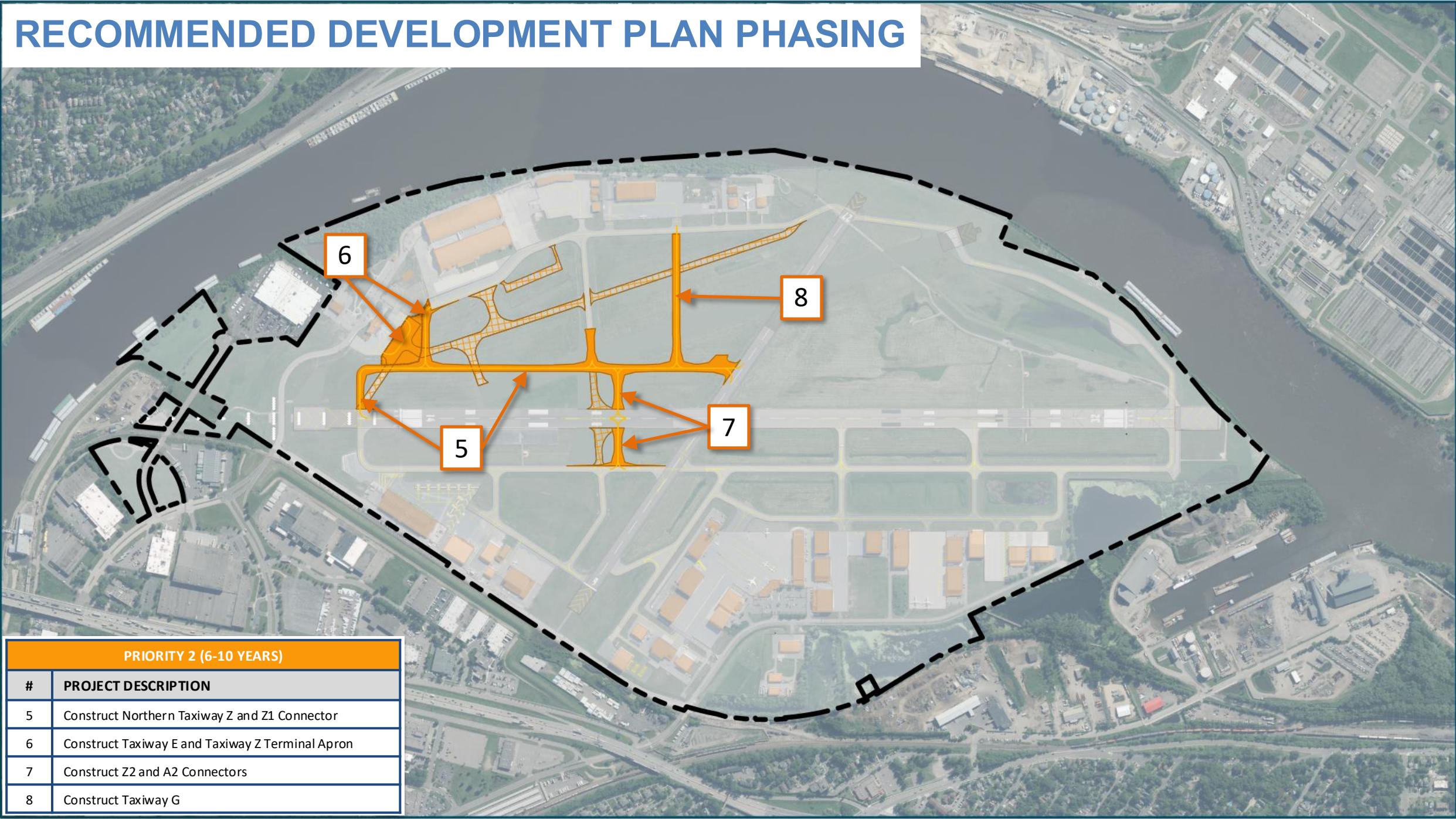


RECOMMENDED DEVELOPMENT PLAN PHASING



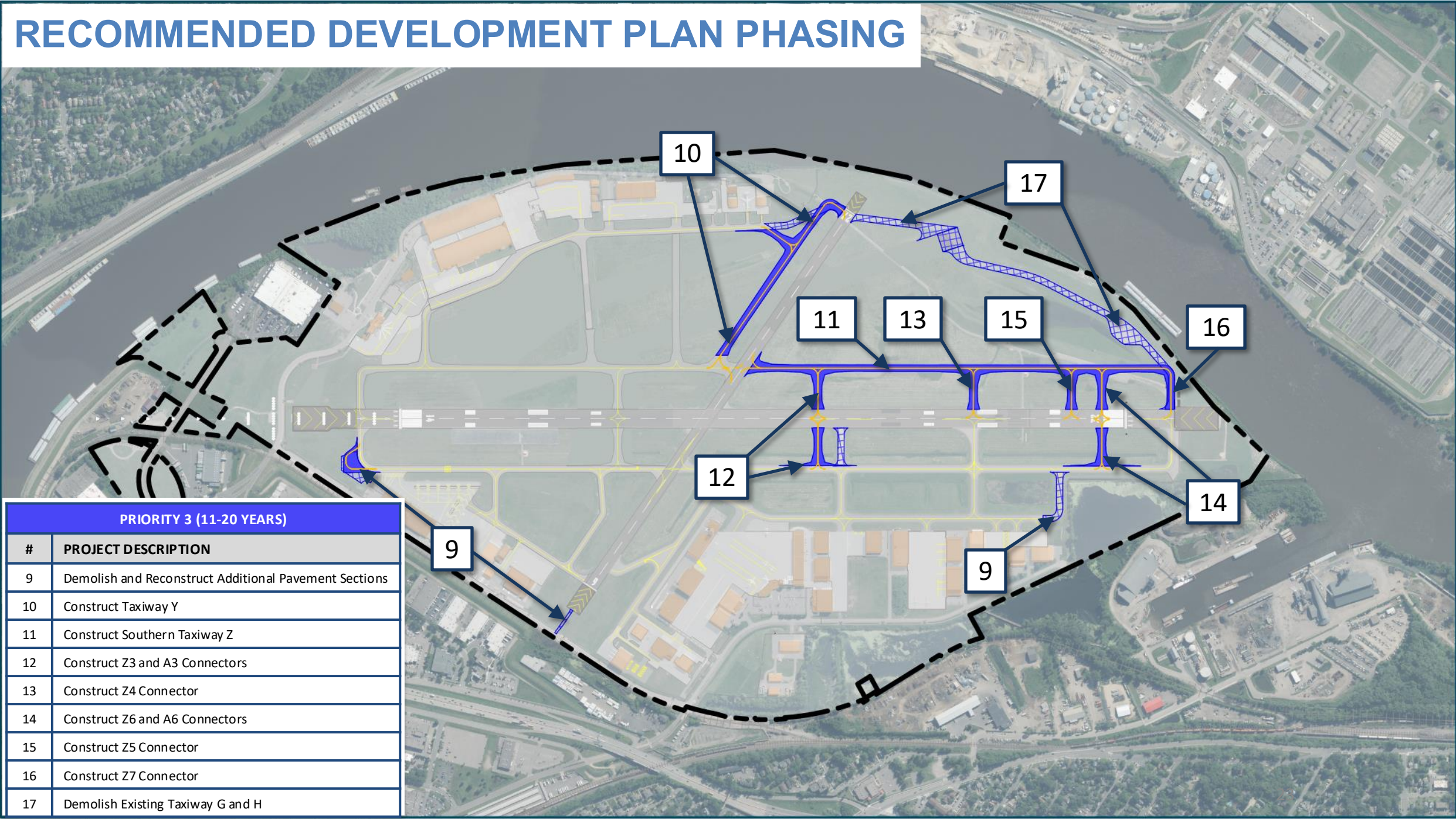
PRIORITY 1 (0-5 YEARS)	
#	PROJECT DESCRIPTION
1	Demolish Runway 13/31
2	Demolish and Replace VSR & Localizer Antenna Shelter
3	Construct Taxiway B Apron
4	Install Floodwall on New Alignment

RECOMMENDED DEVELOPMENT PLAN PHASING



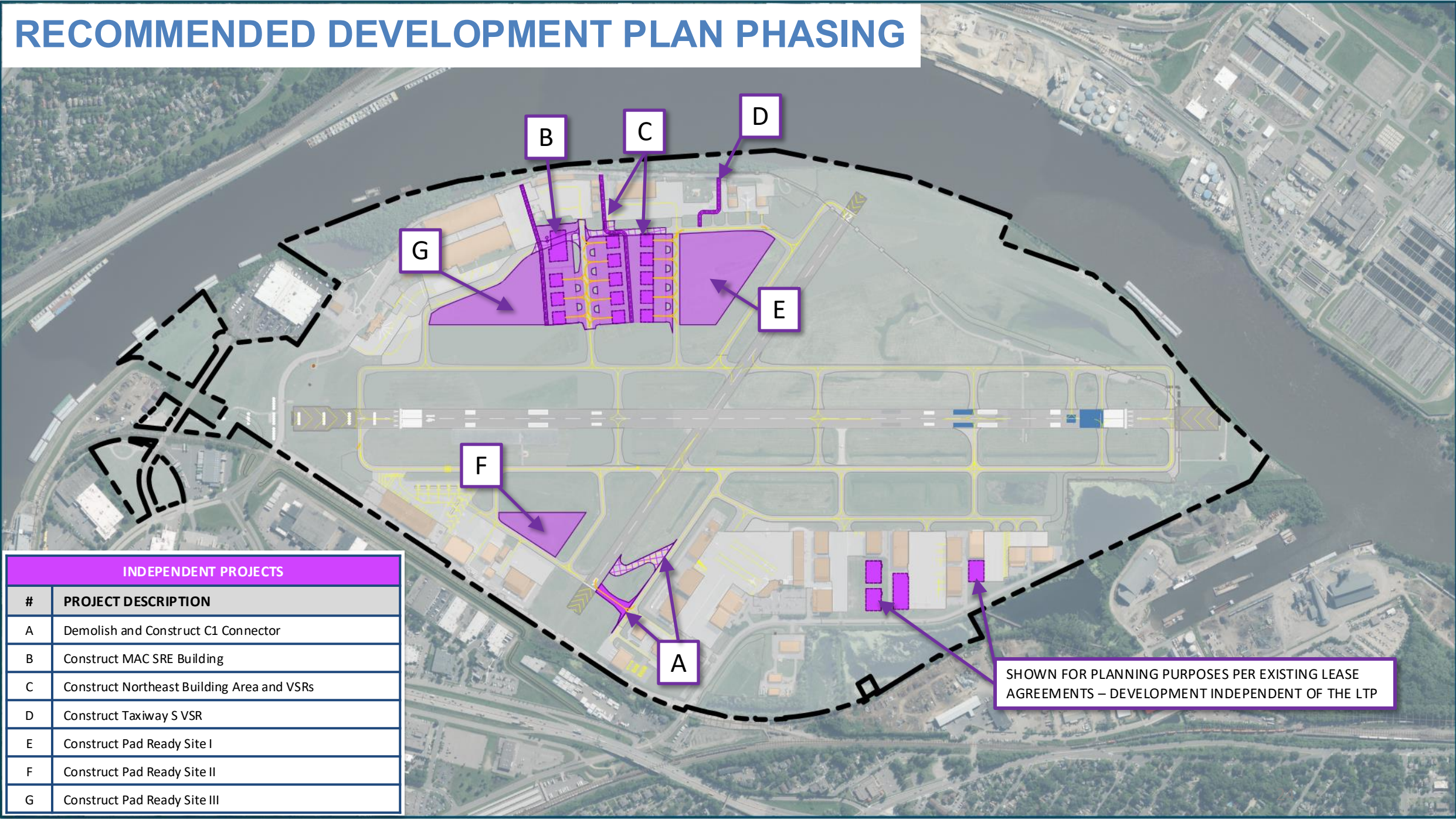
PRIORITY 2 (6-10 YEARS)	
#	PROJECT DESCRIPTION
5	Construct Northern Taxiway Z and Z1 Connector
6	Construct Taxiway E and Taxiway Z Terminal Apron
7	Construct Z2 and A2 Connectors
8	Construct Taxiway G

RECOMMENDED DEVELOPMENT PLAN PHASING



PRIORITY 3 (11-20 YEARS)	
#	PROJECT DESCRIPTION
9	Demolish and Reconstruct Additional Pavement Sections
10	Construct Taxiway Y
11	Construct Southern Taxiway Z
12	Construct Z3 and A3 Connectors
13	Construct Z4 Connector
14	Construct Z6 and A6 Connectors
15	Construct Z5 Connector
16	Construct Z7 Connector
17	Demolish Existing Taxiway G and H

RECOMMENDED DEVELOPMENT PLAN PHASING



INDEPENDENT PROJECTS	
#	PROJECT DESCRIPTION
A	Demolish and Construct C1 Connector
B	Construct MAC SRE Building
C	Construct Northeast Building Area and VSRs
D	Construct Taxiway S VSR
E	Construct Pad Ready Site I
F	Construct Pad Ready Site II
G	Construct Pad Ready Site III



ROUGH ORDER OF MAGNITUDE (ROM) COST ESTIMATES

Totals By Phase

- **Priority 1 (0-5 Years):**
\$8,201,300
- **Priority 2 (6-10 Years):**
\$22,720,400
- **Priority 3 (11-20 Years):**
\$23,171,400
- **Independent Projects:**
\$49,538,200

Project No.	Description	Cost
Priority 1 Projects (0-5 Years)		
CIP #1	Demolish Runway 13/31	\$4,182,000
CIP #2	Demolish & Replace VSR & DME	\$862,900
CIP #3	Construct Taxiway B Apron	\$1,315,800
CIP #4	Install Floodwall on New Alignment	\$1,840,600
Priority 2 Projects (5-10 Years)		
CIP #5	Construct Northern Taxiway Z and Z1 Connector	\$12,139,700
CIP #6	Construct Taxiway E	\$1,895,500
CIP #7	Construct Taxiway A2 and Z2 Connectors	\$2,261,800
CIP #8	Construct Taxiway G	\$2,819,600
CIP #9	Construct Taxiway Z Terminal Apron	\$3,603,800
Priority 3 Projects (10-20 Years)		
CIP #10	Demolish Additional Pavement Sections	\$243,500
CIP #11	Construct Taxiway Y	\$6,060,400
CIP #12	Construct Southern Taxiway Z	\$9,476,600
CIP #13	Construct Taxiway A3 and Z3 Connectors	\$2,044,400
CIP #14	Construct Taxiway Z4 Connector	\$830,900
CIP #15	Construct Taxiway A6 and Z6 Connectors	\$1,979,300
CIP #16	Construct Taxiway Z5 Connector	\$848,900
CIP #17	Construct Taxiway Z7 Connector	\$828,000
CIP #18	Demolish Existing Taxiway G and H	\$859,400
Independent Projects		
A	Demolish and Construct Taxiway C1 Connector	\$1,227,500
B	Construct MAC SRE Building	\$37,617,600
C	Construct Northeast Building Area and VSRs	\$4,758,700
D	Construct Taxiway S VSR	\$972,400
E	Construct Pad Ready Site A	\$1,771,100
F	Construct Pad Ready Site B	\$1,108,900
G	Construct Pad Ready Site C	\$2,082,000



PROJECT IMPLEMENTATION NEXT STEPS

LTP Development



- MAC submits proposed projects to FAA via draft Airport Layout Plan (ALP)
- Comments addressed; changes made as required
- Metropolitan Council review
- MAC determines project funding available
- Each project will require its own approvals, justification, funding, environmental review, and design

Stakeholder Engagement



- Stakeholder Advisory Panel (SAP)
#3: Sept. 29, 2026
- Discover STP #3: *Nov. 4, 2026*
- *LTP Public Comment Period: October – November*

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QUESTIONS / COMMENTS

Please send additional questions and comments to:

LTP@mspmac.org



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THANK YOU!

