

CHAPTER FIVE

Recommended Development Plan

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5.0 Recommended Development Plan

This chapter presents the Recommended Development Plan for the Airport and outlines the included projects, implementation strategy, and planning-level costs. The chapter begins with an overview of the Recommended Development Plan, followed by a description of the project phasing, implementation, considerations, and rough order of magnitude (ROM) cost estimates. These elements provide a framework for guiding airport development over the 20-year planning horizon.

5.1. Preferred Development Plan Overview

The Recommended Development Plan represents the preferred path forward for accommodating the Airport's future operational, facility, and infrastructure needs. Developed through the alternatives evaluation process and informed by stakeholder input, the plan identifies a set of improvements intended to enhance Airport functionality, support future demand, and preserve flexibility for long-term growth.

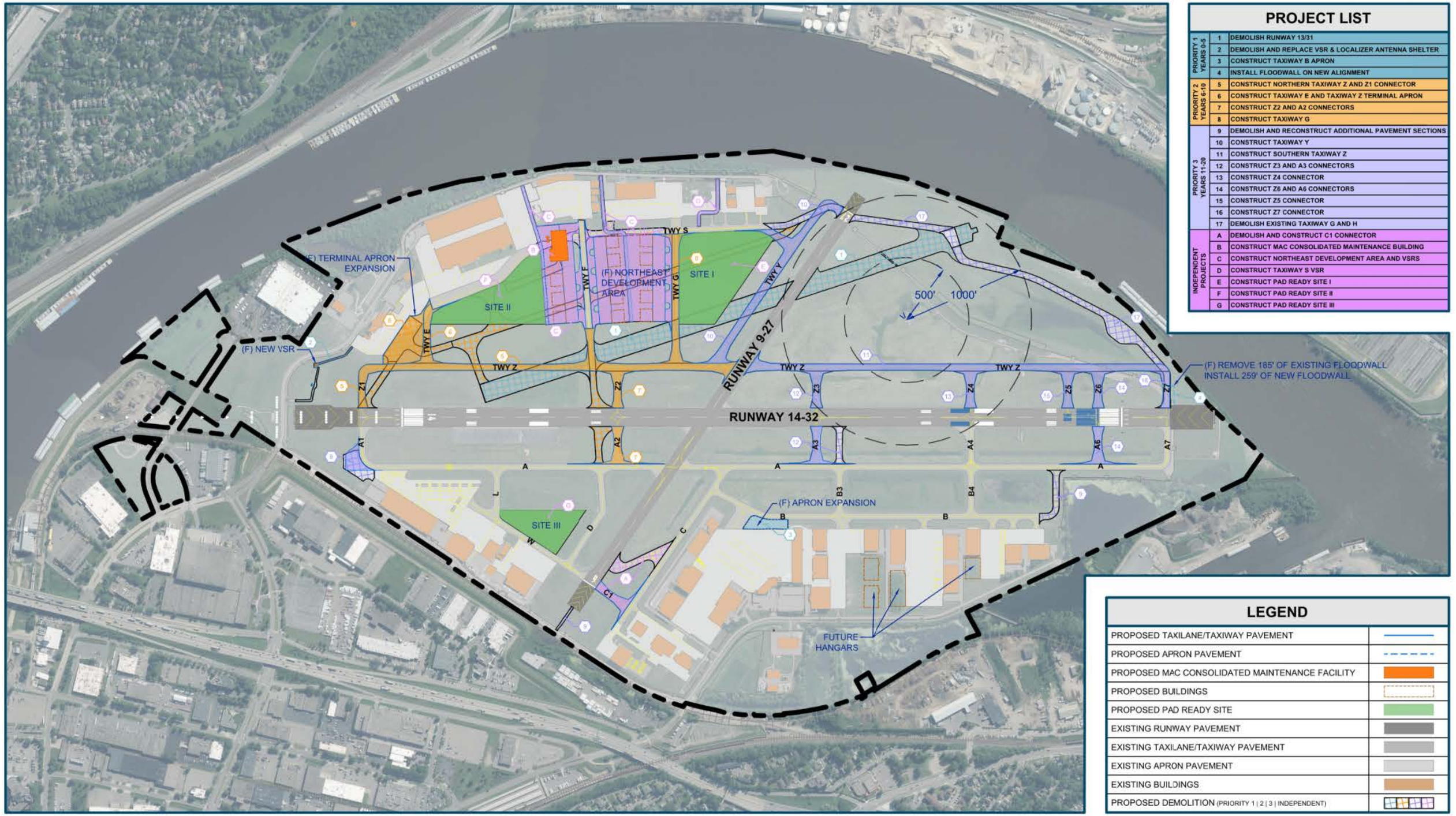
Key elements of the Recommended Development Plan include:

- Maintaining existing physical Runway 14/32 length during floodwall-down conditions.
- Removing Runway 13/31 and reconfiguring the airfield to improve operational efficiency.
- Developing a comprehensive taxiway network to enhance airfield connectivity and correct nonstandard geometry.
- Creating additional aviation development opportunities through proposed building areas for future hangar and aeronautical development.
- Identifying and reserving pad-ready sites to accommodate future Advanced Air Mobility (AAM) developments.

The Recommended Development Plan is illustrated in **Figure 5.1**, while **Table 5.1** identifies the individual projects that comprise the plan and their anticipated implementation timelines. As shown in the project phasing figures and tables, project priorities are based on the criteria described in Section 5.2.

It is important to note that the Long-Term Plan (LTP) is a high-level planning document intended to provide a roadmap for future developments only. Adoption of the LTP represents only the first step in the project implementation process. Proposed projects must be conditionally approved on the Airport Layout Plan (ALP) and undergo the appropriate environmental review and approval processes prior to design and construction. In addition, projects requiring Modification of Standards (MOS) will require further coordination and approval before environmental review can proceed.

Following the necessary approvals, projects will compete for funding through FAA and/or State grant programs. To be competitive for funding, projects must be supported by well-documented justification. Once funding is secured, final engineering and design will be completed before construction can begin.



PROJECT LIST

PRIORITY 1 YEARS 0-5	1	DEMOLISH RUNWAY 13/31
	2	DEMOLISH AND REPLACE VSR & LOCALIZER ANTENNA SHELTER
	3	CONSTRUCT TAXIWAY B APRON
	4	INSTALL FLOODWALL ON NEW ALIGNMENT
PRIORITY 2 YEARS 5-10	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
PRIORITY 3 YEARS 11-20	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
INDEPENDENT PROJECTS	A	DEMOLISH AND CONSTRUCT C1 CONNECTOR
	B	CONSTRUCT MAC CONSOLIDATED MAINTENANCE BUILDING
	C	CONSTRUCT NORTHEAST DEVELOPMENT 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

LEGEND

PROPOSED TAXILANE/TAXIWAY PAVEMENT	
PROPOSED APRON PAVEMENT	
PROPOSED MAC CONSOLIDATED MAINTENANCE FACILITY	
PROPOSED BUILDINGS	
PROPOSED PAD READY SITE	
EXISTING RUNWAY PAVEMENT	
EXISTING TAXILANE/TAXIWAY PAVEMENT	
EXISTING APRON PAVEMENT	
EXISTING BUILDINGS	
PROPOSED DEMOLITION (PRIORITY 1 | 2 | 3 | INDEPENDENT)	

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SAINT PAUL DOWNTOWN AIRPORT
2045 LONG-TERM PLAN (LTP) UPDATE

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SCALE (in ft.)

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FIGURE 5.1 OCTOBER 2026

RECOMMENDED DEVELOPMENT PLAN

Table 5.1 - Preferred Alternative Projects

Project No.	Description	Key Driver
Priority 1 Projects (0-5 Years)		
CIP #1	Demolish Runway 13/31	Enabling Future Pad-Ready Site Developments
CIP #2	Demolish and Replace VSR and Localizer Antenna Shelter	NAVAIDs Upgrade
CIP #3	Construct Taxiway B Apron	Aeronautical Development
CIP #4	Install Floodwall on New Alignment	Airfield Safety, Operational Flexibility During Mississippi River High-Water Events
Priority 2 Projects (6-10 Years)		
CIP #5	Construct Northern Taxiway Z and Z1 Connector	Airfield Safety
CIP #6	Construct Taxiway E and Taxiway Z Terminal Apron	Airfield Safety and Aeronautical Development
CIP #7	Construct Taxiway Z2 and A2 Connectors	Airfield Safety
CIP #8	Construct Taxiway G	Aeronautical Development
Priority 3 Projects (11-20 Years)		
CIP #9	Demolish and Reconstruct Additional Pavement Sections	Airfield Safety
CIP #10	Construct Taxiway Y	Airfield Safety
CIP #11	Construct Southern Taxiway Z	Aeronautical Development
CIP #12	Construct Taxiway Z3 and A3 Connectors	FAA Compliance
CIP #13	Construct Taxiway Z4 Connector	Aeronautical Development
CIP #14	Construct Taxiway Z6 and A6 Connectors	Aeronautical Development
CIP #15	Construct Taxiway Z5 Connector	Aeronautical Development
CIP #16	Construct Taxiway Z7 Connector	Aeronautical Development
CIP #17	Demolish Existing Taxiway G and H	FAA Compliance, Enabling Other Priority 3 Projects
Independent Projects		
A	Demolish and Construct Taxiway C1 Connector	Airfield Safety
B	Construct MAC Consolidated Maintenance Facility	Airport Operations
C	Construct Northeast Development Area and VSRs	Aeronautical Development
D	Construct Taxiway S VSR	Airport Operations
E	Construct Pad Ready Site I	Aeronautical Development
F	Construct Pad Ready Site II	Aeronautical Development
G	Construct Pad Ready Site III	Aeronautical Development

Notes:
CIP project numbers were developed for planning purposes based on the recommended phasing and sequencing of projects and may not be consistent with the Airport's established CIP project numbers.

Sources:
Kimley-Horn, 2026.

5.2. Project Phasing

The project phasing plan shown in Figures 5.2 through 5.5 was developed to prioritize the Airport's most critical airfield needs while recognizing project dependencies and implementation requirements. Projects were assigned to Priority 1 (0-5 years), Priority 2 (6-10 years), and Priority 3 (11-20 years) based on their urgency, operational benefit, and dependency on other projects. Projects identified as "Independent Projects" can be implemented as opportunities arise, as they are not dependent on the completion of other projects.

5.2.1. Priority 1

Priority 1 includes the highest priority projects, which enable critical improvements in later phases while supporting Airport operations throughout implementation, including during airfield closures associated with future projects. The demolition of Runway 13/31 creates space for future development, including the construction of new parallel taxiways serving Runways 14/32 and 9/27 in Priority 2. Priority 1 also focuses on maximizing the available length of Runway 14/32 during flood conditions when the floodwall is deployed. Recommended improvements include minor modifications to the floodwall alignment and upgrades to associated navigational aid (NAVAID) infrastructure. The Priority 1 projects are illustrated in **Figure 5.2**.

5.2.2. Priority 2

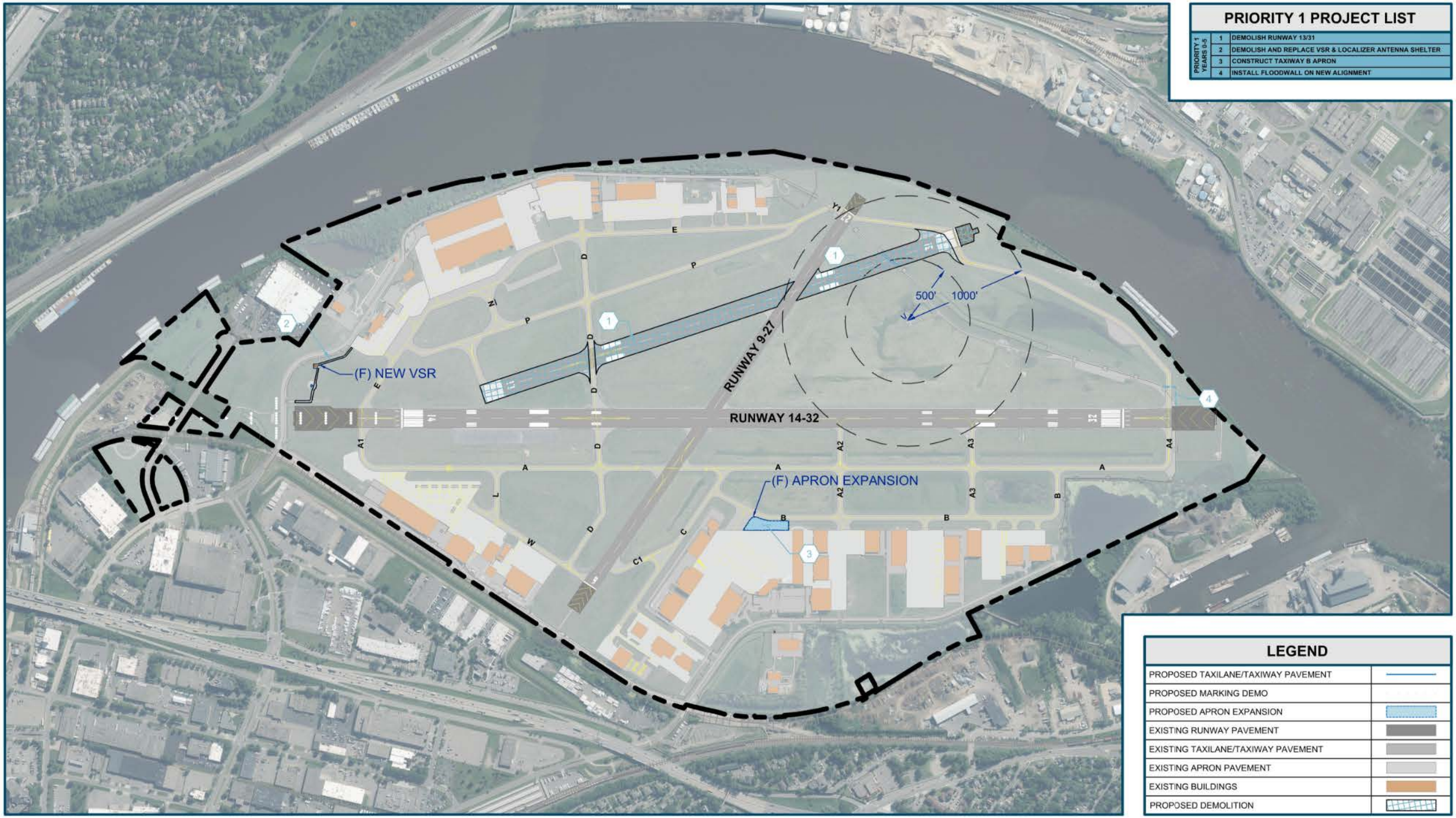
Priority 2 projects focus primarily on continued airfield safety improvements and the construction of the new parallel taxiway to Runway 14/32 (Taxiway Z). Completion of Taxiway Z and connector Taxiway Z1 will improve aircraft circulation and connectivity throughout the Airport. Once these improvements are in place, the portion of Taxiway E located in front of the terminal apron can be realigned to eliminate the nonstandard acute-angle entrance to Runway 14. The terminal apron can then be expanded to accommodate additional aircraft parking. **Figure 5.3** depicts all projects that are part of Priority 2.

5.2.3. Priority 3

Priority 3 projects continue efforts to enhance the operational capacity and efficiency of Runways 14/32 and 9/27. Several new connector taxiways are proposed along the south side of Runway 14/32 to reduce runway occupancy times for arriving aircraft and improve overall airfield circulation. Following completion of Taxiway Z, the end-around taxiway connections associated with Taxiways G and H can be removed, allowing aircraft access between the south end of Runway 14/32 and Airport hangars during periods when the floodwall is deployed. All Priority 3 projects are presented in **Figure 5.4**.

5.2.4. Independent Projects

The Independent Projects shown in **Figure 5.5** provide meaningful benefits to Airport operations, tenant development, and revenue generation but are not required to support or enable other recommended improvements. Because these projects are largely independent of major airfield development efforts, they may be implemented opportunistically as funding becomes available, generally following completion of the most critical Priority 1 and Priority 2 projects.



PRIORITY 1 PROJECT LIST

PRIORITY 1 YEARS 0-5	1	DEMOLISH RUNWAY 13/31
	2	DEMOLISH AND REPLACE VSR & LOCALIZER ANTENNA SHELTER
	3	CONSTRUCT TAXIWAY B APRON
	4	INSTALL FLOODWALL ON NEW ALIGNMENT

LEGEND

PROPOSED TAXILANE/TAXIWAY PAVEMENT	
PROPOSED MARKING DEMO	
PROPOSED APRON EXPANSION	
EXISTING RUNWAY PAVEMENT	
EXISTING TAXILANE/TAXIWAY PAVEMENT	
EXISTING APRON PAVEMENT	
EXISTING BUILDINGS	
PROPOSED DEMOLITION	

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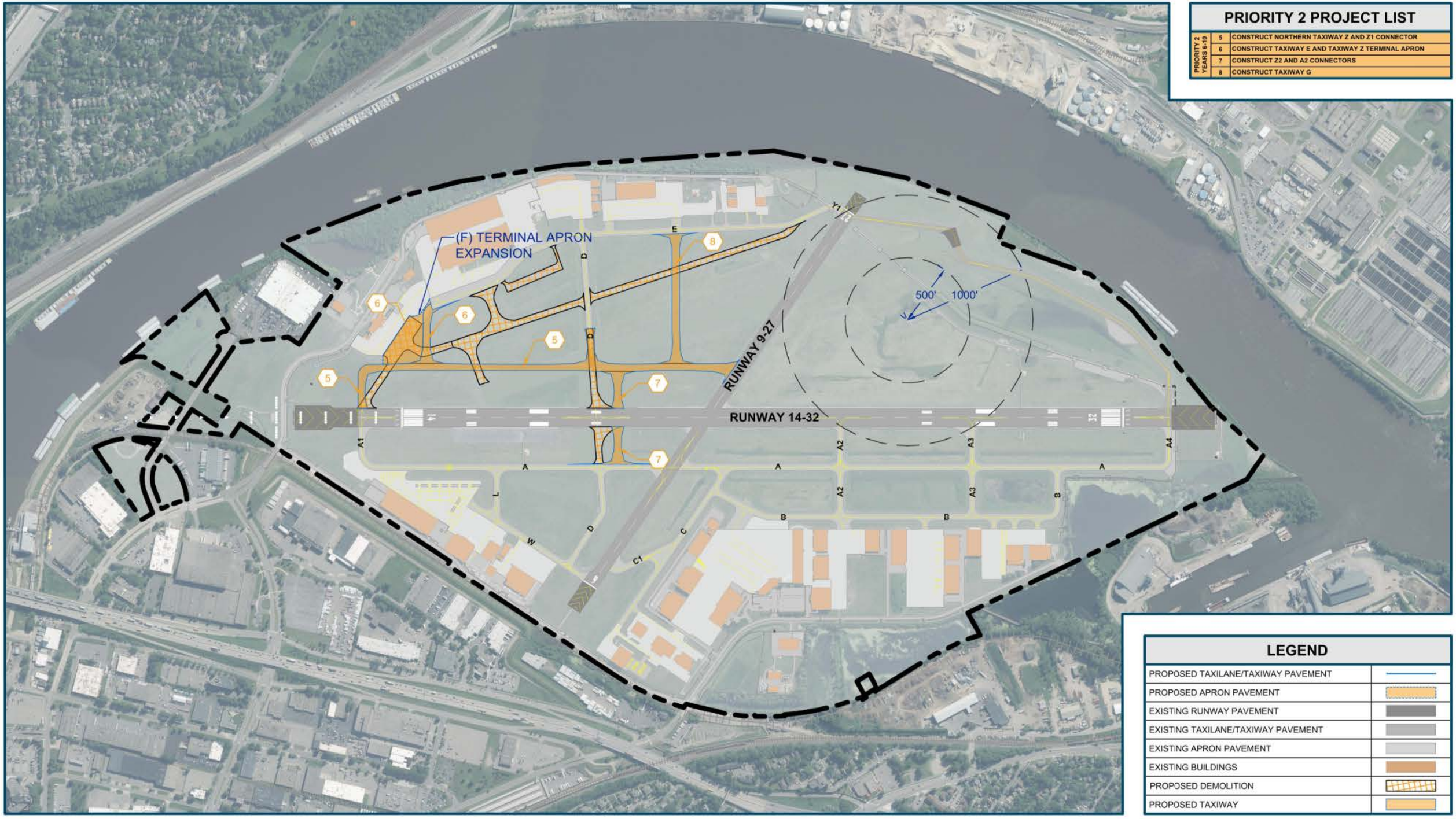
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FIGURE 5.2 OCTOBER 2026

RECOMMENDED DEVELOPMENT PLAN
PRIORITY 1

PRIORITY 2 PROJECT LIST

PRIORITY 2 YEARS 6-10	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



LEGEND

PROPOSED TAXILANE/TAXIWAY PAVEMENT	
PROPOSED APRON PAVEMENT	
EXISTING RUNWAY PAVEMENT	
EXISTING TAXILANE/TAXIWAY PAVEMENT	
EXISTING APRON PAVEMENT	
EXISTING BUILDINGS	
PROPOSED DEMOLITION	
PROPOSED TAXIWAY	

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2045 LONG-TERM PLAN (LTP) UPDATE

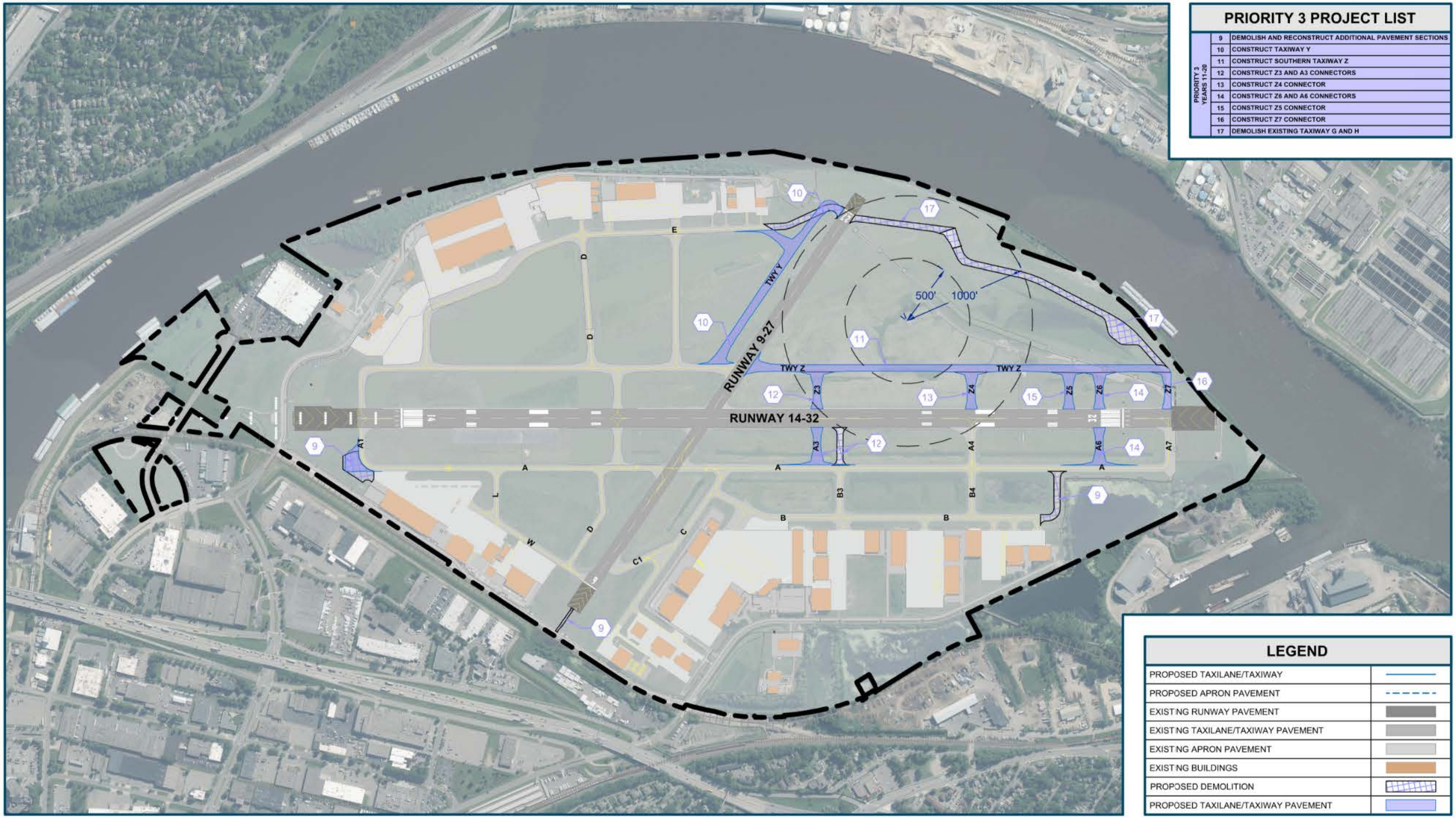
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FIGURE 5.3 OCTOBER 2026

RECOMMENDED DEVELOPMENT PLAN
PRIORITY 2



PRIORITY 3 PROJECT LIST

PRIORITY 3 YEARS 11-20	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

LEGEND

PROPOSED TAXILANE/TAXIWAY	
PROPOSED APRON PAVEMENT	
EXISTING RUNWAY PAVEMENT	
EXISTING TAXILANE/TAXIWAY PAVEMENT	
EXISTING APRON PAVEMENT	
EXISTING BUILDINGS	
PROPOSED DEMOLITION	
PROPOSED TAXILANE/TAXIWAY PAVEMENT	

STP

MAC

SAINT PAUL DOWNTOWN AIRPORT
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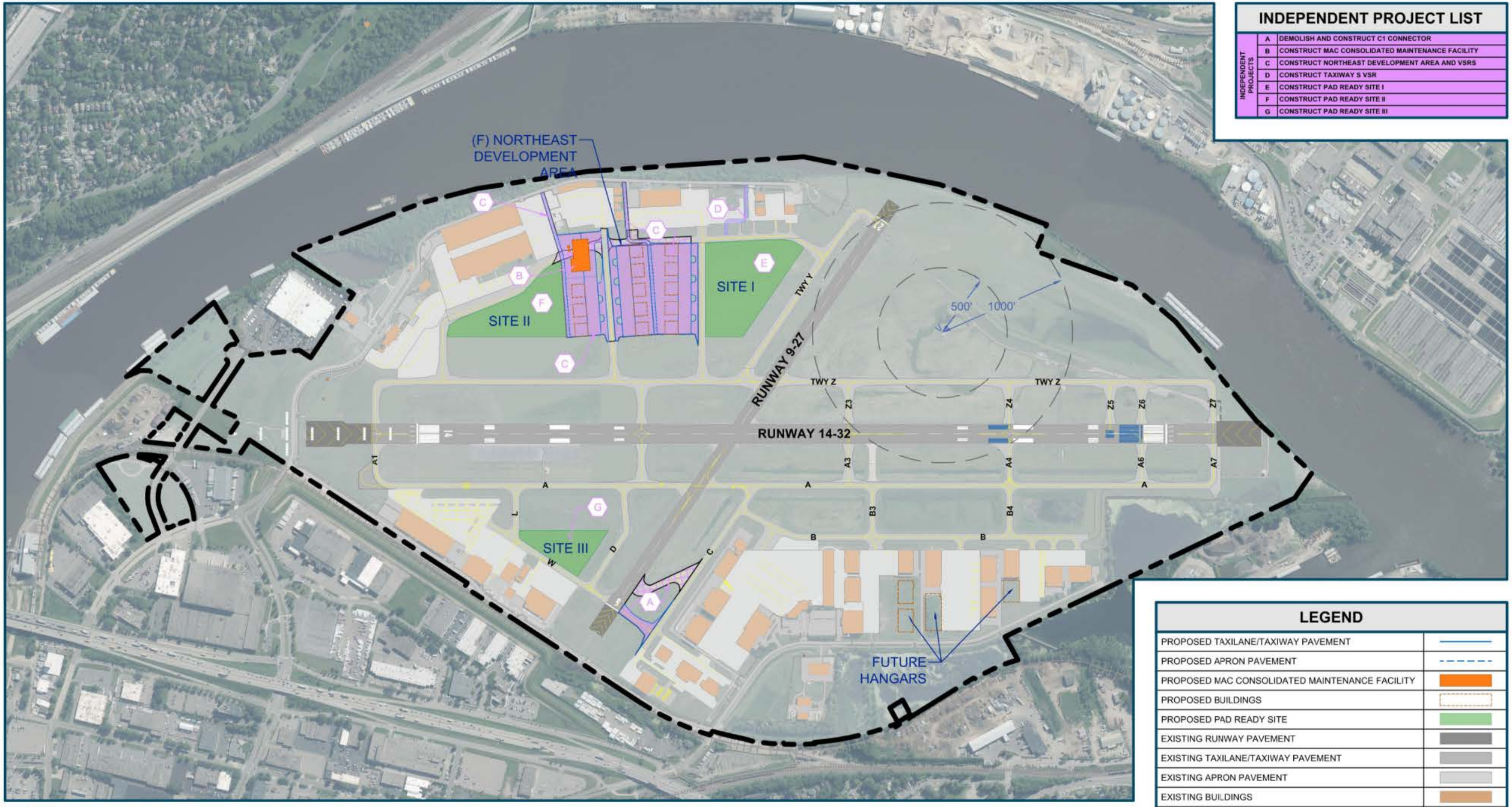
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FIGURE 5.4 OCTOBER 2026

RECOMMENDED DEVELOPMENT PLAN
PRIORITY 3

INDEPENDENT PROJECT LIST		
INDEPENDENT PROJECTS	A	DEMOLISH AND CONSTRUCT C1 CONNECTOR
	B	CONSTRUCT MAC CONSOLIDATED MAINTENANCE FACILITY
	C	CONSTRUCT NORTHEAST DEVELOPMENT 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



LEGEND	
PROPOSED TAXILANE/TAXIWAY PAVEMENT	
PROPOSED APRON PAVEMENT	
PROPOSED MAC CONSOLIDATED MAINTENANCE FACILITY	
PROPOSED BUILDINGS	
PROPOSED PAD READY SITE	
EXISTING RUNWAY PAVEMENT	
EXISTING TAXILANE/TAXIWAY PAVEMENT	
EXISTING APRON PAVEMENT	
EXISTING BUILDINGS	
PROPOSED PAVEMENT	
PROPOSED DEMOLITION	

NOTES:

- FUTURE SOUTHWEST HANGAR DEVELOPMENT IS DEPICTED FOR PLANNING PURPOSES BASED ON EXISTING LEASE AGREEMENTS AND IS INDEPENDENT OF THE LONG-TERM-PLAN (LTP)

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SAINT PAUL DOWNTOWN AIRPORT
2045 LONG-TERM PLAN (LTP) UPDATE

0 350 700 1400
SCALE (in ft.)

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FIGURE 5.5 OCTOBER 2026

RECOMMENDED DEVELOPMENT PLAN
INDEPENDENT PROJECTS

5.3. Cost Estimates

ROM costs were developed for each project within the Recommended Development Plan and grouped by implementation priority. Unit costs were based on comparable projects throughout the MAC system, similar general aviation airport projects in the Midwest region, and MnDOT 2025 average bid prices. The estimates are intended for planning purposes only and reflect a preliminary level of project definition. No cost escalation was applied, and contingencies were included with the planning-level nature of the estimates.

Earthwork quantities were estimated based on the proposed improvements and typical construction assumptions rather than detailed surface modeling. For estimating purposes, one foot of excavation and embankment was assumed under existing pavements to be removed, while four feet of excavation was assumed under new pavement being installed. The pavement section was assumed from the proposed taxiway section of the 2024 Runway 14/32 reconstruction plans. Hangar site development costs include associated site improvements, but do not include hangar building construction costs.

Table 5.2 presents the estimated cost of each recommended project and summarizes total costs by priority. Detailed cost estimate breakdowns for each project are provided in **Appendix B – Cost Estimates**.

Table 5.2 - Preferred Alternative Projects – ROM Cost Estimate Summary

Project No.	Description	Cost
Priority 1 Projects (0-5 Years)		
CIP #1	Demolish Runway 13/31	$4,508,550
CIP #2	Demolish and Replace VSR and Localizer Antenna Shelter	$862,900
CIP #3	Construct Taxiway B Apron	$1,375,000
CIP #4	Install Floodwall on New Alignment	$1,840,600
	Priority 1 Total	**$8,587,050.00**
Priority 2 Projects (5-10 Years)		
CIP #5	Construct Northern Taxiway Z and Z1 Connector	$11,316,400
CIP #6	Construct Taxiway E and Taxiway Z Terminal Apron	$5,682,700
CIP #7	Construct Taxiway A2 and Z2 Connectors	$2,503,800
CIP #8	Construct Taxiway G	$2,955,200
	Priority 2 Total	**$22,458,100.00**
Priority 3 Projects (10-20 Years)		
CIP #9	Demolish and Reconstruct Additional Pavement Sections	$1,006,900
CIP #10	Construct Taxiway Y	$6,447,800
CIP #11	Construct Southern Taxiway Z	$8,629,900
CIP #12	Construct Taxiway A3 and Z3 Connectors	$2,267,500
CIP #13	Construct Taxiway Z4 Connector	$1,050,650
CIP #14	Construct Taxiway A6 and Z6 Connectors	$2,187,250
CIP #15	Construct Taxiway Z5 Connector	$1,043,950
CIP #16	Construct Taxiway Z7 Connector	$828,000
CIP #17	Demolish Existing Taxiway G and H	$859,400
	Priority 3 Total	**$24,321,350.00**
Independent Projects		
A	Demolish and Construct Taxiway C1 Connector	$1,227,500
B	Construct MAC Consolidated Maintenance Facility	$37,617,600
C	Construct Northeast Development Area and VSRs	$4,758,700
D	Construct Taxiway S VSR	$972,400
E	Construct Pad Ready Site I	$1,771,100
F	Construct Pad Ready Site II	$2,082,000
G	Construct Pad Ready Site III	$1,108,900
	Independent Total	**$49,538,200.00**
	Total Cost Estimate	**$104,904,700.00**

Notes:

- *CIP project numbers were developed for planning purposes based on the recommended phasing and sequencing of projects and may not be consistent with the Airport's established CIP project numbers.*
- *Cost estimates presented are rough order of magnitude (ROM) planning estimates developed to support long-term planning and prioritization. Actual project costs will be refined during future design and implementation.*
- *ROM costs shown in this table are based on the cost estimate breakdowns in **Appendix B – Cost Estimates** and have been rounded to the nearest hundred.*

Sources:
Kimley-Horn, 2026.