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MINNEAPOLIS/ST. PAUL INTERNATIONAL AIRPORT

ASSESSMENT OF ENVIRONMENTAL EFFECTS METROPOLITAN AIRPORTS COMMISSION'S SEVEN-YEAR CAPITAL IMPROVEMENT PLAN 2004 - 2010

FOR THE

METROPOLITAN AIRPORTS COMMISSION

BY

HNTB

OCTOBER 2003

Consultant's Report

ASSESSMENT OF ENVIRONMENTAL EFFECTS

**Minneapolis/St. Paul International Airport
Metropolitan Airports Commission
Seven-Year Capital Improvement Plan**

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ASSESSMENT OF ENVIRONMENTAL EFFECTS

Minneapolis/St. Paul International Airport Metropolitan Airports Commission Seven-Year Capital Improvement Plan

A. INTRODUCTION

This report, prepared in response to the requirements of Minnesota Statutes 1986, Chapter 473, as amended in 1988 and 1998, presents an assessment of the environmental effects (AOEE) of projects in the Metropolitan Airports Commission (MAC) Seven-Year Capital Improvement Plan (CIP) 2004 - 2010 for the Minneapolis/St. Paul International Airport (MSP). Under Minnesota law, the MAC is required to “examine the cumulative environmental effects at each airport of the projects at that airport (in the seven-year CIP), considered collectively.” An assessment of each individual project at MSP with potential environmental effects is included in Appendix A of this document.

This assessment examines the cumulative environmental effects of all proposed capital improvement projects at MSP from 2004 to 2010. Many of the projects entail repair or rehabilitation of existing facilities. Such work would not affect the before/after usage of the facilities, and as such would not add to or subtract from the cumulative environmental effects. The anticipated measurable effects during construction are discussed under Paragraph C. The projects included in the cumulative evaluation are those that have the potential of altering, creating, or in some manner affecting the environmental impact categories listed below. The selected impact categories were chosen because they historically contain the more critical impacts.

The amended 1986 law also requires the preparation of an Environmental Assessment Worksheet (EAW) for projects that meet all of the following conditions:

- (1) The project is scheduled in the CIP for the succeeding calendar year (2004);
- (2) The project is scheduled to cost \$5 million or more at MSP or \$2 million or more at any other MAC airport;
- (3) The project involves: the construction of (i) a new or expanded structure for handling passengers, cargo, vehicles or aircraft; or (ii) a new runway or taxiway or the extension of an existing runway or taxiway.

All projects scheduled for 2004 at MSP that meet the above conditions have been assessed for environmental effects as part of the 2010 Long Term Comprehensive Plan in the Final EIS for the Dual Track Airport Planning Process completed in 1998. Therefore, no EAW is required for any project scheduled for 2004 at MSP.

IMPACT CATEGORIES USED TO ASSESS ENVIRONMENTAL EFFECTS

Aircraft Noise

The types of projects which could affect noise-sensitive land uses are those that change the number of operations or the use of runways or the structural effectiveness of the receptor – such as new or lengthened runways, new or lengthened taxiways, new maintenance hangars, additional aircraft gates and residential/school/church noise insulation.

Air Quality

Air quality impacts at the Airport will be primarily caused by changes in vehicular or aircraft activity. Projects that could have an effect will generally be the same projects which affect aircraft noise or vehicular traffic or parking.

Water Quality

Projects which affect water quality are those that create additional runoff (new pavements or buildings), fire suppression systems, new retention basins, or projects that affect the groundwater or the discharge to receiving waters.

Light Emissions

Projects evaluated under this category are airport beacons, lights associated with new runways or taxiways and lights associated with new roadways, parking lots, or ramps.

Sewage

Those projects which have the potential to increase sewage discharged into the sanitary sewer system are new or expanded buildings or other changes that significantly alter the number of people using a facility.

Wetlands

All projects are evaluated to see if they would entail complete or partial filling of wetlands.

Residential Relocation

Residential relocation effects are associated with land acquisition projects that will displace occupied residential units.

B. PROJECTS WITH POTENTIAL ENVIRONMENTAL EFFECTS

Table 1 lists all projects included in the MSP Seven-Year Capital Improvement Plan for the years 2004 through 2010. Those projects determined not to contribute to the cumulative environmental effects at MSP are so noted (e.g., in-place pavement and/or terminal building reconstruction/rehabilitation projects and replacement of existing facilities). The notations explain in more detail the type of work the project entails and why this type of project will not contribute to the cumulative environmental effects.

**TABLE 1
MINNEAPOLIS / ST. PAUL INTERNATIONAL AIRPORT
METROPOLITAN AIRPORTS COMMISSION**

| Notes | Projects | Capital Improvement Plan | | | | | | |
|--|---|-----------------------------------|----------------------------------|----------------------|---------------------|---------------------|--------------------|--------------------|
| | | Capital Improvement Projects 2004 | Capital Improvement Program 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
| Runway Deicing/Holding Pad Program | | | | | | | | |
| | (1) Runway 12R Deicing/Holding Pad-Taxiway B Construction | \$2,300,000 | | | | | | |
| | <i>Subtotal Runway Deicing/ Holding Pad Program</i> | <i>\$2,300,000</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> |
| Runway 17/35 Program | | | | | | | | |
| | (1) Runway 17/35 Construction | \$90,000,000 | \$41,000,000 | | | | | |
| | (1) Runway 17/35 Land Acquisition | \$40,000,000 | | | | | | |
| | <i>Subtotal Runway 17/35 Program</i> | <i>\$130,000,000</i> | <i>\$41,000,000</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> |
| Runway 4/22 Development Program | | | | | | | | |
| | (1) North Side Storm Sewer | \$1,000,000 | \$3,500,000 | | | | | |
| | <i>Subtotal Runway 4/22 Development Program</i> | <i>\$1,000,000</i> | <i>\$3,500,000</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> |
| Noise Mitigation Program | | | | | | | | |
| | (1) Residential Sound Insulation (inside 1996 65 DNL) | \$10,000,000 | | | | | | |
| | (1) Residential Sound Insulation (inside 2007 65 DNL)* | | | | | | | |
| | (1) Residential Sound Insulation - Multi-family (inside 1996 65 DNL) | \$7,500,000 | \$1,900,000 | | | | | |
| | (1) Residential Sound Insulation (60-64 2005 DNL)* | | | | | | | |
| | <i>Subtotal Noise Mitigation Program</i> | <i>\$17,500,000</i> | <i>\$1,900,000</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> |
| | * Costs and schedule to be determined | | | | | | | |
| Taxiway C/D Complex Construction | | | | | | | | |
| | (1) Taxiway C/D Complex | | | \$30,000,000 | | | | |
| | <i>Subtotal Taxiway C/D Complex Construction</i> | <i>\$0</i> | <i>\$0</i> | <i>\$30,000,000</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> |
| Airfield Pavement Rehabilitation Program | | | | | | | | |
| | (2) Airside Bituminous Construction | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 |
| | (2) Pavement Rehabilitation -Aprons | \$7,000,000 | \$5,700,000 | \$4,000,000 | | | | |
| | (2) Pavement Rehabilitation - Taxiway A | | | \$2,800,000 | | | | |
| | (2) Pavement Rehabilitation - Taxiway H | | | \$2,600,000 | | | | |
| | <i>Subtotal Airfield Rehabilitation Program</i> | <i>\$7,500,000</i> | <i>\$6,200,000</i> | <i>\$9,900,000</i> | <i>\$500,000</i> | <i>\$500,000</i> | <i>\$500,000</i> | <i>\$500,000</i> |
| Runway Rehabilitation Program | | | | | | | | |
| | (2) Pavement Rehabilitation - Runway 12L/30R Seg. 2 | | | | \$15,000,000 | | | |
| | (2) Pavement Rehabilitation - Runway 12R/30L Seg. 2 | | | \$20,000,000 | | | | |
| | <i>Subtotal Runway Rehabilitation Program</i> | <i>\$0</i> | <i>\$0</i> | <i>\$20,000,000</i> | <i>\$15,000,000</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> |
| Lindbergh Terminal Rehabilitation and Development Program | | | | | | | | |
| | (1) Commercial Roadway Bag Belt | | \$1,000,000 | | | | | |
| | (2) International Arrivals Facility | \$500,000 | \$1,500,000 | | | | | |
| | (4) Lindbergh Terminal Bag Make-up Area Addition | \$500,000 | \$1,500,000 | | | | | |
| | (4) Lindbergh Terminal Loading Dock Relocation Study | \$1,000,000 | | | | | | |
| | (1) Lindbergh Terminal North Addition * | \$28,500,000 | | | | | | |
| | (4) West Mezzanine Finishes | | \$1,000,000 | | | | | |
| | <i>Subtotal Lindbergh Terminal Expansion and Rehabilitation Program</i> | <i>\$31,500,000</i> | <i>\$5,000,000</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> |
| | *Project status to be determined based on the results of the Concessions RFP | | | | | | | |
| Humphrey Terminal Development Program | | | | | | | | |
| | (4) Ground Services Equipment Building | | | \$2,000,000 | | | | |
| | <i>Subtotal Humphrey Terminal Development</i> | <i>\$0</i> | <i>\$0</i> | <i>\$2,000,000</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> |
| Landside Rehabilitation and Repair Program | | | | | | | | |
| | (2) Building Exterior Rehabilitation | * | \$3,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| | (2) Landside Bituminous Construction | * | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 |
| | (2) Parking Structure Rehabilitation | \$500,000 | \$1,000,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 |
| | (4) Terminal Air Handling Units Replacement | \$2,300,000 | \$500,000 | | | | | |
| | (2) Lindbergh Terminal Interior Rehabilitation | * | \$6,800,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 |
| | (4) Terminal Complex Sprinkler System Modifications | * | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| | (4) Terminal Electrical Modifications | * | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| | (4) Terminal Mechanical Modifications | * | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 |
| | (4) Terminal Miscellaneous Modifications | * | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| | (2) West/Humphrey Terminal & MSP Campus Mods | * | \$350,000 | | | | | |
| | <i>Subtotal Landside Rehabilitation and Repair Program</i> | <i>\$5,300,000</i> | <i>\$12,600,000</i> | <i>\$2,850,000</i> | <i>\$2,850,000</i> | <i>\$2,850,000</i> | <i>\$2,850,000</i> | <i>\$2,850,000</i> |
| | *\$2,500,000 available to be used to fund the highest priority projects from these categories | | | | | | | |
| Miscellaneous Field and Runway | | | | | | | | |
| | (3) Apron GSE Lighting Upgrade | \$500,000 | \$500,000 | \$500,000 | | | | |
| | (2) (3) (4) Miscellaneous Construction | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 |
| | <i>Subtotal Miscellaneous Field and Runway</i> | <i>\$900,000</i> | <i>\$900,000</i> | <i>\$900,000</i> | <i>\$400,000</i> | <i>\$400,000</i> | <i>\$400,000</i> | <i>\$400,000</i> |
| Miscellaneous Landside Program | | | | | | | | |
| | (3) Central Alarm/Monitoring/Fiber Optic Cable Installation | \$1,500,000 | \$1,000,000 | | | | | |
| | (4) Overflow Ramp/Employee Parking Structure | | | \$56,000,000 | | | | |
| | (4) Fire /Rescue Station Replacement Facilities | \$14,500,000 | | | | | | |
| | (1) MAC Cargo Buildings - Air Freight Facility | \$3,000,000 | \$3,000,000 | | | | | |
| | (1) MAC Cargo Buildings - Airline Belly Cargo Facility | | \$6,600,000 | | | | | |
| | <i>Subtotal Miscellaneous Landside Program</i> | <i>\$19,000,000</i> | <i>\$10,600,000</i> | <i>\$56,000,000</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> |
| New Projects Program | | | | | | | | |
| | (4) ALEC North Relocation | | | | \$15,000,000 | | | |
| | (4) Cat. II System Installation - ALEC Mods | | \$2,100,000 | | | | | |
| | (1) Concourse F Expansion | | | | | \$50,000,000 | | |
| | (4) Maintenance Building Addition | | \$7,200,000 | | | | | |
| | (1) Relocate Air Traffic Control Tower | | | \$12,000,000 | | | | |
| | (1) FAC Service Site Relocation | \$1,000,000 | \$4,000,000 | | | | | |
| | (4) Runway 30R Safety Area Improvements | \$5,600,000 | | | | | | |
| | (3) Runway 30L Snow Storage/Melting Area | | \$3,700,000 | | | | | |
| | (2) 34th Avenue Reconstruction 70th St to North | | \$2,100,000 | | | | | |
| | (2) 34th Avenue Reconstruction 494 to 70th St | \$1,800,000 | | | | | | |
| | (4) Lindbergh Terminal Baggage Screening Expansion | \$70,000,000 | | | | | | |
| | (4) West Terminal Demo | \$1,200,000 | | | | | | |
| | (4) Energy Savings Projects | \$1,000,000 | | | | | | |
| | <i>Subtotal New Projects Program</i> | <i>\$80,700,000</i> | <i>\$31,100,000</i> | <i>\$38,000,000</i> | <i>\$15,000,000</i> | <i>\$50,000,000</i> | <i>\$0</i> | <i>\$0</i> |
| ANNUAL TOTALS -- MSP PROJECTS ONLY | | \$295,700,000 | \$112,800,000 | \$159,650,000 | \$33,750,000 | \$53,750,000 | \$3,750,000 | \$3,750,000 |

NOTES:

- (1) These items have potential effects and are discussed in Appendix A.
- (2) A rehabilitation or reconstruction project which does not physically alter the original size (Project not included in Appendix A).
- (3) An electrical or mechanical device that monitors, indicates or controls existing conditions (Project not included in Appendix A).
- (4) A structural, mechanical or electrical device and/or modification of an existing system or structure that does not significantly increase size or passenger capacity (Project not included in Appendix A).

C. EFFECTS DURING CONSTRUCTION

Typical mitigation measures will be used during construction to minimize potential adverse environmental effects caused by noise, dust, erosion, runoff, etc. Since the environmental effects of construction will be temporary, they have not been included in the cumulative, long-term effects of projects in the CIP.

It is recognized that the planned rehabilitation of Runways 12R/30L and 12L/30R and the construction of Runway 17/35 during the Seven-Year CIP will require rerouting of air traffic for temporary periods. The rerouting of aircraft traffic will cause temporary changes in overflight noise levels. The increase in noise levels from more flights concentrated on one or two of the Airport's three existing runways will be partially offset by reduced levels under the approaches to the runway(s) that are temporarily out-of-service for repair and/or rehabilitation. In addition, MAC, working with the Metropolitan Aircraft Sound Abatement Council (MASAC), will utilize feasible noise control/reduction measures during the construction of these runways, including:

- 1) Scheduling the work during the closed window season (to the extent feasible).
- 2) Requiring longer work days and weeks by the contractors to expedite the work.
- 3) Balancing the effects of night construction noise with aircraft operating noise.
- 4) Enforcing stringent penalties on contractors for work delays.

D. CUMULATIVE ENVIRONMENTAL EFFECTS

Following is a summary of the cumulative environmental effects of the projects in the MSP 2004 - 2010 CIP. Appendix A contains an assessment of environmental effects on a project-by-project basis.

A number of projects included in the Seven-Year CIP for 2004 - 2010 are ongoing projects from previous years or have been analyzed previously for their environmental effects. The effects of these projects are discussed in their individual project descriptions in this document, as well as in other environmental documents (Environmental Assessments, Environmental Assessment Worksheets, or Environmental Impact Statements).

The remaining projects listed in the CIP that could potentially affect the environment are included in the MSP 2010 Long Term Comprehensive Plan (LTCP). The 1989 Metropolitan Airports Planning Act required the MAC and the Metropolitan Council to complete a comprehensive and coordinated study of the region's long term aviation needs. The seven-year study, known as the Dual Track Airport Planning Process, came to an end in 1996 when the legislature stopped further study of a new airport and directed the MAC to implement the MSP 2010 LTCP.

The LTCP study included a number of alternatives for development and expansion of MSP. The study was conducted in accordance with the Alternative Environmental Review Process approved by the Minnesota Environmental Quality Board (EQB) in March 1992. This process included the preparation of Alternative Environmental Documents (AEDs) for evaluating the alternatives under consideration. A draft AED was prepared and distributed for comment as part of the MSP LTCP study. This document addressed the cumulative environmental effects that would result from the proposed improvements. Upon receipt of comments, a final AED was prepared and again distributed for comment. The MAC, being the Responsible Governmental Unit (RGU), determined the adequacy of the Final AED in early 1995.

Several project descriptions in Appendix A refer to the Dual Track Airport Planning Process Final EIS. This document assessed the environmental effects of the MSP 2010 LTCP and 2020 Concept Plan. The 2010 LTCP is the first-phase implementation of the 2020 Concept Plan; it includes the new north-south runway and related projects, and interim improvements to the Lindbergh and HHH terminals and parking. The Final EIS was distributed and made available to affected agencies and the public for review and comment on its adequacy on May 7, 1998. The FAA determined in its September 23, 1998 Record of Decision that the Final EIS, together with supporting documents and responses to comments on its adequacy, meets the environmental review reporting requirements of the National Environmental Policy Act (NEPA) for projects in the MSP 2010 LTCP. The Minnesota Environmental Quality Board (EQB) found the Final EIS to be adequate in terms of compliance with the environmental review requirements of the state of Minnesota on October 26, 1998.

Summary Of Cumulative Environmental Effects

As disclosed in the May 1998 Dual Track Airport Planning Process Final EIS, the MSP 2010 LTCP would have significant adverse effects on noise, historic properties/districts, surface water quality, wetlands and the Minnesota Valley National Wildlife Refuge. Through consultation with affected agencies, the MAC committed to implement measures that will appropriately mitigate these adverse effects. The potential effect of low frequency noise is still an unresolved issue. MAC and affected municipalities prepared a report with recommendations and MAC has submitted the report with its recommendations to the FAA for its review. The FAA responded that the study failed to demonstrate that there would be increased annoyance to the residents of Richfield due to low-frequency noise. The FAA further stated that they have an interest in pursuing additional study in this area

The Seven-Year CIP for 2004 - 2010 includes some of the projects identified in the MSP 2010 LTCP. Therefore, the cumulative environmental effects of these projects in the CIP are included in the assessment of environmental effects presented in the Final EIS, and no further assessment is needed.

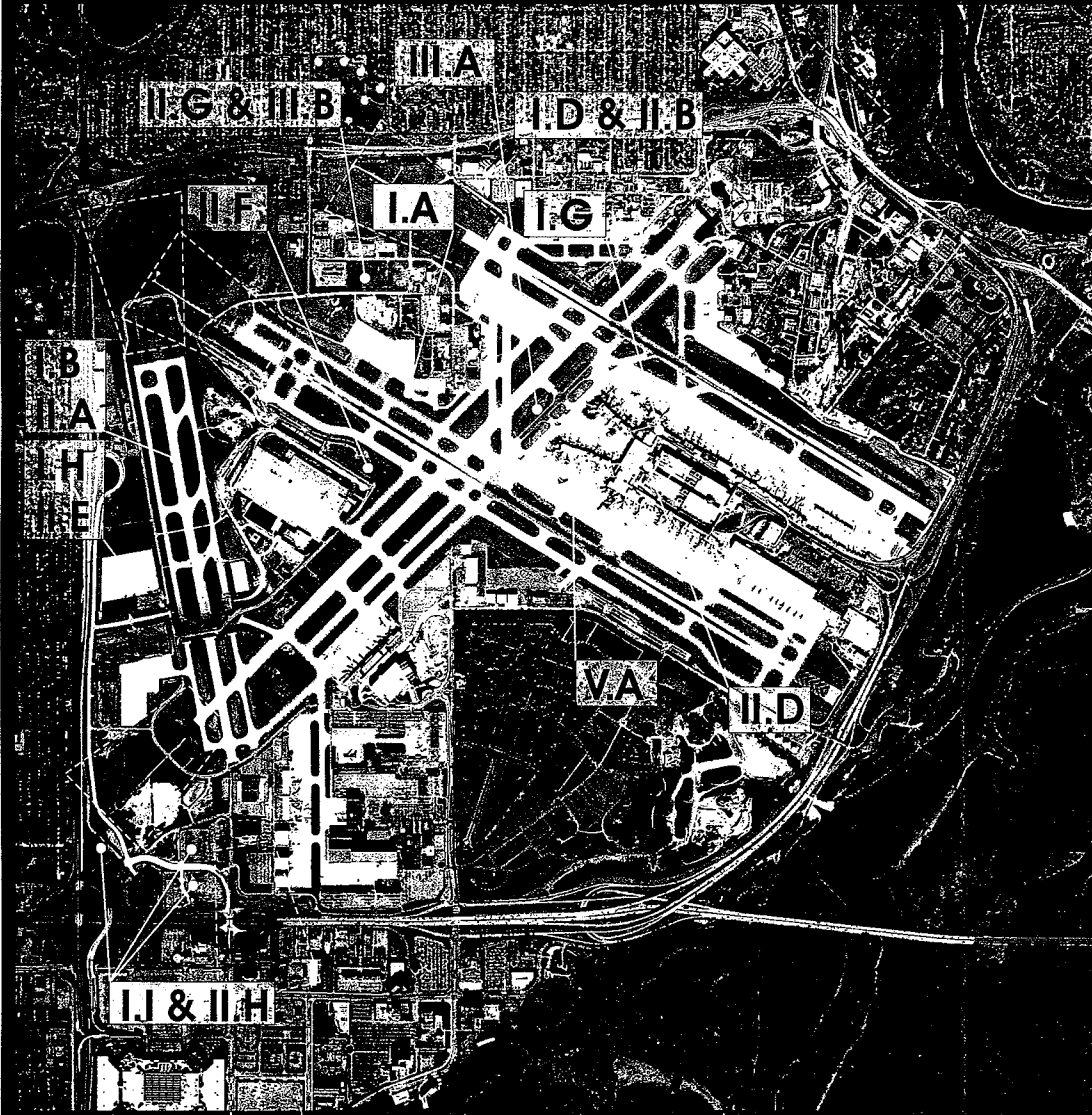
APPENDIX A

**ASSESSMENT OF INDIVIDUAL PROJECTS'
ENVIRONMENTAL EFFECTS**

INTRODUCTION

The following pages describe the anticipated environmental effects of the MAC's overall Seven-Year CIP for MSP. **Figure A-1** depicts the location of each MSP project in the CIP with potential environmental effects.

Projects with Potential Environmental Effects 2004-2010



I. 2004 Capital Improvement Projects

- I.A Runway 12R Deicing/Holding Pad - Taxiway B
- I.B Runway 17/35 Construction*
- I.C Runway 17/35 Land Acquisition
- I.D North Side Storm Sewer*
- I.E Residential Sound Insulation (Inside 1996 65 DNL)
- I.F Residential Sound Insulation - Multi-family (Inside 1996 65 DNL)
- I.G Lindbergh Terminal North Addition
- I.H MAC Cargo Buildings - Air Freight Facility*
- I.I RAC Service Site Relocation

II. 2005 Capital Improvement Program

- II.A Runway 17/35 Construction*
- II.B North Side Storm Sewer*
- II.C Residential Sound Insulation - Multi Family (Inside 1996 65 DNL)
- II.D Commercial Roadway Bag Belt
- II.E MAC Cargo Buildings - Air Freight Facility*
- II.F MAC Cargo Buildings - Belly Cargo
- II.G Relocate Air Traffic Control Tower
- II.H RAC Service Site Relocation

III. 2006 Capital Improvement Plan

- III.A Taxiway C/D Complex
- III.B Relocate Air Traffic Control Tower

IV. 2007 Capital Improvement Plan

(No projects having potential environmental effects begin this year)

V. 2008 Capital Improvement Plan

- V.A. Concourse F Expansion

VI. 2009 Capital Improvement Plan

(No projects having potential environmental effects begin this year)

VII. 2010 Capital Improvement Plan

(No projects having potential environmental effects begin this year)

Note: Projects in *Italics* are not shown on map

*General location only. See text for complete description



Figure A-1

I. 2004 PROJECTS

The following projects are included in the MAC's CIP for MSP in 2004 that have the potential to affect the environment:

- I.A. Runway 12R Deicing/Holding Pad-Taxiway B Construction
- I.B. Runway 17/35 Construction
- I.C. Runway 17/35 Land Acquisition
- I.D. North Side Storm Sewer
- I.E. Residential Sound Insulation (Inside 1996 DNL 65 Noise Contour)
- I.F. Residential Sound Insulation Multi-family (Inside 1996 DNL 65 Noise Contour)
- I.G. Lindbergh Terminal North Terminal Addition
- I.H. MAC Cargo Buildings - Air Freight Facility
- I.L. Rent-A-Car (RAC) Service Site Relocation

I-A. RUNWAY 12R DEICING/HOLDING PAD – TAXIWAY B CONSTRUCTION

Taxiway B will provide aircraft access to the new 12R deicing/holding pad. This project provides for the construction of Taxiway B between Runway 4/22 and Taxiway M. Also included in this project is the removal of Taxiway T between Runway 4/22 and Taxiway M and the construction of taxiway fillets east of Runway 4/22.

This project is included in the Final EIS for the MSP 2010 LTCP. The Final EIS addressed the cumulative effects of this project.

I-B. RUNWAY 17/35 CONSTRUCTION

One of the key facility requirements of the MSP 2010 LTCP is a new 8,000-foot runway on the west side of the Airport. The construction of Runway 17/35 is being phased over several years. This year's projects associated with the Runway include the following:

1. Airport Lane
2. Buildings Demolition
3. Infield Fueling Facilities
4. MAC Glycol Facilities Construction
5. Runway 17/35 Communications
6. Runway 17/35 Construction - South End
7. Runway 17/35 NAVAIDS
8. Runway 4/22 Tunnel

The Final EIS for the MSP 2010 LTCP addressed the cumulative and construction effects of Runway 17/35. Mitigation plans for identified significant adverse environmental effects have been prepared. Runway 17/35 will not become operational until the committed mitigation has been accomplished.

I-C. RUNWAY 17/35 LAND ACQUISITION

This project is a continuation of efforts begun by the Metropolitan Airports Commission in 1998 to acquire off-airport land for the Runway 17/35 project. Land will be acquired and leases will be extinguished to provide for the FAA-defined Runway Protection Zone (RPZ) for the Runway 35 end. Several businesses, offices and a VFW Post will be purchased as a result of this project. No residences are within the RPZ, so there is no impact in terms of residential relocations. However, the businesses and their employees will be affected by these acquisitions. The acquisition and relocation proceedings will be done in accordance with the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

During 2004, there will be a continuation of the acquisition of off-airport land required to provide for the 17/35 Runway Protection Zone (RPZ). In addition, 29 single family residents and one 92-unit apartment complex located in Bloomington south and east of the Mall of America will be acquired for noise mitigation purposes. Costs for the land acquisition will be determined based on appraisals and negotiations with the impacted property owners.

The remaining properties to be acquired include the Thunderbird Hotel and the Super America gas station. Staff is reviewing acquiring an avigation easement on the Thunderbird Hotel in lieu of an outright purchase of the property.

The Commission approved the purchase of the property in Bloomington in May of 2001 because of the exposure to anticipated noise levels in excess of DNL 65 when Runway 17/35 becomes operational. The City of Bloomington and the residents expressed a preference for acquisition of the affected properties.

This project is included in the Final EIS for the MSP 2010 LTCP. The Final EIS addressed the cumulative effects of this project.

I-D. NORTH SIDE STORM SEWER

The reconstruction of the northeast 2000 feet of Runway 4/22 and Taxiway C required the construction of a new storm water drainage system from the Runway 12L/30R and Runway 4/22 intersection east to Snelling Lake. The main storm sewer line was constructed during 2001 and discharges to Snelling Lake through an existing culvert under Highway 5. The existing culvert is in bad structural condition and needs to be strengthened. This project will provide for the slip lining of the existing culvert under Highway 5 and the completion of storm sewer installation within the Runway Safety Area (RSA) which was not completed with the 2001 project.

Improvements to the Snelling Lake pond system including new connecting pipes and installation of equipment to collect fuel in the event of a major fuel spill are currently being studied. The need for a second discharge pipe under Highway 5 is also being studied. These improvements, if required, would be included in a separate project in 2005.

Water quality is the only environmental impact category affected by this project. A positive impact will be created as a result of implementing this project since the amount of potentially harmful effluent reaching the region's waterways will be reduced.

I-E. RESIDENTIAL SOUND INSULATION (INSIDE 1996 DNL 65 Noise Contour)

This item is intended to cover projects identified as part of the Federal Aviation Regulation (FAR) Part 150 program (noise control and compatibility planning for airports) which has been approved, in part, by the FAA. This series of projects is a continuation of the program to insulate residential houses within the certified 1996 DNL 65 noise contour. Completion of these approximately 265 projects will complete the residential noise insulation within the 1996 DNL 65 noise contour.

This project will result in a positive impact concerning airport noise due to the significantly lower sound levels which will be achieved within the homes receiving sound insulation.

I-F. RESIDENTIAL SOUND INSULATION-MULTI-FAMILY (INSIDE 1996 DNL 65 NOISE CONTOUR)

This item is intended to cover projects identified as part of the Federal Aviation Regulation (FAR) Part 150 program (noise control and compatibility planning for airports) which has been approved, in part, by the FAA. The extent of the work will depend on the amount of federal aid available for each type of project. This project provides for insulation of multi-family dwellings within the certified 1996 DNL 65 noise contour. Approximately 500 dwelling units would be included in this program.

This project will result in a positive impact concerning airport noise due to the significantly lower sound levels which will be achieved within the multi-family units receiving sound insulation.

I-G. LINDERGH TERMINAL NORTH TERMINAL ADDITION

This project provides for the construction of a two-story expansion to the north end of the Lindbergh Terminal. The first level (ticketing level) will include an extension of the North Star Crossing retail mall as well as adding new public rest rooms and a public elevator and stair to the mezzanine level. The mezzanine level will provide for expanded MAC and airline tenant office space. This project was in process on 9/11 and was subsequently cancelled. This project will proceed only if the results of the Concessions RFP indicate that the revenue generated by new concessions will cover the costs of the project.

This project is included in the Final EIS for the MSP 2010 LTCP. The Final EIS addressed the cumulative effects of this project.

I-H. MAC CARGO BUILDINGS – AIR FREIGHT FACILITY

In conjunction with the construction of Runway 17/35, new building areas will be developed. The MAC will construct two cargo buildings that will be leased to airport tenants. This project will provide for the construction of an air freight facility including all required aircraft apron and auto/truck parking areas to accommodate non-anchor carrier cargo activity as well as for cargo operators who operate to and from MSP on an infrequent basis. This project is included in the Final EIS for the MSP 2010 LTCP. The Final EIS addressed the cumulative effects of projects included in the 2010 LTCP.

I-I. RAC SERVICE SITE RELOCATION

This project will provide for the relocation of the Rental Auto Company (RAC) service sites to a common location near the MTC bus garage on the south side of the airport. The project shifts existing RAC activities to a new location. Therefore, this project is included in the no action alternative and the MSP 2010 LTCP alternative in the Final EIS. The Final EIS addressed the cumulative effects of this project.

II. PROJECTS BEGINNING IN 2005

The following projects are proposed to start in the Year 2005 that have the potential to affect the environment.

- II-A. Runway 17/35 Construction
- II-B. North Side Storm Sewer
- II-C. Residential Sound Insulation - Multi-family (Inside 1996 65 DNL)
- II-D. Commercial Roadway Bag Belt
- II-E. MAC Cargo Buildings - Air Freight Facility
- II-F. MAC Cargo Buildings - Airline Belly Cargo Facility
- II-G. Relocate Air Traffic Control Tower
- II-H. RAC Service Site Relocation

II-A. RUNWAY 17/35 CONSTRUCTION

One of the key facility requirements of the MSP 2010 LTCP is a new 8,000-foot runway on the west side of the Airport. The construction of Runway 17/35 is being phased over several years. This year's projects include the following:

1. 66th Street Interchange - Phase 2
2. 77th Street/24th Avenue North Landscaping
3. Buildings Demolition
4. Campus Monumentation
5. Ground Handler Fuel Facility
6. MAC Equipment and Materials Storage Facilities
7. MAC South Fueling Facility
8. Other General Construction

9. RPZ Obstructions Removal\$750,000
10. Runway 17 Deicing Pad Construction
11. Runway 17/35 RPZ Restoration
12. Taxiway Q Construction

The Final EIS for the MSP 2010 LTCP addressed the cumulative and construction effects of Runway 17/35. Mitigation plans for identified significant adverse environmental effects have been prepared. Runway 17/35 will not become operational until the committed mitigation has been accomplished.

II-B. NORTH SIDE STORM SEWER

See 2004 Projects above for project description

This project is included in the Final EIS for the MSP 2010 LTCP. The Final EIS addressed the cumulative effects of projects included in the 2010 LTCP.

II-C. RESIDENTIAL SOUND INSULATION-MULTI-FAMILY (INSIDE 1996 DNL 65 NOISE CONTOUR)

See 2004 Projects above for project description

This project is included in the Final EIS for the MSP 2010 LTCP. The Final EIS addressed the cumulative effects of projects included in the 2010 LTCP.

II-D. COMMERCIAL ROADWAY BAG BELT

There are currently discussions taking place on how to better utilize the east upper level roadway to alleviate traffic congestion on the upper level roadway adjacent to the terminal. One issue that must be resolved is the movement of baggage from the east roadway to the terminal bag make-up area. A project to provide the required bag belt and sorting facility is being considered.

Air quality is the only environmental impact category affected by this project. A positive impact will be created as a result of implementing this project since traffic congestion on the upper level roadway will be reduced.

II-E. MAC CARGO BUILDINGS – AIR FREIGHT FACILITY

See 2004 Projects above for project description

This project is included in the Final EIS for the MSP 2010 LTCP. The Final EIS addressed the cumulative effects of projects included in the 2010 LTCP.

II-F. MAC CARGO BUILDINGS - AIRLINE BELLY CARGO FACILITY

Previously, a majority of MSP's airline belly-cargo was accommodated within a 36,000 SF multi-tenant facility owned by Standard Air Cargo. This facility was removed to accommodate

the construction of the Humphrey Terminal. Currently, there are no other existing facilities at MSP that can be used for the required belly-cargo operations. This project provides for the construction of a new facility that can be leased to airport tenants.

The potential aircraft noise and water quality cumulative effects associated with this project have been addressed in the Final EIS for the MSP 2010 LTCP.

II-G. RELOCATE AIR TRAFFIC CONTROL TOWER

With the construction of Runway 17/35 and the development of the adjacent building areas, there will be a need to construct a new Air Traffic Control Tower in order to see all parts of the runway and taxiway surfaces. This project is scheduled to commence in 2005.

This project is included in the Final EIS for the MSP 2010 LTCP. The Final EIS addressed the cumulative effects of projects included in the 2010 LTCP.

II-H. RAC SERVICE SITE RELOCATION

See 2004 Projects above for project description

This project is included in the Final EIS for the MSP 2010 LTCP. The Final EIS addressed the cumulative effects of projects included in the 2010 LTCP.

III. PROJECTS BEGINNING IN 2006

The following projects are proposed to start in 2006 and have the potential to affect the environment.

- III.A Taxiway C/D Complex
- III.B Relocate Air Traffic Control Tower

III-A. TAXIWAY C/D COMPLEX

The Taxiway C/D Complex (adjacent to Concourses E and F and parallel to Runway 4/22) will be reconstructed. Taxiway D (adjacent to Concourses E and F) is currently restricted to Boeing 727-type aircraft or smaller aircraft and the pavement on both taxiways is in need of replacement. Reconstruction of Taxiways C and D will allow unrestricted two-way taxiing of aircraft on both taxiways.

This project will not increase the overall capacity of the Airport. It will involve the construction of additional taxiway maneuvering areas adjacent to Concourses E and F. The project will add approximately 336,750 square feet of impervious pavement surface. Runoff from this surface will be added to the Minnesota River North Drainage Area. The environmental effects of this the year 2010 are included in the Final EIS for the MSP 2010 LTCP

III-B. NEW AIR TRAFFIC CONTROL TOWER

See 2005 Projects above for project description

This project is included in the Final EIS for the MSP 2010 LTCP. The Final EIS addressed the cumulative effects of projects included in the 2010 LTCP.

IV. PROJECTS BEGINNING IN 2007

There are no projects included in the MAC's CIP for MSP beginning this year that may potentially affect the environment.

V. PROJECTS BEGINNING IN 2008

The following projects are proposed to start in 2008 and have the potential to affect the environment.

V-A CONCOURSE F EXPANSION

This project will provide for the expansion of Concourse F to include additional gates, additional gate hold areas and jet bridges. Modifications to the apron and fuel hydrant system will also be included with this project.

This project will increase passenger capacity by increasing the number of aircraft gates. This project is included in the Final EIS for the MSP 2010 LTCP. The Final EIS addressed the cumulative effects of this project.

VI. PROJECTS BEGINNING IN 2009

There are no projects included in the MAC's CIP for MSP beginning this year that may potentially affect the environment.

VII. PROJECTS BEGINNING IN 2010

There are no projects included in the MAC's CIP for MSP beginning this year that may potentially affect the environment.