

Assessment of Environmental Effects (AOEE)

For the Preliminary 2027–2033
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

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.

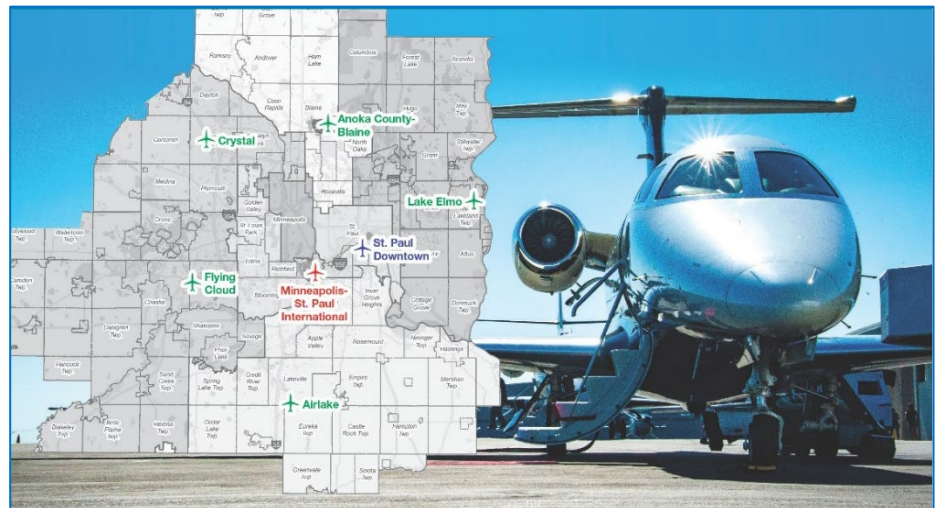
The organization is governed by a 15-member board. The MAC board establishes policies and ordinances and provides financial oversight, including approval of budgets and large expenditures.

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. MAC was recently notified that MSP Airport earned the top ranking among mega airports in the J.D. Powers 2026 North American Airport Satisfaction Study (an unprecedented third year in a row).

MAC continued providing exceptional airport experiences throughout 2025, in particular with the MSP Reserve program, allowing passengers to reserve a spot in line at our checkpoints at no cost; by enhancing MSP accessibility by adding talk-to-text capability in 24 gate hold areas and almost 208,000 square feet of hearing loop; and by debuting a new FLEX Lane at Terminal 1 that creates additional space for curbside drop-off and pick-up.

The Metropolitan Airports Commission (MAC) oversees coordinated air service throughout the Twin Cities Metropolitan Area through its system of seven airports, including the Minneapolis-St. Paul International Airport (MSP) and six reliever airports. The year 2025 marked a record year for international travel, both for routes and passengers, with 35 nonstop international destinations (including new routes to Rome and Copenhagen) and over 3.6 million international travelers. MSP welcomed 36.1 million total passengers, which represents a 2.9% decrease from 2024. The MAC general aviation airports saw a 3.9% increase in operations. The takeoff and landings at these Reliever Airports topped 387,300 operations, which is up from 372,600 in 2024.



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 construction 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 22, 2026, the MAC Commission adopted the Preliminary 2027–2033 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 2027 to 2033 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 Infill Project

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 (2027 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 2027 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 (2027–2033). 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 (2027) of the preliminary CIP. Appendix C includes a draft description for projects in years 2028 through 2033 that meet the above three conditions in Minnesota Statutes Section 473.614 for a mandatory EAW.



MSP Public Safety and Operations 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.



MSP Terminal 2 North Gate Expansion

Major improvements at MSP continue with the construction for the Terminal 2 North Gate Expansion project, the new public safety and operations center, and the Concourse G infill project, which will create gatehold space and provide new restrooms and moving walks. All three of these construction projects started in 2024 and are pursuing LEED certification.

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. Specific projects in the LTP that are currently listed somewhere in the Preliminary 2027-2033 CIP include: the west cargo development, the terminal 2 operational improvements, the Runway 30L deice pad relocation, and the T1 parking structure replacement. All of these projects are discussed in this section.

2.3 MSP PROJECTS REQUIRING PREPARATION OF AN ENVIRONMENTAL ASSESSMENT WORKSHEET

Of all the projects listed for the year 2027 at MSP, there is one listed in the Preliminary 2027-2033 CIP that meets the criteria in Minnesota Statutes Section 473.614 for the preparation of a mandatory EAW. There are projects in the outer years that are also identified for a mandatory EAW, shown in Table 2-1.

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

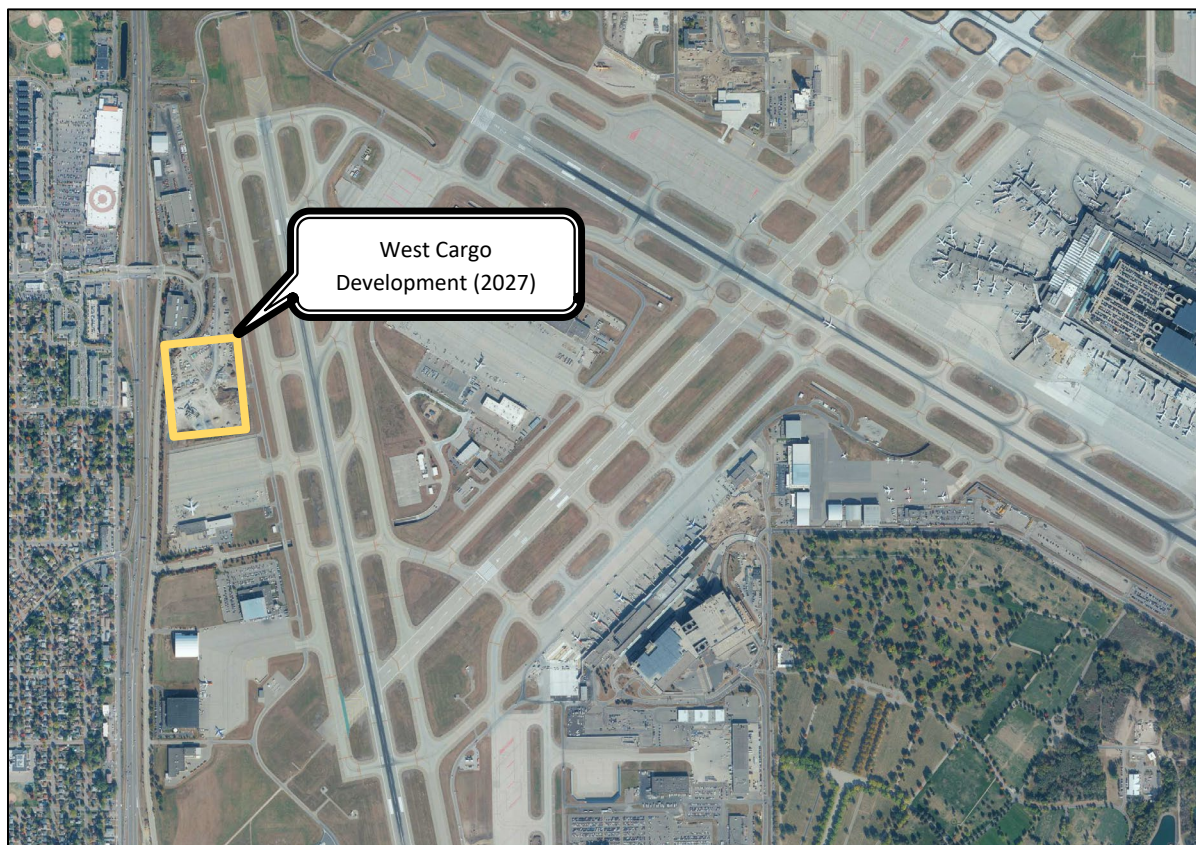
Project	CIP Year Proposed	EAW Status
West Cargo Development	2027*	Included in the 1996 Dual Track Federal EIS and State EIS; Updated EAW Required
T1 Boiler and Chiller Replacement and Energy Management Center Expansion	2028	EAW Required
Green/Gold Parking Ramp Replacement	2030	EAW Required

*Please see paragraph below.

MSP Campus

West Cargo Building

The MAC is currently planning to construct a new cargo building 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.



West Cargo Building Location

While the preliminary CIP lists \$60 million in 2027 for the West Cargo Building, MAC staff already knows the final CIP, to be presented in December 2026, will split the project into two separate contracts. The 2027 project will include the construction of the concrete apron area, which will likely utilize federal funding. A second project will be listed in 2028 for the actual building construction and vehicle parking. The required EAW for the second project in 2028 will be completed in 2027.

Other Campus Project Notes

There is a project line item in the preliminary CIP in later years 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.

Terminal 1

The preliminary program lists two programs that have EAW requirements: the Energy Management Center expansion, and the replacement parking in later years.

Boiler and Chiller Replacements and Energy Management Center Expansion

The preliminary CIP for 2027-2033 shows funding for the Terminal 1 Boiler and Chiller Replacement and Energy Management Center (EMC) Expansion program in 2027, 2028 and 2029. 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 first year of the program is dedicated to relocation of airside utilities and aircraft fueling system components. The elements do not meet the criteria for the preparation of an EAW. The 2028 portion of the project includes building expansion and other scope items for which an EAW will be completed. MAC plans to have that EAW completed in 2027.



Terminal 1 Projects Listed in Table 2-1

Gold/Green Parking Ramp Replacement

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.

While the parking structure demolition does not require an EAW, the replacement parking construction does meet the criteria of an EAW. Note that fewer public parking spaces are anticipated to be built back given other use demands within the existing parking footprint. MAC also envisions part of the project will involve the construction of a Federal Inspection Services (FIS) international passenger processes area. That construction also meets the criteria for an EAW. MAC is still determining whether the projects will be included in a joint EAW or separate documents.

Other T1 Project Notes

A multi-year project listed in 2028 and 2029, the Runway 30L Deicing Pad Expansion, is currently planned to have the same number of aircraft deicing positions as the current Runway 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.

Also of special note, there is a multi-year end-of-life project listed in the preliminary CIP in 2031 and 2033 for tram replacement at MSP. The scope for this project is not yet finalized. MAC will be reviewing alternatives for both the Hub Tram in the Ground Transportation area (which connects Terminal 1 to the Red/Blue/Silver parking ramps, rental cars, city bus and some shuttles) and the Concourse C tram (which runs on the exterior side of the concourse). Alternatives 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.

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 under construction. Upon completion of these projects, Terminal 2 will have a total of 18 gates.

MAC continues to plan for future expansion of Terminal 2 to a 27-gate facility, as was previously 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. As was the case last year and still the case for 2027, the preliminary CIP includes only limited design fees for the terminal and gate

expansion to the south. 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 2027.

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.

It should also be noted that, at this time in 2025, MAC was planning to move forward with a Terminal 2 Orange and Purple Parking Outriggers project. The project scope included building out cantilevers from existing parking structure floors to provide more parking spaces without impacting the entrance and exiting pathways. MAC has now decided that project is not necessary, and it has been eliminated from the 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.

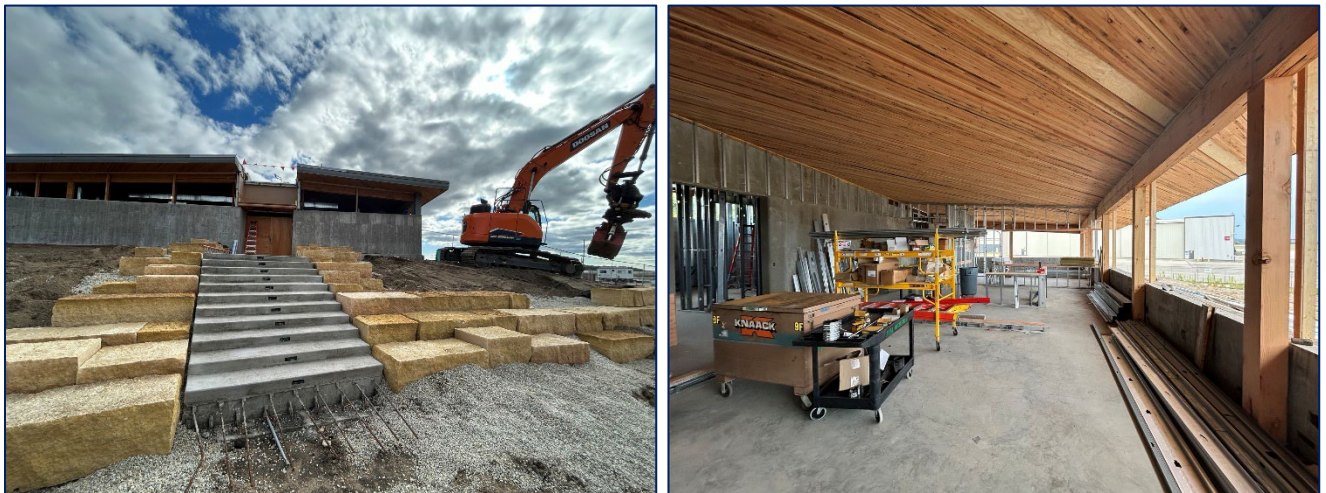
Although some of the MSP projects may have temporary impacts during construction, the MAC will use mitigation measures to minimize potential adverse effects such as noise, dust, and erosion. The environmental effects of construction are temporary, will be minimized using conventional mitigation measures 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 aircraft charter services, U.S. Customs service, two fixed-base operators with fueling, aircraft maintenance and aircraft storage, and the popular Holman's Table restaurant.

Annual takeoffs and landings decreased by 4% from 2024, with approximately 40,600 operations in 2025.

In 2025, MAC began construction on a new stand-alone Federal Inspection Services (FIS) building. The updated facility meets federal Customs and Border Protection (CBP) standards and will enhance the international flight opportunities at the airport. The building is scheduled to be open in 2027.



General Aviation FIS Facility Under Construction

In 2026, STP celebrated its milestone anniversary. For 100 years, STP has been a cornerstone of Minnesota's aviation history, launching commercial flights in the region, fueling the rise of Northwest Airways, supporting crucial World War II work, and evolving into a vital hub for business aviation and public safety. This centennial honors a century of innovation, service, and the people who shaped aviation in St. Paul.

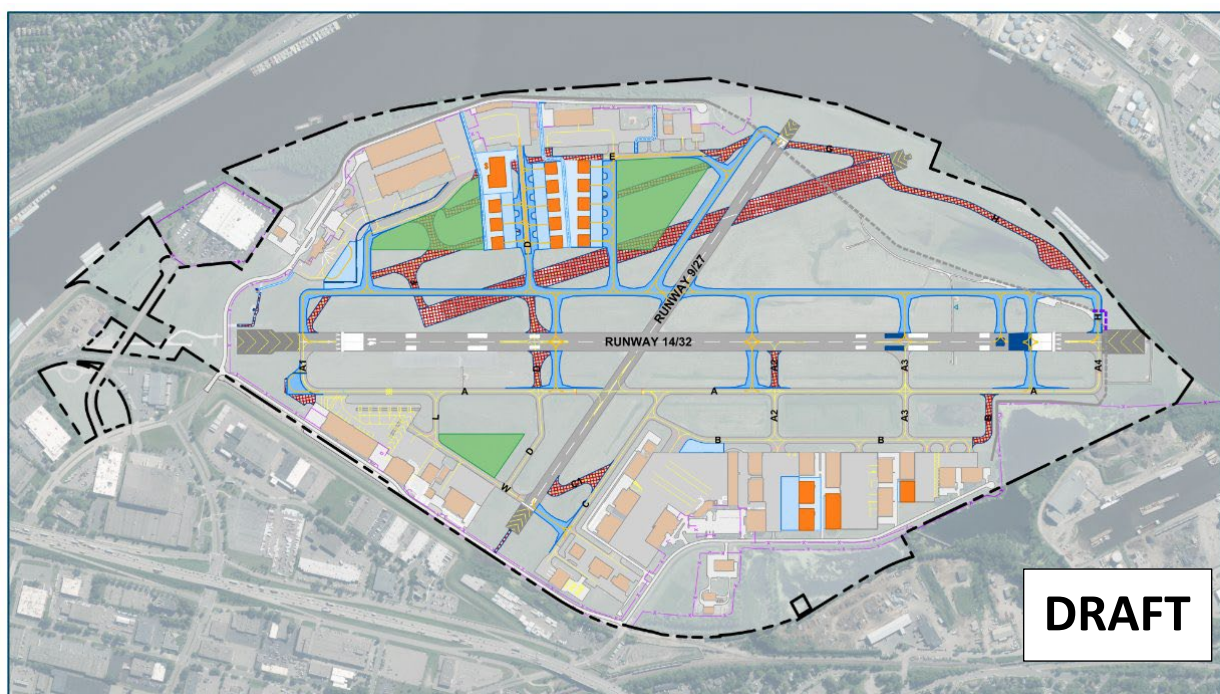
3.1 STP LONG-TERM PLAN STATUS

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. The STP 2045 LTP process began in 2024 with a comprehensive review of existing airfield facilities, as well as an aviation activity forecast analysis through 2045.

Upon completion of the airfield/facilities review and forecasting effort, staff developed potential concepts for airfield modifications that would address any identified facility concerns and meet the needs defined in the forecasts. Main items of focus in the document include airfield capacity and maintaining runway length, long term flood protection, and hangar/facility needs. In 2025 and 2026, preliminary concepts consisting of runway and hangar layouts were developed internally and reviewed with our external stakeholder groups.

MAC staff is currently planning the third Discover STP Event for November 2026. The LTP document is in draft form as of the publication of this AOEE document, and is posted for public comment. MAC plans to submit the LTP to the Metropolitan Council for review in early 2027.

The draft Preferred Alternative under review is shown below:



St. Paul Downtown Airport 2045 Recommended Development Plan

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 2027-2033 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 2027-2033 CIP include primarily pavement reconstruction projects and connections to MAC's lighting and equipment monitoring and control (IMACS) system. Larger projects in outer years include construction of a storage building and improvements to equipment spaces. Also, MAC is planning to replace the aircraft Engineered Material Arresting System (EMAS) beds located at each end of Runway 14-32.

None of the proposed projects listed in the preliminary 2027-2033 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 Restaurant

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 the 10th busiest airport in Minnesota. The number of airport operations declined in 2025 by 6.8% to roughly 39,000 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. In 2026, MAC completed a full reconstruction of Runway 4-22 along with the modest extension of 254 feet, so Runway 4-22 now measures 2,750 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. With paving of the Runway 4-22 extension in 20206, all projects outlined in the LTP and subsequent EA/EAW are completed.

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.

4.3 21D PROJECTS REQUIRING PREPARATION OF AN ENVIRONMENTAL ASSESSMENT WORKSHEET

There are no projects in the 2027-2033 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, fencing, 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)

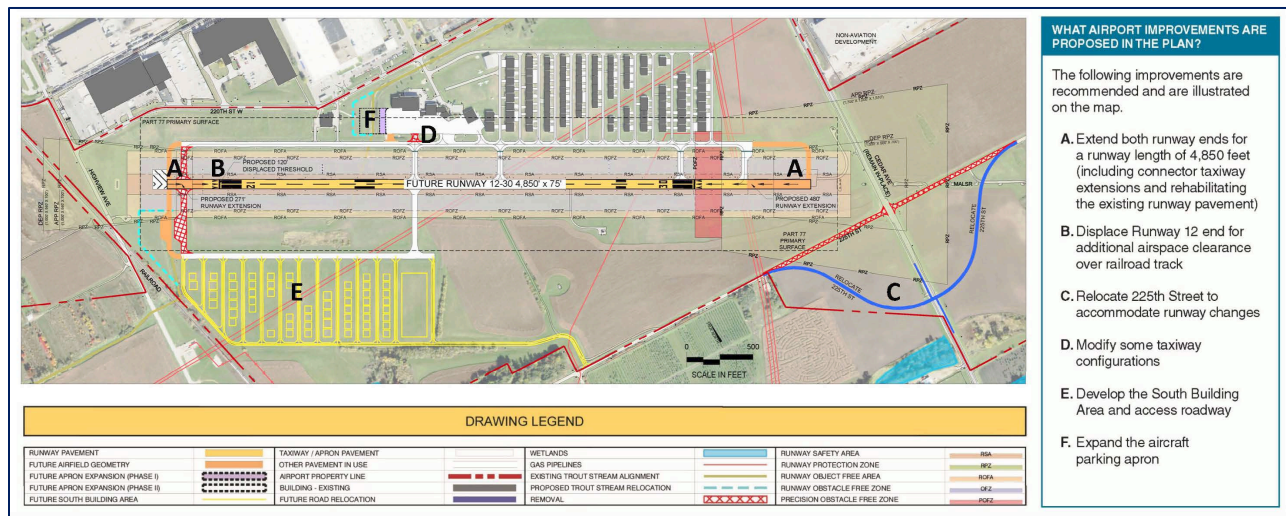
Situated adjacent to the south metro communities of Lakeville, Farmington, and Eureka Township, the Airlake Airport serves both business and recreational fliers. The existing precision approach instrument landing system offers training opportunities for pilots. The based aircraft population has been 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. Operations at Airlake held steady in 2025 at nearly 43,000 takeoffs and landings, a 0.7% increase from 2024.

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/taxilanes, access road and associated utilities, as well as an extension to Runway 12-30. Paving of three taxilanes and the south airport entrance road is complete, along with installation of sanitary sewer and water mains along those taxilanes, along with new utility services to the south building area.



Airlake Airport LTP and EA/EAW Preferred Alternative

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 in the capital plan for 2027. The MAC is actively working through both a federal Environmental Assessment (EA) and a state Environmental Assessment Worksheet (EAW). The combined draft document is complete and as of the publication of this AOEE report, has been posted for public review and comment. MAC staff will finalize the environmental review process in December 2026. The FAA final steps will follow shortly after that, in early 2027. Listing the projects in 2027 in the MAC CIP allows MAC staff to finalize design and bid them for construction. This is required for federal grant application purposes in 2027. The actual construction, however, will not occur until 2028, well past the completion date of the environmental review studies.

MAC completed 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 did not meet the criteria for completion of an EAW, however, MAC completed a discretionary EAW document. As the Responsible Governmental Unit (RGU) for the state EAW, MAC evaluated the potential environmental impacts and published the document for public review. Based on the documentation included in the EAW, MAC’s understanding of the project, MAC’s standards for construction, and the written correspondence received, the MAC Commission determined the project did not have the potential for significant environmental effects and adopted the findings in April 2026.

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 completion scheduled for the EAW in December 2026 and the federal EA in early 2027.

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

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

* Public bidding and federal grant application in 2027; Construction in 2028

5.4 LVN CUMULATIVE POTENTIAL ENVIRONMENTAL EFFECTS

Projects in 2027 at Airlake shown in the MAC 2027-2033 Preliminary CIP involve pavement reconstruction and airfield fencing/lighting along with the runway work discussed above. Projects in outer years consist primarily of pavement rehabilitation, build out of the remaining south hangar area taxilanes, and connection of lighting circuits to MAC’s monitoring and control system.

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.



Airlake Airport South Building Area

6.0 FLYING CLOUD AIRPORT (FCM)

Flying Cloud is the busiest general aviation airport in the MAC reliever system and continues to be the second busiest reliever airport in the state. Nearby corporations and businesses appreciate both the proximity to the Twin Cities and the airport's infrastructure, which help them safely and efficiently run their businesses. In 2025, the airport experienced more than 150,600 operations, which is a 13% increase from 2024.

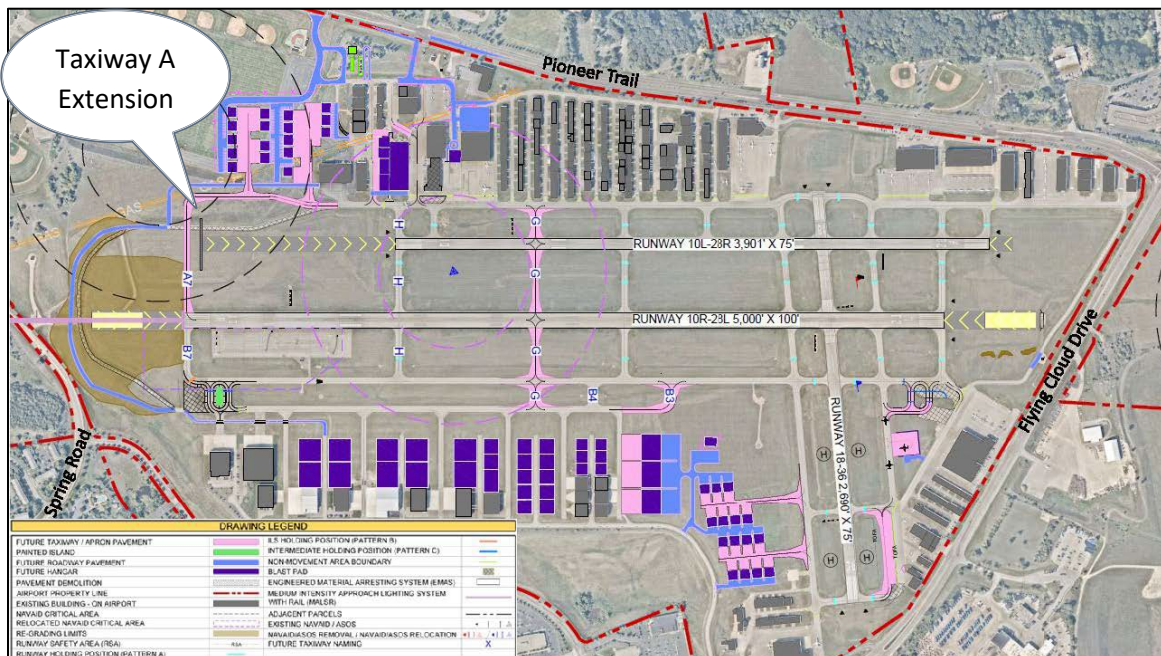
6.1 FCM LONG-TERM PLAN STATUS

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 is analyzing the proposed projects for timing and the appropriate level of environmental review. MAC will need to complete a state Environmental Assessment Worksheet (EAW) for the proposed taxiway extension along with any required federal environmental review for both the taxiway extension and the EMAS beds. In the preliminary 2027-2033 CIP, these projects are shown in 2029.



Flying Cloud Airport LTP Preferred Alternative

6.3 FCM PROJECTS REQUIRING PREPARATION OF AN ENVIRONMENTAL ASSESSMENT WORKSHEET

One project in the 2027-2033 Preliminary CIP at FCM meets the criteria defined in Minnesota Statutes Section 473.614. The Taxiway A Extension explicitly meets the state criteria. Two other companion projects also listed in 2029 include the reconstruction of the existing runway with no changes to runway length or pavement strength, and the installation of two EMAS beds. The installation of the EMAS beds is considered an enhancement to the existing runway safety area which does not change flight patterns, aircraft use types, and therefore does not meet the threshold in Minnesota Statutes Section 473.614 for an EAW.

Table 6-1
Flying Cloud Projects in the CIP that Require a Mandatory EAW

Project	CIP Year Proposed	EAW Status
Taxiway A Extension	2029	EAW Required

6.4 FCM CUMULATIVE POTENTIAL ENVIRONMENTAL EFFECTS

In the 2027-2033 Preliminary CIP, the remaining projects proposed at Flying Cloud do not include any major improvements. Projects specifically listed in 2027 include pavement rehabilitation, fencing/gate replacements, 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 thriving flight school, a nationally recognized airport parts and maintenance facility, and a prominent propeller repair and overhaul facility. The airport has the only turf runway within the metropolitan area. The airport saw significant growth in 2025 with more than 46,000 takeoffs and landings, nearly a 12% increase over 2024.

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 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 2027-2033 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 2027-2033 CIP at the Crystal Airport do not include any major improvements. Instead, they 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 declined by 9% in 2025 compared to 2024, with roughly 65,000 takeoffs and landings.

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 currently in the process of updating the LTP for the airport. MAC held the first Stakeholder Advisory Panel (SAP) meeting in May 2026, and a public informational “Discover ANE” meeting in June 2026. Additional outreach will continue as MAC progresses the LTP document.



Anoka County-Blaine Airport

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

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 2027-2033 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 2027 include pavement reconstruction, fences improvements, and replacement of existing generators for the existing air traffic control tower. 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 20, 2026 through November 20, 2026. 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 2027-2033 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 2, 2026, 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.

Commission board and committee meetings are held within the secure area of Terminal 1 at Minneapolis-St. Paul International Airport (MSP). To access the board chambers, all individuals must:

1. Obtain a concourse security pass.
2. Present an acceptable [REAL ID-compliant form of identification](#), such as a valid passport. Please note that not all [state-issued ID cards](#) are REAL ID compliant
3. Complete screening at a TSA checkpoint.

Identification requirements

Effective Feb. 1, 2026, individuals who do not present an acceptable form of REAL ID at TSA checkpoints may use TSA ConfirmID to attempt to verify their identity. Verification is not guaranteed.

[TSA ConfirmID](#) is a fee-based service operated by the federal government. It is designed to enhance security and streamline the verification process for people without a REAL ID that require access through TSA security checkpoints. TSA ConfirmID ensures compliance with federal security standards.

Continued on following page

REAL ID and TSA ConfirmID resources

- [Transportation Security Administration](#) (TSA)
- [TSA ConfirmID](#)
- [About TSA ConfirmID](#)
- [TSA ConfirmID FAQs](#)
- [REAL ID](#)

Plan ahead: Time considerations

Remember to give yourself time to park, obtain a security pass, verify your REAL ID-compliant identification and complete security screening prior to the meeting.

Depending on demand, obtaining a security pass generally takes less than five minutes if you present a REAL ID-compliant identification.

If you do not have an acceptable form of ID, the TSA ConfirmID process may take 30 to 45 minutes. TSA ConfirmID costs \$45, and the MAC will cover this cost.

Parking and navigation instructions

- Park in Daily Parking at Terminal 1. Please pull a ticket and bring it with you to have it validated at the meeting to avoid parking fees.
- Present a REAL ID-compliant identification photo ID to the personnel at the Information Booth on the Departures Level. They will prepare a security pass for you.
- Use the North security checkpoint to pass through security. You will be asked to show your ID and security pass at that time.
- Once you are through security, proceed to your left. Go through the Airport Mall and look for the signs for the Airport Conference Center above the entrance to Concourse F.
- Use the stairs or elevator to go up one level.

The board meetings take place at the MSP Airport Conference Center on the Mezzanine Level above the Delta Air Lines Sky Club.

For more information, call 612-726-5555.

Upon completion of the AOEE process, MAC staff will finalize the 2027-2033 Capital Improvement Program (CIP) and present it to the full Commission for adoption during the month of December 2026. The December PD&E Committee meeting, scheduled for December 7, 2026, 10:30 a.m., will include a hearing officer's report and responses to any comments received during the AOEE public comment period.

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 2027-2033 CIP. These are subject to change in the Final version of the 2027-2033 CIP or other future CIP documents.

10.0 APPENDICES

10.1 APPENDIX A – MAC PRELIMINARY 2027-2033 CIP LISTING

10.2 APPENDIX B – DESCRIPTIONS FOR ALL 2027 PROPOSED PROJECTS

10.3 APPENDIX C – DRAFT DESCRIPTIONS FOR 2028-2033 PROJECTS THAT MEET CRITERIA DEFINED IN MINNESOTA STATUTE SECTION 473.614



Terminal 2 North Gate Expansion Rendering

Notes	MSP End of Life/Replacement Projects	2027	2028	2029	2030	2031	2032	2033
10 - Terminal 1								
2	Concourse and Hub Tram Replacement					\$300,000,000		\$300,000,000
4	Concourse C Moving Walkway Upgrade/Replacement	\$6,500,000						
4	Passenger Boarding Bridge Replacements	\$10,000,000	\$10,000,000	\$10,000,000	\$12,000,000	\$12,000,000	\$12,000,000	\$12,000,000
13 - Energy Management Center								
1	Terminal 1 Boiler & Chiller Replacement & EMC Expansion	\$150,000,000	\$330,000,000	\$70,000,000				
3	Variable Air Volume (VAV) Box Replacement	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000			
21 - Field and Runway								
2	30L Deicing Pad Expansion		\$20,000,000	\$16,000,000				
2	30L Deicing Pad Reconstruction	\$25,000,000						
2	Airfield Snow Melter Replacement/Upgrades	\$2,000,000	\$2,000,000	\$2,000,000				
2	Bituminous Shoulder Reconstruction	\$1,000,000						
2	Concourse G Apron Pavement Reconstruction			\$14,000,000	\$16,000,000	\$11,000,000		
2	Runway 12L-30R Reconstruction				\$40,000,000			
2	Taxiway B Pavement Reconstruction		\$6,000,000					
2	Taxiway C Pavement Reconstruction			\$10,000,000				
2	Taxiway H Pavement Reconstruction	\$5,200,000						
2	Taxiway J Pavement Reconstruction	\$8,800,000						
2	Taxiway M Pavement Reconstruction						\$7,000,000	
2	Taxiway Q Pavement Reconstruction				\$9,300,000	\$7,600,000	\$7,400,000	
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	\$1,800,000	\$8,000,000	\$7,500,000	\$6,000,000	\$4,500,000	\$7,000,000	\$7,000,000
5	Parking Ramp Snow Melter Replacement/Upgrades	\$1,400,000	\$1,400,000					
4	Red/Blue Parking Ramp Variable Message Sign Replacement	\$800,000						
36 - Terminal 2								
4	Terminal 2 Passenger Boarding Bridge Replacements	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000		
39 - Public Areas/Roads								
2	28th Avenue South Reconstruction		\$3,600,000					
2	East 62nd Street Reconstruction	\$7,350,000						
76 - Environment								
4	Aircraft Noise Monitoring System Modernization	\$600,000						
MSP End of Life/Replacement Projects Subtotal		\$243,450,000	\$402,500,000	\$152,200,000	\$103,200,000	\$354,100,000	\$33,400,000	\$319,000,000

Notes	MSP IT Projects	2027	2028	2029	2030	2031	2032	2033
	10 - Terminal 1							
4	MAC Technology Upgrades	\$14,750,000	\$12,750,000	\$13,750,000	\$13,750,000	\$13,750,000	\$13,750,000	\$14,000,000
	12 – Federal Inspection Station (FIS).							
5	Customs and Border Protection Infrastructure		\$500,000	\$500,000		\$600,000		\$500,000
	36 - Terminal 2							
3	Passenger Flow Tracking	\$1,500,000						
	46 - Hangars and Other Buildings							
6	Multiple Points of Entry Facility			\$5,000,000				
	63 - Police							
5	Badging and Door Access Modernization	\$3,200,000						
5	Card Access Modifications		\$2,500,000		\$2,500,000		\$2,500,000	
5	Public Safety Video (IVISN) Modernization	\$1,000,000						
MSP IT Projects Subtotal		\$20,450,000	\$15,750,000	\$19,250,000	\$16,250,000	\$14,350,000	\$16,250,000	\$14,500,000

Notes	MSP Long Term Plan Projects	2027	2028	2029	2030	2031	2032	2033
	21 - Field and Runway							
7	MSP Airport Layout Plan	\$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			\$2,000,000		\$30,000,000		
	31 - Parking							
4	Gold and Green Parking Demolition Enabling Relocations	\$30,000,000						
10	Gold Parking Ramp Demolition		\$65,000,000					
10	Green Parking Ramp Demolition			\$65,000,000				
1	Green/Gold Parking Ramp Replacement				\$400,000,000			
	36 - Terminal 2							
7	Terminal 2 Operational Improvements	\$25,300,000						
MSP Long Term Plan Projects Subtotal		\$56,400,000	\$67,000,000	\$71,000,000	\$400,000,000	\$30,000,000	\$2,500,000	\$0

Notes	MSP Maintenance/Facility Upgrade Projects	2027	2028	2029	2030	2031	2032	2033
	10 - Terminal 1							
3	Aircraft Docking System	\$1,000,000	\$2,000,000	\$2,000,000	\$2,000,000			
5	Airport Conference Center Upgrades		\$2,700,000					
9	Art Display Areas	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$300,000	\$300,000
9	Arts Master Plan	\$460,000	\$210,000	\$210,000	\$210,000	\$210,000	\$210,000	\$210,000
5	Concourses A and B Passenger Seating and Holdroom Capacity Improvements	\$1,500,000						
5	Delivery Node Redevelopment	\$8,900,000		\$23,600,000		\$21,000,000		\$9,000,000
5	Employee Breakroom Upgrades		\$100,000		\$100,000		\$100,000	
5	Expansion of Tactile Map Program		\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	
5	F/G Connector Repairs and Improvements	\$6,000,000						
5	Family Assistance Center	\$600,000						
5	Lavatory Buildings Rehabilitation	\$2,500,000						
4	Lighting Infrastructure Technology and Equipment (LITE)	\$5,050,000	\$3,300,000	\$2,200,000	\$3,300,000	\$2,000,000	\$2,000,000	\$2,000,000
4	MAC Operations Recovery Area (MORA) Relocation	\$5,000,000						
5	Main Mall Modernization	\$7,750,000						
5	Restroom Upgrade Program	\$3,700,000	\$3,700,000	\$3,700,000	\$2,050,000	\$2,250,000	\$2,250,000	\$2,500,000
5	Terminal 1 Information Booth Replacements	\$1,000,000						
5	Terminal 1 Tram Maintenance		\$2,500,000	\$1,700,000				
5	Terminal 1 Tug Drive Waterproofing	\$3,900,000						
4	Wayfinding Sign Replacement	\$8,000,000	\$10,000,000	\$2,000,000		\$2,000,000		\$2,000,000
	12 – Federal Inspection Station (FIS)							
5	FIS Facility Upgrades	\$2,000,000						
	13 - Energy Management Center							
4	MAC Automation Infrastructure Program	\$2,400,000	\$2,400,000				\$3,000,000	\$3,000,000
4	Steam System Upgrade Program	\$2,300,000						
3	Steam Trap Monitoring System	\$3,000,000						
4	Victaulic Piping Replacement	\$6,200,000						
	21 - Field and Runway							
3	Airfield Snowmelter Monitoring			\$1,400,000				
5	Airfield Thermoplastic Project	\$1,600,000	\$1,600,000	\$1,600,000				
4	Apron Lighting LED Upgrade	\$2,000,000	\$1,000,000					
6	Field Maintenance Building Efficiency Program	\$14,000,000	\$42,000,000	\$112,000,000		\$49,000,000		
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	\$750,000	\$2,300,000	\$1,800,000				
	26 - Terminal Roads/Landside							
3	Curbside Management		\$2,750,000					
3	Taxicab Virtual Dispatch Enhancements	\$250,000						
	31 - Parking							
4	Electric Vehicle Charging Network Expansion		\$8,500,000		\$1,500,000		\$1,500,000	
5	Green/Gold Tower Metal Panel Reinforcement	\$2,000,000						
5	Parking Ramp Enhanced Fall Protection				\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000

MSP Maintenance/Facility Upgrade Projects continues on the next page

Notes	MSP Maintenance/Facility Upgrade Projects (continued)	2027	2028	2029	2030	2031	2032	2033
	36 - Terminal 2							
3	Terminal 2 Aircraft Parking and Guidance	\$2,500,000	\$2,000,000					
5	Terminal 2 Baggage Handling System	\$500,000						
5	Terminal 2 Passenger Boarding Bridge Wheelchair Lift Enhancements				\$1,700,000			
5	Terminal 2 Restroom Upgrade Program			\$2,000,000		\$2,000,000		\$2,000,000
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	\$8,400,000						
2	Terminal 1 Inbound Roadway Median Improvements	\$1,400,000	\$6,000,000					
5	TNC Waiting Lot Restroom Upgrades	\$900,000						
	46 - Hangar and Other Buildings							
4	Campus Electric Vehicle Charging		\$500,000			\$500,000		
	56 - Trades/Maintenance Buildings							
6	Trades Building Rehabilitation and Addition		\$30,000,000					
	63 - Police							
5	APD Response Training Room	\$500,000						
5	Emergency Communications Center Updates	\$200,000						
4	Highway Digital Messaging Signs	\$500,000						
5	MSP Terminals Security Gate and Access Control Improvements		\$400,000	\$400,000				
5	Perimeter Gate Security Improvements		\$15,000,000		\$15,000,000		\$15,000,000	
5	Perimeter Security Fence Upgrade	\$1,000,000						
6	Police Department Remote Threat Isolation and Training Building							\$18,000,000
5	Public Safety Modifications	\$850,000		\$850,000		\$850,000		
3	Secured Area Access Control System (SAACS) Testing Facility		\$350,000					
2	Squad Parking Modifications	\$140,000						
5	Terminal 1 Employee Support Space	\$500,000						
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	\$175,000						
5	Fire Protection Systems Upgrades		\$10,000,000			\$10,000,000		\$10,000,000
5	Fire Station 1 Remodel and Addition			\$2,700,000				
2	Fire Station 2 Parking Lot Enhancement		\$250,000					
	70 - General Office/Administration							
6	GO Building Improvements and MAC Staff Workspace	\$40,000,000						
	76 - Environment							
3	Glycol Lift Station Electrical Upgrades		\$700,000					
4	Glycol Sewer & Storm Sewer Inspection/Rehabilitation			\$2,000,000	\$1,000,000			
2	Glycol Tank Roof Repairs		\$700,000					
3	Ground Service Equipment (GSE) Electrical Charging Stations		\$3,000,000					
2	MSP Pond 3 / 494 Pond Sediment Removal & Repairs				\$14,000,000			
MSP Maintenance/Facility Upgrade Projects Subtotal		\$164,575,000	\$162,860,000	\$160,560,000	\$43,260,000	\$92,210,000	\$26,510,000	\$51,010,000

Notes	MSP Noise Mitigation Projects	2027	2028	2029	2030	2031	2032	2033
8	Noise Mitigation Projects	\$1,100,000	\$1,500,000	\$4,500,000				
MSP Noise Mitigation Projects		\$1,100,000	\$1,500,000	\$4,500,000	\$0	\$0	\$0	\$0

Notes	MSP Ongoing Maintenance Programs	2027	2028	2029	2030	2031	2032	2033
10 - Terminal 1								
4	Air Handling Unit Replacement		\$13,000,000	\$13,000,000				\$13,000,000
4	Baggage System Upgrades	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
4	Electrical and Ground Power Substation Replacement		\$43,100,000	\$23,200,000		\$25,500,000	\$26,800,000	\$27,000,000
4	Electrical Upgrades Program	\$5,250,000			\$6,100,000	\$6,400,000	\$6,700,000	\$7,000,000
4	Plumbing Infrastructure Upgrade Program	\$1,000,000	\$1,300,000	\$2,000,000	\$2,100,000	\$2,200,000	\$2,300,000	\$2,400,000
5	Terminal Building Remediation and Miscellaneous Modifications Program	\$6,000,000	\$6,000,000	\$6,300,000	\$6,300,000	\$6,300,000	\$6,600,000	\$7,000,000
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		\$7,000,000	\$5,000,000	\$5,100,000	\$5,250,000	\$5,400,000	\$5,600,000
3	Indoor Air Quality Monitoring System	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000			
21 - Field and Runway								
2	Airside Electrical Construction	\$2,000,000	\$2,000,000	\$2,000,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
2	Airside Roadway Pavement Restoration	\$1,200,000	\$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	\$1,000,000	\$1,500,000	\$1,500,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
26 - Terminal Roads/Landside								
2	Tunnel/Bridge Inspections	\$120,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$170,000
5	Tunnel/Bridge Miscellaneous Modifications	\$1,000,000		\$1,000,000		\$1,000,000		\$1,000,000
31 - Parking								
2	Parking Structure Rehabilitation	\$5,000,000	\$6,000,000	\$5,175,000	\$6,350,000	\$6,350,000	\$6,350,000	\$6,400,000
39 - Public Areas/Roads								
2	Concrete Joint Repair	\$1,200,000	\$2,900,000	\$750,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
2	Landside Pavement Rehabilitation	\$1,500,000	\$900,000	\$1,600,000	\$950,000	\$2,200,000	\$2,000,000	\$2,000,000
2	Landside Utility Rehabilitation	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$1,000,000	\$1,000,000
2	Roadway Fixture Refurbishment	\$650,000	\$150,000	\$150,000	\$200,000	\$200,000	\$300,000	\$300,000
46 - Hangars and Other Buildings								
5	Campus Building Rehabilitation Program	\$2,000,000		\$2,000,000		\$2,000,000		\$2,000,000
2	Campus Parking Lot Reconstructions			\$6,200,000		\$8,500,000		
10	End of Life Campus Building Demolition	\$450,000	\$4,250,000					
2	MSP Campus Building Roof Replacements	\$10,000,000	\$14,500,000	\$15,000,000	\$8,000,000	\$5,000,000	\$5,000,000	\$5,000,000
56 - Trades/Maintenance Buildings								
4	Sump Pump Controls	\$3,000,000						
70 - General Office/Administration								
5	GO Building Improvements						\$600,000	
MSP Ongoing Maintenance Programs Subtotal		\$47,520,000	\$110,100,000	\$92,375,000	\$49,100,000	\$83,900,000	\$75,300,000	\$91,970,000

Notes	MSP Tenant Projects	2027	2028	2029	2030	2031	2032	2033
	10 - Terminal 1							
2	Concessions Rebids	\$13,625,000		\$7,600,000				
2	Concessions Upgrades/Revenue Development and Strategic Partnerships	\$295,000	\$335,000	\$340,000	\$350,000	\$400,000	\$400,000	\$400,000
5	Concourse and Gatehold Modernization	\$5,000,000						
4	Pre-Conditioned Air Unit Replacement			\$2,000,000				
	33 - Cargo Area							
1	West Cargo Development	\$60,000,000						
	36 - Terminal 2							
4	Terminal 2 Concessions Marketing Digital Display	\$250,000						
4	Terminal 2 JWO Kiosk Relocation	\$150,000						
5	Terminal 2 South End Tenant Support Space Modifications		\$1,200,000					
	46 - Hangars and Other Buildings							
6	Sun Country Headquarters Roof Replacement	\$3,100,000						
MSP Tenant Projects Subtotal		\$82,420,000	\$1,535,000	\$9,940,000	\$350,000	\$400,000	\$400,000	\$400,000

Notes	Reliever Airports Long Term Plan Projects	2027	2028	2029	2030	2031	2032	2033
	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			\$500,000			\$100,000	
7	LVN Environmental Review						\$800,000	
7	LVN Long Term Plan			\$800,000				
1	LVN Runway 12-30 Improvements	\$7,750,000						
	84 - Flying Cloud							
2	FCM Runway 10R-28L Pavement Reconstruction and Improvements			\$44,500,000				
2	FCM Runway 10R-28L EMAS			\$20,000,000				
1	FCM Taxiway A Extension			\$6,000,000				
	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		\$7,750,000	\$3,100,000	\$73,100,000	\$0	\$900,000	\$2,800,000	\$0

Notes	Reliever Airports Maintenance/Facility Upgrade Projects	2027	2028	2029	2030	2031	2032	2033
	80 – Reliever Airports							
4	Relievers Beacon Replacements		\$300,000					
5	Relievers Building Miscellaneous Modifications	\$475,000	\$475,000	\$475,000	\$475,000	\$550,000	\$550,000	\$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	\$350,000	\$350,000	\$350,000	\$350,000	\$400,000	\$400,000	\$400,000
5	Relievers Security Fencing, Gates and Lighting	\$250,000	\$250,000	\$250,000	\$250,000	\$300,000	\$300,000	\$300,000
	81 - St. Paul							
2	STP Administration Building Apron Pavement Rehabilitation				\$500,000			
5	STP Administration Building Elevator Upgrades		\$500,000					
4	STP Customs and Border Protection Building Solar System	\$700,000						
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			
4	STP Infrastructure Replacement	\$1,700,000						
3	STP Intelligent Monitoring and Control System (IMACS) Expansion	\$2,250,000						
2	STP Learning Jet Apron Rehabilitation	\$250,000						
5	STP MAC Building Improvements	\$200,000		\$200,000		\$200,000		\$200,000
2	STP Runway 13-31 PAPI Replacement	\$500,000						
2	STP Runway 13-31 Pavement Reconstruction			\$5,000,000				
2	STP Runway 14-32 EMAS Replacement			\$20,000,000				
2	STP Runway 9-27 Reconstruction and LED Edge Lighting						\$5,600,000	
2	STP Storm Sewer Improvements	\$2,000,000						
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 B Reconstruction						\$600,000	
5	21D Vehicle Gate Installation		\$500,000					
5	21D Wildlife Fence and Tree Clearing		\$750,000					
	83 - Airlake							
3	LVN AWOS Replacement	\$250,000						
2	LVN Existing Runway 12-30 Reconstruction	\$7,250,000						
3	LVN Intelligent Monitoring and Control System (IMACS)			\$1,300,000				
2	LVN MAC Maintenance Building Pavement Reconstruction						\$200,000	
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			\$4,000,000			
2	LVN South Building Area Utilities and Taxilanes		\$1,800,000					
2	LVN Taxiway A Reconstruction						\$1,100,000	
2	LVN Taxiway Bravo Pavement Reconstruction	\$600,000						
5	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)	2027	2028	2029	2030	2031	2032	2033
	84 - Flying Cloud							
2	FCM Airport Access Roads Pavement Rehabilitation	\$500,000	\$500,000	\$500,000				
2	FCM Bury Private Utilities		\$500,000					
3	FCM Generator Replacement				\$800,000			
3	FCM Intelligent Monitoring and Control System (IMACS)	\$2,500,000						
2	FCM Runway 18-36 Pavement Rehabilitation			\$700,000				
2	FCM Spring Lane Extension and Taxilane Connector	\$700,000						
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 Airfield Drainage Improvements		\$500,000					
3	MIC ALCMS and Beacon Installation				\$1,000,000			
5	MIC Existing Hangar Revitalization			\$800,000				
2	MIC Gate A Access Road Reconstruction			\$400,000				
5	MIC Gate Replacement		\$600,000					
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				
	86 - Anoka County - Blaine							
5	ANE Fence Improvements	\$200,000						
3	ANE Generator Replacement	\$500,000						
3	ANE Intelligent Monitoring and Control System (IMACS)		\$1,300,000					
3	ANE Runway 27 MALSR Replacement		\$2,000,000					
2	ANE Runway 9-27 Pavement Reconstruction		\$3,750,000					
2	ANE Taxilane Pavement Reconstruction - Fox Hollow	\$1,300,000						
2	ANE Taxiway B Pavement Rehabilitation			\$1,400,000				
2	ANE Taxiway C Reconstruction (Between Taxiway A1 to F)					\$900,000		
5	ANE Vehicle Gate Replacements		\$500,000					
5	ANE West Perimeter Road Construction			\$1,500,000				
Reliever Airports Maintenance/Facility Upgrade Projects Subtotal		\$33,875,000	\$24,675,000	\$38,725,000	\$11,525,000	\$3,350,000	\$8,750,000	\$1,750,000

OVERALL TOTALS for the PRELIMINARY CIP		2027	2028	2029	2030	2031	2032	2033
	MSP Subtotal	\$615,915,000	\$761,245,000	\$509,825,000	\$612,160,000	\$574,960,000	\$154,360,000	\$476,880,000
	Relievers Subtotal	\$41,625,000	\$27,775,000	\$111,825,000	\$11,525,000	\$4,250,000	\$11,550,000	\$1,750,000
	Total	\$657,540,000	\$789,020,000	\$621,650,000	\$623,685,000	\$579,210,000	\$165,910,000	\$478,630,000

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 2027 Proposed Projects

MSP END OF LIFE/REPLACEMENT PROJECTS

10 – Terminal 1

Concourse C Moving Walkway Upgrade/Replacement **\$6,500,000**

This project will update major components in the 14 existing moving walkways on Concourse C or complete full replacement where necessary.

Passenger Boarding Bridge Replacements **\$10,000,000**

This program replaces jet bridges at Terminal 1. Bridges to be replaced are 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 2027, the bridges scheduled for replacement are: C4, C5, C12, C27.

13 - Energy Management Center

Terminal 1 Boiler & Chiller Replacement and EMC Expansion **\$150,000,000**

This is the first year of a program that will replace the Energy Management Center Mechanical, Electrical, and HVAC equipment and expand the building and gate hold area to allow for proper equipment sizing and passenger experience. These projects will be delivered via a Construction Manager at Risk contracting method with associated unique approvals brought to the Commission as the efforts progress.

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 2027 will be the third of six phases to accomplish this work.

21 - Field and Runway

30L Deicing Pad Reconstruction **\$25,000,000**

This is the third of three phases to reconstruct the concrete pavement in the deicing pad at Runway 30L.

Airfield Snow Melter Replacement/Upgrades **\$2,000,000**

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 provides for the reconstruction of full depth bituminous shoulder at taxiways H and J. Work will include removals, crushed aggregate base, bituminous pavement, pavement marking, and electrical construction.

10.2 APPENDIX B – Descriptions for All 2027 Proposed Projects

Taxiway H Pavement Reconstruction **\$5,200,000**

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

Taxiway J Pavement Reconstruction **\$8,800,000**

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

Terminal 2 Apron Reconstruction **\$17,000,000**

This is the first of five projects to replace the concrete apron at Terminal 2. Aircraft parking positions will be optimized at the impacted gates and fuel pits adjusted as necessary. In 2027, work will focus at Gates H9 and H10.

31 - Parking

Parking Ramp Lighting Replacement **\$1,800,000**

This multi-year program will replace end of useful life LED fixtures in parking ramps.

Parking Ramp Snow Melter Replacement/Upgrades **\$1,400,000**

This two-year program provides for the evaluation, maintenance, miscellaneous modifications, and replacement of existing parking ramp snow melters located around the MSP campus.

Red/Blue Parking Ramp Variable Message Sign Replacement **\$800,000**

This project will replace four parking ramp signs at Terminal 1, showing available space counts and related messages. The replacement signs will provide consistent messaging between Terminal 1 and Terminal 2.

36 – Terminal 2

Terminal 2 Passenger Boarding Bridge Replacements **\$4,000,000**

This program replaces jet bridges at Terminal 2. Bridges to be replaced are determined based on a condition assessment and coordination with adjacent scheduled apron work. Aircraft parking positions will be optimized at the impacted gates. 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 where needed. In 2027, the bridges scheduled for replacement are: H9 and H10.

39 - Public Areas/Roads

East 62nd Street Reconstruction **\$7,350,000**

This project reconstructs East 62nd Street from 28th Avenue South to 32nd Avenue South/East 63rd Street. The existing roadway is reaching the end of its useful life and with the construction of the Public Safety and Operations Center (PSOC), this roadway has been used for a construction route. The project will include concrete pavement, lighting, electrical infrastructure, landscape and other improvements. The project will pursue validation through the Institute for Sustainable Infrastructure (ISI) Envision Verification Program.

10.2 APPENDIX B – Descriptions for All 2027 Proposed Projects

76 – Environment

Aircraft Noise Monitoring System Modernization **\$600,000**

This project will modernize the MAC's aircraft noise monitoring system through replacement of aging and obsolete monitoring equipment, communications infrastructure, and related field components. The project will improve system reliability, support compliance with MSP Consent Decree noise monitoring requirements, enhance maintenance and asset management capabilities, and ensure the long-term sustainability of the aircraft noise monitoring program.

MSP IT PROJECTS

10 - Terminal 1

MAC Technology Upgrades **\$14,750,000**

This is a multi-year program to install, upgrade, and refresh the MAC technology infrastructure across the MAC campus. The efforts are prioritized and include end of life storage, network, and server refresh needs, maintenance and upgrades, fiber installation and rerouting as needed, new telecommunication rooms, improvements on public address system, digital signs and content management, wireless capabilities, distributed antenna systems, security camera systems, and other technology systems and equipment.

36 - Terminal 2

Passenger Flow Tracking **\$1,500,000**

This project will provide a program to track and analyze passenger movements and predict facility performance.

63 – Police

Badging and Door Access Modernization **\$3,200,000**

This program will assess, roadmap, and modernize the Badging and Door Access system.

Public Safety Video (IVISN) Modernization **\$1,000,000**

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

MSP LONG TERM COMPREHENSIVE PLAN PROJECTS

21 - Field and Runway

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 Long-Term Plan.

MSP Obstructions Removals **\$1,000,000**

This project will remove trees that have grown to reach the threshold for removal and document any permanent obstructions not previously recorded.

10.2 APPENDIX B – Descriptions for All 2027 Proposed Projects

31 - Parking

Gold and Green Parking Demolition Enabling Relocations **\$30,000,000**

This preliminary phase of a set of projects to demolish and replace the nearly end of useful life Gold and Green Parking Ramps will relocate elements such as Ground Transportation services, electrical systems and utilities, and the Wireless Distributed Antenna System (DAS) central hub prior to the start of structural demolition.

36 - Terminal 2

Terminal 2 Operational Improvements **\$25,300,000**

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

MSP MAINTENANCE/FACILITY UPGRADE PROJECTS

10 - Terminal 1

Aircraft Docking System **\$1,000,000**

This multi-year program will provide Ramp Information Display System (RIDS) including aircraft parking assistance at Terminal 1 gates. The system is intended to be integrated with MAC's Resource Management System (RMS).

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 **\$460,000**

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

Concourses A and B Passenger Seating and Holdroom Capacity Improvements **\$1,500,000**

In order to increase seating for passengers in Concourses A and B, this project will provide lean rails, dual-height counters with charging ports, overflow spaces, and related gate lobby improvements where feasible.

Delivery Node Redevelopment **\$8,900,000**

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 of concession goods and other materials, 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 2027 project is planned to improve the delivery node at Concourse F.

F/G Connector Repairs and Improvements **\$6,000,000**

The project will make needed repairs to the F/G Connector bridge which has been hit by vehicles multiple times. The project will further assess and remediate any remaining cosmetic damage,

10.2 APPENDIX B – Descriptions for All 2027 Proposed Projects

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.

Family Assistance Center

\$600,000

This project will create a space prepared for the rapid activation of a Friends and Relatives Center in the vacated rental car space between the Red and Blue parking ramps.

Lavatory Buildings Rehabilitation

\$2,500,000

This project will address on-going maintenance issues and aging components of the lavatory building at Terminal 1, near gate D1. This project will include a verification and assessment of the structure and roof and make repairs as needed. The project will also provide, where needed, new vapor proof LED lighting, IVISN cameras, personnel doors, concrete floor waterproofing, and new triterators. This project will replace the Terminal 1 lavatory building coiling garage doors at D1 with new high traffic breakaway rubber doors. These doors are designed to break away upon impact which will greatly reduce the long-term repair and replacement costs associated with the existing overhead coiling doors.

Lighting Infrastructure Technology and Equipment (LITE)

\$5,050,000

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 technologies also change, and upgrades will provide for more energy efficient lighting systems.

MAC Operations Recovery Area (MORA) Relocation

\$5,000,000

The MAC Operation Recovery Area (MORA), located at Terminal 1 gates C9, C10, and C11, will be temporarily disrupted due to construction of the expanded Energy Management Center. To account for this loss, a new project is needed to relocate the MORA to the G Concourse utilizing the new conference center and several gates that are already on emergency power. This project will include adding those systems necessary to the operation of the MORA to emergency power (for instance elevators, power outlets, HVAC equipment, vehicle chargers, etc) allowing for the safe evacuation of passengers and establishing a basecamp for Airport Police.

Main Mall Modernization

\$7,750,000

In coordination with the Concessions re-bid project, this project will replace tile with terrazzo, upgrade lighting, seating, and interactive directories, and replace the information booths in the Terminal 1 main mall.

Restroom Upgrade Program

\$3,700,000

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 2027 phase of the program will add restroom facilities in the Federal Inspection Station (FIS) accessible in the vicinity of the FIS baggage claim devices.

10.2 APPENDIX B – Descriptions for All 2027 Proposed Projects

Terminal 1 Information Booth Replacements

\$1,000,000

This multi-year program will replace seven existing information booths with six new booths at Terminal 1 and one at Terminal 2, including assisted listening systems and other IT improvements.

Terminal 1 Tug Drive Waterproofing

\$3,900,000

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 three-year program will waterproof the concrete for the entire tug drive area located above basement level spaces. The 2027 project is the third of three phases to complete this work.

Wayfinding Sign Replacement

\$8,000,000

Wayfinding is a critical customer service piece of our passenger's experience at MSP. Existing wayfinding signs are outdated, provide information no longer relevant, or are no longer illuminated. This program replaces the failed cold-cathode illumination with LED backlit signs as it is not practical or cost effective to repair them. This program updates sign information, locations, and provides new illuminated signs and/or digital signs where needed at Terminal 1 and Terminal 2 and supports repair that exceeds routine maintenance budgets. The 2027 phase will replace the Terminal 1 Departures Hall media mesh signs with monitor arrays as well as prioritized wayfinding sign replacements.

12 - Federal Inspection Station (FIS)

FIS Facility Upgrades

\$2,000,000

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

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 System Upgrade Program

\$2,300,000

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.

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

10.2 APPENDIX B – Descriptions for All 2027 Proposed Projects

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

\$6,200,000

This multi-year program will replace the victaulic piping and valves in Terminal 2, in the Terminal 1 Concourses E, F, C and in the Concourse C tunnel. 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.

21 - Field and Runway

Airfield Thermoplastic Project

\$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 2027 is the third of five planned phases of this work.

Apron Lighting LED Upgrade

\$2,000,000

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

Field Maintenance Building Efficiency Program

\$14,000,000

The Field Maintenance Building Efficiency Program will ensure improvement to winter operations and vehicle fueling for the MSP campus. The 2027 phase will replace the fueling station in the north end of the campus.

Runway LED Lighting Upgrade

\$3,000,000

The 2027 phase of this multi-year program will focus on replacing generators and lighting at navigational aids.

Terminal 2 Glycol Lift Station/Forcemain

\$1,500,000

This project will construct a glycol lift station and forcemain to transport glycol-impacted stormwater collected from the T2-Humphrey Apron across Runway 4-22, Taxiway C, and Taxiway M to the existing airfield glycol sewer located west of Service Road M. The lift station and forcemain will be sized to accommodate future expansion.

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 the condition.

Tunnel Lighting LED Upgrade

\$750,000

This multi-year program will replace existing high intensity discharge type lighting with LED to save energy and reduce maintenance in the airfield tunnels. The 2027 phase will focus on the Y3 Tunnel.

10.2 APPENDIX B – Descriptions for All 2027 Proposed Projects

26 - Terminal Roads/Landside

Taxicab Virtual Dispatch Enhancements **\$250,000**

Funding is requested to modernize the taxicab virtual queueing system which allows drivers to leave the waiting lot while maintaining their queue position. Drivers currently access the system through a mobile website, but they must first travel to the airport to check in. The remainder of the dispatching process relies heavily on aging variable message system (VMS) boards and an outdoor plasma display which are approaching end of life. This project will develop a dedicated mobile application that will allow drivers to enter the taxicab queue remotely, without first coming to the airport. Drivers will be dispatched via push notifications directing them to the appropriate terminal, eliminating the need for large outdoor displays and enabling a reduction in the size of the airport's taxicab waiting lot.

31 - Parking

Green/Gold Tower Metal Panel Reinforcement **\$2,000,000**

This project will repair and reinforce the mounting system for the metal wall panels on the elevator towers at the Green and Gold Parking Ramps. It will replace missing panels if needed.

36 - Terminal 2

Terminal 2 Aircraft Parking and Guidance **\$2,500,000**

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 **\$500,000**

This project will refurbish existing components of the Terminal 2 baggage handling system as identified by the system's maintenance contractors.

Terminal 2 Skyway to LRT Flooring Installation **\$1,000,000**

This project will upgrade the floor finish in the Terminal 2 skyway between the terminal and the Light Rail station.

Terminal 2 Ticket Counter Insert Replacement **\$750,000**

This is a scheduled replacement of ticket counters and/or inserts at Terminal 2 at the end of their useful life.

39 - Public Areas/Roads

34th Avenue Surface Reconstruction **\$8,400,000**

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.

Terminal 1 Inbound Roadway Median Improvements **\$1,400,000**

This multi-year program will improve the median landscaping, replace the static overhead roadway signs with digital, and, in a future phase, replace the Terminal 1 monument sign near Highway 5. The 2027 phase will improve safety at the upper-level roadway median gaps.

10.2 APPENDIX B – Descriptions for All 2027 Proposed Projects

TNC Waiting Lot Restroom Upgrades **\$900,000**

This project will install utility services and purchase a containerized restroom unit for the combined TNC, taxicab, and limousine waiting lot on Post Road.

63 - Police

APD Response Training Room **\$500,000**

This project will build-out a Response to Resistance training room in the basement of the newly constructed Public Safety and Operations Center (PSOC) for on-site officer training.

Emergency Communications Center Updates **\$200,000**

After the department moves to the Public Safety and Operations Center (PSOC), this project will update the Emergency Communications Center at ARFF #1 in the Public Safety Answering Point (PSAP) operations area, common spaces, and individual offices including carpet replacement for the ongoing use as a back-up center.

Highway Digital Messaging Signs **\$500,000**

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 Security Fence Upgrade **\$1,000,000**

This project will add another line of razor wire (for a total of two) to enhance the effectiveness as a fence climbing deterrent throughout the campus.

Public Safety Modifications **\$850,000**

This program enhances the safety of the MSP campus through door hardware, signage, security controls, and other equipment to provide for egress requirements, code compliance, security conformity, and emergency responder access.

Squad Parking Modifications **\$140,000**

This project will assess squad parking configurations at both terminals and make adjustments to align with current needs.

Terminal 1 Employee Support Space **\$500,000**

Airport Police operations remaining at Terminal 1 after the administration moves to the Public Safety and Operations Center require spaces for co-responder teams, secure restrooms and break spaces.

Terminal 2 Police Operations Center Modifications **\$350,000**

Current operations require the reconfiguration as well as updates to finishes in the Police Operations Center (POC) at Terminal 2.

66 - Fire

ARFF 1 Garage Door Replacement **\$1,500,000**

This project will replace the current original ARFF Station #1 overhead garage doors with four-fold doors.

10.2 APPENDIX B – Descriptions for All 2027 Proposed Projects

Digital Signage and Dashboard Displays

\$175,000

This project will install ten strategically placed smart display screens—six at Fire Station 1 and four at Station 2. These high-visibility monitors will be installed throughout key operational areas, including living quarters and apparatus bays, where crews prepare and deploy for emergency response.

70 - General Office/Administration

GO Building Improvements and MAC Staff Workspace

\$40,000,000

This project will replace all air handling units in the MAC General Office, as well as replace windows, and repair/replace other building systems that are at end of useful life. The project will also include the construction of a second-level addition and renovations for the building workspaces to accommodate recent growth in staffing numbers.

MSP NOISE MITIGATION PROJECTS

76 – Environment

Noise Mitigation Consent Decree Amendment

\$1,100,000

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 (now effective until December 31, 2032). 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.

MSP ONGOING MAINTENANCE PROGRAMS

10 - Terminal 1

Baggage System Upgrades

\$500,000

This multi-year program will provide necessary upgrades to the inbound and outbound baggage system not covered by general system maintenance.

Electrical Upgrades Program

\$5,250,000

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 Upgrade Program

\$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.

10.2 APPENDIX B – Descriptions for All 2027 Proposed Projects

Terminal Building Remediation and Miscellaneous Modifications Programs **\$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 HVAC systems, loading dock work, etc. The list of potential projects will be compiled and prioritized in early 2027.

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.

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 **\$2,000,000**

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

Airside Roadway Pavement Restoration **\$1,200,000**

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 **\$1,000,000**

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.

10.2 APPENDIX B – Descriptions for All 2027 Proposed Projects

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.

Tunnel/Bridge Miscellaneous Modifications **\$1,000,000**

This program completes maintenance of the MAC-owned bridges and tunnels. Maintenance work includes repairs, painting, bearing assembly and other miscellaneous items as identified by annual inspections.

31 - Parking

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

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 and lighting improvements.

39 - Public Areas/Roads

Concrete Joint Repair **\$1,200,000**

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

Landside Pavement Rehabilitation **\$1,500,000**

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 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 potential priorities.

Roadway Fixture Refurbishment **\$650,000**

Many of the light poles, clearance restriction boards, sign units, fence sections, and canopies on the airport roadways are in need of repainting and maintenance. This program provides for refurbishment of these fixtures. The 2027 project will replace three remaining high mast light poles at Terminal 1.

10.2 APPENDIX B – Descriptions for All 2027 Proposed Projects

46 - Hangars and Other Buildings

Campus Building Rehabilitation Program **\$2,000,000**

Continual maintenance of MAC non-terminal buildings is imperative in providing a stable infrastructure and meeting the MAC's sustainability goals. Age and weather contribute to building deterioration, mold and other health issues. Building envelope issues include curtain wall systems, glazing, sealant repair/replacement, louver repair/replacement, metal panel replacement and/or painting/tuck-pointing, structural repair and insulation systems. This program will also include repair/replacement related to interior issues. This is part of an on-going program to maintain MAC buildings as assets.

End of Life Campus Building Demolition **\$450,000**

This is the second of multiple years of demolition of buildings that have reached the end of their useful life. In 2027, the program will remove the 2021 Building to make room for a needed Xcel Energy substation.

MSP Campus Building Roof Replacements **\$10,000,000**

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.

56 - Trades/Maintenance Buildings

Sump Pump Controls **\$3,000,000**

This program 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.

MSP TENANT PROJECTS

10 - Terminal 1

Concessions Rebids **\$13,625,000**

This program provides support for required infrastructure to be brought to lease-lines, shell-space for new buildouts, and for other major changes required to implement the concessions rebid programs at Terminal 1.

Concessions Upgrades/Revenue Development and Strategic Partnerships **\$295,000**

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:

10.2 APPENDIX B – Descriptions for All 2027 Proposed Projects

replacement of speakers, replacement of floor boxes and associated terrazzo repairs, anchoring furniture, ceiling modifications, lighting, pest control, painting, and flooring transitions.

33 - Cargo Area

West Cargo Development **\$60,000,000**

This project will construct a concrete apron area for cargo airplane parking and a facility to be leased to air cargo operators.

36 - Terminal 2

Terminal 2 Concessions Marketing Digital Display **\$250,000**

This project will install a digital guide visible when people enter Terminal 2 through Checkpoint 1 to display a complete listing of concessions options.

Terminal 2 JWO Kiosk Relocation **\$150,000**

This project will relocate the “Just Walk Out” JWO kiosk (scan and purchase concession) at gate H10b to its permanent location in the new north expansion where it will supplement customer and airline needs.

46 - Hangars and Other Buildings

Sun Country Headquarters Roof Replacement **\$3,100,000**

Per the lease agreement, this project will replace the roof on the Sun Country headquarters facility.

RELIEVER AIRPORTS LONG TERM COMPREHENSIVE PLAN PROJECTS

83 - Airlake

LVN Runway 12-30 Improvements **\$7,750,000**

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 and roadway modifications, and electrical lighting upgrades. This project will be done in concert with the LVN Runway 12-30 Reconstruction project noted below.

RELIEVER AIRPORTS MAINTENANCE/FACILITY UPGRADE PROJECTS

80 - Reliever Airports

Relievers Building Miscellaneous Modifications **\$475,000**

This program will address ongoing needs for repairs and modifications of MAC-owned buildings at 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 2027.

Relievers Indoor Air Quality Project **\$1,400,000**

This project will install or replace gas (carbon monoxide, nitrogen dioxide, and carbon dioxide) detection sensors in the garage storage and workspaces, bunk rooms, and offices as required by

10.2 APPENDIX B – Descriptions for All 2027 Proposed Projects

code at each of the six reliever airports. It will also install or replace alarms and strobes as required. Sensors will be connected to the IMACS system where that is being installed or will be compatible for future connection.

Relievers Pavement Rehabilitation Miscellaneous Modifications **\$350,000**

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 2027.

Relievers Security Fencing, Gates and Lighting **\$250,000**

The Reliever Airports has many miles of perimeter chain link fencing, 30+ gate vehicle access point and the need to improve lighting to enhance safety and security in landside areas.

81 - St. Paul

STP Customs and Border Protection Building Solar System **\$700,000**

This project will install the photovoltaic system required to power the Customs and Border Protection building under construction at the St. Paul Downtown airport.

STP Infrastructure Replacement **\$1,700,000**

This project will replace the steam boiler and associated fin tube radiation with high efficiency condensing boilers and heating water piping to the radiators, replace air handling units, and connect these systems to IMACS.

STP Intelligent Monitoring and Control System (IMACS) Expansion **\$2,250,000**

This project will extend the IMACS network at St. Paul Downtown Airport to connect all Facilities and Trades equipment at this location, including variable air volume boxes.

STP Learning Jet Apron Rehabilitation **\$250,000**

As part of an ongoing effort 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 project will mill and overlay the bituminous pavement at the Learning Jet site.

STP MAC Building Improvements **\$200,000**

This is an ongoing program to provide facility modifications to ensure continued efficient operation of MAC buildings or modifications necessary to meet the requirements of the tenants.

STP Runway 13-31 PAPI Replacement **\$500,000**

This project will fully replace the existing Precision Approach Path Indicator (PAPI) systems with new LED PAPIs to maintain operation, improve efficiency, and continue the upgrade of airfield electrical equipment to LED technology.

STP Storm Sewer Improvements **\$2,000,000**

This project includes improvements to the existing storm sewer systems in the West Building Area and infield area between Taxiways Delta and Lima, to improve storm water removal and to address soil and pavement distress in the vicinity of deficient storm sewer structures. The project will also evaluate the potential for improvements to the flood pump stations to maximize efficient removal of storm water from the airfield during flood events.

10.2 APPENDIX B – Descriptions for All 2027 Proposed Projects

STP Taxiway Lima Reconstruction

\$300,000

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 will reconstruct Taxiway Lima.

82 – Lake Elmo

21D Building Addition for Crew Quarters

\$1,500,000

This project will construct an addition to the existing equipment building for crew quarters needed during irregular operations.

21D Bury Private Utilities

\$500,000

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

83 – Airlake

LVN AWOS Replacement

\$250,000

This project is to cover the civil work associated with a MnDOT Aeronautics project to replace the existing Automated Weather Observation System (AWOS) with a new system. The MAC portion of the project is eligible for a MnDOT grant.

LVN Existing Runway 12-30 Reconstruction

\$7,250,000

This project will reconstruct the pavement of the existing portion of Runway 12-30 while new pavement is constructed for the runway extension project in the same year.

LVN North Service Road Pavement Reconstruction

\$500,000

This project will rehabilitate the north service road at the airport.

LVN North Taxilanes Pavement Reconstruction

\$1,500,000

This project will reconstruct the taxilanes in the north hangar area.

LVN Perimeter Fencing and Gates

\$4,000,000

This project will install wildlife perimeter fencing on the airport environment with vehicle access points.

LVN Taxiway Bravo Pavement Reconstruction

\$600,000

This is a repair to pavement to mitigate ponding on taxiway B that is a safety hazard, especially in the freeze thaw periods of the year. Ice is a major safety issue with this ponding, especially in the spring. This Taxiway is primary access to all hangars in the South development area.

84 - Flying Cloud

FCM Airport Access Roads Pavement Rehabilitation

\$500,000

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

10.2 APPENDIX B – Descriptions for All 2027 Proposed Projects

FCM Intelligent Monitoring and Control System (IMACS) **\$2,500,000**

This project will install the IMACS network at Flying Cloud Airport and connect all Facilities and Trades equipment at this location.

FCM Spring Lane Extension and Taxilane Connector **\$700,000**

This project will extend Spring Lane Taxilane to the east and provide a connector to Taxiway B.

FCM Vehicle Gate Replacements **\$500,000**

This is an ongoing program to replace the automatic gate components at numerous locations across the reliever airport system. Specific gates and upgrades will be coordinated with MAC electric to determine which gates are most in need.

85 - Crystal

MIC Service Road Pavement and Fencing **\$600,000**

This project will connect the north and west service roads to reduce the number of vehicle runway crossings.

MIC Taxilanes Pavement Reconstruction **\$600,000**

This is 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. The pavement condition index report as well as an inspection of the pavement will be completed to determine the area most in need of repair.

86 - Anoka County - Blaine

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.

ANE Generator Replacement **\$500,000**

This project will replace the existing generator for the airfield lighting and air traffic control tower with a new diesel-powered generator. The new generator is anticipated to be located inside the room adjacent to the airfield electrical vault.

ANE Taxilane Pavement Reconstruction - Fox Hollow **\$1,300,000**

This project provides for pavement reconstruction of taxilanes in the west-side Fox Hollow building area.

10.3 APPENDIX C – Draft Descriptions for 2028-2033 Projects that Meet Criteria Defined in Minnesota Statute Section 473.614

MSP END OF LIFE / REPLACEMENT PROJECTS

13 – Energy Management Center (EMC)

2028 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.

2029 Terminal 1 Boiler and Chiller Replacement and EMC Expansion **\$70,000,000**

This project will be a continuation of the overall EMC expansion program. Please see above.

MSP LONG-TERM PLAN PROJECTS

31 – Parking

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 this future project.