

MEMORANDUM

ITEM 1

TO: Planning and Environment Committee

FROM: Nigel D. Finney, Deputy Executive Director – Planning & Environment (726.8187)

SUBJECT: 2005-2011 CAPITAL IMPROVEMENT PROGRAM - ASSESSMENTS OF ENVIRONMENTAL EFFECTS

DATE: October 22, 2004

At the September 2004 Commission meeting, a public hearing related to this document was authorized and the Planning and Environment Committee was appointed as hearing officers. This hearing will be held at the November 3, 2004 Planning and Environment Committee meeting.

Included with the Committee package are the Assessments of Environmental Effects (AOEE) related to the Commission's 2005-2011 Capital Improvement Program for Minneapolis-St. Paul International Airport. Assessments for St. Paul Downtown, Flying Cloud, Crystal, Anoka County-Blaine, Lake Elmo and Airlake airports were not prepared as the Capital Improvement Programs and Plans at those airports have not changed from previous years or the changes have only trivial environmental effects. In addition, no projects required the preparation of an Environmental Assessment Worksheet (EAW).

ASSESSMENT OF ENVIRONMENTAL EFFECTS
MINNEAPOLIS/ST. PAUL INTERNATIONAL AIRPORT
SEVEN-YEAR CAPITAL IMPROVEMENT PROGRAM
2005 - 2011

FOR

METROPOLITAN AIRPORTS COMMISSION

BY

HNTB CORPORATION

OCTOBER 2004

ASSESSMENT OF ENVIRONMENTAL EFFECTS

Minneapolis/St. Paul International Airport Seven-Year Capital Improvement Program 2005 - 2011

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APPENDIX A: ASSESSMENT OF PROJECT ENVIRONMENTAL EFFECTS

ASSESSMENT OF ENVIRONMENTAL EFFECTS

Metropolitan Airports Commission Minneapolis/St. Paul International Airport Seven-Year Capital Improvement Program – 2005-2011

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) 2005 - 2011 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 2005 to 2011. 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 (2005);
- (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 2005 at MSP that meet the above conditions have been assessed for 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. Therefore, no EAW is required for any project at MSP scheduled for 2005.

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 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 Program for the years 2005 through 2011. 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
2005 - 2011 CAPITAL IMPROVEMENT PROGRAM**

Note	MSP Project	Capital Improvement Program			Capital Improvement Plan			
		2005	2006	2007	2008	2009	2010	2011
Runway 17/35 Program								
(1)	Runway 17/35 Construction (see Table 2)	\$45,000,000						
(1)	Runway 17/35 Land Acquisition	Budget to be established in December based on number of properties remaining to be purchased						
	Subtotal Runway 17/35 Program	\$45,000,000	\$0	\$0	\$0	\$0	\$0	\$0
Runway 4/22 Development Program								
(1)	North Side Storm Sewer	\$3,400,000						
	Subtotal Runway 4/22 Development Program	\$3,400,000	\$0	\$0	\$0	\$0	\$0	\$0
Noise Mitigation Program								
(1)	Residential Sound Insulation (Inside 2007 DNL 65 contour)	\$7,425,000						
(1)	Residential Sound Insulation (2007 DNL 60-64 contour)		\$16,200,000	\$16,200,000	\$16,200,000			
(1)	School Sound Insulation		\$5,000,000					
	Subtotal Noise Mitigation Program	\$7,425,000	\$21,200,000	\$16,200,000	\$16,200,000	\$0	\$0	\$0
Taxiway C/D Complex Construction								
(1)	Taxiway C/D Complex	\$5,000,000	\$15,000,000	\$10,000,000				
	Subtotal Taxiway C/D Complex Construction	\$5,000,000	\$15,000,000	\$10,000,000	\$0	\$0	\$0	\$0
Airfield Rehabilitation Program								
(2)	Airside Bituminous Construction	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
(2)	Pavement Rehabilitation - Aprons	\$6,700,000	\$3,800,000	\$3,500,000				
(2)	Pavement Rehabilitation - Taxiway A/H	\$5,400,000						
(2)	Pavement Joint Sealing/Repair				\$500,000	\$500,000	\$500,000	\$500,000
(2)	Storm Water Pond Modifications	\$500,000						
	Subtotal Airfield Rehabilitation Program	\$13,100,000	\$4,300,000	\$4,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Runway Rehabilitation Program								
(2)	Pavement Rehabilitation - Runway 12L/30R Seg. 2				\$20,000,000			
(2)	Pavement Rehabilitation - Runway 12R/30L Seg. 2			\$15,000,000				
	Subtotal Runway Rehabilitation Program	\$0	\$0	\$15,000,000	\$20,000,000	\$0	\$0	\$0
Lindbergh Terminal Rehabilitation and Development Program								
(4)	Commercial Roadway Bag Belt			\$1,000,000				
(2)	International Arrivals Facility	\$300,000		\$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	\$1,300,000	\$1,900,000	\$1,200,000	\$0	\$0	\$0	\$0
Humphrey Terminal Development Program								
(4)	Ground Services Equipment Building		\$2,000,000					
	Subtotal Humphrey Terminal Development	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0
Landside Rehabilitation & Repair Program								
(2)	Landside Bituminous Construction	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
(2)	Parking Structure Rehabilitation	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
(2)	Lindbergh Terminal Interior Rehabilitation	\$6,900,000	*	*	*	*	*	*
(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	*	*	*	*	*	*	*
	Subtotal Landside Rehabilitation and Repair Program	\$10,000,000	\$3,100,000	\$3,100,000	\$3,100,000	\$3,100,000	\$3,100,000	\$3,100,000
	*\$1,700,000 available to be used to fund the highest priority projects from these categories							
Miscellaneous Field and Runway Program								
(3)	Apron GSE Lighting Upgrade		\$500,000	\$500,000				
(2) (3) (4)	Miscellaneous Construction	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
	Subtotal Miscellaneous Field and Runway	\$400,000	\$900,000	\$900,000	\$400,000	\$400,000	\$400,000	\$400,000
Miscellaneous Landside Program								
(3)	Central Alarm/Monitoring/Fiber Optic Cable Installation	\$500,000	\$500,000					
(4)	Overflow Ramp/Employee Parking Structure		\$48,560,000	\$7,440,000				
(1)	MAC Cargo Buildings - Air Freight Facility		\$2,100,000					
(1)	MAC Cargo Buildings - Airline Belly Cargo Facility		\$6,600,000					
	Subtotal Miscellaneous Landside Program	\$500,000	\$57,760,000	\$7,440,000	\$0	\$0	\$0	\$0
New Projects Program								
(4)	ALEC North Relocation			\$15,000,000				
(4)	Cat. II System Installation - ALEC Mods	\$2,100,000						
(4)	Runway 30R Safety Area Improvements	\$9,800,000						
(4)	Maintenance Building Addition	\$7,200,000						
(4)	Relocate Air Traffic Control Tower	\$5,000,000	\$20,000,000	\$25,000,000				
(1)	RAC Service Site Paving	\$2,000,000	\$2,000,000					
(3)	Runway 30L Snow Storage/Melting Area			\$3,800,000				
(2)	34th Avenue Reconstruction - 70th St to North	\$2,100,000						
(4)	Lindbergh Terminal EDS Baggage Screening	\$80,300,000						
(4)	Baggage Claim Rehabilitation			\$3,500,000	\$3,500,000			
(4)	Lindbergh Terminal Sprinkler System			\$6,000,000	\$6,000,000			
(4)	Energy Savings Projects	\$1,000,000						
(4)	Generator Project	\$1,600,000						
(4)	Security Projects	(Projects and budget to be established)						
(4)	Non-Secure Restaurant	\$900,000						
(4)	Concessions Program Implementation	(Budget will be established in December based on monies remaining from the \$800,000 allocated in 2004)						
(4)	Runway 17 Deicing Pad Operations Center	\$3,500,000						
	Subtotal New Projects Program	\$114,500,000	\$22,000,000	\$53,300,000	\$9,500,000	\$0	\$0	\$0
ANNUAL TOTAL - MSP PROJECTS		\$200,625,000	\$128,160,000	\$111,140,000	\$50,200,000	\$4,500,000	\$4,500,000	\$4,500,000

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).

TABLE 2
MINNEAPOLIS / ST. PAUL INTERNATIONAL AIRPORT
2005 - 2011 RUNWAY 17/35 CAPITAL IMPROVEMENT PROGRAM

Runway 17/35 Program	2005	2006	2007	2008	2009	2010	2011
66th Street Interchange - Phase 2 *	\$4,800,000						
77th Street/24th Avenue North Landscaping	\$1,400,000						
MSP Campus Signage	\$200,000						
Ground Handler Fuel Facility *	\$350,000						
MAC Equipment and Materials Storage Facility *	\$9,200,000						
MAC South Fueling Facility *	\$1,750,000						
RPZ Obstructions Removal	\$1,500,000						
Runway 17 Deicing Pad Construction *	\$18,000,000						
Runway 17/35 Communications	\$1,300,000						
Runway 17/35 RPZ Restoration	\$3,600,000						
Taxiway Q Construction *	\$2,200,000						
Glycol Storage tank Lining	\$700,000						
<i>Subtotal Runway 17/35 Development</i>	<i>\$45,000,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>

* Project with potential environmental effects

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 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 2005 - 2011 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 2005 - 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, 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.

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 2005 - 2011 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.

APPENDIX A

ASSESSMENT OF PROJECT ENVIRONMENTAL EFFECTS

Appendix A describes each project in the MSP 2005-2011 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**.

Minneapolis - St. Paul International Airport

Projects with Potential Environmental Effects 2005-2011



I. 2005 Capital Improvement Projects

- I.A Runway 17/35 Construction*
- I.B Runway 17/35 Land Acquisition
- I.C North Side Storm Sewer*
- I.D Residential Sound Insulation (Inside 2007 DNL 65)
- I.E Taxiway C/D Complex*
- I.F RAC Service Site Paving*

II. 2006 Capital Improvement Program

- II.A Taxiway C/D Complex*
- II.B Residential Sound Insulation (Inside 2007 DNL 60-64)
- II.C MAC Cargo Buildings - Air Freight Facility*
- II.D MAC Cargo Buildings - Belly Cargo*
- II.E RAC Service Site Paving*

III. 2007 Capital Improvement Plan

- III.A Residential Sound Insulation (Inside 2007 DNL 60-64)

IV. 2008 Capital Improvement Plan

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

V. 2009 Capital Improvement Plan

(No projects having potential environmental effects begin this year)

VI. 2010 Capital Improvement Plan

(No projects having potential environmental effects begin this year)

VII. 2011 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. 2005 PROJECTS

The following projects included in the MAC CIP for MSP in 2005 have the potential for environmental effects:

- I-A Runway 17/35 Construction
- I-B Runway 17/35 Land Acquisition
- I-C Residential Sound Insulation (Inside 2007 DNL 65 Noise Contour)
- I-D Taxiway C/D Complex Construction
- I-E North Side Storm Sewer
- I-F RAC Service Site Paving

I-A RUNWAY 17/35 CONSTRUCTION

One of the key elements 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 has been phased over several years. The following 2005 projects will complete the construction of Runway 17/35:

1. 66th Street Interchange - Phase 2
2. 77th Street/24th Avenue North Landscaping
3. MSP Campus Signage
4. Ground Handler Fuel Facility
5. MAC Equipment and Materials Storage Facility
6. MAC South Fueling Facility
7. RPZ Obstructions Removal
8. Runway 17 Deicing Pad Construction
9. Runway 17 Communications
10. Runway 17/35 RPZ Restoration
11. Taxiway Q Construction
12. Glycol Storage Tank Lining

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

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 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 2005 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. 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 will be determined based on appraisals and negotiations with the impacted property owners.

All buildings in the FAA-mandated RPZ and runway transition zones must be removed. The remaining properties to be acquired include the Thunderbird Hotel and the Super America gas station. Staff is reviewing an avigation easement on the Thunderbird Hotel in lieu of an outright purchase of the property.

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

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 will include the slip lining of the existing culvert under Trunk Highway 5, expansion of MSP Pond no. 3, an additional hydraulic connection between Pond No. 3 and Pond No. 4 and outfall improvements to pond no. 4. Remote control closure gates will also be installed.

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-D RESIDENTIAL SOUND INSULATION (INSIDE 2007 DNL 65 NOISE CONTOUR)

This project is a continuation of the program to insulate residential homes identified as part of the Federal Aviation Regulation (FAR) Part 150 program (noise control and compatibility planning for airports. Implementation of these projects will complete the residential noise insulation within the certified 2007 DNL 65 noise contour. The number of homes and cost will be determined after the 2007 DNL 65 contour has been certified.

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-E TAXIWAY C/D COMPLEX

The Taxiway C/D Complex (adjacent to Concourses E and F and parallel to Runway 4/22) will be reconstructed, with the first phase construction occurring in 2005. Taxiway D (adjacent to Concourses E and F) is currently restricted to aircraft of the size of Boeing 727-type 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. This project is included in the MSP 2010 LTCP. The environmental effects are included in the Final EIS for the MSP 2010 LTCP.

I-F RAC SERVICE SITE PAVING

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. This is the first phase of a two-phase project that provides site paving.

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 2006

The following projects are proposed in 2006 that have the potential for environmental effects.

- II.A Taxiway C/D Complex
- II.B Residential Sound Insulation (inside 2007 DNL 60-64 Noise Contour)
- II.C MAC Cargo Buildings – Air Freight Facility
- II.D MAC Cargo Buildings – Belly Cargo
- II.E RAC Service Site Paving

II-A TAXIWAY C/D COMPLEX

This is a continuation of Project I-E described above.

This project is included in the MSP 2010 LTCP. The environmental effects are included in the Final EIS for the MSP 2010 LTCP.

II-B 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 2004 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-C 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.

II-D 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 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-E RAC SERVICE SITE PAVING

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. This is the second phase of a two-phase project that provides site paving.

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.

III. PROJECTS BEGINNING IN 2007

The following project is proposed in 2007 that has the potential for environmental effects.

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

This is a continuation of the project described in II-B above. This project will result in a positive impact concerning airport noise due to the lower sound levels that will be achieved inside the homes provided with sound insulation.

IV. PROJECTS BEGINNING IN 2008

The following project is proposed in 2008 that has the potential for environmental effects.

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

This is a continuation of the project described in II-B above. This project will result in a positive impact concerning airport noise due to the lower sound levels that will be achieved inside the homes provided with sound insulation.

V. PROJECTS BEGINNING IN 2009

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

VI. PROJECTS BEGINNING IN 2010

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

VII. PROJECTS BEGINNING IN 2011

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