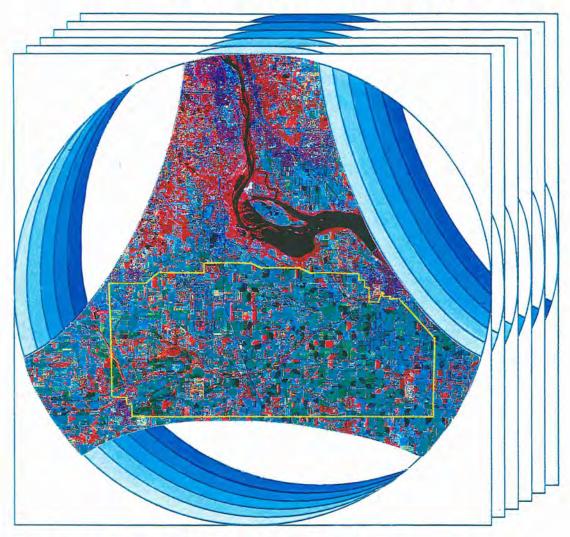


Dual Track Airport Planning Process



New Airport Comprehensive Plan

Scoping Decision Document

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Dual Track Airport Planning Process New Airport Comprehensive Plan

Scoping Decision Document

June 1994



Prepared for:

Metropolitan Airports Commission

Prepared by:



HOWARD NEEDLES TAMMEN & BERGENDOFF

and associated firms

Acknowledgements:

Cover includes Landsat-5 images of the Study Area in the visible and infrared bands. Prepared by Remote Sensing Laboratory, Department of Forest Resources, College of Natural Resources, University of Minnesota in cooperation with the Metropolitan Council of the Twin Cities Metropolitan Area. Landsat imagery reproduced by permission of Earth Observation Satellite Company, Lanham, Maryland, U.S.A.

SCOPING DECISION DOCUMENT

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I. INTRODUCTION

PURPOSE OF DOCUMENT

The purpose of the Scoping Decision Document (SDD) is to present the alternatives, issues and impacts that the Metropolitan Airports Commission (MAC) proposes to study, analyze and discuss in the Alternative Environmental Document (AED) for the selection of the comprehensive plan for a (possible) new major airport in the Dakota Search Area in Dakota County.

The New Airport Comprehensive Plan project is being conducted in accordance with the Alternative Environmental Review Process proposed by MAC and approved by the Minnesota Environmental Quality Board (EQB) on March 19, 1992, and in general accordance with Federal Aviation Administration Order 5050.4A issued October 8, 1985 by the Federal Aviation Administration (FAA) of the U.S. Department of Transportation. Compliance with FAA Order 5050.4A ensures that the project will meet the procedural and substantive environmental requirements set forth by the Council on Environmental Quality in its regulations implementing the National Environmental Policy Act.

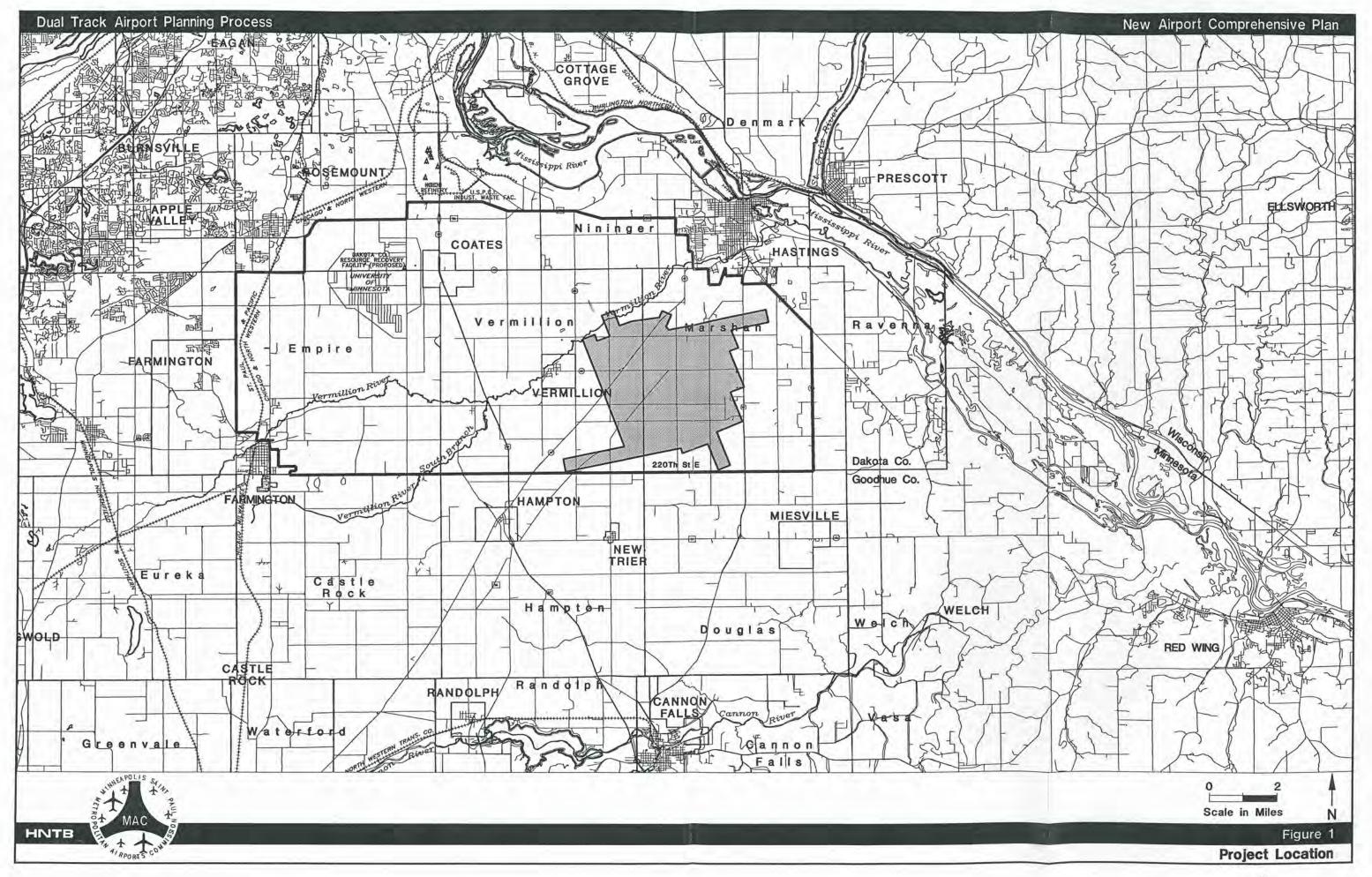
MAC is the designated Responsible Governmental Unit (RGU) for the scoping documents and the AED.

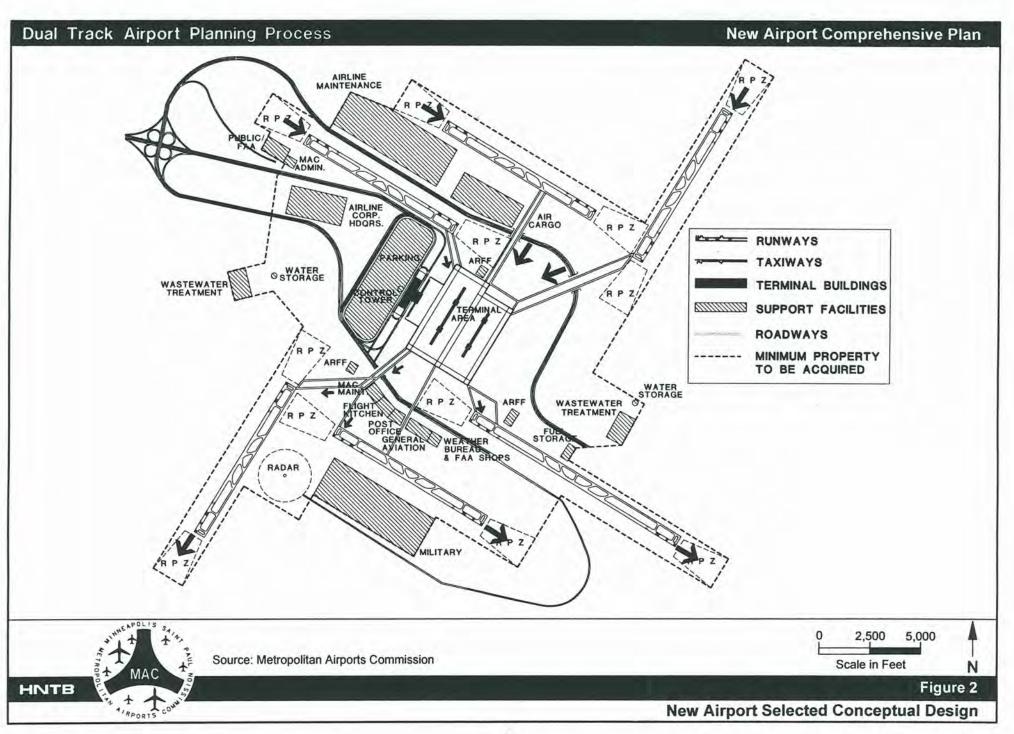
Contact Person:

Nigel D. Finney, Deputy Executive Director, Planning and Environment Metropolitan Airports Commission 6040 28th Avenue South Minneapolis, Minnesota 55450 (612) 726-8187

PROPOSED PROJECT

The proposed project is the selection of the comprehensive plan for a new major airport site in the Dakota Search Area. Figure 1 shows the location of the site in the Search Area and Figure 2 depicts a conceptual layout of the plan used for site selection. The comprehensive plan will include the size, location and function of the necessary airport facilities — and the local/regional facilities needed to accommodate the plan.





SCHEDULE

The tentative schedule of activities for selection of the New Airport Comprehensive Plan is:

Scoping EAW/Draft Scoping Decision Document (SDD) Availability and Beginning of Comment Period	April 25, 1994
Public Scoping Meeting	May 12, 1994
End of Comment Period	May 25, 1994
EQB Review/Comment on SDD	June 16, 1994
MAC Adoption of SDD and Response to Comments	June 20, 1994
Draft Alternative Environmental Document (AED) Availability and Beginning of Comment Period	December 5, 1994
Public Hearing(s)	January, 1995
End of Comment Period	February 6, 1995
EQB Review/Comment on Final AED	March 16, 1995
MAC Adoption of Final AED, Determination of Adequacy, and Selection of Comprehensive Plan	April 17, 1995

II. EVALUATION OF ALTERNATIVES

ALTERNATIVES CONSIDERED

The identification and screening of potential airport runway concepts was presented in the Scoping Environmental Assessment Worksheet (EAW). Four alternatives were identified for the selected runway concept. The alternatives are shown in Figures 3, 4, 5 and 6.

ALTERNATIVES ELIMINATED

Alternative 4 is eliminated from further consideration because, of the four alternatives, it is significantly less efficient operationally.

The elimination of runway stagger and the proximity of the crosswind runways relative to the main runways results in several inefficiencies. First, aircraft landing or departing on the outboard runways (about one-third of all aircraft operations) would not have a clear route to/from the terminal as afforded by the other three alternatives. Instead, they would be required to cross active runways, resulting in numerous delays.

Second, the elimination of runway stagger would also increase average taxi distances, because many aircraft would have to back-track on their route to/from the terminal.

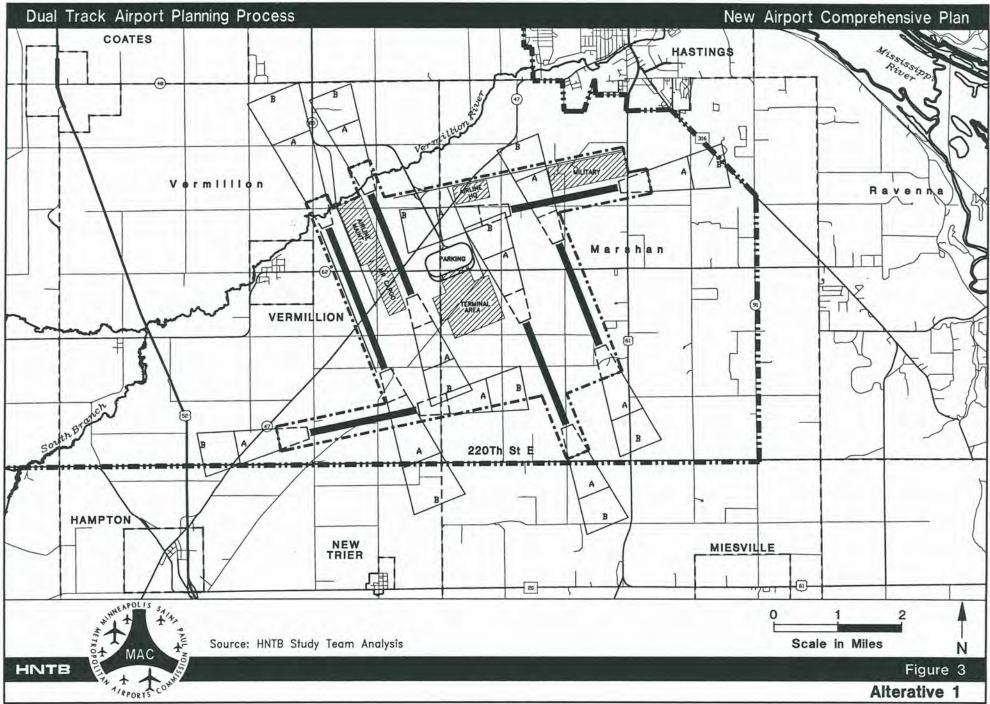
Finally, the location of the crosswind runways would also require higher cloud ceiling and visibility minima to operate the desired three-in/three-out flow through system, reducing the percentage of time this most efficient operation mode could be used. More aircraft would have to fly past the airport to sequence themselves on the final approach course to one of the main parallels instead of flying directly to a crosswind runway — resulting in greater airspace distances and air pollution from jet exhaust than the other alternatives.

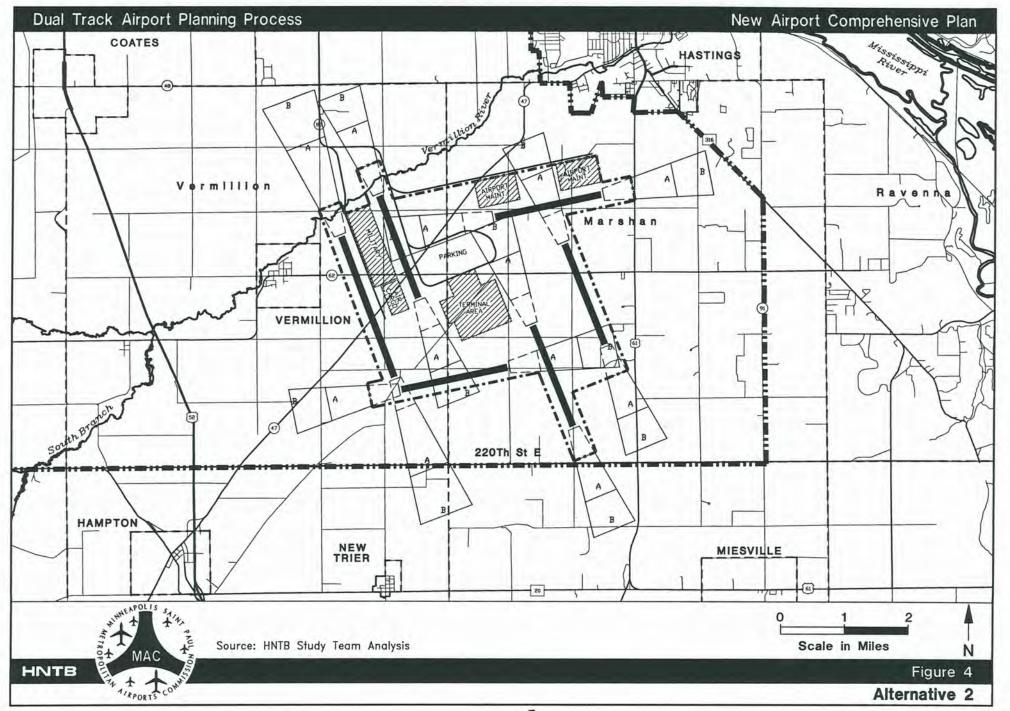
Alternative 4 is only about six percent smaller than Alternative 3. Its smaller size would not offset its significantly inferior operational characteristics.

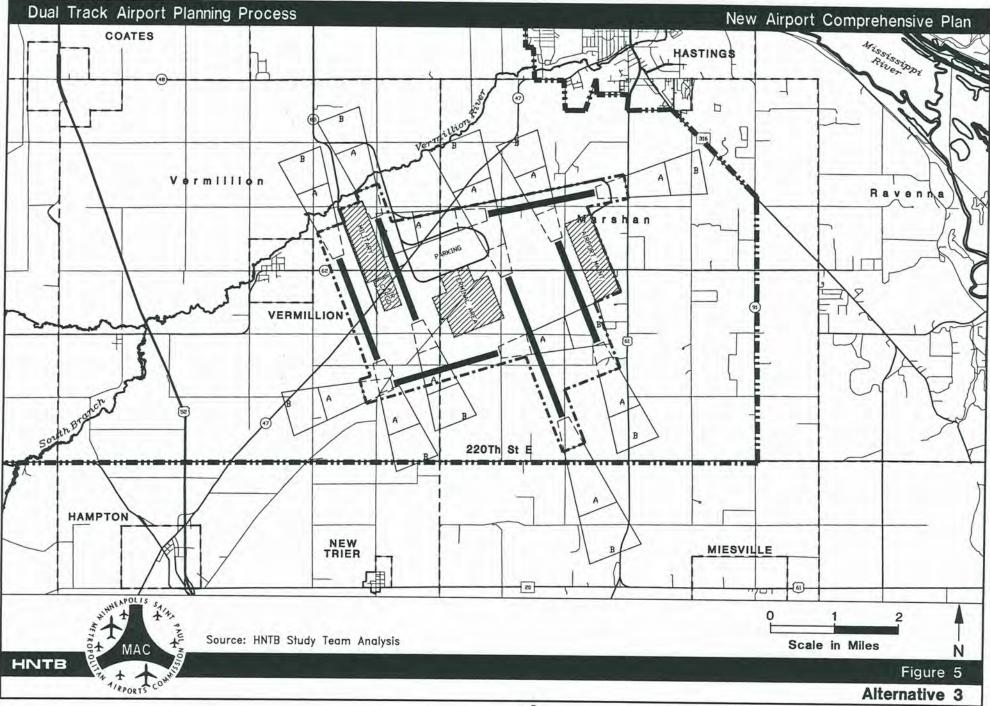
For these reasons, and since there are three remaining alternatives with superior operational characteristics, Alternative 4 is eliminated from further study.

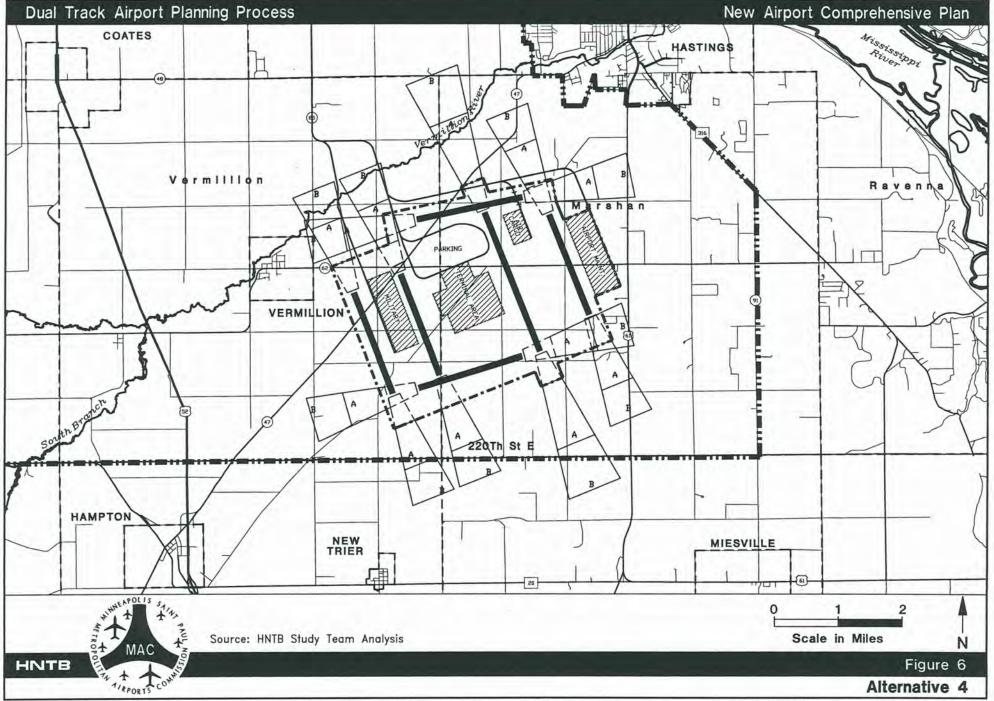
ALTERNATIVES TO BE STUDIED IN AED

Alternatives 1, 2 and 3 will be studied in the AED.









III. SUMMARY OF ISSUES AND CONCERNS

The following issues and concerns are related to the development of a possible new major airport in the Dakota Search Area in Dakota County. The list is a summary of comments received on the First Phase Scoping Report and input during the Site Selection scoping process. Additional issues may arise during the preparation of the AED and will be included.

- 1. The runway configuration.
- 2. The major assumptions and forecasts that determine airport facility requirements.
- 3. Impact on natural habitat and wildlife (including bird strikes).
- 4. Impact on surface water and groundwater (aquifers) and water supply.
- 5. Impact on wetlands, floodways and floodplains.
- Impact on agricultural land and local agricultural economy.
- 7. Potential noise and overflight impacts, including stress-related health disorders.
- 8. Impact of solid and hazardous waste disposal.
- 9. Impact on historic, architectural, archaeological, and other cultural resources.
- 10. Local and regional impacts due to induced/spin-off development from the new airport.
- Cost of land acquisition and cost of needed improvements to the local and regional transportation systems.
- 12. Land use compatibility.
- 13. Impact on public park and recreation land.
- 14. Impact on rare, threatened, endangered and special-concern species.
- 15. Social and economic community impacts.
- 16. Visual impacts (including light emissions).
- 17. Impact on mineral resources production and development.
- 18. Site accessibility (travel time) and travel costs to airport users.

- 19. Consistency with Metro Council policies on MUSA line and agriculture.
- 20. Relocation of people and businesses.
- 21. Air quality impacts.
- 22. Uncertainty of new airport development for residents in and around the Search Area.
- 23. Provisions for utility and access infrastructures (including sewage treatment plants) to service the airport and secondary development areas.
- 24. Effect on regional development.
- 25. Impact on regional transportation system (highways and transit).
- 26. Effect on property values in the site area and adjacent areas.
- 27. Effect on lifestyle of Dakota County residents.
- 28. Ability to finance new airport development.

IV. ANALYSIS OF ISSUES AND IMPACTS

ISSUES AND IMPACTS REQUIRING DETAILED ANALYSIS

The following issues and impact areas were determined in the Site Selection scoping process to be potentially significant and to require detailed analysis in the AED. The level of analysis will be based on the extent to which the issue or impact varies for each candidate site in determining the best site in the Search Area. Measures to mitigate the impacts will be discussed, where appropriate.

Forecasts

The airport activity forecasts developed in 1989 for use in the Long Term Comprehensive Plan for MSP and for the New Airport Site Selection Study will be updated in the Spring of 1993. The updated forecasts will be used in the MSP Long Term Comprehensive Plan Update, the New Airport Comprehensive Plan, and for environmental documents relating to these studies.

The forecast update process was initiated in October 1992, when a public hearing and a series of expert panel sessions were conducted to solicit input on forecast methodologies, aviation assumptions, and socio-economic assumptions. During these sessions, issues were raised regarding the latest socio-economic projections, and uncertainties with various aviation assumptions. To address these uncertainties, options for including alternative scenarios, and/or sensitivity analyses, have been considered in developing the final forecast methodology.

Some of the expert panels were reconvened after a preliminary forecast was developed, to review the forecasts and the alternative scenarios and/or sensitivity analyses selected.

Noise

Noise sensitive areas and facilities (residences, schools, parks, etc.) will be identified and analyzed to determine the noise impacts of the candidate sites. The effect of aircraft noise on stress-related health disorders will not be determined due to the lack of reliable data showing harmful effects. Future day and nighttime sound levels will be calculated and compared with existing levels, state standards and federal criteria. The future sound levels will be calculated, using the latest version of the Federal Aviation Administration's Integrated Noise Model-INM 4.11. Four primary factors will be used: Day Night Level (Ldn), the State L₁₀ descriptor, maximum single event levels, and numbers of overflights.

The DNL metric was developed under the auspices of the U.S. EPA for use in describing aircraft noise impacts and other environmental noise impacts. DNL is the logarithmic average sound level measured in decibels weighted to closely approximate the sensitivity of the human ear. It is based on the yearly average for a 24-hour Equivalent Sound Level (Leq). The metric

is weighted to account for increased noise sensitivity between 10:00 PM and 7:00 AM with a 10 dBA (decibels on the A-weighted scale) penalty applied to noise events during that nighttime period. The output of the noise model includes a noise contour connecting points of equal noise level, which can be used to estimate the number of people and noise sensitive land uses within specified Ldn sound levels. For this study, DNL 65 and DNL 60 will be determined for a conservative future year.

The L_{10} metric is used by the State of Minnesota in setting State noise standards. The L_{10} is based on a sound level in dBA exceeded 10 percent of the time (6 minutes per hour). It is calculated for the worst hourly noise condition that could occur off each runway end. It says nothing about how often the condition actually occurs, but does show what short-term conditions could be in these areas. For this study, $L_{10}65$ sound levels will be determined.

The time-above-threshold (TA) is a measure of the time during a 24-hour day that a point on the ground experiences aircraft-generated noise above specified levels. The level of 85 dBA represents the point at which single-event (not DNL) levels are considered potentially disruptive. Unlike the DNL metric, which uses logarithmic averages in its internal calculations, the TA metric uses arithmetic means to calculate total noise. This latter technique can better demonstrate small changes in noise patterns, and can show changes in noise on a scale commensurate with changes in the number of aircraft overflights.

Peak Sound Exposure Level (SEL) is a calculation of the highest single aircraft A-weighted sound level at a specific point on the ground. Comparison of peak SEL for the various alternatives at the same geographic points shows various single-event impacts by alternative.

The analysis of aircraft overflights focuses on areas near the ends of runways. This analysis provides a straight forward comparison of runway use by alternative.

Noise abatement measures and land use compatibility measures will be considered for each of the alternatives. Appropriate measures will be addressed for each alternative for comparison and to help determine the best comprehensive plan.

Energy Supply and Natural Resources

Energy requirements associated with the operation of the New Airport will fall generally into two categories: 1) those relating to changed demands for stationary facilities (e.g. airfield lighting and terminal building heating), and 2) those involving the movement of air and ground vehicles.

The provision of power for stationary facilities on the New Airport was addressed in the Site Selection AED. Peak power demand projections were determined to be consistent with energy planning by potential energy providers (Dakota Electric, Minnegasco, and Northern States Power.)

For the alternative layouts considered in the AED, there are no differences in vehicular traffic, and therefore no differences in energy consumption between the alternatives. Differences in regional vehicular energy consumption between the New Airport, MSP and the No-Build alternative will be addressed in the Dual Track Environmental Impact Statement.

Historical and Architectural Resources

An intensive-level study will determine the National Register eligibility of the six properties within Site 3 and the associated DNL 65 noise contour (the "Area of Potential Effect") that were identified by the reconnaissance-level survey as meriting further study. Properties beyond the Area of Potential Effect will not be examined at this time, because the impact on these properties would be similar for any runway configuration in Site 3. The six properties to be included in the intensive survey are Chimney Rock, 16143 Hogan Avenue, 20477 Kirby Avenue, 22005 Lewiston Boulevard, 17945 Northfield Boulevard, and 8030 - 180th Street. In addition, other properties from the reconnaissance-level survey that fall within the Area of Potential Effect for Site 3 will be reevaluated in light of the more detailed contextual information generated by the intensive survey.

A research design will be developed to outline survey objectives, methods, and expected results. The research design will be reviewed and approved by the State Historic Preservation Officer (SHPO) before fieldwork and archival documentation is initiated. Evaluation of the National Register eligibility of Chimney Rock will be expedited, since it might prove difficult to mitigate actions adversely affecting this property.

Research will be completed at the Minnesota Historical Society Reference Library, the SHPO, the Dakota County Historical Society, the Dakota County Courthouse, and additional repositories as needed. Sources will include atlases and other maps, deeds, genealogical studies, and architectural surveys of other rural areas. A more detailed physical analysis of the six properties identified by the reconnaissance survey will also be completed. Inventory forms and the final survey report will conform to SHPO guidelines. The report will discuss historic contexts related to properties in the Area of Potential Effect and, based on these contexts, will assess the National Register potential of the properties. As the Comprehensive Plan is developed for each alternative, options that might adversely affect properties eligible for listing in the National Register will be avoided or their effect minimized, when possible.

Archaeological Resources

The Native American and seven Euro-American properties identified in the Scoping EAW will be further analyzed to determine eligibility for listing on the National Register of Historic Places (NRHP). Areas with potential archaeological properties that could not be surveyed during site selection will be surveyed (if possible) and analyzed for NRHP eligibility.

A research plan will be prepared in consultation with SHPO and FAA, and a report will be prepared documenting the results of the analysis, including measures to minimize unavoidable impacts.

Fish, Wildlife and Ecologically Sensitive Resources

Based on the analysis done for the New Airport Site Selection Study AED, additional analysis will be required regarding potential impacts to (1) threatened, endangered and special concern plants and animals and (2) potential bird-aircraft hazards.

The refined analysis of threatened, endangered and special concern species will primarily involve three specific sub-issues; (1) the potential for direct impacts to rare plants or plant communities within the selected Site, (2) the potential for direct impacts to loggerhead shrike breeding territories within or adjacent to the selected Site, and (3) the potential for indirect impacts to wintering bald eagles along the Mississippi River corridor in proximity to the selected Site. The analytical approach to be taken on each of these issues is discussed in detail below.

Rare Plants and Plant Communities within Alternative Sites

Based on the analysis carried out for the New Airport Site Selection Study AED, only two locations are known to have rare plants or plant communities that would be potentially affected by the selected Site: (1) the Hastings Sand Coulee and (2) the Chimney Rock area. The analysis contained in the New Airport Site Selection Study AED strongly suggests that these sensitive plant communities can be avoided in the design of the selected Site; however, these locations lie near enough to the east and south edges of the selected Site so that more refined analysis is necessary to confirm that this is the case. The more detailed level of grading information being developed is expected to allow an accurate assessment of potential impacts.

The relative potential for impacts associated with each alternative will be analyzed and compared. If it is confirmed that such resources will be avoided in grading the site, the AED will explore measures to ensure their long-term preservation and ways to manage them in a manner that fosters increases in both the population and distribution of rare plants. If rare plant resources are located in areas where avoidance is impossible, the analysis will include other potential mitigation measures such as transplanting or re-establishing such plants in other more protected areas within the selected plan alternative. Ongoing coordination will be maintained with the MDNR Natural Heritage Program to ensure that any proposed management or mitigation measures are feasible and likely to produce the desired results.

Rare Wildlife Species within Alternative Sites

With regard to rare wildlife resources within the selected Site, the only such species needing further analysis in the AED is the loggerhead shrike. As indicated in the New Airport Site Selection Final AED, loggerhead shrikes may potentially be affected by: (1) loss of breeding and

feeding areas due to grading and construction activities associated with the airport and ancillary transportation facilities, (2) loss of perching sites due to removal of trees, shrubs, roadway ditches, power poles and power lines, and (3) loss of food resources due to mowing of grasslands and potential contamination from fuel spills, emissions and de-icing chemicals. The level of information available during the preparation of the Site Selection AED was only detailed enough to assess the comparative impacts of anticipated mass grading operations on known shrike breeding territories.

Because more grading and site design information will be available, a more detailed analysis of the above-listed potential impacts to loggerhead shrikes will be prepared. Ongoing coordination will be maintained with the Minnesota County Biological Survey to ensure that any newly discovered shrike breeding territories are included in the analysis. Where a given alternative would result in the direct loss of any area having past recorded sightings, the specific habitat characteristics surrounding such areas will be analyzed in detail to provide a model for potential mitigation measures.

Loggerhead shrike mitigation measures to be discussed in the AED will include: (1) the potential for re-creating habitat characteristics favored by shrikes in more protected areas within the selected Site, (2) easements to protect known shrike breeding areas beyond the boundaries of the selected Site, (3) landowner education programs, and (4) habitat management programs. The MDNR Heritage Program staff will be asked to provide input on additional measures that can be incorporated into the planning of the selected plan to preserve and enhance the availability of permanent loggerhead shrike habitat.

Wintering Bald Eagles on the Mississippi River Corridor

As described in the New Airport Site Selection AED, a portion of the Mississippi River corridor lies adjacent to the north and east airport search area boundaries. This area is utilized by bald eagles for nesting, as a migration stop and as a wintering area when ice conditions are favorable. Alternatives 1, 2 and 3 will involve river overflights at various altitudes depending on the ultimate orientation of runways and the distance to the river. The bald eagle impact analysis carried out in the Site Selection AED will be refined to analyze in more detail the operational characteristics of the various design concepts for the selected Site. This analysis will again document the approximate location, frequency and altitude of anticipated overflights and compare this data to known eagle use areas along the river corridor. Of primary importance is the potential for impacts to nests, traditional night-roosting locations and major feeding areas.

As part of this analysis, ongoing coordination will be undertaken with the MDNR Nongame Program to update existing information on eagle use areas along this reach of the Mississippi River. No significant adverse impacts to known eagle nesting or night-roosting areas have yet been identified in relation to the alternatives. If new eagle nests or night-roosts are found in the course of the study, additional analysis will be carried out using the same approach as with prior nests and roosts. Should any potential for adverse impacts to bald eagles be identified, potential mitigation measures will be explored in coordination with the U.S. Fish and Wildlife Service and MDNR.

Bird-Aircraft Hazards

The New Airport Site Selection Final AED included a relatively detailed analysis of potential bird-aircraft hazards. This analysis will be further refined. Additional coordination will be undertaken with the MDNR and the U.S. Fish and Wildlife Service to obtain any available updated information on bird populations and movements relating to the selected Site and potential bird concentration areas. Some field observations will be carried during migration periods in the areas previously identified as likely bird concentration areas and movement corridors. This field data will eventually be supplemented by more intensive field surveys to be carried out during the preparation of the Environmental Impact Statement, comparing the impacts of constructing a new airport against those of implementing improvements at Minneapolis-St. Paul International Airport.

The potential for bird-aircraft conflicts associated with the comprehensive plan alternatives will be analyzed based on the following elements:

- (1) the existing and projected character and distribution of wetland resources in the area around the alternatives;
- (2) any updated information on concentrations and movements of waterfowl and wading birds (e.g., herons and egrets) based on MDNR and U.S. Fish and Wildlife Service records;
- (3) field data collected during migration periods;
- (4) projected aircraft arrivals and departures, flight tracks and altitudes; and
- (5) relative seasonal and temporal distribution of bird and aircraft movements.

The results of the above analysis will be used to compare the distribution of aircraft and birds in space and time for each alternative. Based on this analysis, it will be determined whether the alternative poses any significant potential for bird-aircraft conflicts. If a potential problem with bird-aircraft hazards is found, appropriate mitigation measures will be developed.

Wetlands

The wetland impact estimates contained in the AED for the New Airport Site Selection Study will be substantially refined in the New Airport Comprehensive Plan AED. In addition to information obtained from National Wetland Inventory Maps, several additional sources of data will be utilized to refine earlier estimates of wetland acreage potentially affected by the alternatives. Refinements will be made based on; (1) the location and distribution of hydric soils shown on the SCS Soil Survey for Dakota County, (2) FSA/FACTA wetland determinations done by the SCS, (3) wetland delineations done during the processing of no-net-loss certifications under the Minnesota Wetland Conservation Act of 1991, and (4) field reviews of any

alternatives is expected, as the terminal area remains the same among the alternatives, with the location of the runways and other on-site facilities moving. However, if employment concentrations on-site differ between the alternatives or the location of traffic intensive uses (i.e. air cargo/trucking facilities) with different access points, these alternatives may impact the local roads in different manners and would therefore be assessed.

The roadway network for each alternative will replicate as closely as possible a realistic design. The most current available socio-economic data will be used as the basis for trip generation. The best available regional travel demand forecast model will be used in the analysis. Information gathered by the 1990 Travel Behavior Inventory Special Generator Study from the current airport will be used as needed. The potential for induced development from the alternatives will be assessed.

Modeling, using capacity constrained techniques, will be conducted for both daily and peak-hour conditions. The impact of the directional distribution on road capacities will be evaluated for the peak hour. An analysis will be performed to identify the routes used by airport traffic. Issues to be addressed include an analysis of the impacts on the bridges across the Minnesota and Mississippi Rivers that serve the area, and an evaluation of the regional accessibility of the site in the terms of travel times and distance for each scenario.

As this phase is to address only impacts which differ between the alternative plans, many impacts will still need to be addressed in the final comparison between a new airport in Dakota County, an expansion of MSP, and a no-build scenario. Impacts and items to be addressed in future phases include the following:

More in-depth analysis of roadway requirements to provide access to site;

Analysis of environmental impacts and costs of additional roadways, new alignments, and additional laneage;

Express transit routes between the two central business districts and the airport site and the impacts of such routes;

Travel demand management;

Public safety;

Interconnectivity of regions within the state and areas within the region;

Impacts of new roadway system on adjoining communities;

Impacts of refined induced development assumptions;

Analysis of impacts on principal arterials providing access to site; and

Analysis of trends in automobile and truck traffic from outside the metropolitan area, and potential changes between the MSP site and new airport site.

Social Impacts

a) Residential, Business, and Non-Profit Organization Relocation

The number of persons to be displaced will be determined, including detailed characteristics to identify the total number of persons impacted and sensitive populations (children, elderly, disabled, group quarters, etc.) which may require special relocation considerations. A profile of racial, income, family, and household characteristics will also be determined for each alternative. Detailed 1990 U.S. Census Bureau information will be used, to the extent available, to obtain this information and as a supplement to other currently available data. The number of households to be displaced and their occupancy characteristics, including replacement valuation, and estimated supply and availability of replacement housing in the region, will be identified in general terms and ultimately determined in a detailed relocation study when an alternative is selected.

The number of non-farm businesses and employees to be displaced will be determined. Unique farm and non-farm businesses (those that are site dependent for survival) will also be analyzed.

Non-profit organizations (places of worship, social service organizations) will be identified. An assessment of the impacts to these organizations will be presented in the AED.

b) Community Disruption

The differences between the alternatives in the level of immediate and secondary community disruption associated with reducing or eliminating neighborhoods, non-farm businesses, roads and community facilities such as schools and places of worship, will be determined. The significance to the local area, metropolitan region and state of this disruption (i.e., increased travel, replacement facility requirements, taxable property valuation loss and valuation impacts to remaining areas, community identity fracturing) will be the product of this analysis.

Local and Regional Land Use and Comprehensive Planning Compatibility

Specific land use impacts to be analyzed in the AED include an analysis of community impacts on the City of Vermillion (as a result of shifting the location of the northern crosswind runway), an analysis of the impacts on the City of Hastings (specifically on growth potential given the shifting of the location of the northern crosswind runway), and the impacts on the Townships of Vermillion and Marshan (as a result of the different sizes of the site boundary under the four alternatives).

The AED will only address impacts which differ between the alternative airport layout plans. Many impacts will still need to be addressed in the final comparison between a new airport in Dakota County, an expansion of the current site, and a no-build scenario. Impacts and items to be addressed in future phases include the following:

Analysis of how adjacent communities would be affected by road improvements needed by the airport;

Governance issues;

Impact on regional structure and economic well-being of communities within the region; Induced development

Farmland Impacts

The number of acres of commercial farmland, agricultural preserves, and prime and unique farmlands taken for each of the alternatives will be quantified. Farmland isolation, severance, and triangulation impacts will be determined. The applicability of the agricultural land impacts to the Farmland Protection Policy Act will be determined, which will necessitate coordination with the U.S.Department of Agriculture, the Minnesota Department of Agriculture, and Dakota County Soil Conservation Service. If such lands are identified, then Form AD-1006 will be submitted for review and comment to the Dakota County Soil Conservation Service.

Additional farmland impacts will be addressed, including the significance of the loss of farmland and agricultural production areas (as businesses) to the local agricultural economy, to the extent that the alternatives differ significantly.

Impacts on Water Resources

Water Resources Impacts

Estimates of site runoff volumes and loadings will be refined based on conceptual layouts of the new airport facilities. Stormwater runoff modeling will be done incorporating the impervious areas for major facilities on site for the alternatives with the largest area within the site boundary and the smallest area within the site boundary. This information will be utilized in developing a preliminary conceptual layout and sizing of major site drainage and stormwater management features including wet detention basins, major drainageways and site run-on control berms.

Applicable Standards, major issues and major constraints will be identified and discussed in relation to their potential impact on design of stormwater management facilities for the new airport site.

Contaminant loading estimates will be refined using previously identified estimated contaminant concentrations used in the Site Selection AED and the refined runoff modeling data. Approaches to reducing contaminant loadings will be discussed; however, no water quality impact modeling will be performed at this stage due to the preliminary level of site conceptual design information available.

Options for treatment facilities for sanitary/industrial wastewater will be discussed. Potential space requirements for an on-site treatment facility will be identified. Conceptual design of a treatment facility and potential impacts analysis of such a discharge will not be done at this stage of plan development.

Water-Related Land Use Issues

Applicable requirements of the Vermillion River Watershed Management Plan will be discussed relative to their potential impact on stormwater management facilities for the alternatives.

Soils/Geology/Hydrogeology

Soil types present on site will be taken into account in the refined hydrologic modeling done to estimate runoff quantities that will have to be managed. Location of wet detention basins will take into account areas of the site with greater than 50 feet of cover over bedrock.

No additional analysis of potential groundwater impacts will be performed at this time due to the preliminary nature of design data available for facilities within the site.

The Dakota County groundwater protection plan will be reviewed relative to requirements pertinent to airport facilities if available.

Floodplains

Encroachment of the alternatives on floodway and floodway fringe areas will be analyzed to determine the risk of flooding and differential impacts on the natural and beneficial floodway fringe area values.

Airport Development Costs

The differential costs of developing each alternative will be estimated. The costs will include site preparation, land acquisition, improvements to the local and regional transportation systems (including transit), airport facilities, utilities, sewer interceptors, sewage treatment plants, and relocation of residents and businesses.

ISSUES AND IMPACTS NOT REQUIRING DETAILED ANALYSIS

The following issues and impact areas have been determined to be not significant and therefore will not be analyzed. It should not be inferred that these issues/impact areas are less important than the others. If potentially significant impacts are identified during preparation of the AED, they will be analyzed in detail and mitigation measures will be determined.

Impact on Mineral Resources Production and Development

No mineral resource production has been identified in Site 3.

Wild and Scenic Rivers

There are no adverse noise or visual impacts due to overflights on the Lower St. Croix and Cannon Rivers — based on FAA noise compatibility criteria and Memoranda of Agreement between the U.S. Fish and Wildlife Service and the National Park Service of the U.S. Department of the Interior and the FAA (stating that overflights be limited to 2,000 feet or higher). Site 3 arrivals will be above 2,000 feet and departures above 5,000 feet.

Public Parks, Recreation Land and Refuges

There are no publicly-owned parks, recreation areas, and protected wildlife or refuge areas affected by the alternatives.

Other Issues and Impacts

The following issues and impact areas have essentially the same impact for each alternative and will therefore not be analyzed in the AED. They will require detailed analysis in the EIS. If significant differences between the alternatives are identified, then a detailed analysis will be performed in the AED.

- Water supply
- Wastewater treatment
- Induced development and effect on regional development
- · Regional transportation system (highways and transit)
- Solid and hazardous waste disposal
- Regional air quality analysis for conformity with the State Implementation Plan and the Clean Air Act Amendments
- On-airport construction impacts (noise, dust, runoff, etc.)
- Glycol deicing fluid treatment, discharge and mitigation measures
- · Ability to finance a new airport
- Visual impacts

V. PUBLIC AND AGENCY INVOLVEMENT

PUBLIC AND AGENCY INVOLVEMENT

Two advisory committees have been formed to monitor and provide input on technical and policy issues relating to the preparation of the New Airport Comprehensive Plan and AED — the New Airport Technical Advisory Committee and the Dual Track Task Force. The Technical Advisory Committee is comprised of staff representatives of the affected cities, townships, county and regional, state and federal agencies, and representatives of airport users and local interest groups. The Technical Committee will review the technical approach and products of the process.

The Dual Track Task Force is comprised of elected officials or representatives of the affected cities, townships, county, regional, state and federal agencies, airport users and local interest groups. The Task Force will review the process and products for the New Airport and MSP technical and environmental studies, and provide policy advice to the MAC.

The State Advisory Council established by the legislature will be kept informed of the progress of the study. The general public will be kept informed through a series of public information meetings, newsletters, informational brochures, press conferences and news releases, as appropriate. They will have opportunities to comment both informally and formally. Formal input will be solicited at the AED public hearing. Informal input from the public can be provided at meetings of the advisory groups, and at public information meetings which will be scheduled at key points in the study. The MAC contact person and/or its consultant will be available to provide information and receive input throughout the study.

SCOPING PUBLIC MEETING

A public meeting was held Thursday, May 12, 1994 at Hastings Middle School in Hastings, Minnesota and the Scoping EAW and Draft Scoping Decision Document were presented. Approximately 85 persons attended, of which 25 made comments. A transcript of the meeting is available for review at the MAC offices.

The comment period ended May 25, 1994 and 23 written comments were received. The comments and responses are presented in Appendix A.

APPENDIX A SUMMARY OF COMMENTS ON THE SCOPING DOCUMENTS AND RESPONSES

Appendix A is a summary of responses to substantive written and oral comments on the Scoping Document and Draft Scoping Decision Document. Comments were received at the scoping public meeting and by mail during the comment period. All written comments and a transcript of the public meeting are available for review at the Metropolitan Airports Commission offices.

GENERAL RESPONSE TO COMMENTS

Several commenters raised issues, concerns or impacts that are important to comparing the New Airport Comprehensive Plan with the MSP Long-Term Comprehensive Plan and the "no action" alternative — but are not important to the selection of the best comprehensive plan for a potential new airport in Dakota County. The Alternative Environmental Document (AED) will address all identified issues, concerns and impacts that relate to the selection of the best New Airport Comprehensive Plan alternative. The level of analysis in the AED will focus on the differences between the three plan alternatives. Issues, concerns and impacts relevant to a decision between a potential new airport, development of the existing airport, the no action alternative, and other feasible alternatives will be evaluated in the EIS at the next stage in the process. Some of the EIS work will be undertaken prior to completion of the AED, to provide more time to cover the issues in detail.

The follow	ving is a summary of oral and written
comments	received at the public scoping
meeting	

There was inadequate notice of the meeting; people in Wisconsin were not notified.

- 2. The scoping document is not comprehensive in its assessment of the impacts.
- Several people questioned the need for a new airport; the existing airport can accommodate the projections for the future.

Response

- Notice of the meeting was published in the May 5, 1994 edition of the Prescott Journal, Prescott, Wisconsin.
- The purpose of the scoping document is to determine which impacts are potentially significant and therefore require detailed analysis; the assessment of these impacts will occur in the AED.
- 3. The legislation mandating the Dual Track process is not to determine if a new major airport is needed, but to evaluate alternative ways to meet future demand. The legislation calls for the preparation of two development plans to satisfy the air transportation needs for a 20-year period one for the existing airport and one for a new airport and a report to the legislature with recommendations by MAC and the Metropolitan Council on major airport development in the metropolitan area and on acquiring a site for a new major airport.

The following is a summary of oral and written comments received at the public scoping meeting

Response

- 4. Several commenters have expressed the need for information on the potential impacts of induced development around the new airport site, ground access, wastewater treatment, water supply and glycol deicing treatment/discharge and this information should not be deferred to the EIS.
- The potential impacts of these concerns are essentially the same for each AED alternative and therefore will not help in selecting the best alternative.

- 5. Request for extension of the 30-day comment period on the scoping documents.
- Induced development, water supply, wastewater treatment, stormwater treatment (including aircraft deicing), and ground access will be evaluated in the comprehensive plan for the selected alternative which will be prepared concurrently with the AED. Work has already begun on a number of the areas and will be completed in coordination with affected parties.
- 5. In order to meet the legislated completion date, MAC established a 30-day comment period for scoping documents and 60 days for Draft AED's and the Draft EIS. However, comments received later than the specified comment period will be considered, but may not receive a written response in the final document.



Conservation Service

> 6120 Earle Brown Dr., Rm 650 Brooklyn Center, MN 55430

TO: Ms. Jenn Unruh Metropolitan Airports Commission 6040 28th Avenue South Minneapolis, MN 55450

FROM: Kim Steffen, Area Resource Soil Scientist, Soil Conservation Service, USDA, Brooklyn Center

DATE: May 3, 1994

RE: Alternative Environmental Document (AED) Scoping New Airport Comprehensiva Plan

Thank you for the opportunity to respond to the above report. I have several concerns that need to be addressed.

Figure 23 in the report is a Prime Farmland map. The prime farmland acres in Table 8, page 25 of the report references this map. The legend indicates that the source of the information is the Soil Conservation Service, USDA. I contacted Dakota County and they informed me that the digital files and the attribute data for the Dakota County soil survey were provided to MAC. Dakota County contracted with a vendor to have the soil survey digitized. The digitized soil survey of Dakota County is not a product of the Soil Conservation Service. The map is a digital representation based on the published soil survey and should be referenced as such.

Table 8 on page 25 of the report states that there are 6,227 acres of prime farmland soils within the site. Some of that acreage includes soil mapunits as prime farmland if adequately drained for crop production. Figure 23 could include a footnote to indicate what the acreage represents.

The form AD-1006 addressing the Farmland Protection Policy Act (FPPA) also addresses Statewide Important Farmland. The attribute data for the digitized soil survey would not have a table that shows which soil mapunits are considered statewide important farmland. It might be useful to list both prime and statewide important farmland soil acreages in Table 8.

I have enclosed copies of the AD-1006, and revised lists of both Statewide Important Farmland and Prime Farmland soil mapunits for Dakota County.

If you questions concerning the above comments, please contact me at $\{612\}$ 566-2941.

The Soil Conservation Barrice a six apency of the

AN EQUAL OPPORTUNITY EMPLOYER

A. Although Dakota County furnished the digitized soil survey, Mr. Jeff Schmidt of your Farmington office supplied HNTB with the prime farmland soils map units (dated 5/15/91) used to generate Figure 23.

B. The prime farmland table in the AED for each alternative will differentiate the acreage of soil that would be prime farmland if adequately drained.

B.

C. This will be done for each alternative in the AED.

PRIME FARMLAND DAKOTA COUNTY 11/93

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CODE MAP UNIT NAME
  SYMBOL
                                                              OSTRANDER LOAM, 1 TO 6 PERCENT SLOPES
DICKINSON SANDY LOAM, 0 TO 2 PERCENT SLOPES
DICKINSON SANDY LOAM, 2 TO 6 PERCENT SLOPES
WADENA LOAM, 0 TO 2 PERCENT SLOPES
WADENA LOAM, 2 TO 6 PERCENT SLOPES
WADENA LOAM, 1 TO 6 PERCENT SLOPES
WADENA LOAM, 1 TO 6 PERCENT SLOPES
COLO SILT LOAM, OCCASIONALLY FLOODED
LESTER LOAM, 2 TO 6 PERCENT SLOPES
CORDOVA SILTY CLAY LOAM
WEBSTER CLAY LOAM
GLENCOE SILTY CLAY LOAM
CYLINDER LOAM
  27A
  27B
  39A
  39B
  39B2
  49B
  106B
  109
 113
  129
                                                                 CYLINDER LOAM
                                                               SPENCER SILT LOAM, 2 TO 6 PERCENT SLOPES
GARWIN SILTY CLAY LOAM
JOY SILT LOAM, 1 TO 5 PERCENT SLOPES
KATO SILTY CLAY LOAM
KLINGER SILT LOAM, 1 TO 5 PERCENT SLOPES
LAWSON SILT LOAM,
  150B
  203B
  208
 213B
                                                               LAWSON SILT LOAM,
LE SUBUR LOAM
KENNEBEC SILT LOAM
MARSHAN SILTY CLAY LOAM
MAXCREEK SILTY CLAY LOAM
 226
 239
  250
     53
                                                             MAXCREEK SILTY CLAY LOAM
MAYER SILT LOAM
MAYER SILT LOAM, 1 TO 6 PERCENT SLOPES
PORT BYRON SILT LOAM, 0 TO 2 PERCENT SLOPES
PORT BYRON SILT LOAM, 2 TO 6 PERCENT SLOPES
ROCKTON LOAM, 0 TO 2 PERCENT SLOPES
ROCKTON LOAM, 2 TO 6 PERCENT SLOPES
ROCKTON LOAM, 2 TO 6 PERCENT SLOPES
LINDSTROM SILT LOAM, 1 TO 4 PERCENT SLOPES
SPILLVILLE LOAM, OCCASIONALLY FLOODED
MAYER LOAM, SWALES
TALLULA SILT LOAM, 2 TO 6 PERCENT SLOPES
KINGSLEY SANDY LOAM, 3 TO 8 PERCENT SLOPES
QUAM SILT LOAM
        9B
        5A
        5B
        3A
        9B
  019
313
31 A
320B
3429
                                                             KINGSLEY SANDY LOAM, 3 TO 8 PERCENT SLOPES
QUAM SILT LOAM, 1 TO 6 PERCENT SLOPES
MAXFIELD SILTY CLAY LOAM
BLOOMING SILT LOAM, 1 TO 6 PERCENT SLOPES
ETTER FINE SANDY LOAM, 2 TO 6 PERCENT SLOPES
WAUKEGAN SILT LOAM, 0 TO 1 PERCENT SLOPES
WAUKEGAN SILT LOAM, 1 TO 6 PERCENT SLOPES
WAUKEGAN SILT LOAM, 1 TO 6 PERCENT SLOPES
344
377B
378
 3829
409B
 :11A
   11B
                                                              HAMEL SILT LOAM
CRYSTAL LAKE SILT LOAM, 1 TO 8 PERCENT SLOPES
MINNEISKA LOAM, OCCASIONALLY FLOODED
 449B
453
465
                                                               KALMARVILLE SANDY LOAM, FREQUENTLY FLOODED
                                                              KINGSLEY-LESTER COMPLEX, 2 TO 6 PERCENT SLOPES
KENNEBEC VARIANT SILT LOAM
ALGANSEE SANDY LOAM, OCCASIONALLY FLCODED
WAUKEGAN SILT LOAM, BEDROCK SUBSTRATUM, 0 TO 2 PERCENT SLOPE
WAUKEGAN SILT LOAM, BEDROCK SUBSTRATUM, 2 TO 6 PERCENT SLOPES
WINNEBAGO LOAM, 2 TO 6 PERCENT SLOPES
WINNEBAGO LOAM, 2 TO 8 PERCENT SLOPES
     SBB
1815
1821
1827B
18943
                                        1
                                                              CARMI LOAM, 2 TO 8 PERCENT SLOPES
OSTRANDER-CARMI LOAMS, 2 TO 6 PERCENT SLOPES
JEWETT SILT LOAM, 1 TO 6 PERCENT SLOPES
18953
19028
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ALL AREAS ARE PRIME FARMLAND

PRIME WHERE DRAINED
PRIME WHERE PROTECTED FROM FLOODING
PRIME WHERE DRAINED AND EITHER PROTECTED FROM FLOODING OR FLOODING IS LESS OFTEN THAN TWO YEARS DURING THE GROWING SEASON

Additional Farmland of Statewide Importance Dakota County

11/93

Symbol Name Name

Ostrander loam, 6 to 12 percent slopes
Wadena loam, 6 to 12 percent slopes
Wadena loam, 6 to 12 percent slopes, eroded
Estherville sandy loam, 0 to 2 percent slopes
Estherville sandy loam, 2 to 6 percent slopes
Estherville sandy loam, 2 to 6 percent slopes
Copaston loam, 0 to 2 percent slopes
Copaston loam, 0 to 2 percent slopes
Copaston loam, 2 to 6 percent slopes
Lester loam, 6 to 12 percent slopes
Lester loam, 6 to 12 percent slopes
Cotterholt silt loam, 6 to 12 percent slopes
Fort Byron silt loam 6 to 12 percent slopes
Cotterholt silt loam, 6 to 15 percent slopes
Rockton loam, 6 to 12 percent slopes
Rockton loam, 6 to 12 percent slopes
Wallula silt loam, 6 to 12 percent slopes
Wallula silt loam, 6 to 15 percent slopes
Waukegan silt loam, 6 to 12 percent slopes
Wanaranzi loam, 0 to 2 percent slopes
Kanaranzi loam, 2 to 6 percent slopes
Zumbro fine sandy loam
Boots muck
Palms muck 39C 39C2 41A 41B 94C 100A 100B 106C 105C2 155B 285C 279C 299C 320C2 342C 411C 415A 415B 495 522 Boots muck Palms muck 539 545 Rondeau muck Kondeau muck
Kingsley-Lester complex, 6 to 12 percent slopes
Wadena-Hawick complex, 2 to 6 percent slopes
Wadena-Hawick complex, 6 to 12 percent slopes
Kingsley-Mahtomedi-Spencer complex, 3 to 8 percent slopes
Timula- Bold silt loam, 6 to 12 percent slopes
Zumbro loamy fine sand 888C 889B 889C 895B 963C2 1815 Algansee sandy loam, occasionally flooded
Waukegan silt loam, bedrock substratum, 6 to 12 percent slopes 1821

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New Airport Site Se	Car acion	Count	ry And State	- 11	LA	_
New Airport		1	Da	ikota, Miar	nesoca	
II (To be completed by SCS)		Oste	Request Receive	ed dy SCS	P-18-9	3
es the site contaîn prime, unique, statewid	de or local importan	t farmland?	a Yes	No Acres Irrigi	ted Average Farm	5110
no, the FPPA does not apply - do not co.	molete additional p	urts of this fo	rm).	0 780	0 339	-
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III (To be completed by Federal Agency,	1		Site A	Site B (3		Sitt
Total Acres To Se Converted Directly			9,037	9,111	9,836	
Total Acres To Se Converted Indirectly			3,037	9,111	8,836	
Total Acres In Site			9,037	9,111	8,836	
TIV-(To be completed by SCS) Land Eva	lustion information	F	100	1	132	
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United States Department of the Interior



BUREAU OF MINES Intermountain Field Operations Center P.O. Box 25086 Building 20, Denver Federal Center Denver, Colorado 80225

May 5, 1994

A.

Ms. Jenn Unruh Metropolitan Airports Commission 6040 28th Avenue South, Room 102 Minneapolis, Minnesota 55450

Subject: Alternative Environmental Document (AED) Scoping New Airport Comprehensive Plan Dual Tract Airport Planning

Personnel of the Intermountain Field Operations Center, Bureau of Mines, reviewed the subject document for conflict with mineral resources and mineral-producing facilities, as requested. As we understand it, the proposed project involves the construction of a new airport south of Hastings, Dakota County, Minnesota.

The U.S. Bureau of Mines' primary concern is potential project impacts to mineral resources, mineral production facilities, and potential mineral development. An examination of library and file data, without the benefit of field investigation, revealed that clay, limestone-dolomite, and sand and gravel have been mined on or near the proposed airport site. Our records show at least two active limestone-dolomite quarry operations within 2 miles of the proposed airport.

Although we have no objection to the proposed airport, we suggest that the final environmental report include a description of mineral resources and production facilities, and a discussion of potential impacts, either adverse or beneficial, on mineral production and development. If no adverse impacts are identified, a statement to that effect should be included. Such an inclusion would inform document users that mineral resources had been considered during project planning. considered during project planning.

We appreciate this opportunity to provide comments on the subject document. Our comments are drawn from available information, are provided on a technical assistance basis only, and may not reflect the position of the Department of the Interior.

If you have any questions, please contact Robert Wood at (303) 236-0451

Sincerely,

Mart H Ribpelmen

rhw/cvl

Supervisory Physical Scientist

A. A description of affected mineral resources and production facilities will be included in the AED; the discussion of potential impacts will be included in either the AED or EIS, whichever is appropriate.



United States Department of the Interior

NATIONAL PARK SERVICE.
Midwest Region

Midwest Region 1709 Jackson Street Dinalia, Nebraska 68102/2571

L7619 (HWR-PQ) L80 (HISS)

MAY 2 6 1994

Mr. Nigel D. Finney
Deputy Executive Director
Planning and Environment
Hetropolitan Airports Commission
Minneapolis-Saint Paul International Airport
6040 28th Avenue South
Minneapolis, Minnesots 55450-2799

Dear Mr. Finney

This is to provide early coordination comments for the comprehensive plan for a possible new replacement airport in Dakota County, Minnesota. The early coordination package you submitted to us indicates that an Alternative Environmental Document (AED) will be prepared for the comprehensive plan.

ALTERNATIVE ENVIRONMENTAL REVIEW PROCESS COMMENTS

We have reviewed the Environmental Assessment Worksheet (EAN) and draft Scoping Decision Document (SDD) included in your early coordination package to facilitate scoping for this project. The EAW states that a AED is similar to an environmental impact statement (EIS), except that only alternative airport runway concepts within site 3, will be considered at this stage. Other reasonable alternatives to accomplish long-term air transportation needs of the region, and the no-action alternative, will be evaluated in an EIS at a later stage. The schedule for the new airport comprehensive plan included in the EAW indicates that the AED process will be completed in late 1994 or early 1995, with selection of a new airport plan. The scoping process for the EIS which would evaluate other reasonable alternatives, as well as the no action alternative, is not scheduled to begin until after a final new airport plan for site 3 has been selected through the AED process.

We believe this schedule is contrary to the intent of the National Environmental Policy Act (NEPA). The Council on Environmental Quality's Regulations for implementing NEPA state that an EIS shall be prepared early enough so that it can serve practically as an important contribution to the decision-making process and will not be used to rationalize or justify decisions already made (section 1502.5).

If a runway concept for site 3 is selected before an EIS is even begun, it could limit the objective consideration of other reasonable alternatives because planning resources will already have been expended and decisions made regarding site 3. While we are not familiar with the requirements of the AED process approved by the Hinnesota Environmental Quality Board, it will be important that the requirements of NEPA are fully integrated into that process since several Federal actions will be involved in this project. We believe that the NEPA and the AED process should run concurrently, rather than consecutively.

ENVIRONHENTAL ASSESSMENT WORKSHEET COMMENTS

Page 25 of the EAW states there are no publicly owned parks, recreation areas, trails, protected wildlife, or waterfowl refuges that would be affected by the alternatives. While there may be no such areas within the boundaries of site 3, the impacts of the project will extend outside these boundaries. Several publicly owned areas could be indirectly impacted by the project. These areas include two units of the National Park System: the Mississippi National River and Recreation Area and the Saint Croix National Scenic Riverway.

Other publicly owned lands that could be impacted include Spring Lake Park Reserve (Dakota County), the Gores State Wildlife Hanagement Area (State of Minnesota), and a proposed regional park in the Grey Cloud Island area. All are within a six mile radius of the proposed site.

Each of these sites could experience significant noise and visual intrusions as a result of a new airport in Dakota County. These intrusions could negatively impact the recreational experience of visitors to these areas. The AED and EIS should analyze these and other potential impacts to park and recreation resources. The AED and EIS should also determine measures to avoid or mitigate impacts to park and recreation resources.

A. The AED is consistent with the NEPA process. The AED documents the differential impacts of identified alternatives for the best comprehensive plans for a new airport in Site 3. This environmental analysis is being used to select and evaluate alternatives during the planning process. Concurrently, an AED is being prepared to determine the best comprehensive plan for the existing airport. These plans become two alternatives for evaluation in the EIS — in addition to the "no action" alternative and other feasible alternatives.

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B. The differential noise and visual impacts to the referenced publicly-owned lands will be addressed in the AED. Measures to mitigate adverse impacts will be included. The AED and EIS should also evaluate the secondary impacts of a major new airport in this mostly rural area of Dakota County. These secondary impacts would include those arising from increased vehicular traffic, the potential need for new roads and bridges, and other related development pressures.

These comments are provided as informal technical assistance and are not intended to reflect our probable response to any document which may be prevared in this matter to comply with the MEPA or the Department of Transportation Act (49 U.S.C. section 303).

If you wish to discuss our comments informally, please feel free to contact Hs. JoAnn Kyral, Superintendent, Hississippi National River and Recreation Area at 612-290-4160 and Hr. Tony Anderson, Superintendent, Saint Croix National Scenic Riverway at 715-483-3284. You may also contact Hs. Jill Hedland of my staff concerning our comments and compliance with Federal environmental laws, at 402-221-3481.

Sincerely,

William W. Schenk Acting Regional Director

Ms. Johnn Kyral Superintendent, Hississippi National River and Recreation Area 175 East Fifth Street Suite 418, Box 41 St. Paul, Minnesota 55101-2901

Mr. Tony Anderson Superintendent, Saint Croix National Scenic Riverway P.O. Box 708 St. Croix Falls, Misconsin 54024-0708

Mr. Timothy P. Forte Director Great Lakes Region Federal Aviation Administration 2300 East Devon Street Des Flaines, Illinois 60018

bcc: HWR-Environmental Control Clerk Attention: Dave Hitchell

JHedland: tb: 05/25/94

C.

C. See General Response 4.



Minnesota Department of Agriculture

May 25, 1994

Mr. Nigel Finney, Deputy Executive Director - Planning and Environment Metropollian Airports Commission Minneapolls-Saint Paul International Airport 6040 28th Avenue South Minneapolis, MN 55450-2799

RE: Atternative Environmental Document (AED) Scoping, New Airport Comprehensive Plan, Dual Track Airport Planning Process

Dear Mr. Finney:

The Minnesota Department of Agriculture (MDA) has reviewed the Alternative Environmental Document (AED) Scoping Environmental Assessment Worksheet and Draft Scoping Decision Document for the New Airport Comprehensive Plan. As we have stated in previous correspondence, the major concerns of the MDA center around the direct conversion of extensive areas of farmland to airport and related uses, and indirect conversion of an unknown amount of additional farmland inside and outside of the metropolitan area from development induced by the airport.

As has been pointed out at New Airport Technical Committee meetings, the New Airport Comprehensive Plan AED will be analyzing differences between alternative airport configurations. Most impacts of direct and induced farmitand conversion are the results of choices between airport alternatives (no build, expansion of the existing MSP facility, new airport, and perhaps Rochester) rather than choices between airport experiences. alternative airport configurations.

In that light, we are satisfied with the proposed scope of the AED on farmland impacts as described on page 21 of the Draft Scoping Decision Document. We trust that there will be further, detailed analysis of the major direct and indirect farmland conversion impacts at later points in the environmental review process.

Thank you for the opportunity to comment on this scoping document. If you have any questions or need further information, please call me at 298-1488, or Robert Patton, Agricultural Land Preservation Coordinator, at 298-5226.

Sincerely,

tauD.

Paul D. Burns, Assistant Director Agricultural Planning and Development Division

• 90 West Plans Boutevard • Saint Piral, Missource 55107-2094 • (612) 297-2209 • TOD (612) 297-5153/1-100-627-3529 •



DHR INFORMATION (612) 296-6157

May 24, 1994

Jenn Unruh Metropolitan Airports Commission 6040 28th Avenue South Minneapolis, MN 55450

RE: New Airport Comprehensive Plan Scoping Environmental Assessment Worksheet and Draft Scoping Decision

Dear Ms. Unruh:

The Department of Natural Resources has reviewed the above-referenced documents and offers the following comments for your consideration.

Scaning FAU

Item 11. Fish, Wildlife, & Ecologically Sensitive Resources — The AED will include stormwater runoff and water quality analyses. In addressing potential impacts to fish and wildlife habitat, please include the habitat impacts that may occur from stormwater runoff in general, and deicing contamination specifically.

The site selection AED included a discussion of overflights in the vicinity of the Gores Pool Wildlife Management Area, which includes a sizable heron rockery. This issue is not "carried forward" to the Comprehensive Plan AED. Do you expect the number and altitude of overflights to vary little among the four alternatives?

The Draft Scoping Decision indicates the AED will cover potential impacts to the Hastings Sand Coulee and Chimney Rock areas. We note the Hastings Sand Coulee is not mentioned in the EAW, but assume it will be included nonetheless.

The Chimney Rock area could benefit from prescribed burning; would this management activity be allowable within the airport boundary?

A few additional notes: the Vermillion River provides habitat value for raptors (not mentioned); the loggerhead shrike is state-listed as "Threatened"; and, when considering airport design, you may want to minimize the amount of lawn area -- lawns tends to attract Canada geese and deer.

Draft Scoping Decision

Fish. Wildlife and Feologically Sensitive Resources — We generally do not consider transplanting or reestablishing rare plants a viable mitigation measure. We strongly discourage consideration of this approach and urge avoidance as the preferred measure of protecting rare plants.

Secondary development may cause impacts to the Hastings Sand Coulee. Although these impacts likely would not differ among the alternatives considered in this AED, we want to give you advance notice this issue should be covered in the EIS.

Wetlands -- The Draft Scoping Decision (page 17) indicates wetland impact estimates will be "substantially refined in the Site Selection Final AED". We assume you mean "New Airport Comprehensive Plan AED".

Wild and Scenic Rivers -- We understand why you state "[t]here are no adverse noise or visual impacts due to overflights on the Lower St. Croix and Cannon Rivers". The MAC determined in the Site Selection AED that overflights would be higher than 2000 feet (arrivals) and 5000 feet (departures), with sound levels below DNL 60. The FAA identified recreational use as noise compatible with DNL 65. However, FAA "noise compatible" is not equivalent to "no impact".

The St. Croix River is a nationally designated resource, providing a regionally unique opportunity for enjoying the natural environment. While overflights may not exceed FAA noise standards, it is likely they will be noticed and may detract from the recreational experience. Although unavoidable, unmitigable, and likely equivalent across alternatives, we would like the AED to estimate the number of flights (including altitudes) over the St. Croix River. A useful breakdown would include: flights over Afton, Kinnickinnic, and William O'Brien state parks, and north versus south of Stillwater.

- A. The AED for the new airport comprehensive plan will include habitat impacts which will be based on the conceptual stormwater management plan developed as part of the AED for the new airport comprehensive plan.
- B. The differential impacts of overflights on all identified sensitive resources will be determined in the AED.
- C. The AED for the new airport comprehensive plan will include an analysis of potential grading impacts to the Hastings Sand Coulee and the Chimney Rock area. As part of the new airport comprehensive plan, we will explore the potential for using prescribed burning as a management tool in the Chimney Rock area. It would be coordinated with airport operations.
- D. We will look at the habitat values provided by the Vermillion River in the affected vicinity of Site 3. However, the segment of the Vermillion River which is affected by Site 3 has been severely impacted by agricultural activities and the removal of floodplain forest. Therefore the affected reach of the Vermillion River appears to have less habitat value for raptors than many other reaches not affected by Site 3.

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We will correct any references to the loggerhead shrike indicating it be a state-listed threatened species. We will also mention the minimization of the amount of lawn area within the future airport as a site consideration for the design process.

- E. We concur that transplanting and re-establishing rare plants is not a preferred mitigation measure and that avoidance continues to be the best way of protecting rare plants. However, the use of transplanting may need to be considered if avoidance proves to be impossible in a specific location.
- F. The AED for the new airport comprehensive plan will include a discussion of the potential for impacts to the Hastings Sand Coulee resulting from potential airport induced secondary development.
- G. The reference in the draft scoping decision document should have said "New Airport Comprehensive Plan AED".
- H. See revised text on page 23 of the Scoping Decision Document. The AED for the new airport comprehensive plan will provide an estimate of the number of flights and the relative altitudes over the St. Croix river, with a breakdown for Afton, Kinnickinnic, and William O'Brien State Parks.

EIS Scoping -- We understand this AED will evaluate only differential impacts among the four alternatives at this site. Thus, much of the analysis of induced development, in both Minnesota and Wisconsin, will be deferred to the EIS. We are concerned that this issue will be paramount in comparing a new airport with an expanded MSP and that the one year time frame allowed for its evaluation will be insufficient. If the MAC is not already looking at this issue, it probably should do so soon as possible. See General Response 4. 1. We want to thank you for your willingness to coordinate planning and protection programs with the Department's Natural Heritage Program. This is noted several times in both documents and we appreciate it. We look forward to continuing our work with you on this project. Please contact me with any questions you might have regarding these comments. Rebecca A. Wooden
Environmental Planner
Office of Planning
(612)297-3355 Copy List Brian McCann Maryanna Harstad Bill Weir Pete Otterson John Lilly Rod Sando Kathleen Wallace Steve Colvin John Pauley Carmen Converse Tom Lovejoy, WI DNR Gregg Downing, EQB Charles Kenow, EQB Steve Johnson Jan Shaw Wolff Jon Nelson



MINNESOTA HISTORICAL SOCIETY

May 24, 1994

Nr. Nigel D. Finney Hetropolitan Airports Commission 6040 28th Avenue South Minneapolis, Minnesota 55450

Dear Mr. Finney:

RE: Scoping Environmental Assessment Worksheet and Draft Scoping Decision Document, New Airport Comprehensive Plan, Dakota County SHPO Number: 94-2883

Thank you for the opportunity to review and comment on the above project. It has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966 and the Procedures of the Advisory Council on Historic Preservation (36CFR800), and to the responsibilities given the Hinnesota Historical Society by the Minnesota Historic Sites Act.

Both of the above documents contain appropriate provisions for consideration of cultural resources during the planning process. We have the following comments:

- The Area of Potential Effect (APE) for both archaeological and historical/architectural resources is currently being refined by HNTB in consultation with our office. As per our previous request, information on the APE is to be submitted to the Advisory Council on Historic Preservation for early review to assure that all agencies concur.
- Haximum efforts should be made to gain access to all areas which merit archaeological survey at this time. If access to some areas is not possible, special provisions will need to be developed to address later consideration.
- 3. The decision document indicates that properties beyond the APE will not be examined at this time because the impact on these properties is similar for all Site 3 runway configurations. However, the discussion on local and regional transportation systems indicates that an analysis will be completed to determine if these systems will be differentially affected by the various runway configurations. If this analysis indicates that a differential effect does potentially exist, additional areas may need to be surveyed for cultural

If you have questions regarding our concerns, please contact Dennis Gimmestad at 612-296-3462. We look forward to continuing to work with you during this planning process.

Sincerely.

Dur & Dlimbez

Britta L. Bloomberg Deputy State Historic Freservation Officer

BLB: dab

343 KELLOGG BOLLEVARD WEST / SAINT PALL MINNESOTA 35102-1906 / TELEPHONE: 812-296-6126

A. The Minneapolis Airports District Office of FAA is working on this.

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B. Maximum efforts will be made to gain access to all properties which merit an archaeological survey; we will contact your office to discuss special provisions if access to some properties is not granted.

C. If differential impacts on transportation systems occur, a survey of cultural responses on affected land will be performed.



Minnesota Pollution Control Agency

May 24, 1994

Mr. Nigel Finney
Deputy Executive Director
Planning and Environment
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, Minnesota 55450

Dear Mr. Finney:

RE: New Airport Comprehensive Plan Alternative Environmental Document -Draft Scoping Document

Thank you for the opportunity to comment on the draft scope for the Alternative Environmental Document (AED) for the new airport site in Dakota County. The scoping document outlines a comprehensive and ambitious environmental review. The Minnesota Pollution Control Agency (MPCA) staff has a couple of comments.

- First, the L10 noise analysis for all of the alternatives should include an evaluation of impacts to land uses in Noise Area Classifications 1, 2, and 3 and not just focus on residential land use
- Second, the methods and costs of corrective action to ensure conformance with state noise
 pollution control rules should be considered for all of the alternatives.
- Third, the impacts caused by traffic-generated noise should be evaluated for each alternative.
 There are likely to be differences between the three site configurations in their impacts to sensitive receptors along the various routes leading to the site.
- Finally, a detailed air quality analysis over an extensive study area will be required during the next phase of the environmental review. The proposed airport site and all recommended highway capacity improvement projects must be analyzed. All roadways that are expected to be significantly impacted by the new airport should also be analyzed. The MPCA should be involved in scoping the traffic study and in choosing air quality receptor locations. Also, the Metropolitan Airports Commission should contact Jim Barton at the Metropolitan Council at 291-6417 for information regarding the regional air quality analysis that will be necessary to address the issue of conformity with the Clean Air Act Amendments of 1990 and the Transportation Policy Plan for the area.

We appreciate the opportunity to participate in the dual track airport site selection process and look forward to receiving responses to our comments. If you have any questions regarding our comments, please contact Kathryn Kramer of my staff at 612/297-8604.

Sincerely,

Paul Hoff, Director
Environmental Analysis Office
Administrative Services Division

PH:jr

A. In addition to residential uses, other noise sensitive uses within the L1065 noise contour will be identified for all alternatives. identification of all NAC 1,2, and 3 land uses (retail, financial institutions, etc.) within multiple noise contour levels (L₁₀65,70,80, etc.) will only serve to further confuse the understanding of the noise issues. The noise analysis will already include analysis of multiple DNL levels, singleevent levels, and analysis of overflights. Use of multiple L10 levels is not necessary for the adequate and understandable analysis of noise impacts, and has not been done in previous MAC EIS's and noise analyses. This same analysis will be used in the MSP Long-Term Comprehensive Plan AED.

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- B. Potential mitigation measures will be identified in the AED. Proposed measures and costs to mitigate noise impacts will be included in a mitigation plan which will be prepared for the EIS. Your comments will be considered at that time.
- C. The traffic impacts of alternatives 1, 2 and 3 are, in essence, identical, since all have the same primary access roads.
- D. A detailed air quality analysis of roadways and intersections potentially impacted by the new airport will be prepared for the EIS. MPCA staff will be consulted during the scoping of the traffic and air quality study regarding assumptions, methodologies, and receptor site locations. A determination will be made through consultation with the Metropolitan Council as to the need for a conformity analysis for the proposed new airport, and a conformity analysis prepared as required.



State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

1300 West Clairemont Avenue P.O. 80x 4001 Esu Claire, Wisconsin 54702-4001 TELEPHONE 715-839-3700 TELEFAX 715-839-8076

May 9, 1994

Ms. Jenn Unruh Metropolitan Airports Commission 6040 28th Avenue South Minneapolis, MN 55450

SUBJECT:

New Airport Comprehensive Plan, Scoping Environmental Assessment Worksheet (EAW), and Draft Scoping Decision Document (SDD)

Dear Ms. Unruh:

The Department appreciates the opportunity to provide input into the airport planning process.

We were told earlier by Metropolitan Airports Commission (MAC) that potential environmental issues we identified earlier in the planning process (new site selection) would be addressed in the New Airport, Comprehensive Plan. Our issues were: 1) wastewater/storm water impacts to boundary waters; 2) induced Wisconsin development and associated environmental, economic, and social impacts (includes noise); and 3) air quality impacts. The SDD, page 23, indicates all three of these issues will be deferred to later Dual Track airport planning stages (EIS development). The single exception is any differences in noise impacts resulting from differences in noise impacts.

Though we are pleased that department concerns are identified for study, we see little reason to delay the evaluation until July 1995. The scope of impact analysis in the New Airport Comprehensive Plan, mostly limited to those resulting from alternative airport design layouts, is extremely narrow. Aside from air traffic and safety differences, the runway alternatives are likely to be insignificant and will have little bearing on the ultimate airport planning decision (upgrade existing HSP airport, new airport, do nothing). Given the Dual Track study schedule (MAC decision document to Minnesota legislature in June 1996), we suggest issues we have identified be examined now rather than wairing until only one year remains for EIS preparation.

Thus, we strongly encourage the new airport study scope either be expanded to include those issues we've identified or that the EIS process be started now. Specific issues/impacts to be addressed should include those listed in our comment letter on the Site Selection Study dated December 10, 1993. In considering the induced land use impacts resulting from a new airport, the economic, environmental, and social impact costs and benefits should be fully identified in <u>quantitative and qualitative terms</u>. It may be necessary to develop computer models to predict land use (space) development scenarios and needs for infrastructure (roads, schools, sever/water, etc) and human services (police, fire, medical, etc). This information would also be extremely useful to neighboring communities so they can anticipate and have reasonable time to plan for induced development if a new airport is ultimately developed.

Aside from induced development, we have three other concerns regarding airport design and layout alternatives:

- Differences in noise and overflight disturbance impacts under alternative runway layouts. This analysis should include predictions of typical flight patterns over Wisconsin, aircraft height and associated noise levels to sensitive receptors. Worst-case acute and chronic impacts should be identified. The assessment should also examine potential for bird-flight hazards from aircraft flight patterns and assess impacts to other regional airport flight patterns/operations. If other airport operations would be altered, what noise or other flight impacts can be expected from those changes?
- Wastewater and storm water treatment options. Though final designs of wastewater/storm water treatment facilities may not be necessary, conceptual alternative treatment options should be evaluated. Costs and other impacts for selected treatment plans should be developed.
- 3. Air quality. Predictable changes in vehicular traffic demands in Wisconsin caused by a new airport will be needed to assess potential air quality impacts. Traffic forecasts should include not only that generated for airport users, but also that resulting from induced development travel demands where the airport is not the destination.

Other comments:

4. EAW, page 9. Add FWA determination on possible Federal Highway Act, section 4(f) and 6(f) impacts. Resources to evaluate include: Lower St. Croix National Scenic Rivervay, Mississippi National River Recreation Area, and other park lands under 4(f); Mississippi River National Fish and Wildlife Refuge, state wildlife areas, and other wildlife lands under 6(f).

A. See General Response 4.

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B. The analysis will describe noise impacts in the State of Wisconsin (see Response D. for Prairie Island Tribal Council for the metrics to be used). Cumulative metrics such as the DNL address average, or "chronic" conditions. Single event metrics such as the SEL address peak or "acute" conditions. Bird-flight hazards will be examined.

Aircraft operations at other airports will be studied; and should the new airport result in changes to another airport's flight patterns, the changes will be described.

- C. Concepts for wastewater and stormwater systems will be established in the development of the comprehensive plan. Detailed analysis of the impacts of these systems will be provided in the EIS.
- D. Potential traffic and air quality impacts within the entire Twin Cities Metropolitan Area and adjacent areas in Wisconsin will be addressed in the EIS. This will include impacts from direct as well as induced development. (See General Response 4.)
- E. The determination of Section 4(f) and 6(f) impacts will be made by the FAA (not FHWA) in the federal Final EIS and Record of Decision.

- EAW, pages 10, 26, and 27. Much more analysis is needed to assess induced land use impacts (see earlier comment). The geographic scope of this analysis should include Pierce, Pepin, and St. Croix counties in Wisconsin (i.e., figure 9 should be expanded).
- 6. EAW, page 17, #15. Surface water use demands could certainly increase as a result of induced development surrounding a new airport. This is especially critical considering long-standing boat overcrowding problems on the St. Croix River. Increased demand for river accessible boat storage and service facilities could also result.
- EAW, page 18. Storm sever design what will be the design year runoff event?
- SDD, page 1, proposed projects. What local/regional facilities will be addressed? Given the page 23 list of issues to be deferred until EIS development, what local/regional facilities will be addressed during the Comprehensive Plan study stage?
- SDD, pages 10-11. Impacts and costs should be identified for utility and access infrastructure, regional development, and regional transportation systems.
- 10. SDD, page 23, issues not requiring detailed analysis. We do not agree that "there are no adverse noise or visual impacts due to overflight on the Lower St. Croix." There will certainly be noise impacts. the significance of the impact should be determined by the noise analysis.

Thank you for the opportunity to comment. Please call me at (715) 839-3747 if you have questions.

Sincerely,

The frage

Environmental Impact Coordinator

c: Senator Alice Clausing, P.O. Box 7882, Madison, WI 53707 Representative Sheila Harsdorf, P.O. Box 8952, Madison, WI 53708 David Sorenson, Pierce County Clerk, Courthouse, Ellsworth, WI 54011 Diane House, Prescott City Council, 800 Borner Street North, Prescott, UT 5.011

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- F. Figure 9 and the scope of analysis will include the affected parts of Wisconsin in the AED.
- G. See General Response 4.

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- H. The design-year runoff event for stormwater facilities will be the 10-year storm event.
- Those local/regional facilities that must be built (e.g., access roadway) and those existing facilities that are differentially impacted by the alternatives will be addressed.
- J. Differential costs will be identified.
- K. The statement in the SDD is based on the noise analysis in the Final AED for the New Airport Site Selection. (See revised discussion on page 23.) The differential noise effects of Alternatives 1, 2 and 3 on the Lower St. Croix River will be addressed in the AED.



Wisconsin Department of Transportation

Division of Transportation Assistance

May 24, 1994

BUREAU OF AERONAUTICS 4802 Sheboygen Avenue P.O. Box 7914 Medison, WI 53707-7914

Telephone: (608) 265-3351 FAX: (608) 267-6748 TDD: (608) 266-3351

Mr. Nigel D. Finney
Deputy Executive Director-Planning & Environment
Metropolitan Airports Commission
6040 - 28th Avenue south
Minneapolis, MN 55450-2799

Dual Track Planning Process
Scoping Environmental Assessment and
Draft Scoping Decision Document

Dear Mr. Finney:

We have reviewed the subject document and find a number of areas that need to be addressed so that the affected interests of the State of Wisconsin can be analyzed. The comments listed here are limited to the potential transportation impacts on our state. The state Department of Natural Resources will be commenting on environmental issues and various state and local representatives will also address issues from their perspective.

Information needed by the various affected interests in Wisconsin revolve around spin-off development that would require infrastructure improvement by state and local governments. The current study evaluating this issue, the Economic Community Impact Study being undertaken by the Met Council does not include areas in Minnesota south of Hastings or affected Wisconsin communities. The scope of the AED should be expanded to include the economic, social, environmental and infrastructure issues of this peripheral development in Wisconsin, not just the metropolitan region and state of Minnesota as stated in Social Impact(s) on page 20.

A particular issue is travel demand and access routes for Wisconsin users of the new airport. Wisconsin's access to Site 3 is primarily limited to bridges crossing the St. Croix river at Hudson (1-94) and at Prescott (USH 10). Figure 17 does not include a 2020 average Daily Traffic projections for these bridges or the routes leading to and from these bridges. Figure 17 seems to imply that Wisconsin users will follow an indirect routing via 1-94 and USH 61 through the City of Hastings as access routes to Site 3. Since Wisconsinites will be users of the airport, it is requested that the traffic volumes and resulting impacts on these routes be identified and analyzed.

On page 19, the Draft Scoping Discussion Document states that only impacts which differ between alternatives will be addressed. The final comparisons between the new site and existing site expansion will be addressed later. With a June, 1996 deadline for accomplishment, we feel it is necessary to address these issues now, since time could preclude their assessment in an EIS following preparation of the AED. Of particular concern are the need for:

- 1. More in-depth analysis of roadway requirements to provide access to the site.
- Analysis of environmental impacts and costs of additional roadways, new alignments, and additional laneage.
- 3. Travel demand management.
- 4. Necessary river crossing improvements, costs and impacts.

If we can be of further assistance in clarifying these comments, please let me know.

Sincerely,

Robert W. Kunkel, P.E. Director

RWK:jls/33160b

cc: Representative Sheila Harsdorf Senator Alice Clausing Marlin Beekman, WisDOT Glen Orcutt, FAA A. See General Response 4.

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B. The data in Figure 17 was derived from the material in the site selection report. Volumes for Highway 10 to Wisconsin were not included in that document as there was no significant difference in the volumes of traffic crossing Highway 10 for the three sites under consideration at that time. Further in depth analysis of the impacts on Wisconsin will be performed and included in the Long-Term Comprehensive Plan and the final comparison between a new airport in Dakota County and the current site. See pages 18 and 19 of the Scoping Decision Document for further information on the work to be performed.

C. To the extent feasible, the assessment of total impacts needed for comparison of alternatives in the EIS is being initiated in 1994. Correspondence/Memorandum

State of Wisconsin Division of Health

Date:

May 17, 1994

To:

Jenn Unruh

Metropolitan Airports Commission 6040 28th Avenue South

Minneapolis, MN 55450

From:

Meg Ziarnik, Section Chief Environmental Epidemiology & Prevention Bureau of Public Health 1414 E. Washington Avenue Madison, WI 53703-3041

Subject:

Pierce County Board Resolution #94-04 Regarding the Proposed Metropolitan

Airport

A copy of Pierce County Board Resolution #94-04 Requesting State and Federal Input Regarding Impact Assessment of the Proposed Metropolitan Airport was received by the Wisconsin Department of Health and Social Services on April 29, 1994. This resolution was accompanied by the Scoping Environmental Assessment Worksheet and Draft Scoping Decision Document, hereafter referred to as the Assessment Worksheet, prepared for the Metropolitan Airports Commission by Howard Needles Tammen & Bergendoff. These documents were referred to my office for review.

Attached is a summary of the assessment worksheet for the proposed facility which was prepared by Dr. Lynda Knobeloch, a toxicologist on my staff. This summary outlines the most significant potential public health impacts of the proposed airport on residents of western Wisconsin. It also identifies several areas of concern to Wisconsin that should be addressed in the Alternative Environmental Document and considered as you make your final decisions regarding the planned construction and operation of the new metropolitan airport.

Please send me a copy of the Alternative Environmental Document when it becomes available. Thank you for allowing us to comment on the Scoping Environmental Assessment Worksheet and Draft Scoping Decision Document.

cc: David Sorenson, Pierce County Clerk

MINNEAPOLIS-ST PAUL INTERNATIONAL AIRPORT

Pierce County Resolution #94-04 Requesting State and Federal Input

Prepared by
Lynda Knobeloch, PhD, Toxicologist
Department of Health and Social Services
Bureau of Public Health

May 16, 1994

A copy of Pierce County Board Resolution #94-04 Requesting State and Federal Input Regarding Impact Assessment of the Proposed Metropolitan Airport was received by the Department of Health and Social Services on April 29, 1994. This resolution was accompanied by the Scoping Environmental Assessment Worksheet and Draft Scoping Decision Document, hereafter referred to as the Assessment Worksheet, prepared for the Metropolitan Airports Commission by Howard Needles Tammen & Bergendoff. Since it is not within the authority of the Department of Health and Social Services' Bureau of Public Health to evaluate ecological impacts other than those affecting public health, this review of the Assessment Worksheet is limited to those issues most clearly related to the human health impacts of the proposed facility.

The Assessment Worksheet consists of a 27-page proposal for the Alternative Environmental Document which will be prepared for this project. That document will compare the environmental impacts posed by 4 alternative construction plans for the airport. The new airport will consist of a passenger terminal, a military transport terminal, a public parking facility, airline corporative headquarters, an air traffic control tower, a kitchen area, a post office, an on-site weather bureau and radar facility, Federal Aviation Administration shops, an air cargo terminal, an aircraft maintenance area, administrative offices, two water storage and wastewater treatment facilities, a fuel storage area, and five to six runways.

The proposed site for the airport is located approximately 5 miles southeast of St. Paul within the townships of Vermillion and Marshan in Dakota County, Minnesota. This area lies within 10 miles of the Mississippi River community of Prescott, Wisconsin.

Surface Water Impacts

Surface water bodies potentially impacted by runoff from the site include the Vermillion and Mississippi Rivers. These waterways will receive surface runoff during and after the construction of the facility. They will also receive treated sanitary wastewater. Since these rivers are not used to supply human drinking water, the public health impacts posed by any new contamination of these rivers would be associated with ingestion of contaminated fish, or from skin contact with the water or sediments during recreational use of these rivers.

Section 19 of the assessment document requests information on sources, quantities, and

composition of all sanitary and industrial wastewaters produced or treated at the site. In addition, it requests information on wastewater treatment methods and identification of any receiving waters. Much of this information is not available at this time. For example, the quantity and composition of wastewater that will be emitted by this facility are not stated. Likewise, the manner of treatment and discharge are not known at this time. The section states that "contaminated runoff will be collected and conveyed to wastewater treatment facilities" implying that de-icing solutions used on planes, and anti-skid materials applied to runways will be prevented from entering surface water bodies. It is expected that the Alternative Environmental Document will provide more detailed information about the collection system that will be used to ensure that these materials are prevented from entering the Mississippi River.

Groundwater Impacts

The site of the proposed airport is comprised of areas classified as High to Very High Sensitivity to groundwater contamination by the Dakota County Geologic Atlas due to the permeability of the soils and proximity to underlying aquifers. Potential contaminants include petroleum-based fuels, de-icing solutions, degreasing solvents used to clean and repair aircraft, anti-skid materials used on runways, and sanitary waste. More than 500 wells have been identified within the boundaries of the proposed site. The assessment does not identify the location, depth, or current use of these wells.

Vehicle-Related Air Emissions

Atmospheric concentrations of carbon monoxide, nitrous oxides, particulates, and hydrocarbons created bu motor vehicle traffic and aircraft operations associated with this airport were not defined in the assessment. While the airport traffic can be expected to impact air quality in the immediate region, its impacts on communities located in Wisconsin are more difficult to assess. Based on available information it appears unlikely that these impacts would pose a significant health threat to Wisconsin residents, however, a more complete assessment of these impacts should be included in the Alternative Environmental Document.

Health Impacts to Residents of Pierce County

My review of the scoping document for the proposed airport did not identify any immediate public health threats for residents of Pierce County, Wisconsin. Impacts on groundwater can be expected to be limited to the State of Minnesota since groundwater from this site will discharge to the Vermillion and Mississippi Rivers. Contamination of the Mississippi River will impact Wisconsin residents and, to a lesser degree, residents of Iowa and Illinois as well. Thus it is important that adequate control measures are taken to protect the river from surface runoff, release of untreated sanitary waste, and accidental spills.

Aircraft and motor vehicle traffic associated with the facility will undoubtedly affect air quality in the immediate vicinity of the airport. Planes and automobiles are significant sources of particulates, carbon monoxide, nitrous oxides and hydrocarbon emissions. The

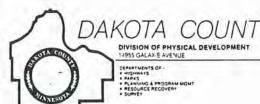
impact of these emissions on air quality in Pierce County may require further study.

A portion of the flights into and out of this airport are expected to enter Wisconsin airspace. Aircraft flying at low altitudes may be a significant source of environmental noise in Wisconsin communities nearest the facility. High noise levels have been associated with a variety of adverse effects. In addition to the impact of frequent or prolonged noise on the quality of life, repeated exposure to intense noise can cause permanent hearing loss and tinnitus, and can disturb normal sleep patterns. Environmental noise can also contribute to emotional stress. To protect against these effects, the proposed airport should be designed and operated in a manner that minimizes noise impacts on residents of Pierce County, Wisconsin. A detailed assessment of the noise impacts posed by this facility to residents of Wisconsin should be included in the Alternative Environmental Document. This assessment should include a description of the anticipated air traffic patterns, including flight altitudes, aircraft identification, the frequency of arrivals and departures; and estimated noise levels.

Summary

The health impacts of the proposed airport on residents of Pierce County, Wisconsin cannot be fully assessed at this time. Based on available information, it appears likely that any chemical contamination of surface soil and groundwater that may result from construction and operation of this facility would be confined to Minnesota. Contamination of the Mississippi River could potentially impact Wisconsin residents who live along the river or use it for recreational purposes. The importance of this river as a major national waterway and wildlife habitat should be considered in the design of the airport, and all necessary precautions should be taken to ensure that it is protected from surface runoff, accidental spills, etc. In addition, the potential impacts of this facility on air quality and environmental noise levels in Pierce County, Wisconsin, should be addressed in the Alternative Environmental Document.

A. These impacts will be addressed in the AED to the extent that there are differences between the alternatives. The full range of potential air quality and noise impacts due to the selected alternative will be addressed in the subsequent EIS.



LOUIS & BREIMHURST, RE.

512.831-7003 Fav 512.891-703* APPLE /ALLEY MINNESOTA 55124-8579

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F.

May 24, 1994

Mr. Richard Braun, Chair Metropolitan Airports Commission 6040-28th Avenue South Minneapolis, MN 55450

Mr. Nigel Finney, Deputy Executive Director Metropolitan Airports Commission 6040-28th Avenue South Minneapolis, MN 55450

Gentlemen

While the Draft Scoping EAW and the Draft Scoping Decision Document have attempted to be topically inclusive there remain open questions on issues important to Dakota County. This letter will first address specific details in the documents and then provide more general comments.

In the Scoping EAW, Section 13, Water Use. All municipalities and townships in Dakota County have groundwater as their primary source of water. Dakota County believes that an airport and its facilities would have significant impact on the amount of groundwater available to municipalities and townships, especially during construction, but also if the airport ever became operational.

In the Scoping EAW, Section 17, Erosion. While there are not many steep slopes in the proposed site, Dakota County asserts that based on its Geographical Information System (GIS) derived Digital Terrain Model (DTM) of the site that there are some steep slopes and that there exists as well considerable potential for erosion in certain areas of the site. This is of special concern to Dakota County because this section of the Scoping EAW indicates that 40 percent of the site will be either graded or excavated.

In the Scoping EAW, Section 18, Water Quality. Dakota County is puzzled by the statement that "surface water runoff quantity is not known." The Site Selection Study, Final Alternative Environmental Document, adopted by the Metropolitan Airports Commission on January 27, 1994, states in Section 4.F.3. what the specific water storage requirements would be based on a 10-year storm event. Please explain the apparent inconsistency between the Scoping EAW and the completed AED.

In the Scoping EAW, Section 22, Traffic. There is no discussion of the impacts related to traffic during construction. Impacts associated with the construction phase of the project should be identified and quantified. Construction traffic volumes would have a significant impact on both county and township roads. Those roads are not necessarily built to a standard sufficient to accommodate construction traffic volumes and could require costly maintenance or improvement.

In the Scoping EAW, Section 26c, Designated Parks, Recreation Areas, Trails. The statement "There are no publicly owned parks, recreation areas, trails, ... that would be affected by the alternatives" is incorrect. Dakota County has numerous bike trails that would be either eliminated or adversely impacted. In Figure 16, Ground Access, you show CSAH 42, itself designated as part of the Great River Road, and adjacent to Spring Lake Regional Park, changing from a 2 to a 4 lane arterial road, almost as though it would serve as a Hastings Bypass. Dakota County believes there could be a direct and significant impact to Spring Lake Regional Park should this occur.

In the Scoping EAW, Section 26d. Spring Lake Regional Park contains and/or is adjacent to a river, lake, bluffs, and virgin timber forest. The river is the Mississippi River, the lake is evident by its name, the bluffs and vistas are also readily apparent, and the virgin timber is a native oak savannah.

In the Scoping EAW, Section 30, Related Development, Cumulative Impacts. Dakota County is troubled by the statement that "the amount and type of airport induced development is not known." The Site Selection Study, Final Alternative Environmental Document, adopted by the Metropolitan Airports Commission on January 27, 1994, provides much detail in both Section 3. C. Table 5 and Section 4. Table 28 as well as in the accompanying text. Please explain yet another apparent inconsistency between the Scoping EAW and the completed AED.

- A. Water supply needs for the facility have not yet been established.
- differences between the new airport master plan alternatives concerning potential for soil erosion. If a meaningful difference can be determined, it will be included among the factors used to determine the best master plan for the new site. If the new airport site is actually constructed, it will be done in such a manner as to meet National Pollution Discharge Elimination System (NPDES) and other requirements concerning control of erosion.
- C. The water storage requirements in the New Airport Site Selection Final AED were based on an unrealistic assumption (p. IV-52, Sec. F.1.2.) that the total site was impervious (for lack of information on facilities' size and location). The development of layout plans for the three alternatives to be studied will provide the information needed to determine realistic runoff quantities and storage requirements.
- D. Impacts of traffic during construction will essentially be the same for each alternative. These impacts will be addressed in the EIS.
- E. According to information on hand, only one bike trail is affected by the alternatives — the paved shoulders of T.H. 55 between Hastings and C.S.A.H. 42. If additional information is available, it will be included in the analysis. That portion of CSAH 42 adjacent to Spring Lake Regional Park would not be expanded; as depicted in Figure 16, it will remain a two-lane arterial highway.
- F. The Metropolitan Council provided preliminary estimates of induced and related development, which was included in earlier documents. However, the Council continues to work with local jurisdictions to further refine the expected levels of induced development. As such, it would be misleading to state in a scoping EAW that the levels are definitely known.

In the Scoping EAW, Figure 17, 2020 Average Daily Traffic. Figure 17 shows US61 in Hastings carrying 46,800 vehicles and US52 to the west of the site with 30,000 vehicles. Yet, Figure 16, Ground Access, indicates US52 would become an 8 lane freeway, while US61 in Hastings would be upgraded to a 6 lane arterial roadway. The facts on Figures 16 and 17 seem confusing and inconsistent, if not incorrect, if we are to believe the information on the two figures is supposed to work together.

The list in the Draft Scoping Decision Document, Summary of Issues and Concerns, pages 10-11, should be used in common with the drafting of the MSP Comprehensive Plan AED. Issues and Concerns that do not apply to one of the Dual Tracks (rebuild MSP or relocate) should regardless be noted and explained.

Dakota County would like to restate its concern that all potential additional Environmental Impact Statements that may need to be completed to facilitate the implementation of a decision in the Dual Track Airport Planning Process, should be identified and listed. For example, major river crossings, whether the bridges are expanded or new.

In order to more fully involve the cities and townships of Dakota County in this public review process, Dakota County continues to maintain that it is necessary to have a sixty day review and comment period for each Scoping Decision Document completed throughout the Dual Track Airport Planning Process.

Dakota County continues to object to the recent action taken by the Metropolitan Airports Commission to dramatically and negatively change the role of the Policy Task Force in the Dual Track Airport Planning Process. Dakota County believes that at a minimum the MAC is significantly deviating from the intent of the Minnesota Environmental Quality Board when it approved continuation of the Alternative Environmental Review Process.

As a final comment, Dakota County remains deeply concerned that governance and the economic/socioeconomic impacts of any new airport development must be given more substantial status in the AED-Comprehensive Planning Process. In order to accomplish that objective, there needs to be an explicit description stating how (1) community and regional impacts, and (2) airport economic analysis and impacts, will be included in the AED-Comprehensive Planning Process.

Sincerely,

Louis J. Breimhurst, Director
PHYSICAL DEVELOPMENT DIVISION

cc: Dakota County Board of Commissioners
Brandt Richardson, County Administrator
Jack Ditmore, Deputy Director, Physical Development Division

- G. Figure 17 gives the traffic in 2020 without a new airport; it should be the traffic with a new airport (see Appendix B in the SDD for the new Figure 17). Figure 16 shows no upgrading of US 52; a portion of County Highway 85 would be upgraded to eight freeway lanes.
- H. To avoid confusion and to be consistent with the Alternative Environmental Review Process approved by the Minnesota EQB, only those issues and concerns related to the selection of the New Airport Comprehensive Plan are included. The issues and concerns related to all alternatives (MSP, New Airport, no action, other) will be included in the scoping for the EIS.
- Work on identifying and evaluating all potential EIS's needed to implement a decision has begun.
- J. See General Response 5.

G.

K. The Metropolitan Council and Metropolitan Airports Commission are developing a process to assess the economic impacts of siting airport improvements at a new site versus the current site. This assessment will be included in the EIS which compares a new site against the current site. Community and regional impacts will be addressed in the New Airport Comprehensive Plan AED to the extent they differ between the different on-site lay-outs. A more comprehensive review will be provided in the above mentioned EIS. Work in both of these areas will be initiated during the summer of 1994.



WASHINGTON COUNTY

BOARD OF COMMISSIONERS

GOVERNMENT CENTER DOS-001 (812) 430-6003 RECEIVED Down C. Hee Mary Hause Wally Abrahama Myra Paterson Dave Engetten

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May 24, 1994

MAY 2 5 1994 EXECUTIVE DIRECTOR

Mr. Richard Braun, Chair Matropolitan Airports Commission 6040 28th Avenue South Minneapolis, MN 55450-2799

Dear Mr. Braun,

We are aware that you are in the process of preparing a Comprehensive Plan and Alternative Environmental Document for the new airport and that the comments regarding the scope of these documents were due on March 2, 1994. Our negligence in responding with official comments by that date should not be seen as a lack of concern regarding the potential impacts that a new airport will have on Washington County. We are very much concerned and ask that you address the following list of concerns when preparing the above referenced documents. referenced documents

The possible relocation of the Minneapolis-St. Paul International

The possible relocation of the Minneapolis-St. Paul International Airport to Dakota County would change the relationship of airport access to and from Washington County and would result in tremendous impacts on the transportation systems and land use in southern Washington County. New or better roads and bridge crossings have a dramatic effect on land development as they reduce travel time and effort. The Dakota County location will put added pressure on the Hastings river crossing and will create the need for another river crossing between Hastings and Newport. Any additional transportation capacity across the river in this part of the County will substantially increase the growth rates and amounts in the entire southern third of the County.

Impacts in the following areas must be considered before an environmental assessment could be considered complete:

Transportation Issues: Highway 61 Highway 10 County Roads 19, 15, and 13 494 Wakota Bridge Hastings Bridge Prescott Bridge Need for a new bridge between Newport ant Hastings

Land Use Issues:

Metropolitan Urban Service Area Comprehensive land use plans for Washington County, Grey Cloud Township and the Cities of Cottage Grove, Newport, St. Paul Park and Woodbury
Prime farmland and active farming operations in south
Washington County

Regional, county, and city parks

Other Growth-Related Issues: Cottage Grove Sewer Plant Financial impact on already over-crowded schools

We thank you for your consideration of this request.

Sincerely.

May Dr Hauss Mary Hauser, Chair Washington County Board of Commissioners A. The March 2, 1994 date was for comments on the MSP Long-Term Comprehensive Plan AED.

For induced development impacts, see discussion in General Response 4. Travel forecasts for the year 2020 by the Metropolitan Council show the need for a 4-lane bridge at Hastings - with or without a new airport.

C. These issues and potential impacts will be considered.

D. The need for further work to analyze the land use issues is identified on pages 20 and 21 of the Scoping Decision Document. The analysis to be prepared in the development of a Comprehensive Plan for the site in Dakota County will address those impacts that differ between Alternatives 1, 2 and 3. More comprehensive analysis of off-site impacts will be prepared for the EIS comparing a Dakota County Site to the current MSP site.

E. The need for further work to analyze growthrelated issues is identified on page 20 of the Scoping Decision Document. The analysis to be prepared in the development of a Comprehensive Plan for the site in Dakota County will address those impacts that differ between Alternatives 1, 2 and 3. More comprehensive analysis of off-site impacts will be prepared for the EIS comparing a Dakota County site to the current MSP site.

May 12, 1994 City of Prescott Rep. Dallas Eggers

As the representative from the City of Prescott I have been asked to express concerns about the process and concept of planning for a new Twin City Metro Airport.

Prescott is within 4 or 5 miles of Site 3. Any project with the far reaching ramifications of a new Regional airport this close to us will undeniably have serious consequences for the City of Prescott and the surrounding area. We feel that we need more of a chance to affect the pace and focus of the present planning process. Our city, schools and all facets of life in Prescott will be drastically impacted. We need answers to questions dealing with more than simply which way the runways will go and where you move the facilities within the confines of Site 3. For us to adequately plan for the future we need more information on the effects of this airport on any induced growth caused by this airport. Your plans point years down the road, so do ours,

I am meeting with the school board to discuss possibilities with them. We need more information than I see forthcoming at this time. Numbers and data pertaining to how we will be forced to change to meet possible needs in the future are essential to our school district.

I also have concerns about allowing the MAC, whose job it is to build and oversee airports, the power to do their own environmental assessment. May this job be more impartially done by the Environmental Quality Board, which seems to have delegated their responsibilities. Should the WI EQB be included in such a study? Have we asked the wolves to watch the sheep?

Another concern is that only one EIS will be done. This on a site, MSP or Site 3, chosen by the MAC and the Metro Council. How can we assess the impacts of both sites if only one is studied. To choose a site to study seems to designate that site as the sole choice.

Senator Feingold's office called me today seeking information and is also investigating WI part in any planning of this facility.

How can you choose the proper configuration for an airport without addressing the ramifications of all the choices made inside the fence of the airport? This seems like it would fail to foresee all the impacts of the planning being done. Should we slow down and take each issue in its time and allow all concerned parties to analyze any problems that may arise? I think so. Whether or not this airport becomes a reality is not the primary issue, although I personally am not in favor of it, the real issue is will all the impacted parties be allowed enough accurate, up to date information to meet their planning needs for 10, 20 or more years down the road. I hope to see an improvement.

I have been asked to read a brief message from the Pierce County Board of Commissioners:

We feet that an undertaking of a project of this magnitude, with the possible expenditure of huge sums of federal monies, which we all have a stake in, regardless of which state we call our home, calls for a more regional representation on the bodies dealing with the issues at hand. We are extremely distressed with the denial of any seats on the MAC and the removal of any voting and recommendation power to the lone WI representative to the Task Force committee, this representative being, State Senator Clausing. We intend to actively pursue at all levels the attaining of equal representation on all bodies dealing with any proposed relocation of the Twin Cities Metropolitan Airport. Federal Representative Gunderson has contacted us regarding our concerns and is investigating options. The impact on Western WI demands that we pursue all means of gaining equal access to the planning process. The impacts on Health, Infrastructure, Economics and the Quality of life in our area causes us great concern and will be a major issue in our area.

Respectfully yours,

Dick Truax Pierce County Commissioner A. See General Response 4.

A.

D.

- B. The Minnesota EQB has approved the environmental review process; they will determine the adequacy of the Final EIS related to this process.
- C. One EIS will be prepared. The EIS will analyze the impacts of both potential projects, a new airport at Site 3 and expansion of the existing MSP. Prior to preparation of the EIS, an Alternative Environmental Document (AED) will be prepared for the new airport and one for MSP (see Figure 1 in Appendix A of the April, 1994 Scoping EAW). Each AED will analyze the impacts of various alternatives for a long-range comprehensive plan at each location. At the conclusion of the AED process, one plan at existing MSP and one plan at the new airport site will be selected for study in the EIS.
- D. See General Response 4 and Response I. for Dakota County.

City of Hastings



101 4th Street E. • Hastings, Minnesota 55533-1055 612 • 437 • 4127 • Fax: 612 • 437 • 7052

May 18, 1994

Mr. Nigel Finney Deputy Executive Director Metropolitan Airports Commission 6040 28th Avenue South Minneapolis, Minnesota 55450-2799

Dear Nigel:

Please find enclosed a copy of a Resolution adopted by the Hastings City Council at its meeting on May 16, 1994 outlining its comments regarding the Scoping Environmental Assessment Worksheet and Draft Scoping Decision Document. Should you have any questions or require any additional information, please do not hesitate to contact me.

Sincerely, THE CITY OF HASTINGS

David M. Osberg
City Administrator

DMO: cml

An Equal Obserminas Employer

RESOLUTION NO. 53-94

RESOLUTION REGARDING THE NEW AIRPORT COMPREHENSIVE PLAN SCOPING ENVIRONMENTAL ASSESSMENT WORKSHEET AND DRAFT SCOPING DECISION DOCUMENT

WHEREAS, the Metropolitan Airport Planning Act of 1989 was mandated by the Minnesota State Legislature, to preserve the future development options of a Major Airport in the Twin Cities Metropolitan Area; and

WHEREAS, one option is designed to provide the needed capacity and facilities at the existing Minneapolis-St. Paul International Airport, and a second option is to provide the needed capacity and facilities at a new Airport in the Dakota Search Area; and

WHEREAS, the Airport planning process will determine and compare the costs, benefits, social impacts, economic impacts and environmental impacts for each Airport option; and

WHEREAS, the Airport site selected by the Metropolitan Airport Commission is directly adjacent to and including portions of the City of Hastings; and

WHEREAS, the Environmental Assessment Worksheet serves as the scoping for the Alternative Environmental Document of the new Airport Comprehensive Plan, and is the decision-making process that determines what alternatives, impacts, issues and litigative measures will be addressed in the AED and in what level of detail; and

WHEREAS, the draft scoping decision document focuses on the comprehensive plan alternatives, impacts and issues that are proposed to be addressed in the alternative environmental document; and

WHEREAS, the Metropolitan Airports Commission is soliciting comments from individuals and agencies regarding the scoping environmental assessment work sheet and draft scoping decision document; and

NOW, THEREFORE BE IT RESOLVED, that the City of Hastings continues to support the concept of repealing the Dual-Track Airport Planning Process primarily due to a 1993 Legislative Auditor's Report on airport planning that determined the Metropolitan Council was responsible for generating seriously flawed data and analysis in its studies; However, since the Dual-Track Airport Planning Process must continue, the City of Hastings will continue to provide comment and discussion regarding the various documents that are being generated; and

BE IT FURTHER RESOLVED, that the City of Hastings supports the following items to be considered by the Metropolitan Airport's Commission as a part of the Scoping Environmental Assessment Worksheet and Draft Scoping Decision Document:

- 1.) The City of Hastings recommends that further study and analysis be conducted regarding the measurement of the development opportunity that would be lost as a result of an Airport being located in the Dakota Search Area, beyond that which is identified on page 10 of the Scoping Environmental Assessment Work Sheet, which states "The development of a new major airport will not be compatible with some existing land use, notably existing residential development adjacent to each alternative." As the City of Hastings continues to develop, any limitation on development that would be caused by airport construction in this area must be comprehensively analyzed and documented. Noise impacts must be measured based on projected population and lost development opportunity, as well as the economic loss and property de-valuation associated with noise pollution.
- 2.) Complete analysis of the impact on a baid eagle nesting area near Lake Rebecca must be properly identified and analyzed. The City of Hastings encourages complete review, as identified on page 15.
- 3.) A comprehensive analysis on the effect of any airport development on the Vermillion River, and the subsequent impact on the City of Hastings and the various flood zones must be thoroughly analyzed. The City of Hastings must be involved in this analysis, as significant portions of the City are included in the Vermillion River Watershed Area.
- 4.) Airport development and the impact on the public water supply serving municipalities within or near the search area must be reviewed with the City of Hastings. The City of Hastings cannot accept the statement on page 17 suggesting that it is "unknown" whether the project will require an appropriation of ground or surface water. Potential impact on the City of Hastings must be comprehensively analyzed, and the City must be involved in any discussions on the impact on the City's public water supply. In addition, the Metropolitan Airports Commission must be completely aware of the City of Hastings' position that any additional costs associated with changes in the quality of the water, fluoridation, and/or water pressure will not be the responsibility of the City of Hastings and its residents.

A. The need for further work to analyze the impacts of a potential new airport in Dakota County on Hastings and other communities is identified on pages 20 and 21 of the Draft Scoping Decision Document. The analysis to be prepared in the development of a Comprehensive Plan for the site in Dakota County will address those impacts that differ between Alternatives 1, 2 and 3. More comprehensive analysis of off-site impacts will be prepared for the EIS comparing a Dakota County Site to the current MSP site.

Α.

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- B. The potential for impacts to the Bald Eagle nest at Lake Rebecca will be analyzed at the same level of detail as the earlier analysis carried out during the preparation of the site selection AED. The new analysis will utilize the design options being considered for Site 3 and the aircraft operations projections associated with those concepts.
- C. Analysis of the hydrologic impacts of the new airport site on the flood flows within Hastings will be done as part of the EIS on the MSP and New Airport alternatives in the next phase of analysis. Any input from affected communities is welcome.
- D. Potable water supply sources have not been chosen at this time. Adequate groundwater supplies are anticipated to be available. However, if city water is needed Hastings will be involved in the evaluation of capacity available.

- 5.) The City of Hastings continues to be concerned with the analysis' that have been completed to this point regarding additional traffic that will be generated by a new Airport. The City continues to emphasize the need to properly analyze the additional traffic demand that will be generated on Highway 61 in Hastings, specifically the Highway 61 bridge. Furthermore, there must be proper review of the potential improvements needed on Highway 55 in and near the Hastings area. There must be a thorough analysis and study of the possible relocation of businesses and homes, and an impact on the downtown Hastings area as a part of this Airport Planning Process.
- 6.) In addition to the Section 106 Survey and Analysis of the impact of an airport on historic sites in the search area, the City calls for the survey and analysis of the impact of the construction, reconstruction or alteration of ground transportation routes and roads through Hastings at the same time. This impact within Hastings is as inevitable as the impact on the countryside where the airport would be constructed, and to defer the study at this time is to avoid the issue. The entire issue of properties in the search area currently listed on the National Register of Historic Places must be properly reviewed.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF HASTINGS, MINNESOTA THIS 16TH DAY OF MAY, 1994.

Ayes: Councilmember Johnson, Simacek, Trautmann, Hicks, Warner, Riveness and Mayor Werner

Absent: None

Nays: None

Mayor

ATTEST:

Barbara G. Bunger

SEAL

Assessment Worksheet recognizes that further evaluation of ground access impacts will be needed before a final decision can be reached. Impacts and items that will need to be addressed are identified on page 19 of the Scoping Decision Document. The analysis to be prepared in the development of a Comprehensive Plan for the site in Dakota County will address those impacts that differ between the proposed on-site layouts. More comprehensive analysis of off-site impacts will be prepared for the EIS comparing a Dakota County site against the current site.

E.

F.

F. A Section 106 survey will be performed if ground transportation routes and roads in Hastings are required by the Site 3 alternatives. Jeff Connell, Resource Strategies, consultant to rural cities and townships in Dakota County

COMMENTS TO METROPOLITAN AIRPORTS COMMISSION PUBLIC MEETING ON ALTERNATIVE ENVIRONMENTAL DOCUMENT SCOPING DECISION DOCUMENT

May 12, 1994

The Southern Dakota County Cities and Townships represent 13 townships and six smaller rural cities that will be impacted by the siting of a new regional airport. The 19 jurisdictions I am speaking on behalf of have formed a planning group consisting of one elected official from each of the cities and townships.

The purpose of the group is to collectively discuss issues and present their perspectives and concerns regarding a potential airport siting and its impacts on southern Dakota County to the MAC, Metropolitan Council and other agencies that will at various times be part of this process.

Although the group is newly formed, it has already identified some issues and concerns that are common to not just those cities and townships directly impacted by the siting through relocation, or those jurisdictions adjacent to the site that would be impacted by development, but also cities and townships that will, in some way, be changed forever from their historical past, ways of life and means of governing.

A major concern of the rural cities and townships lies with the fact that the airport site has been identified as a 10,000 acre project when, in fact, impact and protection zones, corridors and other areas may result in acquisitions, easements or controls and regulations well beyond the boundaries of the airport identified on a map. Recent indications from MAC are that acquisition or control and regulations could encompass an area up to a total of 30,000 acres, or three times the airport site itself. Also, the EAW indicates that the "airport development area" may consist of property extending 3-5 miles in all directions from the airport site, if the Metropolitan Council determines a need to "protect natural resources of the metropolitan area".

Since any actions within these areas would impact a total of eight townships and six smaller rural cities in southern Dakota County, the significance of relocating a regional airport to southern Dakota County becomes even greater in terms of direct impact upon a greater number of people's lives.

The townships and cities are currently addressing this very significant issue cooperatively with the Metropolitan Council, along with staff from the City of Hastings and Dakota County. This process is an open one to this point, with all parties agreeing to work together to express concerns and viewpoints from all sides. We realize that MAC has only begun discussions on this issue and, to this point, has not involved the cities and townships that are most directly impacted by potential acquisition or other restrictive controls beyond the proposed airport site boundaries. On behalf of the cities and townships, we request active involvement and open communication between the cities and townships and MAC on this issue. We feel this is as significant an issue as the siting of the airport itself, and look forward to actively expressing our concerns and positions on the airport siting, and participating in a positive manner throughout the rest of the process.

A. The active involvement of all interested parties is encouraged. Dakota County, Hastings and the townships are involved in a process initiated by the Metropolitan Council to deal with the question of impacts and induced development. MAC will be a part of that process and will use that forum to discuss potential land use controls related to airport development.



MEHORANDUM

Jenn Unruh, Planning and Environment
Metropolitan Airports Commission
Prairie Island Tribal Council
Contacts: Dr. Terrence Loomis, Economic Development
Ms. Lin Nelson, Environment TO:

FROM:

Comments on the Scoping EAW and Draft Scoping Decision Document for the New Airport Comprehensive Plan REI

May 25, 1994

We have reviewed the draft scoping documents and recommend the following additions or modifications:

Native American cultural values

The documents neglect to take into account of the cultural values and contemporary cultural significance of flora and fauna in the area (Section 11) and archaeological sites (Section 26a). These aspects should be included so that the indigenous people of the area, the Mewakanton Dakota, have a chance to comment on possible impacts and their mitigation.

Nuclear hazards

The documents fail to allow for the assessment of risks and possible impacts of siting an airport so close to a nuclear generating facility (Prairie Island NSP plant). The State legislature recently passed legislation allowing the storage of nuclear waste in casks outdoors, casks that are not strong enough to be capable of being transported let alone withstanding the impact of an airplane crash. The site will come under the responsibility of the Federal government by contract in 1998, and according to the Department of Energy may serve as a federal waste repository for some time. Waste from other nuclear facilities may be added to the site.

repository for some time. Waste from other nuclear facilities may be added to the site.

The generating facility and nuclear waste site would be at risk from planes taking off an landing within a few miles, particularly during severe winter weather. The extent of that risk could be considerable when military air traffic is added.

The Legislature also directed that additional storage capacity should be located elsewhere in Goodhue County. The uncertainty of the timing and location of this additional site will create problems with the proposed timing for selection of an airport site, and the preferred model of runway alignment. At the very least a zone prohibiting overflights to the Southeast is likely to be required. The entire feasibility of the new airport could be in question.

Water Pollution

The potential for the airport to seriously degrade water systems in the area is high. This would directly affect the economic, health and cultural interests of the Prairie Island Mdewakanton community. By separately categorizing and analyzing impacts, there appears to be insufficient provision in the scoping documents for considering the systemic and cumulative affects of actions such as wetland filling and replacement. Additional land may in fact be required for the 're-creation of floodplain storage that would be lost due to airport facilities' (Section IV-B1). The adequacy of existing technology and proposed processing of de-icing chemicals also deserves special attention.

3. Noise

P. 12 The analysis of noise impacts using EPA and State noise formulas will not adequately take account of the impacts of lower level dBAs from airplane overflights <u>introduced</u> into an area that is essentially rural and small town. Patronage and economic effects on recreational areas and businesses such as gaming should be assessed. Existing environmental impact studies of stress-related effects should also be canvassed, rather than dismissed for 'lack of reliable data'.

A. In the preparation of the AED for the New Airport Comprehensive Plan the Mdewakanton Dakota community will be requested to provide specific information as to which flora and fauna are considered to have cultural significance so that potential impacts can be analyzed.

A.

B.

C.

D.

B. The State of Minnesota has legislated Safety Zones A and B (see Figures 3, 4 and 5) off the end of the runways in addition to the federal runway protection zones (RPZ's). The risk of an aircraft crash during takeoff or landing outside these zones in Minnesota weather is minimal. The Prairie Island NSP plant is outside these zones by a considerable distance.

C. Wetlands, water resources and hydrologic impacts of the new airport site are a major area of analysis in the AED process.

D. The noise analysis will determine the increase in sound levels above the ambient for typical aircraft along the flight tracks.

> The Federal Interagency Committee on Noise (FICON) conducted a thorough review of the existing medical literature on the health effects of environmental noise due to aircraft. The FICON concluded that no definitive evidence of health effects exists, particularly at levels below DNL 70.

4. Costs

The siting of the proposed airport could have considerable economic benefits for the tribe. However, construction costs (P. 4) do not appear to be based on true value of land proposed to be taken for the airport; 'costs' are therefore understated and this could indirectly affect our financial interests.

A significant amount of prime agricultural land, much of it covenanted, would be destroyed by the airport. Standard valuation models of 'fair market value' have recently been shown to be inadequate for assessing (a) opportunity costs of the land if it had been left in production for the period of the life of the proposed airport, and (b) true value of the natural resources impacted or destroyed by the airport. The land resource — as pointed out by a recent Harvard economist — tends to be treated in standard models as cash rather than a fixed asset. The actual (is. real) cost of the land per acre is likely to be significantly greater than the current evaluation in the documents indicates.

The costs regarding business are not simply from relocations, as the documents indicate. They also occur in the form of additional infrastructure required of businesses moving in or relocating the existing airport. Also unassessed in the documents are pressures on housing and infrastructure in the townships and communities surrounding the airport. The ripple effect on land use and area taxes can be estimated and could be significant.

E.

E. The cost of land acquisition is based on the assessed valuation. In general, it is a reasonable "indicator" of fair market value, although in some cases it may be considerably low (and high in others). The actual fair market value is, of course, determined by appraisals and negotiations at the time of acquisition.

F.

F. See General Response 4.





May 19, 1994

Ms. Jenn Unruh Metropolitan Airports Commission 6040 28th Avenue South Minneapolis MN 55450

Re: New Airport Comprehensive Plan, Scoping Environmental Assessment Worksheet (EAW), and Draft Scoping Decision Document (SDD)

Dear Ms. Unruh:

I appreciate the opportunity to comment on The Scoping Document and Draft Scoping Decision Document on the relocation of the Minneapolis-St. Paul International Airport to Hastings, Mn.

My primary concern is the apparent disregard for addressing impacts on Wisconsin in the Scoping Documents. Maps showing the area surrounding Site 3 are blank east of the Mississippi River.

A major metropolitan airport will have monumental effects on a community and the surrounding area, wherever it is sited. For the Metropolitan Airport Commission (MAC) to ignore the impacts to Prescott and to the state of Wisconsin, indicates an attitude of blatant disregard for local and state concerns which extend beyond the borders of Minnesota.

On January 10, 1994, Wisconsin Department of Transportation, Secretary Charles Thompson sent a letter to MAC Chairman Dick Braun. He addressed seven questions which need to be answered to determine how Wisconsin will be impacted by relocation of the Metropolitan Alrport. Secretary Thompson did not receive a response to his letter; therefore, I am addressing them below:

- How many Wisconsin residents use the Metropolitan Airport?
- Which Wisconsin highways will provide access to Hastings, Minnesota if the airport is relocated to Site 3?
- Which of these highways would require upgrading to carry increased traffic?
- 4. Would a new bridge be required at Prescott?
- 5. What are the estimated costs of the changes required to meet the projected needs?
- What impact will induced development have upon the present infrastructure in the area?
- 7. What are the projected costs of additional infrastructure needed to support induced development?

It is conceivable answers to these questions may entail significant study. By deferring these questions to the EIS process, there is concern time will not allow proper study to provide answers by the July, 1996 deadline. I believe it is very important to study these impacts in the AED process and not defer them to the EIS process.

The configuration and positioning of the airport runways will be a significant factor and directly impact Prescott WI. Who will make these decisions and how is Wisconsin considered in this process?

Thank you for the opportunity to comment. Please call me at (608) 266-7745 if you have any questions.

Sincerely,

aciae Clansing

Alice Clausing State Senator 10th District A. See General Response 4. The maps will be revised for the AED.

B. See General Response 4.

B.

C. The MAC makes the decision subject to FAA approval. The decision is based on operational and environmental factors, and agency and public input through the planning and environmental review processes.

sf

BRAD AND DENISE NAYLOR N6521 1323RD STREET PRESCOTT, WISCONSIN 54021

25 May 1994

Metropolitan Airport Commission 6040 28th Ave. So. Minneapolis, MN 55450-2799

On Thursday, 12 May, we attended the public hearing meeting in Hastings. We live in Prescott, Wisconsin which, as of last year, is considered a part of the Twin Cities metro area. However, Wisconsinites have been left out of discussions regarding the proposed new site in Hastings.

We were so impressed with what other Wisconsin residents and WIS-MAC members expressed that evening. It will be shocking if a new airport will be built within 4 miles of our homes after so many thought-provoking questions were voiced. It's not the fact that an airport in the Hastings location right where the Mississippi and St. Croix rivers meet would disturb an area which should be protected, but do we (the Twin Cities) really need a new airport? It's quite apparent that Denver did not and does not. Let's think of the future now. The future is going to bring us many different ways of conducting business and air travel may not be used the way it is now.

People have been asking questions of the MAC since at least 1989 without getting answers. We're curious as to whether one of the reasons a new airport is being considered is because of people in the Bloomington area complaining of noise. If that's the case, these people should have no voice in this decision. There has been an airport in the present location since the 1920's. One would think a person might think about that before moving in that area if airport noise is a bother. Another question is: why is more time allotted to study building a new airport versus expansion and remodeling of the current Lindbergh airport? It seems apparent both sites are not being given equal time.

We were both raised and currently work in the Twin Cities. We definitely feel more like "Minnesotans" than "Wisconsinites". We're proud to be from Minnesota but appalled at the thought of the expense and hassle of a new airport. Let's expand the current location if necessary.

Please don't dismiss what citizens are saying.

Brad and Dinie Maylor Brad and Denise Naylor

Governor Tommy Thompson Governor Ame Carlson Senator Alice Clausing Senator Dave Durenberger Senator Paul Wellstone

A. See General Response 3.

A.

B. Both sites are receiving equal consideration. The MSP site received a considerable amount of planning, analysis and public review between 1989 and 1991, and that planning is currently being updated.

Mr. Nigel Finney Executive Director, Planning & Environment Metropolitan Airports Commission 6040 28th Avenue South Minneapolis, MN 55450

RE: COMMENTS ON ENVIRONMENTAL ASSESSMENT WORKSHEET AND DRAFT SCOPING DECISION DOCUMENT

Dear Mr. Finney and MAC Commissioners:

Thank you for again visiting our community for yet another public hearing on the new airport plan. The document we are asked to comment on tonight is not quite as "overwhelming" as the last one we had before us, however, the executive summary and readability for the "average person on the street" still leaves something to be desired. I commend your efforts and look forward to an even more 'user friendly' document on your next road trip.

I will try to keep my comments brief and reference the document before us as much as possible.

Some questions I have identified are as follows:

Page 8. The total building size listed for the project indicates a total of 46,500,000 square feet. That is synonymous with 1,067 ACRES of BUILDING ALONE. The comparable number of square feet for the current site is likely listed in the comprehensive plan for the current site, but I am curious as to the number of square feet of buildings being planned at that site, as well as currently in use, and would appreciate it if you could let me and the rest of the people here know those comparison numbers.

Page 10. Parag. 1 under LAND USE; the statement "THE COUNCIL HAS REVIEWED REGIONAL PORECASTS FOR 2020 WITH ALL LOCAL GOVERNMENTS IN THE REGION" is, I believe, not true. I doubt if MANY of the local units of governments, especially the small cities and townships in Dakota County, have been involved at all in those forecasts. I have no way of knowing if the numbers are accurate or not, but I am quite positive the statement is NOT accurate.

Pages 11 & 12, I suggest you clarify that these land uses are according to the zoning and comprehensive plans in effect as of a certain date. Obviously there are single family and rural residential properties in the site, and the reference to zero on the charts could be misleading.

Page 17; Water Use

(a) You need to identify the number of farm irrigation wells, as well as those associated with the dwellings and farms. The cost of sealing those wells should also be separated and identified. The cost of severing farm parcels into pieces no longer usable for the irrigation systems currently in place must also be identified and included in the cost projections for the facility.

(b) I don't know what "dewatering" is, so please define what that is, and what the impacts are to the people like me who adjoin the site but are not IN the site.

Page 17, No. 16. Soils. It shows depth of the bedrock to be a minimal impact, and page 18 says 5% of the site is affected. As someone who has picked up lots of rocks from my dad's fields, you might want to take another look at that amount. I think parts of the site may be heavily impacted by bedrock very close to the surface.

Page 19. Water quality is a very big concern to the natives of the area, and will be to those down river as well.

Statements like the one made in paragraph 2 that says: "The Vermillion River enters the Mississippi River approximately 1 mile downstream from the City of Hastings" indicate that we have reason to be concerned!! The Vermillion River really enters the Mississippi very near the dam at Red Wing!! Many miles south of the City of Hastings! The Mississippi flows INTO the Vermillion south of Hastings. Please take extreme care with our water resources. Mistakes like this can really lose credibility with the local residents and all people concerned with the impact on our water resource.

Groundwater contamination and run off has been identified as a big concern at every public meeting I have attended in the past three years. It is critical this section receive very thorough attention.

A. The number should be approximately 15,000,000 sq.ft. MSP currently has about 9,000,000 sq.ft. of floor space, and about 15,000,000 sq.ft. (total) is planned.

B. All communities in the region were provided with 2020 forecasts for their jurisdiction in late 1990, with a review process that extended through the first half of 1991.

C. The text of Item 9 states that local comprehensive plans were used as a facsimile for current land use. Effective dates for these plans were not included as they differ from jurisdiction to jurisdiction. The text of the section does recognize the existence of commercial uses and residences within the site. The Draft Scoping Decision Document outlines what further work needs to be done regarding social impacts on residences, businesses and non-profit organizations on page 20. It also outlines the work to be done regarding community disruption and land use impacts on pages 20 and 21.

D. The list of wells requiring closure includes farm irrigation wells. Differential costs of sealing the wells and land acquisition will be included in the AFD.

E. Dewatering means the pumping of groundwater which may be necessary in preparation for construction of foundations.

F. As shown in Figure 13, there is very little bedrock in Site 3 that is within five feet of the surface.

В.

A.

C.

D.

E.

F.

An item I didn't find in the report is the provision of electric to support the new facility.

With the huge controversy this year regarding the Prairie Island Nuclear Facility and storage of the waste, it may be wise to include a section on the projected amount of electricity needed to operate the facility, the added cost to provide that energy; will additional transmission lines be needed to serve the facility; who will be impacted and at what cost; The area is now partially served by NSP and partially served by Dakota Electric. What is planned for the new facility? Will the design of the

buildings covering the equivalent of 1100 acres (!) be the most energy efficient possible? Will the surrounding/remaining properties be affected? If so, How?

Another item not clearly identified and singled out: WHAT IS ANTICIPATED TO HAPPEN TO THE SMALL CITY OF VERMILLION?

I realize the City is not in the site. The city is extremely close to the boundaries however. What, if anything, are you picturing will be "different" for that community. How will the impacts be identified in the final report?

Also, a question on amount of land -- in acres -- to be studied:

Mars exist, such as this one, and they are being used, which indicate a much larger size than the 10,000 acres in the boundary of the airport. That map should be in this study. The total acreage should be discussed openly, the potential acquisition/control areas are the basis for the study we are looking at tonight. I can't understand how we know any of the impacts, be it environmental, societal or any other, unless we know THE SIZE OF THE PROPERTY INVOLVED. Are you doing this EAW on 10,200 acres or 32,600 acres?? Obviously, this is a significant difference. Who will be deciding "How Big"??

My final concern, which I think is probably shared by others here tonight: WHEN WILL THE BASIC QUESTION OF -- DO WE MEED A NEW AIRPORT be addressed? We all are graphically aware that millions of dollars are being spent on this process. We hear daily "horror stories" coming out of the Denver Airport Fiasco. We need to be assurred that awe need a NEW AIRPORT !

The fundamental questions of DO WE NEED A NEW AIRPORT AND CAN WE AFFORD A NEW AIRPORT should be reviewed at every turn, and not just not left until the final decision document which will be presented to the legislature.

I hope some references will be made throughout this EAW regarding the COST and NEED questions.

Thank you again for your time and patience. This got longer than I anticipated.

Sincerely Sincerely Gloria Pinke 9795 170th Street East Hastings, MN 55033

G. The issue of electrical energy supply does not have a differential impact concerning the best layout of a new airport at the chosen site, and therefore does not need to be evaluated during the development of the new airport comprehensive plan. Analysis of the issue will be started in the very near future so that information concerning projected electrical energy requirements and the method for meeting those requirements will be available for the final EIS.

G.

H.

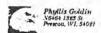
١.

J.

H. The City of Vermillion would continue to exist; the impacts of noise and community disruption will be addressed.

I. Differential impacts due to the new airport alternatives are being addressed on all land — irregardless of the airport boundary and any potential land-use-control areas. In the event that the Minnesota Legislature determines that a new airport is the method to meet the 2020 air transportation needs of the region, then the Metropolitan Council will determine which areas will be controlled, and the type of control to be employed. Areas that require acquisition will be determined for the EIS.

J. See General Response 3.



May 16, 1994

RECEIVED

MAY 2 0 1994 DEPUTY EXEC. DIR.

Metropolitan Airport Commission 6040 28th Ave. S. Minneapolis. MN 55450-2799

Dear MAC.

After attending the public meeting you held in Hastings the other evening (May 12) I am writing to enlarge on my opposition to the proposed new Hastings International Airport. It is strangely contradictory that you have revised your passenger projections downward while expanding the size of the proposal site. The logic of the projections is unclear to me. It seems likely that the newly emerging information highway will substantially decrease business travel in the future. Corporations are looking for ways to streamline information exchange and cut expenses. Since diminished business air travel may drive up the cost of leisure air travel the latter may suffer as well. Alternatives like highspeed rail may also impose on air travel. Since it's not possible to predict travel patterns accurately into the future I believe the need for a new multi-billion dollar airport is in serious doubt. Of note is that Denver planners misread a temporary rise in air travel as indicating the need for a new airport. Now Denver is experiencing a threatening decline in usage (see Federico's Folly by Michael Fumento in the American Spectator, Dec 93). This excellent article also outlines the devastating economic impact to the citizens of Colorado and the US Taxpayer.

My second point pertains to the safety of locating a major international airport near a nuclear reactor. Perhaps the nuclear waste storage bill was passed in a last minute overturn for fear of crippling a resource needed for a new airport. As a physician and former chairperson of the Twin Cities chapter of Physicians for Social Responsibility I have long been concerned about nuclear emissions, nuclear waste storage and health hazards to workers and residents of Prairie Island. To these I add concern about airline accidents.

Many environmental concerns arise about an airport located at the confluence of the Mississippi and St. Croix rivers. Specifically I want to add my understanding that the runoff of deicing compounds into the rivers poses particular hazards.

From a quality of life standpoint it escapes me how the potential destruction of several historic river cities by "Airport City" makes sense in the absence of compelling need now and possibly less need as time goes on. As a resident of Wisconsin and owner of a medical practice in St. Paul I feel strongly that Wisconsin is not adequately represented in the planning process. Minnesota residents are woefully uninformed as well. Grassroots planning must come to bear on this extremely important and enormously costly decision.

Please enter my letter into the record for consideration.

Sincerely,

Phylic Foldin up

Phyllis Goldin MD

cc: WI Governor, Tommy Thompson, State Capitol, Madison, WI

WI State Senator, Alice Clausing P.O. Box 7882, Madison, WI 53707-7882

MN Governor, Ame Carlson State Capitol, St Paul, MN 55101

MN State Senator, Dave Durenberger 1020 Plymouth Bldg., 12 S, 6th St., Mpls, MN 55402

MN State Senator, Paul Wellstone 2550 University Ave., St. Paul, MN 55114 .

В.

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- A. The size of the site for a potential new airport has not increased; Alternatives 2 and 3 are smaller than the size used in site selection. See General Response 3 for discussion of need. The revised baseline forecasts predict slightly fewer aircraft operations than estimated in the original forecasts (about 1.3 percent less for the year 2020). Over the forecast period, many factors such as airline competition, other modes of travel, and teleconferencing could affect air travel demand. Accordingly, MAC convened four expert panel sessions during the development of the revised forecasts to consider these and other factors. These panel sessions analyzed 12 alternative scenarios and three combination scenarios (in addition to the baseline scenario) to estimate the sensitivity of the forecasts to changes in these factors. The forecasts to be used to develop the comprehensive plans for both MSP and the new airport reflect detailed consideration of a wide range of factors.
- The issue of the Prairie Island nuclear power plant does not have a differential impact concerning the best layout of a new airport at the chosen site, and therefore does not need to be evaluated during the development of the new airport comprehensive plan. It should be noted, however, that the new airport site is outside the 10 mile radius from the power plant that delineates the area that needs to have special emergency plans in place to respond to possible incidents at the plant. The power plant is located outside both the federal and the more restrictive state land use safety zones designed for the protection of people and facilities on the ground. See also Response B. for the Prairie Island Tribal Council.
- C. See General Response 3, regarding the need for a new airport.

RECEIVED

Barbara Glidden N6440 1323 Street Prescott, WI 54021 MAY 2 0 1994 DEPUTY EXEC. DIR.

May 18, 1994

Metropolitan Airport Commission 6040 28th Ave. S. Minneapolis, MN 55450-2799

Dear MAC.

Last week I attended the hearing in Hastings regarding the possible building of a new airport. I am saddened, appalled and fearful for future generations, should this idea ever come to fruition. Also, I'm really angry about this whole situation. I fully agreed with all of the speakers, who each eloquently expressed very appropriate reasons why this should be opposed. I also support all views expressed so well by Phyllis Goldin, MD in her letter of May 16.

In both my personal and particularly my business life, I use the airlines regularly. I've have watched at first, with casual interest, the "Disatrous Denver Fiasco" and I truly empathize with all taxpayers but especially the people of Denver who will be forced to bear excessive financial consequences of increased airport use and probably decreased business revenue to their area. As an owner of a seminar business who sponsors seminars around the country, I am taking this situation into account as we will probably now avoid Denver in favor of other cities to avoid excessive air and ground costs to ourselves and our participants. Don't you realize this would probably happen here in the Twin Cities with resulting disastrous effects to Northwest Airlines, the hotel industry and all the related businesses well in place servicing our perfectly adequate airport?

One of the speakers who I believe was from the DNR proposed an extremely creative, common sense approach to the issue of airport noise by the neighbors of the present airport. Why not use far fewer dollars to buy up homes and offer them as low cost housing for others willing to live with the noise in exchange for affordable housing?

As I mentioned before, I am very saddened and fearful for future generations. I see an unfortunate trend for Big Business to enter into very costly mistakes. Don't we already have enough white elephants with Canterberry Downs, the Target Center, and the Hudson Dog Track? I also see the downsizing of corporations to not only consider cost savings by decreasing amount of air travel, but also laying off so many employees that we are crippling our tax base. As an elderly farmer from Hastings stated "How do you think this will all be paid for? - eventually the system will collapse!"

Please all of you with influence - be prudent, be creative and do whatever it takes to oppose an unnecessary expenditure in dollars, jobs, and a waste of productive, beautiful land.

Please enter my letter in your records.

Very sincerely,

Luber Gliden

Barbara Glidden

CC: WI Governor, Tommy Thompson,
State Capitol, Madison, WI
WI State Senator, Alice Clausing
P.O. Box 7882, Madison, WI 53707-7882
MN Governor, Ame Carlson
State Capitol, St Paul, MN 55101

MN State Senator, Dave Durenberger 1020 Plymouth Bidg., 12 S. 6th St., Mpls, MN 55402 MN State Senator, Paul Wellstone

MN State Senator, Paul Wellstone 2550 University Ave., St. Paul, MN 55114 A.

A. See General Response 3.

Diana Champlin W12096 Co Rd MM Prescott, WI 54021

May 22, 1994

Metropolitan Airport Commission 6040 28th Ave. S. Minneapolis, MN 55450-2799

Dear Commissioners:

I am writing this letter to express my opposition to the building of a new metropolitan airport in the Hastings area. I feel that the study on which this decision may be based is not adequate. In Denver and other areas of the country hasty decisions were made to build a "bigger and better" airport which has now proved to be unneeded and inadequate. I believe that more creative solutions than an addition to urban sprawl should be explored.

Sincerely, Liana Champlin Diana Champlin

Re: Perpend aryest research of eductionents of a deutlyments of the Source of a deutlyment of the 5-24-98 of the source of the s

Methyseller Cuyout Communion

16-16-5

Jehn Hermosult Don't build your Trucks We don't now the ayent me - to go alled of Luild. need for another surport, The should influence the gupulature rese of the of the aider derent of how the will with you anathrun, the tony range effect alu plan den't forget to-facto. abroques dumy Lake offer of Lunding fourthing and invarion of such other Jun bet stapleton august of the new rudum of Lun for the centiline This resulted in an unexposted abound v. " the their air at 5 200 px elication of fact that they dedn't force abel in Denver. So chie en mutter to build them close Legether are they more than ever only be certain an enthorough I not aurpout now Undlude that the come nowh

APPENDIX B

REVISIONS TO SCOPING ENVIRONMENTAL

ASSESSMENT WORKSHEET

The Scoping EAW is revised as follows:

Page 4, Table 1: In heading, change "T-2" to "T-1" and "Concept L" to "Concept L_2 ".

Page 4, Last Paragraph: Change "T-2" to "T-1" in 2nd and 6th lines.

Page 5: Change "Concept L" to "Concepts L_1 and L_2 " in first paragraph, 2nd line, and second paragraph, 7th and 8th lines.

Page 5, Concept T-2: Change "T-2" to "T-1" in title and 1st lines of first and second paragraphs.

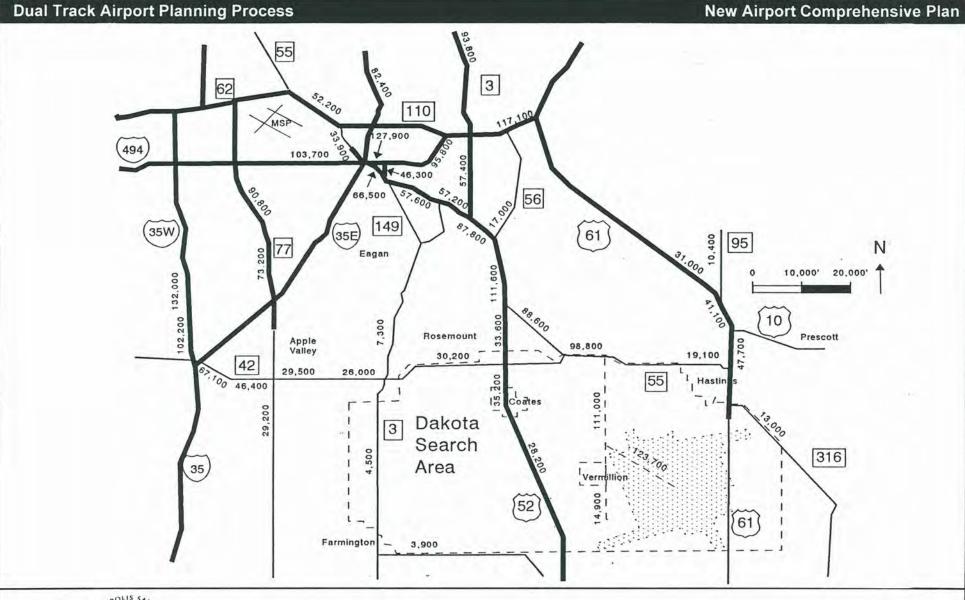
Page 6, Fourth Paragraph: Change "T-2" to "T-1" in 2nd line.

Page 8, Item 7: Change Total Building Area to "Approx. 15,000,000 sq.ft. (gross floor space)".

Figure 17: Delete and insert new Figure 17 (attached).

Figure 23: Add "Dakota County" to "Source".

Appendix B, Glossary, State Safety Zones: At end of paragraph add "and residential property is excluded from the regulations."





HNTB

Source: Metropolitan Council

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