



## Metropolitan Airports Commission

---

TO: Planning, Development and Environment Committee

FROM: Heather J. Leide, Director – Airport Development Project Initiation (612-726-8128)

SUBJECT: **2024-2030 Capital Improvement Program  
Program Approval**

DATE: November 29, 2023

---

### FOR ACTION

#### **Summary**

Each year, MAC staff prepares a seven-year Capital Improvement Program (CIP) for review and approval by the full commission. A preliminary version of the 2024-2030 CIP listing was provided in September. The final version attached to this memo reflects review and reconciliation by MAC staff and stakeholders.

The seven-year CIP includes projects for both the Minneapolis-St. Paul International Airport (MSP) and the six airports in the Reliever Airport System. Most projects in the attached project listing focus on the rehabilitation of airport infrastructure, existing assets, and terminal systems to ensure that the airport safety, security, and operations are not compromised.

#### **Fiscal Impact**

No Impact       Operating Budget       CIP       Other

The 2024-2026 CIP, with funding as shown in the memo from MAC Finance, totals \$2,031,907,800.00. The entire 2024-2030 CIP totals \$4,291,708,900.00. The projects shown in the years 2027-2030 are included for planning purposes, without request for authorization to incur expenses on those projects.

#### **Action Requested**

1. **Recommend that the full Commission adopt the 2024-2030 CIP and authorize staff to:**
  - a. **Prepare final plans and specifications and advertise for bids for the 2024 projects;**

- b. Conduct further studies, including necessary destructive demolition and repair, to refine the scopes and costs of the 2025 projects and to prepare plans and specifications for the 2025 projects;
  - c. Conduct further studies and develop “preliminary” plans and specifications for the 2026 projects;
  - d. Utilize consultants as necessary in accordance with MAC’s consultant use policies;
  - e. Prepare appropriate documents to apply for federal, state, and PFC funding;
  - f. Forward the Capital Improvement Program to the Metropolitan Council for their review; and
2. Authorize the Executive Director/CEO or his designee to execute the necessary documents.

### **Background**

Each year, MAC staff prepares a seven-year CIP for review and approval by the full commission.

The 2024-2030 CIP includes the following (attached to this memo):

- (a) Listing of projects by category with proposed year and cost for each; and
- (b) Project narratives, cost data, and illustrations for the projects listed in 2024.

### ***Prior Related Actions***

- (a) On September 18, 2023, the full Commission accepted the preliminary 2024-2030 CIP for purposes of conducting the affected municipalities review and the Assessment of Environmental Effects (AOEE) process.
- (b) On October 23, 2023, the full Commission approved a listing of Construction Project Labor Agreements for the 2024 Capital Improvement Program.
- (c) On November 6, 2023, a Public Hearing regarding the 2024-2030 Capital Improvement Program Assessment of Environmental Effects was held.

### ***Applicable Legal Authority***

- (a) MAC’s Bylaws, Minnesota Statutes Sec. 473.621, Subd. 6 and 7.

### **Analysis**

Concurrent with the 2024-2030 Capital Improvement Program (CIP) public review process, staff has further reviewed the justification, costs, timing, Commission input, and proposed funding of the projects listed in the preliminary 2024-2030 CIP brought forward to the Commission in September. The final 2024-2030 CIP seven-year spreadsheet, modified from the preliminary version as a result of this review and reconciliation, and the revised 2024 project narratives and graphics are attached for Commission approval.

Planned at MSP are major investments in the second phase of the Safety and Security Center, the vertical construction portion of the Concourse G Infill at Pods 2 and 3, and an expansion at the north end of Terminal 2. These three projects are pursuing sustainable design and construction certification through the LEED® green building program.

There are also notable dollars associated with the final phase of enhancements to the Terminal 1 arrivals and departures levels (continuing from previous years) via the Operational Improvements Program. This program provides benefit to the local travelers who utilize the check-in, baggage drop, baggage claim, and security-related passenger processing facilities. Origin and Destination (O&D) passengers now make up a growing majority of passengers using MSP.

In addition, the seven-year program includes needed pavement reconstruction and rehabilitation projects at the Reliever Airports, including the proposed runway changes at Airlake Airport as outlined in MAC's Long Term Comprehensive Plans for that facility.

Differences between this final program and the preliminary version from September are mainly due to design development and updated cost estimates that reflect construction industry trends. Timing and sequencing of several projects was adjusted to align with current FAA grant timelines. In addition, design fees to support the Terminal 2 South Expansion, which is a key project in the MSP Long Term Plan, are now included in the CIP.

Relative to the expenditure of funds, the Commission action request focuses on the first three years of the seven-year program; years 2027-2030 are provided as a glimpse into the future for planning purposes. The overall breakdown of CIP dollars in each project category for the 2024 projects and the 2024-2026 three-year funded projects follow in the Introduction section of the narrative attachment.