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ASSESSMENT OF ENVIRONMENTAL EFFECTS
MINNEAPOLIS/ST. PAUL INTERNATIONAL AIRPORT
SEVEN-YEAR CAPITAL IMPROVEMENT PROGRAM
2006 - 2012

FOR

METROPOLITAN AIRPORTS COMMISSION

BY

HNTB CORPORATION

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ASSESSMENT OF ENVIRONMENTAL EFFECTS

Minneapolis/St. Paul International Airport Seven-Year Capital Improvement Program 2006 - 2012

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ASSESSMENT OF ENVIRONMENTAL EFFECTS

Metropolitan Airports Commission Minneapolis/St. Paul International Airport Seven-Year Capital Improvement Program – 2006-2012

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 Program (CIP) 2006 - 2012 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 2006 to 2012. 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 (2006);
- (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.

One project scheduled for 2006 at MSP requires the preparation of an EAW — Phase 1 of the 2020 Development Program, which includes expansion of the Humphrey Terminal and extension of some taxiways. Minnesota Rules, Chapter 4410.1300, allow a Federal environmental assessment (EA) to substitute for an EAW. A 2015 Terminal Expansion Project Draft EA that included Phases 1 and 2 of the 2020 Development Program was prepared by the MAC and circulated for comment on July 1, 2005. The MAC is the Responsible Government Agency (RGU) for the State process and will respond to comments on the Draft EA and determine the need for a State EIS in accordance with the State process. The Federal Aviation Administration (FAA) will prepare a Final EA that includes responses to comments on the Draft EA and determine the need for a Federal EIS in accordance with the FAA process. No construction will be initiated on the project until the State and Federal environmental review processes have been completed.

All other projects scheduled for 2006 at MSP that meet the above conditions have been assessed for their environmental effects as part of the 2010 Long Term Comprehensive Program in the Final EIS for the Dual Track Airport Planning Process completed in 1998.

IMPACT CATEGORIES USED TO ASSESS ENVIRONMENTAL EFFECTS

Aircraft Noise

The types of projects that 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 that affect aircraft noise, vehicular traffic or parking.

Water Quality

Projects that affect water quality are those that create additional runoff (new pavements or buildings), fire suppression systems or 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 that 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 Program for the years 2006 through 2012. 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
2006 - 2012 CAPITAL IMPROVEMENT PROGRAM**

Note	MSP Project	Capital Improvement Program			Capital Improvement Plan			
		2006	2007	2008	2009	2010	2011	2012
Runway 17/35 Program								
(1)	Taxiway M Extension	\$5,000,000						
(1)	Runway 17/35 Land Acquisition	\$7,000,000						
	Subtotal Runway 17/35 Program	\$12,000,000	\$0	\$0	\$0	\$0	\$0	\$0
Runway 4/22 Development Program								
(1)	North Side Storm Sewer	\$3,700,000						
	Subtotal Runway 4/22 Development Program	\$3,700,000	\$0	\$0	\$0	\$0	\$0	\$0
Noise Mitigation Program								
(1)	Residential Sound Insulation (60-64 2007 DNL)		\$13,200,000	\$16,200,000	\$16,200,000			
(1)	Residential Sound Insulation (60-64 2007 DNL) Pilot	\$3,000,000						
(1)	Multi-family Sound Insulation (Inside 2007 DNL 65 contour)	\$7,000,000						
(1)	Trinity School Sound Insulation	\$7,000,000						
	Subtotal Noise Mitigation Program	\$17,000,000	\$13,200,000	\$16,200,000	\$16,200,000	\$0	\$0	\$0
Taxiway C/D Complex Construction								
(1)	Taxiway C/D Complex	\$13,000,000	\$13,000,000					
	Subtotal Taxiway C/D Complex Construction	\$13,000,000	\$13,000,000	\$0	\$0	\$0	\$0	\$0
Airfield Rehabilitation Program								
(2)	Alrside Bituminous Rehabilitation	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
(2)	Pavement Rehabilitation -Aprons	\$3,800,000	\$3,000,000					
(2)	Pavement Joint Sealing/Repair			\$500,000	\$500,000	\$500,000	\$500,000	
	Subtotal Airfield Rehabilitation Program	\$4,300,000	\$3,500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$500,000
Runway Rehabilitation Program								
(2)	Pavement Rehabilitation - Runway 12L/30R Seg. 2			\$20,000,000				
(2)	Pavement Rehabilitation - Runway 12R/30L Seg. 2		\$16,000,000					
	Subtotal Runway Rehabilitation Program	\$0	\$16,000,000	\$20,000,000	\$0	\$0	\$0	\$0
Environmental Remediation Program								
(2)	Spillway 040 Repairs	\$500,000						
	Subtotal Environmental Remediation Program	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0
Lindbergh Terminal Rehabilitation and Development Program								
(4)	Commercial Roadway Bag Belt		\$1,000,000					
(2)	International Arrivals Facility		\$200,000					
(4)	Lindbergh Terminal Bag Claim/Make-up Area	\$1,000,000	\$900,000					
(4)	West Mezzanine Finishes		\$1,000,000					
	Subtotal Lindbergh Terminal Expansion and Rehabilitation Program	\$1,000,000	\$3,100,000	\$0	\$0	\$0	\$0	\$0
Landside Rehabilitation & Repair Program								
(2)	Landside Pavement Rehabilitation	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
(2)	Parking Structure Rehabilitation	\$1,000,000	\$1,500,000	\$1,500,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
(2)	Lindbergh Terminal Interior Rehabilitation	*	*	*	*	*	*	*
(2)	Building Exterior Rehabilitation	*	*	*	*	*	*	*
(4)	Terminal Air Handling Units Replacement	*	*	*	*	*	*	*
(4)	Terminal Complex Sprinkler System Modifications	*	*	*	*	*	*	*
(4)	Terminal Electrical Modifications	*	*	*	*	*	*	*
(4)	Terminal Mechanical Modifications	*	*	*	*	*	*	*
(4)	Terminal Miscellaneous Modifications	*	*	*	*	*	*	*
(2)	Humphrey Terminal & MSP Campus Mods	*	*	*	*	*	*	*
	Carryover from 2005	**	**	**	**	**	**	**
	Subtotal Landside Rehabilitation and Repair Program	\$3,400,000	\$3,900,000	\$3,900,000	\$4,400,000	\$4,400,000	\$4,400,000	\$4,400,000

*\$2,000,000 available to be used to fund the highest priority projects from these categories

**2005 carryover to be added to the \$3,400,000 subtotal

Miscellaneous Field and Runway Program

Miscellaneous Field and Runway Program	(3) Apron GSE Lighting Upgrade	\$500,000	\$500,000						
(2) (3) (4) Miscellaneous Airfield Construction		\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
Subtotal Miscellaneous Field and Runway Program		\$900,000	\$900,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000

Miscellaneous Landside Program

(3) Central Alarm/Monitoring/Fiber Optic Cable Installation		\$500,000							
(2) GSE Building Relocation		\$5,000,000							
(1) MAC Cargo Buildings - Air Freight Facility		\$1,900,000							
(1) MAC Cargo Buildings - Airline Belly Cargo Facility			\$3,600,000						
Subtotal Miscellaneous Landside Program		\$7,400,000	\$3,600,000	\$0	\$0	\$0	\$0	\$0	\$0

New Projects Program

(4) ALEC North Relocation			\$15,000,000						
Cat. II System Installation									
(4) Runway 30R Safety Area Improvements		\$8,300,000							
(4) Relocate Air Traffic Control Tower			\$5,000,000	\$20,000,000	\$25,000,000				
(1) RAC Service Site Paving		\$2,000,000							
(3) Runway 30L Snow Storage/Melting Area				\$3,800,000					
(4) Lindbergh Terminal In-line Baggage Screening		\$11,000,000							
(4) Baggage Claim Rehabilitation			\$3,500,000	\$3,500,000					
(4) Lindbergh Terminal Sprinkler System		\$3,000,000		\$7,000,000					
(4) Energy Savings Projects		\$1,000,000							
(4) Chiller Variable Speed Drive Upgrade				\$1,000,000					
(4) Chilled Water Distribution Improvements		\$2,400,000							
(4) Landside Concessions Development		\$1,500,000							
(4) Concessions Program Implementation	Cost to be determined								
(4) MSP Fuel Consortium Modifications		\$325,000							
(4) Upgrade Mezzanine Restrooms to meet ADA Code				\$600,000					
(4) Lindbergh Terminal Carpet Replacement				\$3,000,000					
(4) VMS Highway Signs		\$650,000							
(4) Upper Level Canopy Lighting System		\$1,200,000							
(4) Runway 30R MALSF		\$1,500,000							
(4) Lindbergh Terminal Food Court Remodeling		\$900,000							
(4) Airport Lane/34th Ave. Access Reconfiguration		\$800,000							
Subtotal New Projects Program		\$34,575,000	\$38,900,000	\$23,500,000	\$25,000,000	\$0	\$0	\$0	\$0

2020 Development Program

Humphrey Terminal									
(1) Humphrey Terminal Expansion		\$75,000,000	\$100,000,000	\$11,300,000					
(1) Humphrey Parking Structure Expansion		\$55,000,000	\$11,000,000						
(4) Skyway			\$4,000,000						
(4) Ground Transportation Improvements			\$1,000,000						
(1) Auto Rental Facilities		\$14,800,000	\$3,200,000						
(1) Taxiway C Extension				\$5,000,000					
(3) Fuel Farm Lease Extinguishment			\$7,000,000						
Subtotal Humphrey Terminal		\$144,800,000	\$126,200,000	\$16,300,000	\$0	\$0	\$0	\$0	\$0

Lindbergh Terminal - Phase 1

(4) Concourse E and C Renovations				\$12,800,000					
(4) Ticket Lobby Modifications				\$2,400,000					
(4) Baggage Claim Renovations				\$3,500,000					
(4) Curbside Check-In Expansion			\$2,500,000						
(4) Bag Sortation Device Removal			\$800,000						
Subtotal Lindbergh Terminal - Phase 1		\$0	\$3,300,000	\$18,700,000	\$0	\$0	\$0	\$0	\$0

Lindbergh Terminal - Phase 2

(4) APM - G & H Concourses				\$60,000,000	\$58,250,000				
(2) Hangar Demolition				\$8,250,000					
(1) Concourse H Construction					\$98,000,000	\$101,200,000			
(4) Transit Center Modifications						\$31,500,000			
Subtotal Lindbergh Terminal - Phase 2		\$0	\$0	\$0	\$68,250,000	\$156,250,000	\$132,700,000	\$0	\$0
Subtotal 2020 Development Program		\$144,800,000	\$129,500,000	\$35,000,000	\$68,250,000	\$156,250,000	\$132,700,000	\$0	\$0

ANNUAL TOTAL -- MSP PROJECTS	\$242,075,000	\$225,600,000	\$100,000,000	\$115,250,000	\$162,050,000	\$138,500,000	\$5,300,000	\$0	\$0
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NOTES:

- (1) Includes projects that have potential environmental effects, which are discussed in Appendix A.
- (2) A rehabilitation or reconstruction project that 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 are temporary, they are not 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, requires 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 has implemented 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 2006 - 2012 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 2006 - 2012 are ongoing projects from previous years or have been analyzed previously for their cumulative 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, the Final AED was prepared and again distributed for comment. The MAC, as 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.

Appendix A also includes projects in Phases 1 and 2 of the MSP 2020 Development Plan, which replaces the 2020 Concept Plan included in the Dual Track Final EIS. The potential environmental effects of these projects are included in the 2015 Terminal Expansion Project Draft Environmental Assessment (EA) as discussed on page 1 of this report. The potential environmental effects of Phases 1 and 2 of the MSP 2020 Development Plan are not significant, as determined in the Draft EA

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 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.

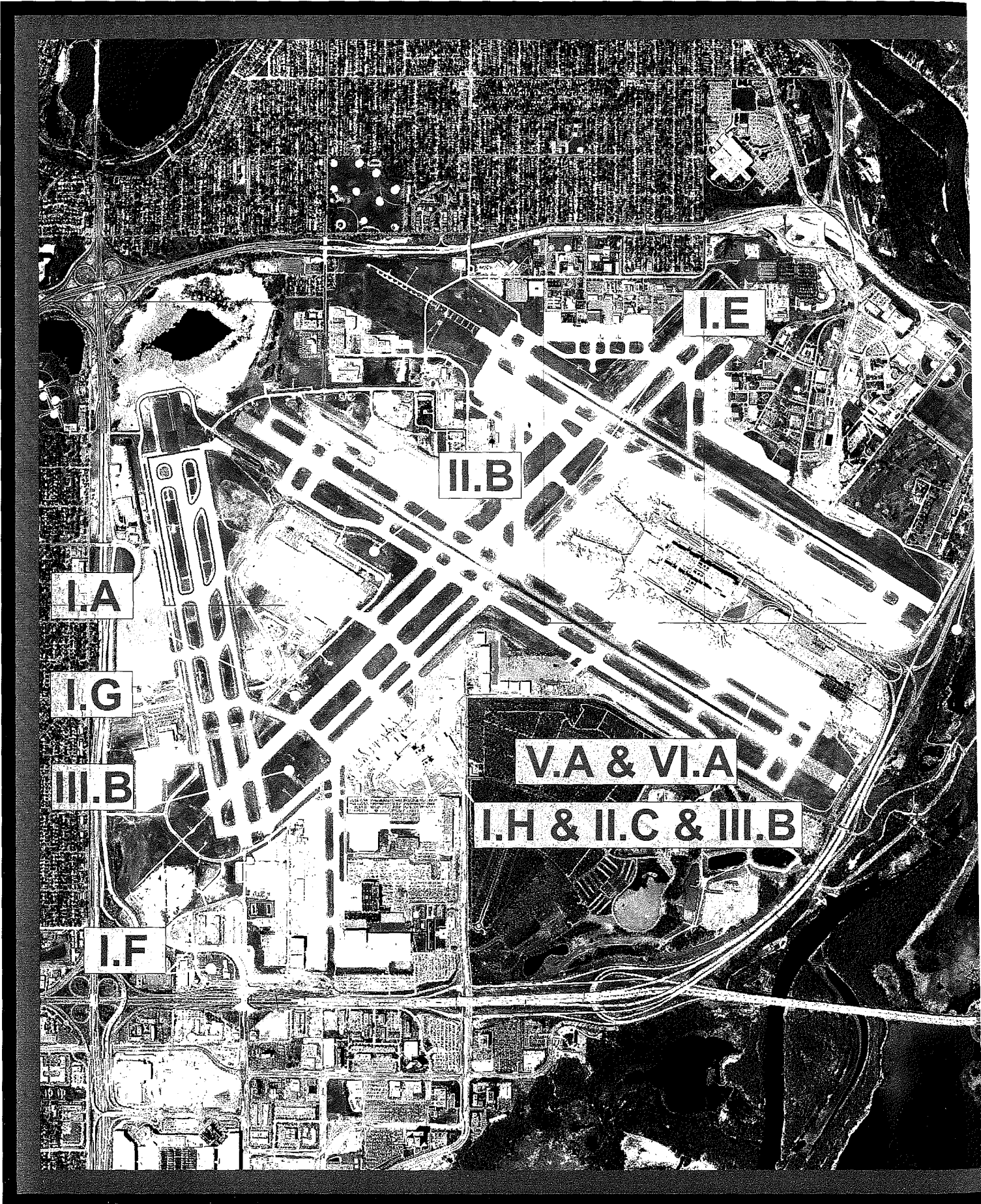
The Seven-Year CIP for 2006 - 2012 includes some of the projects identified in the MSP 2010 LTCP. The cumulative environmental effects of these projects in the CIP are included in the Final EIS and no further assessment is needed.

The 2015 Terminal Expansion Project Draft EA disclosed that Phases 1 and 2 of the MSP 2020 Development Plan would not have significant cumulative adverse effects on the environment and no further assessment is needed, subject to a final determination by the MAC following FAA approval of the Final EA.

APPENDIX A

ASSESSMENT OF PROJECT ENVIRONMENTAL EFFECTS

Appendix A describes each project in the MSP 2006-2012 Capital Improvement Program (CIP) that has potential environmental effects and how those effects have been addressed. The general locations of those projects are presented in **Figure A-1**.



I.A

I.G

III.B

I.F

II.B

I.E

V.A & VI.A

I.H & II.C & III.B

Minneapolis - St. Paul International Airport

Projects with Potential Environmental Effects 2006-2012

I. 2006 Capital Improvement Projects

- I.A Taxiway M Extension*
- I.B Runway 17/35 Land Acquisition
- I.C North Side Storm Sewer*
- I.D Noise Mitigation Program
- I.E Taxiway C/D Complex Construction*
- I.F RAC Service Site Paving*
- I.G MAC Cargo Buildings - Air Freight Facility*
- I.H 2020 Development Program - Phase 1 - Humphrey Terminal and Parking Ramp Expansion; Auto Rental Facilities*

II. 2007 Capital Improvement Projects

- II.A *Residential Sound Insulation (Inside 2007 DNL 60-64 Noise Contour)*
- II.B MAC Cargo Buildings - Belly Cargo*
- II.C 2020 Development Program - Phase 1 - Humphrey Terminal and Parking Ramp Expansion*

III. 2008 Capital Improvement Projects

- III.A *Residential Sound Insulation (Inside 2007 DNL 60-64 Noise Contour)*
- III.B 2020 Development Program - Phase 1 - Humphrey Terminal Expansion; Taxiway C Extension*

IV. 2009 Capital Improvement Projects

- IV.A *Residential Sound Insulation (Inside 2007 DNL 60-64 Noise Contour)*

V. 2010 Capital Improvement Projects

- V.A 2020 Development Program - Phase 2 - Concourse H Construction*

VI. 2011 Capital Improvement Projects

- VI.A 2020 Development Program - Phase 2 - Concourse H Construction*

VII. 2012 Capital Improvement Projects

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. 2006 PROJECTS

The following projects included in the MAC CIP for MSP in 2006 have the potential for environmental effects:

- I.A Taxiway M Extension
- I.B Runway 17/35 Land Acquisition
- I.C North Side Storm Sewer
- I.D Noise Mitigation Program
- I.E Taxiway C/D Complex
- I.F RAC Service Site Paving
- I.G MAC Cargo Buildings – Air Freight Facility
- I.H 2020 Development Program – Phase 1

I.A TAXIWAY M EXTENSION

One of the key elements of the MSP 2010 LTCP is a new 8,000-foot Runway 17/35 on the west side of the Airport. The Taxiway M Extension project will complete the construction of Runway 17/35. This project provides for the extension of Taxiway M to the south approximately 2,100 feet to connect with Taxiway S to provide an alternative taxi route for Runway 17 departures during low visibility conditions.

The Final EIS for the MSP 2010 LTCP addressed the cumulative and construction effects of the Runway 17/35 projects including the Taxiway M extension. Mitigation plans for identified significant adverse environmental effects have been prepared and required permits obtained.

I.B 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 has been acquired and leases extinguished to provide for the FAA-defined Runway Protection Zone (RPZ) for the Runway 35 end. Several businesses, offices and a VFW Post have been purchased as a result of this project.

Twenty-nine single family residents and one 92-unit apartment complex located in Bloomington south and east of the Mall of America are being acquired for noise mitigation purposes. 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. Costs for the land acquisition is determined based on appraisals and negotiations with the impacted property owners. During 2006 there will be a continuation of the acquisition of single family residences and apartment complexes located in Bloomington south and east of the Mall of America. The acquisition and relocation proceedings will be performed in accordance with the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

This project will result in a positive impact due to the removal of residents significantly affected by airport noise.

I.C 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 includes upgrades to the existing Minnesota River North drainage system including expansion of MSP Pond #3, an additional hydraulic connection between Pond #3 and Pond #4, outfall improvements to Pond #4 and a land swap with the Minnesota Department of Natural Resources (DNR) for property needed to accommodate the pond expansion. This project also includes the installation of remote control closure gates for both ponds.

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

I.D NOISE MITIGATION PROGRAM

The following projects will be implemented in 2006:

Residential Sound Insulation (60-64 2007 DNL) Pilot There will be a series of projects to provide noise mitigation for single family residential homes within the certified 2007 DNL 60-64 noise contour. The mitigation will consist of a mechanical package that will provide air conditioning for homes that do not have air conditioning. Residential homeowners would be subject to a co-pay based on the following percentages: 64 DNL – 10%, 63DNL – 20%, 62 DNL – 30%, 61 DNL – 40%, 60DNL – 50%. Prior to proceeding with this program, a pilot program will be implemented. The pilot program will be used to help determine manageable production goals for the program and to help determine future year project budgets

Multi-Family Sound Insulation (Inside 2007 65 DNL) This series of projects will complete the sound insulation of 575 multi-family units within the 2007 65 DNL contour.

Trinity School MAC staff is currently working with Trinity School to either proceed with a noise insulation project or relocate the school operations to a new site.

These projects will result in a positive impact concerning airport noise due to the lower sound levels that will be achieved within the homes and school receiving sound insulation.

I.E TAXIWAY C/D COMPLEX

This project is the second phase of a multi-phase program to reconstruct and reconfigure Taxiways C and D between Runway 12L/30R and Runway 12R/30L. This project provides for the reconstruction of segments of Taxiways C and D and associated crossover 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. This project is included in the MSP 2010 LTCP. The environmental effects are addressed in the Final EIS for the MSP 2010 LTCP.

I.F RAC SERVICE SITE PAVING

This project will provide pavement 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.

I.G 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 out 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 is the second phase in the construction of the facility.

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.H 2020 DEVELOPMENT PROGRAM – PHASE 1

The following projects included in Phase 1 of the MSP 2020 Development Program in 2006 have the potential for environmental effects.

Humphrey Terminal Expansion The Humphrey Terminal will be expanded from 10 gates to 22 gates over a three-year period. The expansion will include the construction of 12 new gates and all associated facilities including ticketing, baggage claim, baggage make up and in-line baggage screening, road improvements, new aircraft apron and hydrant fueling at all gates.

Humphrey Parking Structure Expansion The expansion of the Humphrey Terminal will require the construction of an expansion to the Humphrey Parking Structure. The new ramp will provide an additional 4,550 parking spaces as well as vertical circulation to link the LRT to the new skyway and to the Humphrey Terminal.

Auto Rental Facilities This project provides for auto rental facilities including counters, back office and ready and return facilities for all on-airport auto rental providers, as well as a new quick-turn-around (QTA) facility to serve vehicles at the Humphrey Terminal.

The potential cumulative environmental effects of these projects are included in the 2015 Terminal Expansion Project Draft Environmental Assessment (EA) that was prepared and circulated for comment on July 1, 2005. The comment period ended on August 4, 2005. Responses to comments received have been prepared and included in a draft of the Final EA and transmitted to the Federal Aviation Administration (FAA) for approval and a finding of no significant impact (FONSI). The MAC is the Responsible Government Agency (RGU) and will determine that an EIS is not needed for the project after the FAA completes its review. No construction can be initiated on the project until the State and Federal environmental review processes have been successfully completed.

II. PROJECTS BEGINNING IN 2007

The following projects are proposed in 2007 that have the potential for environmental effects.

- II.A Residential Sound Insulation (inside 2007 DNL 60-64 Noise Contour)
- II.B MAC Cargo Buildings – Belly Cargo
- II.C 2020 Development Program – Phase 1

II.A RESIDENTIAL SOUND INSULATION (INSIDE 2007 DNL 60-64 NOISE CONTOUR)

This project is currently proposed by the Commission as part of the program to insulate residential homes identified in the MSP Part 150 Program, which is subject to FAA approval. The Commission will determine in December 2005 whether or not to include the project in the CIP and Part 150 Program as described here. Implementation of this project would be the beginning of a single family residential noise insulation program within the certified 2007 DNL 60-64 noise contour. The mitigation would consist of a mechanical package that would provide air conditioning for homes without air conditioning. Homeowners would be subject to the following co-pay percentages of the cost of the air conditioning based on the location of the home within the contour: DNL 64 – 10%, DNL 63 – 20%, DNL 62 – 30%, DNL 61 – 40%, and DNL 60 – 50%. The number of homes and cost would be determined after the MSP Part 150 Program and 2007 DNL 60-64 noise contour have been approved.

This project would result in a positive impact concerning airport noise due to the lower sound levels that would be achieved inside the homes provided with air conditioning.

II.B MAC CARGO BUILDINGS – BELLY CARGO

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 will provide 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.

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

II.C 2020 DEVELOPMENT PROGRAM – PHASE 1

The following projects are a continuation of the projects described and assessed in I.H:

Humphrey Terminal Expansion

Humphrey Parking Structure Expansion

III. PROJECTS BEGINNING IN 2008

The following projects are proposed in 2008 that have the potential for environmental effects.

III.A Residential Sound Insulation (inside 2007 DNL 60-64 Noise Contour)

III.B 2020 Development Program – Phase 1

III.A RESIDENTIAL SOUND INSULATION (INSIDE 2007 DNL 60-64 NOISE CONTOUR)

This is a continuation of the project described and assessed in II.B above.

III.B 2020 DEVELOPMENT PROGRAM – PHASE 1

The following Phase 1 projects of the 2020 Development Program are proposed for implementation in 2008.

Humphrey Terminal Expansion This project is a continuation of the project described and assessed in I.H.

Taxiway C Extension Extends Taxiway C approximately 1,200 feet to connect to the Humphrey Terminal remote apron to accommodate additional remote overnight parking at the terminal. The cumulative environmental effects of this project are included in the 2015 Terminal Expansion EA discussed in I.H.

IV. PROJECTS BEGINNING IN 2009

The following project is proposed in 2009 that has the potential for environmental effects.

IV.A Residential Sound Insulation (inside 2007 DNL 60-64 Noise Contour)

IV.A RESIDENTIAL SOUND INSULATION (INSIDE 2007 DNL 60-64 NOISE CONTOUR)

This is a continuation of the project described and assessed in II.B.

V. PROJECTS BEGINNING IN 2010

The following project is proposed in 2010 that has the potential for environmental effects.

V.A 2020 Development Program – Phase 2

V.A 2020 DEVELOPMENT PROGRAM – PHASE 2

The following Phase 2 project of the 2020 Development Program that could have potential environmental effects is currently planned for implementation in 2008.

Concourse H Construction Construction of new Concourse H with 18 airline gates. The cumulative environmental effects of this project are included in the 2015 Terminal Expansion EA discussed in I.H.

VI. PROJECTS BEGINNING IN 2011

The following project is proposed in 2011 that has the potential for environmental effects.

VI.A 2020 Development Program – Phase 2

VIA 2020 DEVELOPMENT PROGRAM – PHASE 2

The following Phase 2 project of the 2020 Development Program that could have potential environmental effects is currently planned for implementation in 2008.

Concourse H Construction This is a continuation of the project described in V-A. The cumulative environmental effects of this project are included in the 2015 Terminal Expansion EA discussed in I.H.

VII. PROJECTS BEGINNING IN 2012

There are no projects included in the MAC CIP for MSP beginning this year that could have environmental effects.