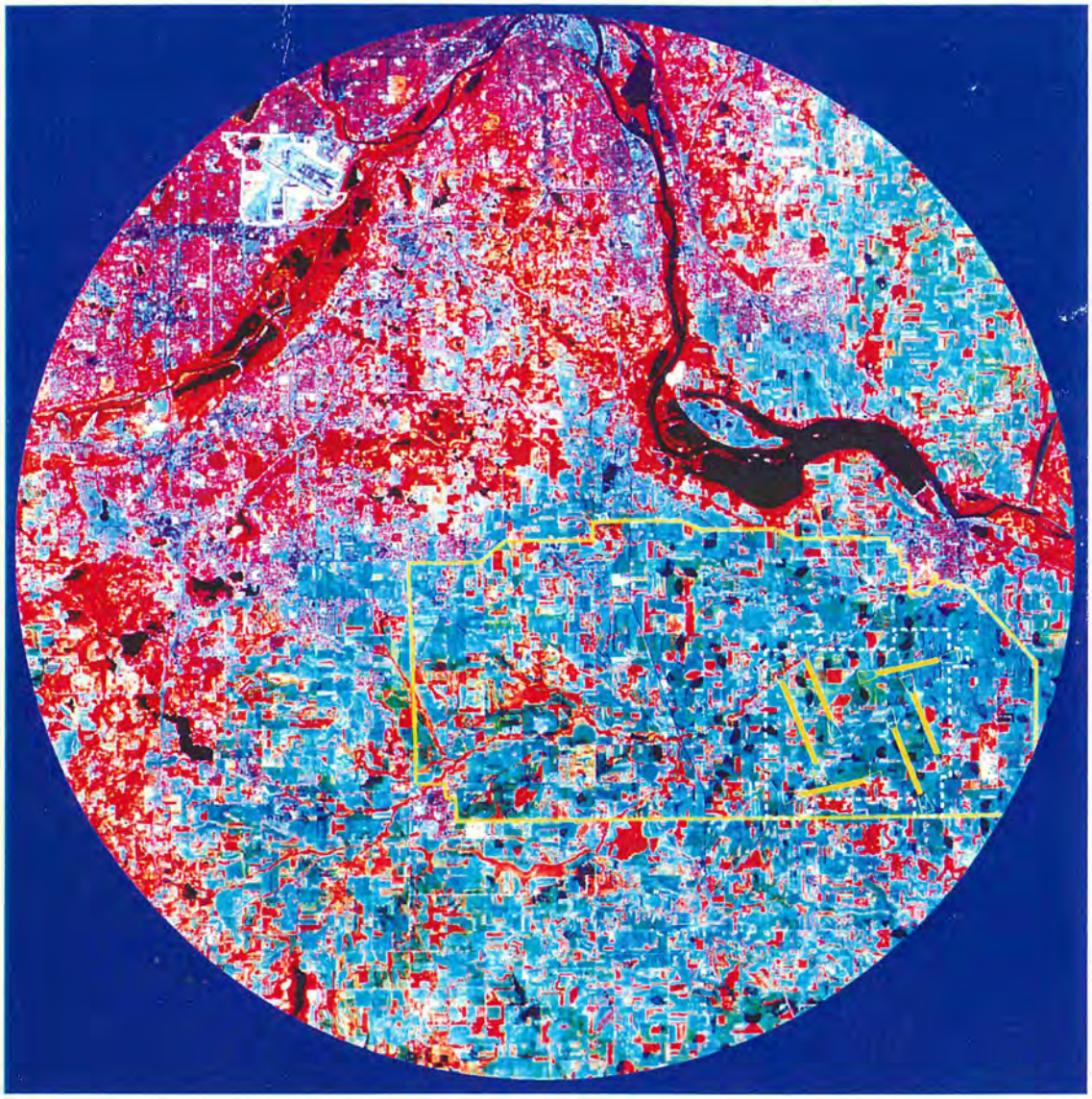
...ck Airport Planning Process



Environmental Impact Statement

Scoping Decision

...politan Airports Commission

DUAL TRACK AIRPORT PLANNING PROCESS

SCOPING DECISION

FEDERAL AVIATION ADMINISTRATION
METROPOLITAN AIRPORTS COMMISSION

Prepared by
HNTB Corporation
and Associated Firms

The dual track airport planning process mandated by the 1989 Minnesota Legislature is designed to determine the major airport development options in the region for the year 2020 and their consequences. One track addresses ways to provide the needed capacity and facilities at Minneapolis-St. Paul International Airport. The other track provides the needed capacity and facilities at a potential replacement airport in the designated search area in Dakota County.

CERTIFICATION BY RESPONSIBLE GOVERNMENTAL UNIT

7-26-95
Date Approved

Nigel Finney, Deputy Executive Director,
Planning and Environment

For additional information, contact the following persons:

Mr. Nigel Finney
Metropolitan Airports Commission
6040 - 28th Avenue South
Minneapolis, MN 55450
Telephone: (612) 726-8187

Mr. Glen Orcutt
Federal Aviation Administration
6020 - 28th Avenue South, Suite 102
Minneapolis, MN 55450
Telephone: (612) 725-4367

SCOPING DECISION

TABLE OF CONTENTS

LIST OF FIGURES

Scoping Decision
Executive Summary

Purpose of the Document

The Dual Track process created by the Minnesota Legislature in 1989 directed the Metropolitan Airports Commission (MAC) and the Metropolitan Council (MC) to examine how best to meet the region's aviation demand 30 years into the future. The agencies were directed to compare expansion of the Minneapolis-St. Paul International Airport (MSP) with construction of a new replacement airport.

The state and federal Environmental Impact Statements (EIS) for the Dual Track process which are being prepared by MAC and the Federal Aviation Administration (FAA), will compare those and all other feasible alternatives to meet 2020 aviation demand in light of a host of environmental criteria.

The scoping process creates a blueprint for the EIS, identifying development alternatives and environmental issues that will be analyzed in the EIS. The scoping process for the EIS was performed in two phases. In April 1992 a First Phase Scoping Report was prepared which described the Dual Track process for identifying the alternatives and issues/impacts to be addressed in the EIS. The Second Phase Scoping Report identified these alternatives and issues and was released in May for public comment. The public commented on the scoping report at meetings on June 26 and June 27; agencies commented at a separate meeting on June 27. MAC reviewed these comments and made its scoping decision at a special meeting July 26.

Scoping Decision

The development alternatives that will be analyzed in the Environmental Impact Statement are expansion of Minneapolis-St. Paul International Airport, construction of a new airport in Dakota County, and no action. Two other alternatives -- a remote runway concept and supplemental use of other state airports -- are being studied to determine if they should be included in the EIS. Those studies will be completed in the summer of 1995.

A sixth alternative, high-speed intercity rail between the Twin Cities and Chicago, was examined but will not be included in the EIS. The concept will not be included because it does not divert enough passengers and operations by the year 2020 to preclude a new runway and terminal at the Minneapolis-St. Paul International Airport.

Thirty different environmental issue/impact categories were examined to determine if more detailed analysis is necessary in the EIS. They are:

> air quality, archaeological resources, biotic communities, bird-aircraft hazards, construction impacts, coastal barriers, coastal zone management program, endangered and threatened species, economic, energy supply and natural resources, farmland, floodplains, historic/architectural resources, induced socioeconomic impacts, land use, light emissions, noise, parks and recreation, site preservation, social, section 4 (f), solid waste, transportation access, major utilities, visual impacts, wastewater, water supply, surface water quality, groundwater quality, wetlands, wild and scenic rivers, and wildlife refuges.

Of these, four environmental categories will not require further detailed analysis in the EIS because it was determined that their impacts are not significant or relevant. They are coastal barriers, coastal zone management program, mineral resources and solid waste.

The Process

The MAC will follow the Scoping Decision as it prepares a draft state/federal Environmental Impact Statement for public and agency review. Below is a schedule of highlights of the remainder of the Dual Track EIS process:

MAC and FAA make draft EIS available for public and agency comment	Dec. 4, 1995
Public comment period	Dec. 4, 1995-Feb. 5, 1996
Public hearings/information meetings	January 1996
MAC prepares state final EIS	March 1996
MEQB determines adequacy of state final EIS	May 1996
MAC/MC recommendations to Minnesota Legislature	July 1, 1996

I. INTRODUCTION

PURPOSE OF DOCUMENT

The purpose of the Scoping Decision is to present the alternatives, issues and impact categories that the Metropolitan Airports Commission (MAC) and the Federal Aviation Administration (FAA) of the U.S. Department of Transportation propose to study, analyze and discuss in the Environmental Impact Statement (EIS) for the dual track airport planning process.

The EIS is being conducted in accordance with the Alternative Environmental Review Process approved by the Minnesota Environmental Quality Board (MEQB) on March 19, 1992, and in accordance with Federal Aviation Administration Order 5050.4A issued October 8, 1985 by FAA. 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 state EIS. FAA is responsible for the federal EIS.

Contact Persons:

Mr. Nigel Finney
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, Minnesota 55450
(612) 726-8187

Mr. Glen Orcutt
Federal Aviation Administration
6020 28th Avenue South, Suite 102
Minneapolis, Minnesota 55450
(612) 725-4367

PROPOSED PROJECT

The proposed project is the airport development plan that best accommodates the year 2020 air transportation needs of the Twin Cities metropolitan area. The plan consists of the runways, taxiways, aprons, terminal(s), concourses, roadways, building areas, maintenance and treatment facilities, and supporting local and regional infrastructure improvements.

SCHEDULE

The following is the tentative schedule of remaining activities for the dual track airport planning process:

Activity	Date
Draft EIS and Beginning of Comment Period	December 4, 1995
Draft EIS Public Hearings/Information Meetings	January 1996
End of Draft EIS Comment Period	February 5, 1996
State Final EIS	March 1996
MEQB Determination of State Final EIS Adequacy	May 1996
Recommendations to Minnesota Legislature	July 1, 1996

After the Minnesota Legislature selects an airport development alternative, the FAA will prepare the federal Final EIS based on the selected alternative.

II. ALTERNATIVES

The following alternatives are proposed for further study, analysis and evaluation in the EIS. The location of the alternatives under consideration is shown in **Figure 1** (following this section).

Alternative 1 - MSP Expansion

The MSP alternative, shown in **Figure 2**, consists of the existing airport facilities, the construction of Runway 4-22 extension, construction of a new 8,000-foot north/south runway and a new replacement terminal building on the west side of MSP, and a parking/drop-off facility on the east side of the airport for ticketed passengers with carry-on baggage. Ground transportation access will be provided from T.H. 77 and T.H. 62 to the new west-side entrance of the terminal.

Alternative 2 - New Airport

The New Airport alternative, shown in **Figure 3**, consists of the acquisition of about 14,100 acres in Dakota County, the construction of six runways, terminal, taxiways, internal roadways, building areas, support facilities, parking and new highway access from the new airport to the regional highway system.

Alternative 3 - No Action

The No Action Alternative consists of the existing airport facilities and access at MSP (**Figure 4**), and those committed projects with funding approved by the Commission in its current Capital Improvement Program. The committed major projects are:

- New Federal Inspection Services and supporting improvements on the Gold Concourse
- Expanded elevation roadway
- New Sun Country hangar
- Expanded Ground Transportation Center
- Auto Rental Parking Expansion
- Runway 4-22 extension (shown in **Figure 4**) and supporting taxiway improvements

Other Alternatives

Two other alternatives are currently being studied as potentially feasible for meeting the air transportation needs of the region in the year 2020 (as defined in Section II). The studies will be completed in the summer of 1995. If the alternatives are determined feasible, they will be included in the EIS for detailed evaluation.

The alternatives are:

A. Remote Runway Concept

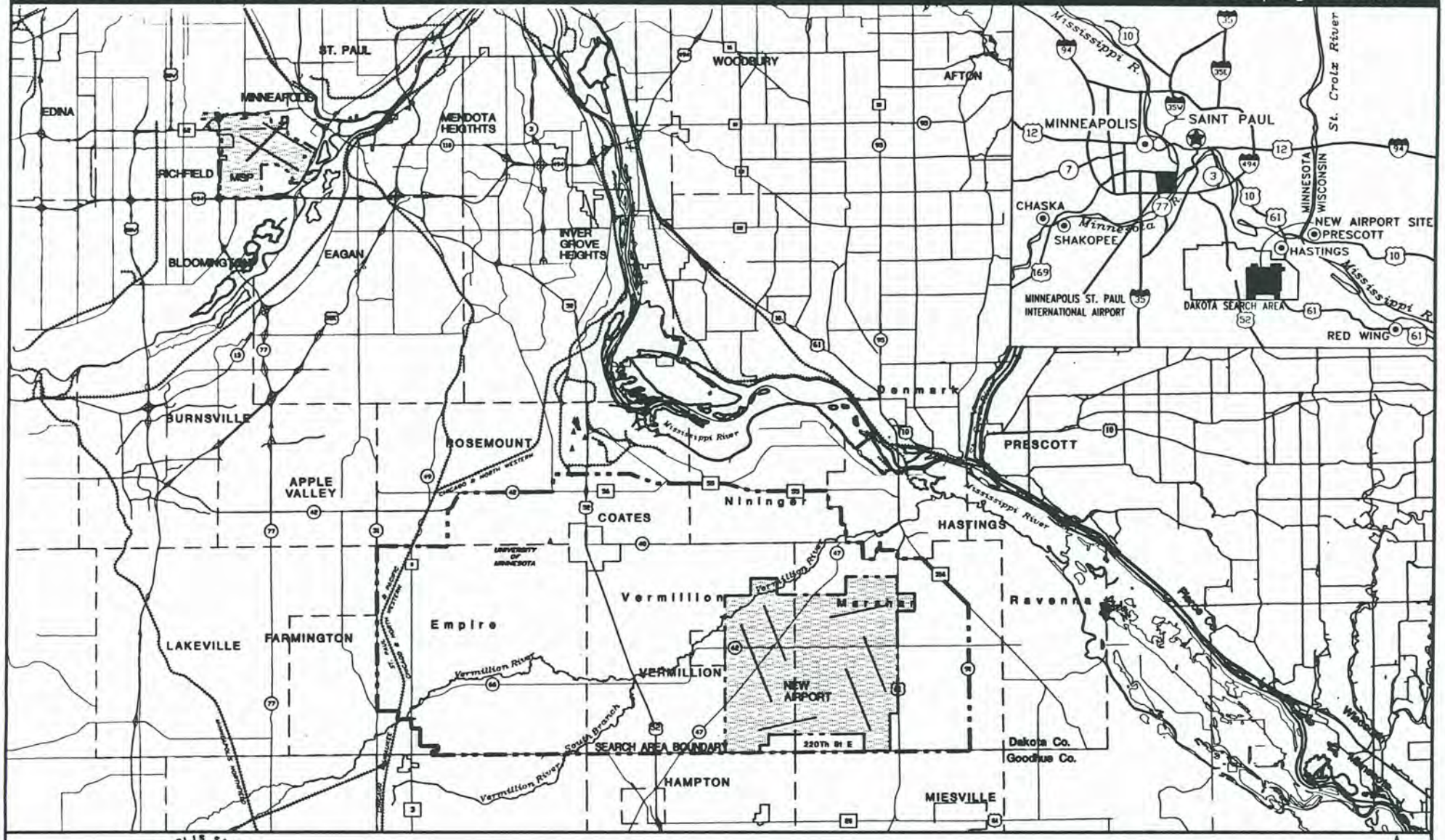
This alternative would retain the ticketing, baggage and support facilities at MSP, construct new gates and runways at a remote location (15-25 miles from MSP), and construct a high-speed transit link between the existing terminal and the new gates. The purpose of this alternative is to retain the existing good ground accessibility and development related to the existing airport, and move the existing and future noise impacts and runway capacity needs to a remote location.

B. Supplemental Airport Concept

This alternative would retain all of the existing and committed facilities at MSP, utilize the existing runways/facilities at an existing airport in the state for some of the MSP operations, and construct a high-speed transit link between MSP and the supplemental airport. The purpose of this alternative is to retain the existing good ground accessibility and development related to the airport, and relocate some MSP operations to a supplemental airport (e.g., Rochester, St. Cloud, St. Paul Downtown) such that additional runways would not be required at MSP.

Dual Track Airport Planning Process

EIS Scoping Decision



Source: HNTB

0 2 4

Scale in Miles

N

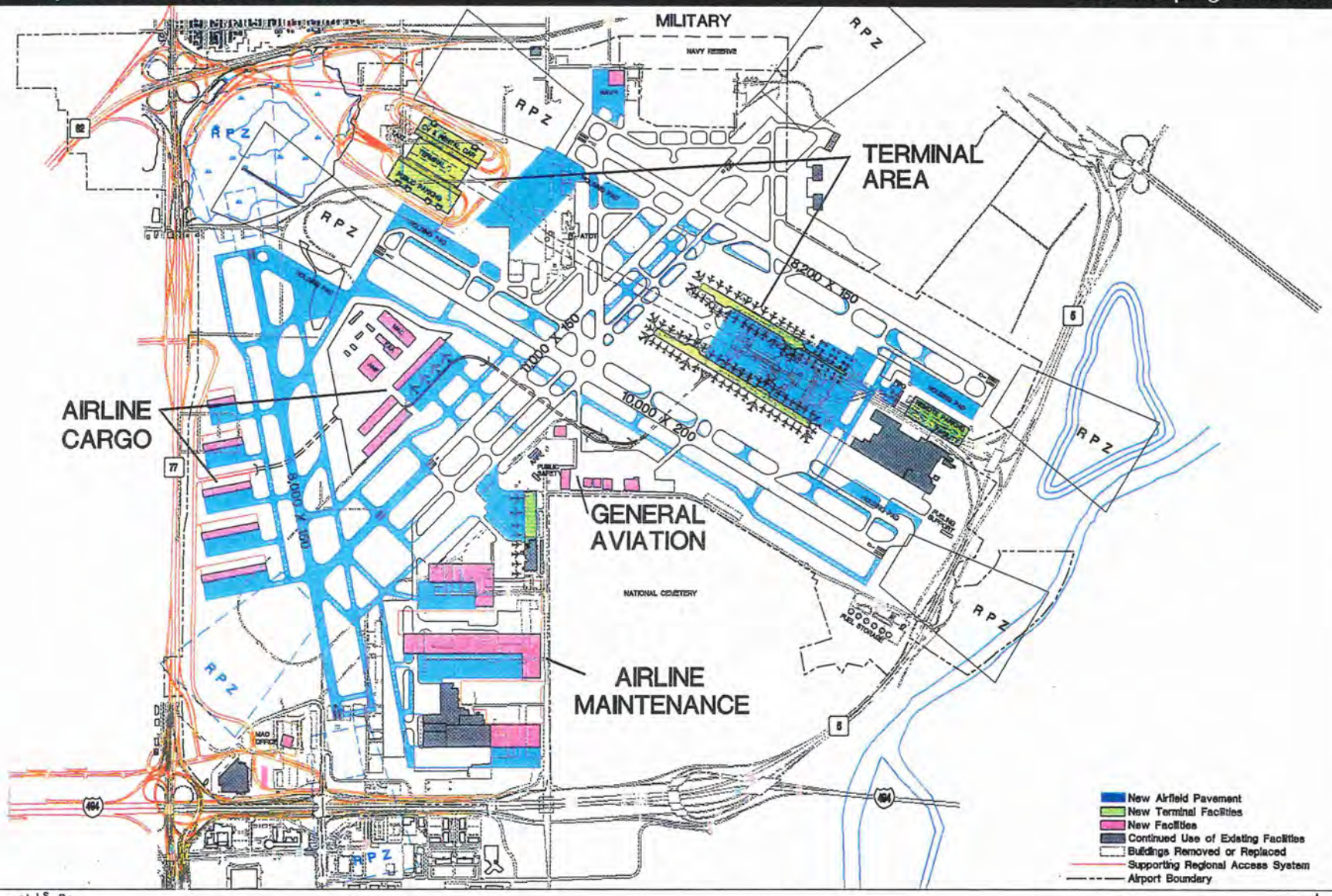
HNTB

Figure 1

Location Map

Dual Track Airport Planning Process

EIS Scoping Decision



Source: HNTB

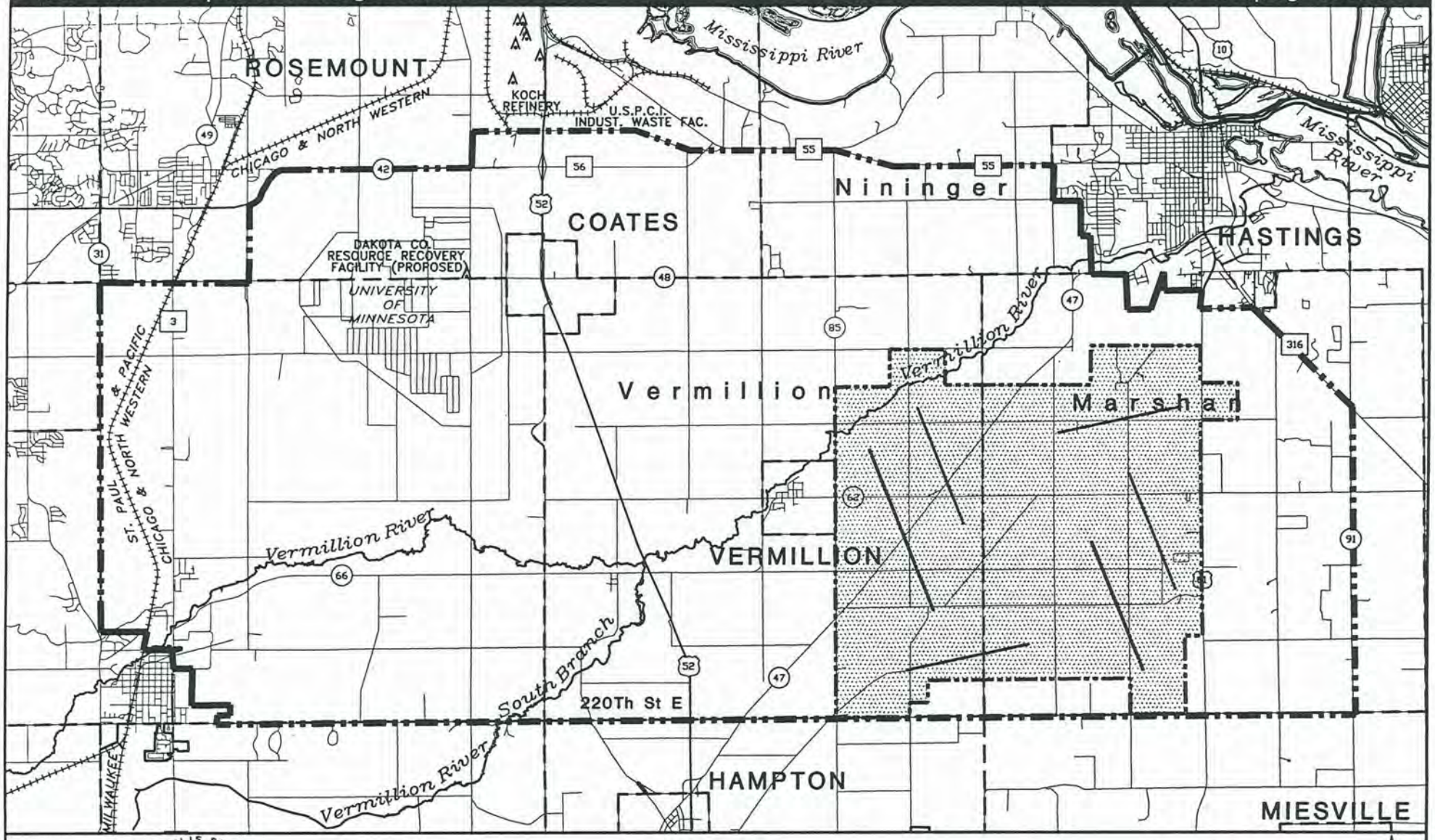
HNTB

Figure 2

MSP Alternative

Dual Track Airport Planning Process

EIS Scoping Decision



Source: HNTB

HNTB

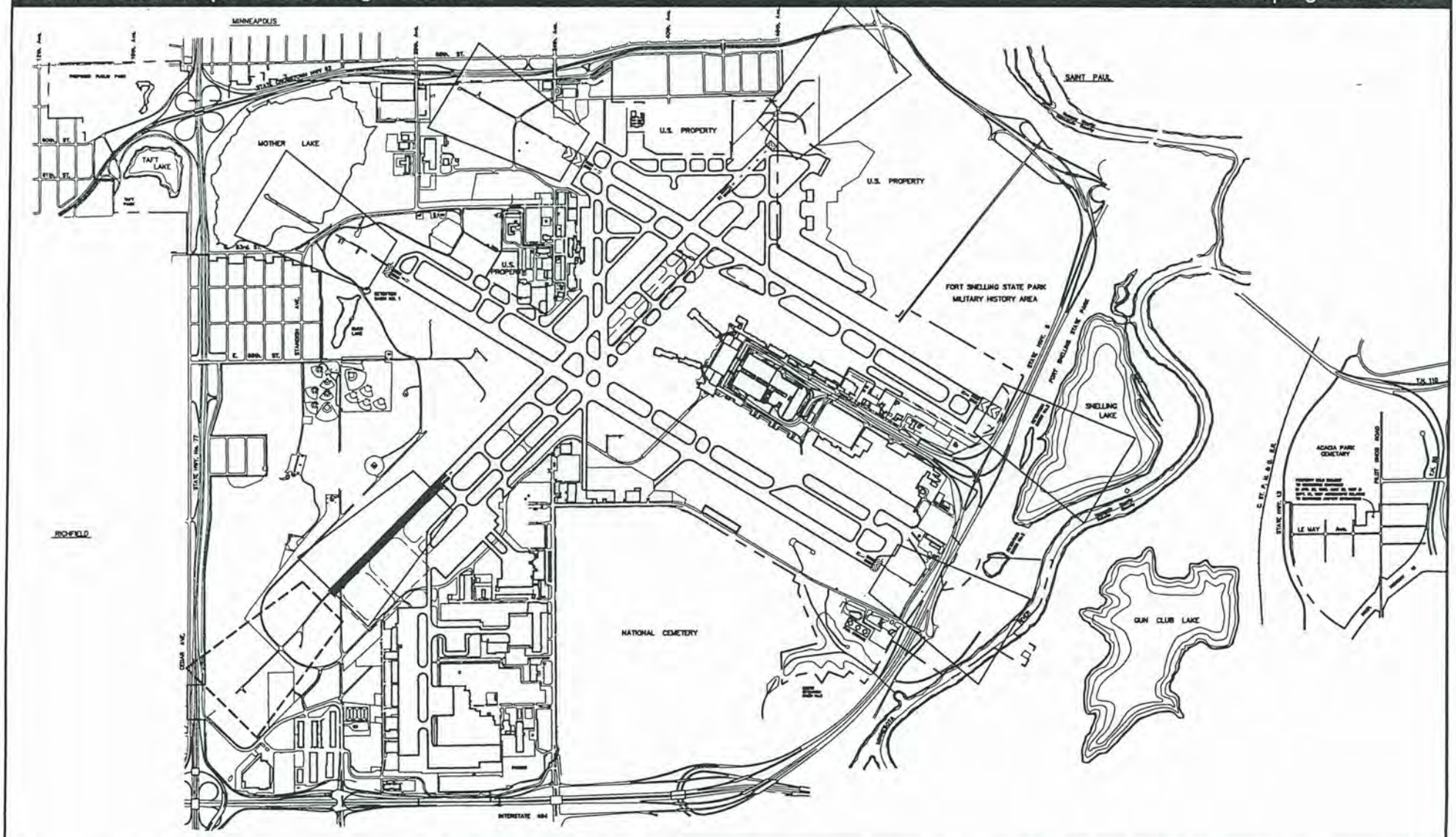
MAC

Figure 3

New Airport Alternative

Dual Track Airport Planning Process

EIS Scoping Decision



Runway 4-22 Extension

Source: HNTB

0 1,250 2,500

Scale in Feet

N

HNTB

Figure 4

No Action Alternative

III. ANALYSIS OF ISSUES AND IMPACTS

A. Issues and Impacts Requiring Detailed Analysis

The following environmental issues and impact categories are determined to be potentially significant and to require detailed analysis in the EIS. Measures to mitigate the potential impacts will be discussed, where appropriate. The area of potential effect (APE) for the environmental issues and impact categories are defined in Section V of the Second Phase Scoping Report. Non environmental issues (e.g., ability to finance a new airport) will be addressed in a companion document, Alternative Evaluation Technical Report.

Air Quality

Major Sources of Pollutants to Be Evaluated in the EIS

On-airport sources

On-airport sources include aircraft and support equipment, motor vehicles, and stationary sources such as power plants, incinerators, and fuel storage facilities. Those aircraft operations which are the major contributors to ground level concentrations of pollutants are taxiing and queuing for takeoff although the takeoff roll also contributes a small amount. Emissions associated with aircraft support equipment are also taken into account. Emissions from motor vehicles occur on roadways as well as in parking lots and ramps on the airport.

The location of stationary sources including power plants, boilers, incinerators, and fuel storage facilities can also contribute to the overall concentrations at on- and off-airport receptor sites.

Off-airport sources

Off-airport sources are defined here as motor vehicle traffic on regional roadways which may carry traffic destined to or from the EIS alternatives. The regional roadway network used for this analysis has been developed by the Twin Cities Metropolitan Council and includes primary roadways on the network. Since major at-grade intersections are the primary sources of CO emissions, these will be addressed in the EIS.

Methodology and Assumptions

Liaison with the Minnesota Pollution Control Agency, Metropolitan Council, and Wisconsin DNR will help establish assumptions and identify receptor sites to be used in air quality modeling.

CO and other criteria pollutant emissions and concentrations will be estimated for on-airport sources using the FAA Emissions and Dispersion Modeling System (EDMS) airport air pollution model. Aircraft operations in the year 2020 will be evaluated using aircraft and engine categories

expected in the 2020 time period including re-engined DC-9s, if appropriate. On-airport motor vehicle activity will be based upon airport roadways and parking facilities. It will be assumed in the EIS that any new terminal and associated roadways will be designed to ensure compliance with air quality standards. Stationary sources will include expected fuel storage and on-airport utilities. Annual meteorological data from 1992 will be used to estimate annual, 24-hour (TSP), 8-hour (CO), 3-hour (HC and SOx), and 1-hour (CO and NOx) concentrations.

Annual CO, total VOC (volatile organic compounds), HC, and NOx emissions will be estimated for off-airport traffic that is associated with the airport. These estimates will be derived from traffic volumes on Metropolitan Council regional highway network model and the EDMS model.

Pollutant concentrations derived from the EDMS model for receptor sites located in the vicinity of each EIS alternative will be considered. This modeling will build upon the preliminary work already completed for the MSP LTCP AED and New Airport Comprehensive Plan AED. Only receptor sites in Minnesota and adjacent areas of Wisconsin that are expected to exist in the year 2020 will be evaluated.

CO is the only pollutant for which a microscale air quality analysis will be performed for off-airport sources. For the microscale analysis, vehicle emissions will be projected using the MOBILE 5A emissions model (adjusted to the appropriate regional vehicle mix in Minnesota or Wisconsin). CO concentrations will be estimated using the CAL3QHC highway queuing and dispersion model. Air quality guidelines established by the Metropolitan Council will be used to identify critical intersections for which a microscale CO analysis will be performed based on information from the regional highway network. Intersections will be screened on the basis of the volume and percentage of airport-related traffic handled and the expected level of service with this traffic. The objective of the CO analysis is to assess compliance with state and federal ambient CO standards. A refined analysis will be performed for those intersections already evaluated in the New Airport Site Selection AED and the MSP LTCP AED.

Background CO concentrations from the New Airport Site Selection AED and the MSP LTCP AED will be used to determine overall CO concentrations. Background levels of other criteria pollutants will be based upon available monitoring data or estimated from emissions data where feasible.

Dust and construction emissions will be addressed in the EIS. The level of this analysis or discussion will be established through liaison with Minnesota Pollution Control Agency staff.

Consistency with the State Implementation Plan (SIP) and conformity with the Clean Air Act Amendments of 1990 will be addressed in the EIS.

The potential for mitigation of emissions and concentrations for stationary and mobile sources both on and off the airport will be addressed for each EIS alternative. These measures may include changes in technology for stationary and mobile sources as well as changes in aircraft operations and traffic management programs. Examples of mitigation strategies to be examined are:

- Airport ground access and distribution (transit, people movers, etc.)
- New aircraft engine technologies
- New energy-efficient and emission-efficient stationary facilities

Archaeological Resources

MSP Alternative

Undisturbed/minimally-undisturbed portions within the property needed for the MSP Alternative do not contain any archaeological sites that are eligible for the National Register of Historic Places. Built-up/paved portions which have not yet been accessible for archaeological survey will need to be reviewed in accordance with a comprehensive research design still to be developed in consultation with the State Historic Preservation Office (SHPO): a memorandum of agreement which will state when and how archaeologically sensitive areas will be investigated during future modifications of the existing facilities.

New Airport

Four archaeological properties identified within the proposed new airport boundaries will be subjected to intensive survey (evaluation) during 1995. Reconnaissance survey, if necessary supplemented by evaluative survey, will focus on access roads not covered by previous archaeological surveys, all in accordance with a research design which will be submitted to SHPO for approval prior to the initiation of field work. Methodology and findings will be described in a technical report which specifies whether any of the inventoried archaeological resources are eligible for the National Register of Historic Places.

Biotic Communities

In the Biotic Communities section, the EIS will discuss in more detail the biotic communities potentially affected by each of the three alternatives being considered. Since other sections of the EIS will provide detailed analyses of threatened and endangered species, wetlands and bird-aircraft impacts, the Biotic Communities section will address all other ecological features not covered in the other sections.

Bird Aircraft Hazards

The EIS will include a detailed analysis of potential bird aircraft hazards associated with the three alternatives being analyzed. Existing data on migratory bird numbers and movements at identified bird concentration areas are being supplemented with more intensive field surveys during the Spring 1995 migration season. Each alternative will be re-analyzed using the same methodology applied in the AEDs for the MSP and New Airport Long-Term Comprehensive Plans. Integrated Noise Model (INM) data will again be used to obtain typical departure flight profiles for the various flight tracks associated with each runway for each alternative. The standard instrument

glide path will be used to develop approach profiles. The bird aircraft hazard analysis contained in the EIS will address all flight tracks associated with the various alternatives and will include any flight track refinements that may be developed as the design process proceeds. The most current MAC aircraft operation projections will be used in the analysis. For any flight tracks potentially involving a significant bird-aircraft conflict, mitigation measures will also be explored.

Construction Impacts

Environmental impacts during construction that are potentially significant will be addressed.

Economic

The costs of developing each alternative, including estimates of land acquisition and construction, will be detailed. Standardized cost factors used in other capital projects, including airport projects, will be used to formulate these estimates.

Relocation costs will be determined according to provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

Potential funding sources and potential financing mechanisms for airport development will be spelled out. The availability of funds and the feasibility of these financing mechanisms will be explored.

The tax capacity of properties displaced by airport development will be detailed, and the reduction in tax revenues of local jurisdictions will be determined.

Endangered and Threatened Species

The EIS will include a detailed analysis of potential threatened and endangered species impacts associated with the three alternatives being analyzed. Additional coordination will be undertaken with the Minnesota DNR Nongame Wildlife Program to obtain the most up-to-date information of occurrences of threatened, endangered and special concerns. For the MSP Alternative, the EIS will include a more detailed analysis of potential impacts to Forster's terns in Mother Lake. The distribution of current and historic Forster's tern breeding activity within Mother Lake will be explored to further define the relationship of fill and structures to the portions of the lake receiving use for nesting. Based on this information, the EIS will contain a refined analysis of potential impacts to Forster's tern habitat and movements at Mother Lake.

For both the MSP and No Action Alternatives, the EIS will re-analyze potential disturbance impacts to a bald eagle breeding territory existing within Long Meadow Lake in the Minnesota Valley National Wildlife Refuge. For the New Airport Alternative, the EIS will re-analyze potential disturbance impacts to all elements of essential bald eagle habitat (i.e. breeding territories or winter night roosts) existing along the Mississippi River adjacent to the New Airport

site. The re-analyses of potential bald eagle impacts will be carried out using the same methodology applied in the AEDs for the MSP and New Airport Long-Term Comprehensive Plans and will use the latest data on eagle habitat use and any refinements to previously analyzed flight tracks and projections of aircraft operations. In order to estimate the minimum distance (considering both altitude and horizontal distance) at which commercial aircraft would pass near each essential habitat element, an Integrated Noise Model (INM) analysis will carried out for each departure flight track. The standard instrument glide path will be used to determine approach profiles for the same purpose. The three alternatives will be analyzed based on the proximity of essential habitat elements to overflights, the projected number of such overflights and approximate disturbance thresholds derived from the scientific literature.

The EIS will analyze in detail the potential for impacts to loggerhead shrikes associated with the New Airport Alternative. Existing data on shrike breeding territories will be supplemented with new data collected during the 1995 breeding season. The anticipated impacts to these territories will be analyzed in detail based on grading concepts for the New Airport site and the proximity of these territories to future airport facilities. The EIS will also expand upon the potential mitigation measures described in the AED for the New Airport Comprehensive Plan. The EIS will also describe threatened and endangered plant species at Chimney Rock which would be incorporated within airport property to foster their preservation.

Energy Supply and Natural Resources

Energy Issues and Impacts Requiring Detailed Analysis in the EIS

Energy issues to be addressed and analyzed in the EIS include:

- Energy consumption by aircraft within the regional airspace (arrival/departure)
- Energy consumption by aircraft on the ground (taxi/takeoff/landing)
- Energy consumption by fixed sources on airport (boilers/utilities/etc.)
- Energy consumption by fixed sources off airport (energy suppliers)
- Energy consumption by mobile sources on airport (equipment/motor vehicles)
- Energy consumption by mobile sources off airport (motor vehicles)

Annual aircraft energy requirements within the regional airspace will be estimated based upon typical origins and destinations. Aircraft energy requirements on the airport will be estimated based upon typical taxi times and delays from queing for each of the EIS alternatives.

Energy requirements for stationary facilities on the airport will be identified. Power companies or other suppliers of energy will be contacted to determine how projected demands can be met by existing or new facilities.

For vehicular traffic (ground access), annual vehicle miles of travel of airport-related traffic will be translated into annual regional fuel consumption for each EIS alternative. This will be based upon traffic volumes on the Metropolitan Council regional highway network model.

Mitigation of energy consumption through the use of energy-efficient designs, traffic management and energy-efficient aircraft operations will be discussed in the EIS.

Farmland

The economic impacts arising from the loss of farm production in Dakota County on the rest of the county, the state, the region and the nation will be determined. This will include, but not necessarily be limited to, determining the impacts on agriculture-serving businesses and industries, particularly those in the general vicinity of the new airport site.

The relationship between development of the new airport alternative and the Farmland Protection Policy Act will be explored. This will involve an assessment of soils, both prime farmland and farmland of statewide importance, as classified by the federal Soil Conservation Service, to determine the applicability of the act to the new airport alternative.

The potential for farming on remnant fields available for farm operations once the airport is constructed will be analyzed.

Floodplains/Hydrology

The existing U.S. Army Corps of Engineers HEC-2 model of the Vermillion River will be used to estimate the change in stage within the Vermillion River for the discharge from the airport site for a 100-year flood event. This will provide information on the incremental effect of the new airport as compared to conditions used to establish the existing 100-year flood elevations. The results will be presented graphically showing the water surface profile with and without the proposed airport facility from the proposed airport to the most downstream location within the existing model.

Historic/Architectural Resources

MSP and No Action Alternatives

The historic significance of above-ground properties within the known Area of Potential Effect (APE) for the MSP alternative has been determined by a previous survey. An assessment must be completed, however, on the impact of the "no action" alternative. The APE for this alternative will consist of the existing airport property and the associated DNL 65 noise contour for the year 2005. A number of properties in the APE have been evaluated by previous surveys; this information will be reviewed, and additional reconnaissance and intensive-level survey will be completed as necessary. The project research design and recommendations for intensive-level survey will be reviewed and approved by the State Historic Preservation Office (SHPO). The final technical report will describe the survey's methodology and findings, including a list of properties in the APE that are listed, or eligible for listing, in the National Register of Historic Places under Criteria A, B, or C.

New Airport Alternative

Previous surveys have evaluated the effect on above-ground properties of developing the New Airport Alternative. Since these surveys were completed, additional information on roadway improvements and the Year 2005 DNL 65 noise contours has expanded the APE. A reconnaissance survey will assess parts of the APE not previously studied. The research design for the reconnaissance survey will be submitted to SHPO for approval. Findings from field work and archival research and recommendations for intensive-level survey will be reviewed with SHPO before intensive-level survey work is initiated. The survey's methodology and findings will be detailed in the final technical report, which will include the properties in the APE that are listed, or eligible for listing, in the National Register of Historic Places under Criteria A, B, or C.

Induced Socioeconomic Impacts

Further analysis of the induced development due to capacity improvements at the current MSP site will have to be conducted. The amount of development and its location in Minnesota and Wisconsin counties and communities will be determined. This data will be used in the analysis of other impacts such as, but not limited to, ground access, community impacts and wastewater services. Work will continue with affected jurisdictions throughout the preparation of the Draft EIS to allocate the geographic location of induced development.

Land Use

The land use impacts of potentially moving the region's airport could be enormous. The Minneapolis-Saint Paul International Airport build alternative and the No-Build alternative will have impacts on the communities and land uses surrounding the airport. The New Airport Build Alternative will have impacts on Dakota County, Washington County, Rice County, Goodhue County and Wisconsin from the construction of an airport in Dakota County. This alternative will also have impacts to be assessed around the current site due to the removal of the airport.

The evaluation of community and land use impacts will assess changes or pressures for land use changes and the need for services of all types.

Light Emissions

The impacts of light emissions from the airport sites will be evaluated, particularly in describing the FAA-mandated approach and strobe lights and their distance from particular points of reference. These points of reference, for example, could include, but are not limited to, Fort Snelling State Park and commercial areas in the city of Bloomington, in the vicinity of the MSP and no-action alternatives, and the city limits of Hastings and Vermillion, in the vicinity of the new airport alternative.

Noise - Aircraft

Noise sensitive areas and facilities (residences, schools, parks, etc.) will be identified and analyzed to determine the noise impacts of each alternative. Future noise levels will be calculated and compared with existing levels, according to several federal and state criteria. The future sound levels will be calculated using the latest version of the Federal Aviation Administration's Integrated Noise Model (INM). Five metrics will be used: Day Night Level (DNL), the State L_{10} descriptor, time-above-threshold (TA), sound exposure levels (SEL), 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 (dBA). It is based on the yearly average for a 24-hour Equivalent Sound Level (L_{eq}). The metric is also weighted to account for increased noise sensitivity between 10:00 PM and 7:00 AM by applying a 10 dBA penalty to noise events occurring 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 used within specified DNL sound levels. The EIS will present the number of residences and population within the updated contours, as well as identify noise-sensitive land uses and peak DNL values for select noise sensitive use locations under each alternative.

The L_{10} metric is used by the State of Minnesota in setting State noise standards. While recent court decisions have concluded that it cannot be enforced at MSP, data will be presented in the EIS for information purposes. L_{10} is based on a sound level in dBA exceeded 10 percent of the time (6 minutes per hour). It will be calculated for the worst hourly noise condition that could occur off each runway end, showing what short-term conditions could be in those areas. This metric does not take into account how often that condition actually occurs. The EIS will present data on population within the $L_{10}65$ contours under each alternative.

The time-above-threshold (TA) is a measure of the time during a 24-hour period 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. The EIS will present data on minutes of time above 85 dBA for select noise sensitive use locations under each alternative.

Sound Exposure Level (SEL) is a metric designed to compare single noise events of differing duration and intensity by compressing or expanding the duration of a single event to a period of one second. Since in reality, the noise energy produced from an aircraft overflight lasts many seconds, SEL values cannot be compared to DNL or standard decibel readings. FAA and EPA typically require use of both DNL and single event metrics (like SEL) to address noise impacts in an EIS. The EIS will present data on peak SEL values for select noise sensitive use locations under each alternative.

The analysis of aircraft overflights provides a straight forward comparison of runway use by alternative, showing locations of each major arrival and departure flight track and numbers of flights on these tracks occurring in an average month. The EIS will present data on the number of aircraft overflights along major flight tracks for each alternative.

Noise abatement measures and land use compatibility measures will be considered for each of the alternatives to mitigate potential impacts. Possible mitigation measures, addressing both noise abatement and land use measures will be addressed in the EIS. Noise abatement measures include operating procedures, modified arrival and departure flight tracks, preferential runway use system, a noise monitoring system, and a public information program. Land use measures include, amendments to local land use plans and modified zoning, sound insulation programs, and purchase guarantee and land acquisition programs.

Noise - Motor Vehicle

Sound levels on roadways with substantial increases in traffic due to the build alternatives will be addressed. Impacts on noise-sensitive receptors will be determined where there is a noticeable change (3 dBA) compared with the No Action Alternative in the year 2020.

Parks and Recreation

The impact of aircraft noise on activities at parks and recreation areas within the DNL 65 noise contours will be explored.

Section 4(f)

Properties/land that meet the requirements of Section 4(f) will be identified, and the officials/agencies having jurisdiction over the Section 4(f) lands will be consulted. Alternatives that would avoid the Section 4(f) lands will be documented and analyzed. Detailed measures that would minimize harm to the lands will be provided.

Site Preservation (of New Airport Alternative)

The analysis will use data from the following sources--the Dakota County assessors office, the Dakota County surveyor, the Minnesota Department of Agriculture, the Minnesota Pollution Control Agency, the U.S. Census Bureau and the Uniform Relocation Assistance and Real Property Acquisition Policies Act. Data from these sources will be used to determine the impacts of preserving a site in Dakota County for a new airport for both a 10-year and 20-year period beginning in 1998.

Social

The analysis of social impacts as described in part V will use data from the U. S. Census, 1990, as amended by additional surveys that have been completed by the affected jurisdictions since the 1990 census.

A qualitative assessment of community disruptions will include a compilation of institutions and organizations located on proposed airport property and in the vicinity of the airport site and a discussion of how activities sponsored by those institutions and organizations might be impacted by the relocation of residents and employees as a result of airport development.

Social impacts due to relocation of residents and businesses, including numbers of residents and employees, as well as changes in surface transportation patterns resulting from airport development will also be addressed, in terms of access to local and regional opportunities and services (i.e., commercial airline service, community business and institutional centers) and emergency vehicle response time.

Relocation impacts will be analyzed according to the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

Transportation Access

The updated regional travel demand forecast model will be applied to all three alternatives for the year 2020, taking into consideration induced development. Items to be addressed include the following:

In-depth analysis of roadway requirements to provide access to MSP and New Airport sites;
Impacts of induced development assumptions (in Minnesota and Wisconsin);
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 new airport site and the impacts of such routes;
Travel demand management;
Necessary river crossing improvements, costs and impacts;
Interconnectivity of regions within state and areas within the region;
Impacts of new roadway system on adjoining communities; and
Analysis of impacts on principal arterials providing access to site.

The analysis will involve the participation of the Minnesota and Wisconsin DOTs and the Metropolitan Council.

Major Utilities

A corridor will be identified for the relocation of each of these power lines. The corridors will be studied to identify the environmental consequences of the power line relocations.

Visual

The section on visual impacts will address the following issues: (1) the impact on existing vistas resulting from the construction of landside and airside facilities on any of the airport sites, particularly in relationship to the existing topography, and (2) the impacts resulting from airport development on vistas as seen from the air.

Wastewater

MSP and No Action Alternatives

There would be a significant increase in the volume of wastewater generated at the airport under the MSP and No Action Alternatives. This is due to increased general utilization of the airport and because water used in the MAC and Northwest Airlines cooling systems will be discharged to the sanitary sewer in the future. Volumes of wastewater generated at MSP through 2020 will be projected based on current discharge information, enplanement projections for future years, and projections regarding cooling water requirements and discharge. Relative to these volumes, the capacity associated with the MCWS conveyance and treatment systems will be evaluated with work to be coordinated with MCWS.

New Airport Alternative

The average and maximum daily discharge rates (cubic feet per second – cfs) will be estimated for the proposed airport wastewater treatment facility. The wastewater discharge will be characterized by estimating the average and maximum daily concentrations of 5-day biochemical oxygen demand, chemical oxygen demand, total kjeldahl nitrogen, total suspended solids, total phosphorus and fecal coliform bacteria.

The approach to addressing the impacts of wastewater discharge is included in the New Airport alternative discussion of stormwater discharge under Surface Water Quality of this section.

Water Supply

MSP and No Action Alternatives

There would be a significant increase in the demand for water supplied by the City of Minneapolis associated with the MSP and No Action Alternatives relative to existing conditions. This is primarily due to increased general utilization of the airport and because the water used in the

MAC and Northwest Airlines cooling systems will be drawn from the Minneapolis system in the future. In the EIS, future demand for Minneapolis water will be estimated using projected enplanement information along with proposed new building dimensions and associated cooling and fire control requirements. The impact of the future demand on water supply capabilities will be addressed through work to be coordinated with the City of Minneapolis.

New Airport Alternative

Available existing data on wells in the vicinity of the site will be reviewed and evaluated to estimate the number and type of wells on-site, existing withdrawal capacity of such wells and aquifer used. Existing wells will be evaluated to see if any could be used to meet the water supply needs projected for the new airport. If existing wells cannot meet such needs, the location and capacity of potential new wells to serve airport needs will be discussed.

In the event new wells are needed to serve the airport water supply needs, the zone of influence of such wells will be estimated relative to the proximity of other water supply wells in the immediate vicinity.

Surface Water Quality

MSP and No Action Alternatives

Biochemical Oxygen Demand

MSP is currently operating under an interim NPDES permit which will expire on September 30, 1995. It is not known what future NPDES limits will be for $CBOD_5$ discharge from MSP. It is known that the MPCA intends to base the ultimate standard for $CBOD_5$ discharge from MSP to the Minnesota River on a waste load allocation (WLA) study to be performed by the MPCA in the coming years during low flow conditions. This study will essentially replace a WLA study for the lower reaches of the Minnesota River which was conducted in 1985 (updated 1987).

To evaluate the potential impacts of airport operations on dissolved oxygen (DO) levels in receiving waters, it is necessary to assume a given control approach/system which would not allow surface water quality standards to be exceeded. The only defining document regarding allowable $CBOD_5$ discharge to the lower Minnesota River is the 1985/87 WLA. This study allocated 100 lbs $CBOD_5$ per day to MSP. As has been generally acknowledged by the MPCA, it is inappropriate to use the 1985/87 WLA to determine $CBOD_5$ limits for MSP because that study did not account for baseline MSP discharges during the winter and spring months. For this reason, the new WLA study will be performed as discussed above.

As is addressed in Decision Report for Stormwater Control Measures (Metropolitan Airports Commission, December 1994), the 100 lb per day BOD_5 discharge limit is essentially unattainable for MSP. For analytical purposes, it will be assumed that stormwater discharge from MSP will be conveyed to the Mississippi River, which has substantially higher assimilative capacity than the Minnesota River.

The scenario of piping all MSP discharge to the Mississippi River represents an extremely conservative approach; one which allows the MSP and No Action alternatives and the New Airport alternative to be evaluated within a consistent framework. It will be emphasized that the control approach which would actually be implemented at MSP will be determined by the outcome of the new WLA. It is possible that this approach could be very different from the approach to be used for analytical purposes in the EIS.

To analyze the potential impacts of MSP operations on the Mississippi River, the glycol loading associated with a severe deicing event will be estimated. This will be based upon the following:

- projected extreme glycol application level (single event);
- projected percentage residual escape (glycol) to the storm sewer system;
- projected $CBOD_5$ attenuation associated with Detponds;
- projected river flow rate, oxygen content, and resulting assimilative capacity at the location of discharge from the envisioned pipeline.

A source of $CBOD_5$ loading much less important than glycol, but significant nonetheless, will be chemical products used for ground surface snow/ice control purposes. At this time, urea is the primary chemical used for this function. It is believed that urea will be replaced in the future by some combination of potassium acetate, sodium formate, and sodium acetate. The $CBOD_5$ levels associated with these products are known. Loading factors generated from data collected at MSP will be utilized to estimate the percentage of ground surface snow/ice control product (and associated $CBOD_5$) which would enter the MSP storm sewer system.

Discussion with MPCA staff has indicated that the MPCA can provide engineering estimates regarding the assimilative capacity of the Mississippi River at the envisioned point of discharge under seasonal low flow conditions. These estimates will be compared with the $CBOD_5$ load associated with a severe aircraft/ground surface deicing event as attenuated through the Detponds and conveyed through the envisioned pipeline.

Development issues associated with conveyance of MSP stormwater to the Mississippi River (as assumed for analytical purposes) will be evaluated in the EIS.

Total Suspended Solids

Detpond is a computer model used to size detention basins such that given TSS control performance standards can be met. Detpond design requirements associated with the acreages of impervious surface for the MSP and No Action Alternatives will be evaluated. The development requirements and anticipated control performance associated with constructing the required Detponds for each of the four drainage areas will also be evaluated.

New Airport Alternative

Stormwater Discharge Characteristics

Assumptions used for performing the stormwater analysis at the existing MSP airport and the proposed airport will be standardized to the extent possible. This will include the use of monitoring data from the existing MSP airport to refine event mean concentrations. New peak discharge rates will be estimated for the 2-year, 10-year, and 100-year rainfall events. Event mean concentrations and loads for the 2-year and 10-year events will be estimated for the following: 5-day biochemical oxygen demand, chemical oxygen demand, oil and grease, total nitrogen, total phosphorus and total suspended solids.

The concept for the new airport stormwater management system will be refined as follows:

- Airport Boundary - the airport boundary will be evaluated based on the new boundary encompassing 14,100 acres. The Stormwater Management Model will be used to estimate peak discharge rates for the 2-year, 10-year and 100-year rainfall events.

- Sizing of the Stormwater Treatment System - The present concept design will be reevaluated considering the change in airport boundary. Adequacy of the conveyance and treatment system will be evaluated.

- New estimates of the amount of potential run-on will be performed. A concept design will be prepared for rerouting the run-on and the location of the diversion identified.

- Glycol/Deicing Agents - assumptions used to derive COD loads in stormwater runoff will be reviewed and revised to more accurately reflect anticipated use. These will be based to the extent possible on existing mass balance data from MSP.

- Loads - revised load estimates will be generated for the 2-year and 10-year storm events, considering the revised airport boundary.

- The specific amount of stormwater (peak discharge and load) bypassed to Vermillion River and discharged to the Mississippi River will be identified.

Evaluate Potential Corridor to Mississippi River for Discharges

An "outfall corridor" could follow two principal alignments. One would run west of the city of Hastings, north from the proposed New Airport wastewater treatment facility and then east through Hastings to the receiving water. This corridor could result in a potentially unacceptable level of (local) impacts associated with construction and traffic disruption in Hastings. An alternative corridor would run south of Hastings, east from the wastewater treatment facility location on the proposed New Airport site to a discharge point on the Vermillion or Mississippi Rivers. This potential corridor avoids the potential disruptive impacts associated with a corridor through Hastings. To the extent that the corridor alignment can be routed within or along existing (or planned) roadway or utility rights-of-way, potential impacts on environmentally sensitive areas can be minimized. This easterly corridor south of the City of Hastings is the "outfall corridor" which will be evaluated in the DEIS. The purpose of the evaluation will focus on the identification of a potentially feasible alignment based largely on existing rights-of-way and the identification of known environmentally sensitive areas traversed by corridor segments where there is no existing right-of-way.

Evaluate Wastewater and Stormwater Discharges Relative to Assimilative Capacity of Receiving Water

The assessment of potential water quality impact to the Mississippi River will focus on oxygen demand assimilative capacity. The general approach will be dependent upon receiving information from the MPCA about the minimum amount and location of assimilative capacity remaining within the Mississippi River for seasonal 7Q10 flows. Wastewater and stormwater load estimates for oxygen demanding substances for the 10-year design storm in addition to the wastewater discharge, will be compared to the estimates of available assimilative capacity.

A screening approach based on the remaining assimilative capacity within the Mississippi River will be used to identify potential impacts for the wastewater and stormwater outfalls. The amount of remaining assimilative capacity will be provided by the MPCA for seasonal (spring, summer, fall and winter) 7Q10 flows. Remaining assimilative capacity will be defined as the ability of a stream reach to meet the dissolved oxygen water quality standard now or in the foreseeable future and expressed in terms of dissolved oxygen mass. Remaining assimilative capacity will be quantified in terms of the location within the Mississippi River and the dissolved oxygen concentration increment in excess of the standard.

The EIS will discuss the potential for airport runoff to vary significantly in temperature relative to existing conditions; however, the analysis will not include detailed modeling of thermal impacts to receiving waters.

Groundwater/Hydrogeology

MSP and No Action Alternatives

The hydrogeology of the MSP site has been extensively investigated and is well understood. Findings of previous hydrogeologic investigation and analysis will be summarized, as will historical water quality information for the site.

The location of fueling facilities/installations and activities relative to underlying hydrogeologic features will be discussed. Available literature and data pertaining to biodegradability of glycols in soils will be summarized. The EIS will qualitatively address likely pathways of potential contaminant migration, as well as mitigative/remedial measures which could be deployed at the site as required.

New Airport Alternative

Published geological reports and well log information pertinent to the site will be reviewed and evaluated for further definition of site and local geology. Available well logs will be used to describe depth of unconsolidated sediments and bedrock surface topography. The location of bedrock valleys will be refined if possible.

Site and local hydrogeologic characteristics will be described where possible based on published reports, maps and well log information. The hydrogeologic units will be defined in terms of thickness, extent and occurrence of groundwater. Groundwater depth, hydraulic parameters and flow directions will be described.

Existing baseline groundwater quality data for the site area will be described. Baseline groundwater quality information will be obtained from available information and studies such as the MPCA's ambient monitoring program, Minnesota Health Department monitoring, and University of Minnesota work on pesticide occurrence in groundwater.

Groundwater susceptibility to contamination will be qualitatively discussed considering post-development conditions. The analysis will be based on previously published data. Development activities will include grading of site soils and establishment of surface water retention ponds. The mobility of substances such as fuel or deicing fluids which may be released at the facility will be discussed. Likely paths of migration will be discussed, as well as travel times to receptors such as municipal wells. The presence of multiaquifer wells and sinkholes and their effect on potential water quality impacts will be discussed qualitatively.

The requirements of the Dakota County Groundwater Protection Plan will be evaluated to determine compatibility relative to activities at the proposed site. Potential compliance issues will be identified and discussed.

Wetlands

As more detailed design and wetland boundary information becomes available, wetland impact figures for all alternatives will be refined in the EIS (particularly the MSP Alternative). Given the very small magnitude of wetland involvement associated with the New Airport Alternative, the EIS will not include a substantially more detailed analysis of anticipated impacts. For the MSP and No-Action alternatives, off-site wetland replacement options will be explored and anticipated replacement ratios will be more precisely determined. For the New Airport Alternative, potential wetland replacement locations within the New Airport site will be explored.

Wildlife Refuges

No land within wildlife refuges will be acquired. The impacts of aircraft overflights on human use areas and wildlife will be assessed. Adverse impacts will be based on DNL 65+ noise levels for human use areas, and overflights of less than 2,000 feet above the ground for wildlife.

Wild and Scenic Rivers

The EIS will determine the impacts on segments of wild and scenic rivers that are impacted by overflights of approaches and departures of commercial and general aviation aircraft. In addition, segments of wild and scenic rivers that are within the 65 DNL noise contours will be discussed in the EIS.

B. Issues and Impacts Not Requiring Detailed Analysis

The impacts of the following issues and impact categories have been determined to be either not significant or relevant and therefore will not be analyzed. The basis for the determination is presented in the Second Phase Scoping Report. If potentially significant impacts are identified during preparation of the EIS, they will be analyzed in detail and mitigation measures will be determined.

Coastal Barriers
Coastal Zone Management Program
Mineral Resources
Solid Waste

IV. PUBLIC AND AGENCY INVOLVEMENT

PUBLIC AND AGENCY INVOLVEMENT

A Dual Track EIS Task Force will be formed to monitor and provide input on the EIS. This group will consist of elected officials (or their representatives) and professional staff of the affected counties, cities and townships; regional, state and federal agencies representatives; and representatives of airport users/tenants and local interest groups. The EIS Task Force will be a combination of three advisory committees that have functioned throughout the development of the MSP and New Airport alternatives — the Dual Track Task Force, the MSP Technical Advisory Committee, and the New Airport Technical Advisory Committee.

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 and FAA contact persons and consultants will be available to provide information and receive input throughout the study.

SCOPING PUBLIC MEETINGS

Three public meetings were held on the Second Phase Scoping Report for the Dual Track EIS. On Monday, June 26, 1995, a hearing was held at the offices of the Metropolitan Airports Commission; approximately 20 people attended and 14 spoke. On Tuesday, June 27, 1995, a hearing was held at Hastings Middle School, in the City of Hastings; approximately 86 people attended and 19 spoke. A meeting for agency representatives was also held on Tuesday, June 27, 1995, at the offices of the Metropolitan Airports Commission; approximately 23 people attended and 6 spoke.

The 30-day comment period ended July 5, 1995, and 27 written comments have been received. The comments and responses are presented in Appendix B.

APPENDIX A

REVISIONS TO SECOND PHASE SCOPING REPORT

The following are revisions to the Second Phase Scoping Report except for Section VI. Revisions to Section VI are incorporated into Sections II and III of the Scoping Decision.

Title page: Change FAA contact person address to 6020 28th Avenue South, Suite 102, Minneapolis, Minnesota 55450

Page 1-7, Permits and Approvals: for Mn/DNR, delete "Interbasin Transfer Approval".

Page V-5, B.1.1, second paragraph, end of first sentence: Add "that would be affected by the MSP Alternative."

Page V-5, B.2.1, second paragraph, first sentence: Delete "MSP".

Page V-15, I.1.1, end of second sentence: Add "and potentially the State of Minnesota."

Page V-23, fourth paragraph: Delete last sentence and add: "The City has an existing orderly annexation agreement that may result in additional land being annexed from Nininger Township. The location of the Misisssippi River and other natural environmental features suggest that any further annexations would continue both south and west of the current city limits."

Page V-30, M.2.1: Delete last two sentences, and add "Two properties in the known APE appear eligible for the National Register: Chimney Rock, a geographical landmark of historic and cultural significance, and a farmstead at 22005 Lewiston Boulevard (Figure 32).

Page V-60, EE., last sentence: Delete "Transportation" and add "Interior".

Page V-60, EE.1: Add "No designated wild and scenic rivers are affected". Delete subsections EE.1.1 and EE.1.2.

APPENDIX B

SUMMARY OF COMMENTS ON THE

SECOND PHASE SCOPING REPORT AND RESPONSES

Appendix B is a summary of responses to substantive written and oral comments on the Second Phase Scoping Report. Comments were received at the scoping public meetings and by mail during the comment period. All written comments and transcripts of the public meetings are available for review at the Metropolitan Airports Commission offices.

Summary of Oral Comments at Public Scoping Meetings	Response
1. What is the impact of the 4-22 extension, in the no-action alternative, on the 1992 forecast of passengers and operations?	1. The extension of Runway 4-22 allows airlines to operate long-haul international flights (typically to Asia) with fewer weight restrictions, making these routes more profitable. The baseline international forecast is "unconstrained" and assumes that the extension would be in place. For planning purposes, the baseline international forecast was assumed for both the expanded MSP alternative and the no-action alternative. If 4-22 were not extended, long-haul international traffic would likely grow more slowly, slightly reducing total MSP passenger levels and aircraft operations. An exact level is difficult to estimate, since actual service levels would be determined by the airlines.
2. The issue of future airport capacity and future airport development should not go beyond 2020.	2. The impacts in the EIS will be based on year 2020 forecasts, in accordance with the Dual Track legislation.
3. Aesthetics of the project, including, for example, building design and landscaping, should be addressed.	3. The preliminary design of airport buildings, including terminal and parking facilities, would not be initiated until after a legislative decision regarding the alternatives. However, guidelines that will influence the design of buildings, such as FAA requirements regarding heights of buildings and building lights that would not jeopardize aircraft operations, will be discussed in the Draft EIS. In addition, insofar as information is available, landscaping will be discussed.
4. What is the scope of the financing plan? What is the role of the state of Minnesota in financing each alternative? What is the relationship of airport development costs and the state's bonding capacity?	4. The financing plan will focus on financing of the airport development costs by MAC and its ability to service the debt.
5. How are property values and resulting tax revenues of the City of Minneapolis affected by aircraft noise associated with the MSP alternative?	5. This issue will be discussed in the EIS.
6. What are the economic impacts on communities near the existing airport if the new airport alternative is selected?	6. These impacts will be addressed in the EIS.

Summary of Oral Comments at Public Scoping Meetings	Response
7. What are the economic impacts of the new airport alternative on northern Goodhue County?	7. These impacts will be addressed in the EIS.
8. What would be the noise contours if all aircraft cannot comply with Stage 3 requirements by 2005, the year selected to analyze noise impacts?	8. The Congress mandated the phase-out of Stage 2 aircraft by December 31, 1999, with a provision for exemptions through 2003. Airlines are planning to meet the Stage 2 ban by a combination of retiring these older aircraft, acquiring quieter Stage 3 aircraft and by re-engining or hush-kitting Stage 2 aircraft to meet Stage 3 requirements. The operation of Stage 2 aircraft in 2005 (two years after the deadline for exemptions) would not be legal without a special exemption. Recent airline requests for exemptions for intermediate Stage 3 levels have been denied by the FAA. If for some unforeseen reason the FAA extends the deadline, and unmodified Stage 2 aircraft are still in the fleet, it is likely only a small percentage would remain. The result would be a slightly larger noise contour than shown assuming no Stage 2 aircraft. Northwest Airlines has publically committed to meeting the 1999 deadline.
9. What are the noise impacts in northern Goodhue County?	9. Preliminary noise contours for the new airport indicate that the DNL 60 contour does not extend into Goodhue County (See New Airport Final Alternative Environmental Document, Figures 21-23). The EIS will present noise impacts for points in Goodhue County.
10. The extent and impacts of ground level noise from aircraft queuing for departure or during runups on the north-south runway at MSP should be analyzed. Will there be an analysis of mitigative measures, including construction in the Trunk Highway 77 corridor.	10. Noise modeling currently accounts for aircraft noise generated at start of takeoff roll. General noise levels associated with aircraft queuing for departure will be presented in the EIS. Cargo facilities and earthen berms will help reduce noise impacts along the TH77 corridor. Other mitigation measures will be included in the EIS.
11. What additional costs would individuals incur because of the distance of the new airport alternative to the metro area?	11. The time to travel to both the current site and the Dakota County site will be quantified for both average trip length and for trips from the seven metropolitan county seats. Operating costs for traveling by auto to the sites will also be quantified.
12. What will be the impact of de-icing runoff on the Vermillion River?	12. See MnDNR Response C.

Summary of Oral Comments at Public Scoping Meetings	Response
13. MAC should implement feasible noise mitigation to improve livability around MSP.	13. MAC is currently implementing an updated Part 150 (noise program) for MSP which includes current and possible future noise abatement and mitigation measures. The program includes an extensive mitigation program for the communities around MSP, including soundproofing. Other operating measures include: • Voluntary limit of nighttime flights; • Restrictions on engine run-ups to designated areas and specific headings; • Use of noise abatement take-off procedures; • Runway Use System (RUS) which directs aircraft to less noise-sensitive runways when possible; and • Airport Noise and Operations Monitoring System (ANOMS) which provides MAC officials with accurate runway use counts, aircraft type and actual flight tracks. The ANOMS is correlated with FAA radar information. The MAC will continue to investigate additional noise abatement and land use measures to minimize aircraft noise impacts associated with the MSP alternative.
14. The loss of Rich Acres Golf Course, in the MSP alternative, would have economic impacts for the city of Richfield. The golf course also provides a buffer for ground level noise.	14. The economic impacts of the removal of the golf course will be quantified, to the extent that data is available regarding revenues generated by recreational activities at Rich Acres Golf Course and the lease arrangement between the city of Richfield and the Metropolitan Airports Commission. The issue of the golf course as a noise buffer also will be addressed.
15. Site preservation should not be considered as an alternative to MSP expansion or a replacement airport.	15. Site preservation is not considered an alternative in the EIS. It will be addressed in the EIS as a possible strategy for implementing the New Airport Alternative.
16. What is the economic impact of land banking?	16. The analysis of site preservation will discuss the economic impacts of land banking from the perspectives of the new airport operating agency, the existing property owners, the affected jurisdictions, and the businesses located on the proposed airport property of 14,100 acres.
17. The EIS must address light emissions as they impact the rural life style and quality of life.	17. See Dakota County Response C.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

JUL 05 1995

REPLY TO THE ATTENTION OF

ME-19J

Glen Orcutt
Federal Aviation Administration
Airports District Office
MSP-ADO 600
6020 28th Avenue South, Room 102
Minneapolis, Minnesota 55450-2706

Dear Mr. Orcutt:

We have reviewed the Second Phase Scoping Report for the Dual Track Airport Planning Process Environmental Impact Statement (EIS) for a new or improved major airport to serve the Minneapolis-St. Paul metropolitan area. The purpose of the proposed action is to meet the aviation needs for the design year 2020, and the EIS will simultaneously assess improving the existing airport (MSP) and constructing a new major airport facility in Dakota County, Minnesota.

We concurred with the Dual Track Planning Process in a previous comment letter dated September 7, 1990. The aforementioned process was explained in a detailed flowchart in the First Phase Scoping Report, which we provided comments on June 16, 1992. Accordingly, this process involves planning and environmental studies to proceed for both improving the existing airport and siting a new airport, and according to the flowchart, the ultimate selection between these two alternatives will be made by the Minnesota State Legislature after the issuance of the Draft EIS, but before the issuance of the Final EIS. This selection will then be incorporated into the Final EIS and Record of Decision.

We continue to support the past and current actions that have occurred in the Dual Track Planning Process. Although we were preliminary concerned that alternative selection for the new airport search areas and final selected site/layout was made at a State level outside of the Federal NEPA process, we have been receiving the State documentation for these assessments and decisions. Thus far, the State process has done a very adequate job of avoiding and minimizing environmental impacts for both tracks of the Dual Track Planning Process. This is particularly true of the proposed new airport site, which would result in no wetland impacts. Because the State process closely paralleled the NEPA process, and part of the intent of NEPA is to avoid duplication and reduce paperwork (§1500.4(n)), we support the range of alternatives as proposed for assessment in the Draft EIS. We will continue to support the alternative selection process insofar as degradation to human well being and environmental quality continues to be avoided and minimized.

The Second Phase Scoping Report includes a summary of alternative search areas and new airport layouts that have been previous dismissed in the planning process. The analysis regarding these alternatives and rationale for dismissing them is pertinent information for the Draft EIS. Therefore, a summary of this information should also be provided in the Draft EIS.

Regarding the scope of analysis that we recommend for the Draft EIS, please refer to our comments on the First Phase Scoping Report. In our comments, we requested a thorough evaluation of noise impacts and impacts to natural and farming resources. With regard to noise impacts, the Draft EIS should provide the level and type of noise analysis in accordance with the FICON report. Since our comments, we learned that the proposed site for the new airport has one of the State's healthiest populations of the loggerhead shrike, a State Threatened and Federal Category 2 species. Therefore, we request in addition that the Draft EIS evaluate the presence of and impacts to the loggerhead shrike and other rare flora and fauna species and plant communities. The Minnesota Department of Natural Resources has conducted studies of the presence of the loggerhead shrike at the proposed new airport site, and this information should be included in the Draft EIS. Mitigation should be considered that would minimize impacts to the shrike and other rare species and plant communities.

Thank you for the opportunity to review the Second Phase Scoping Report for the Dual Track Airport Planning Process EIS. If you have any questions, please contact Mike MacMullen of my staff at (312) 886-7342.

Sincerely yours,

for Shirley Mitchell, Chief
Planning and Assessment Branch

A.

B.

C.

A. This information will be included in the Draft EIS.

B. See response to City of Hastings, Comment E. The EIS will, at a minimum, provide the noise analyses recommended in the FICON report.

C. As stated on page VI-6 of the Second Phase Scoping Report, the EIS will analyze in detail the potential for impacts to loggerhead shrikes associated with the new Airport Alternative. Coordination with the Minnesota Department of Natural Resources has been continuously maintained to ensure that any new data on shrike breeding territories is included in the impact analysis. Loggerhead shrike mitigation measures are also being explored in more detail in the EIS. As stated in the Second Phase Scoping Report, the only other threatened, endangered or special concern species' found within the New Airport Site are the plant communities associated with Chimney Rock. These plant communities have been incorporated within the New Airport Site boundaries for their own protection, at the request of the Minnesota Department of Natural Resources. This mitigation measure will also be discussed further in the EIS.

United States Department of Agriculture

Soil Conservation Service

PCS BLDG., SUITE 600
375 JACKSON STREET
ST. PAUL, MN 55101

May 23, 1995

IN REPLY
REFER TO: Final Alternative Environmental Document (AED), New Airport Comprehensive Plan, Dual Track Airport Planning Process

Nigel D. Finney
Deputy Executive Director
Planning and Environment
Metropolitan Airports commission
6040 28th Ave. South
Minneapolis, MN 55450

Natural Resources Conservation Service (NRCS) has reviewed the appropriate sections (wetlands and threatened and endangered species) for the above mentioned proposed project. The project sponsors are not USDA program benefit recipients, thus, the wetland conservation provisions of the 1985 Food Security Act, as amended are not applicable. It should be noted, however, that actions by a non-USDA participant third party (project sponsor) which impact wetlands owned or operated by USDA participants, may jeopardize the owner/operators USDA eligibility. If such impacts are anticipated, the owner/operator should contact the county Consolidated Farm Service Agency (CFSA) office to apply for a third party exemption.

Neither NRCS technical nor financial assistance is being provided in support of this project, thus, specific NRCS environmental policies are not applicable.

The following agencies may have federal or state wetlands, cultural resources, water quality or threatened and endangered species jurisdiction in the proposed project, and should be consulted.

Army Corps of Engineers
US Fish and Wildlife Service
Board of Water and Soil Resources
Minnesota Department of Natural Resources
Minnesota Pollution Control Agency
State Historic Preservation Officer/State Archaeologist

If through these impacts you are purchasing new or acquiring additional lands and if any federal monies are involved, it is a requirement that a Farmland Policy Protection Act (FPPA) site assessment be appropriately filed. These site assessments are, conducted by NRCS personnel to review the project for possible effects on unique, prime or statewide important farmland. Contact your local NRCS office for more information.

David R. Brenner, Acting
WILLIAM HUNT
State Conservationist

SCS-AS-1 (10-79)

A. The direct economic impact on agriculture related industries including the immediate activities on farms, supply industries and food processing industries.

B. The economic spillover impact on the following:
   1) Industries that supply input goods to agriculture, i.e. feed producers.
   2) Industries which buy goods from agriculture, i.e. ethanol producers.
   3) Industries affected by the changes in consumption and the change in regional household income as a result of the above impacts.

C. Estimate the induced farmland loss. Map the likely areas of new industrial, commercial, and residential growth. Particularly important are the areas outside the seven county metropolitan area that are subject to fewer land use regulatory controls or less accustom to dealing with growth issues than in Dakota County. Also map the areas susceptible to the conversion of commercial to hobby farms. For example, Goodhue County is very susceptible to this type of conversion. The gently rolling landscape and the proximity to a new airport would make the county's farmland prime for development.

D. From the estimate of induced farmland loss, estimate the agricultural economic impact.

III. **Examine issue of viability of remaining farmland.** This should study the following:

A. Examination of increasing public services and fiscal costs resulting from induced non-farm development — roads, emergency services, etc., and the impact of resulting increased property taxes and assessment, plus nuisance complaints from non-farmers on remaining farmers.

B. Attempt to determine the economic transition point in terms of non-farm development in an agricultural area between remaining agricultural or moving toward a non-farm economy.

C. An examination of case studies such as other airport development areas.

The following concerns identified in the Scoping Report should be addressed within a complete agricultural study as discussed above, not in a fragmented manner. The Scoping Report suggests that each concern will be addressed by the EIS on an individual basis.

1. Page V-11, E. Construction Impacts. Impacts on seasonal farm traffic and accessibility to farmland during and after the construction of a new airport and road system.
2. Page V-15 , 16, I and VI -5. Economics.
3. Page V-17, K and VI-7. Farmland.
4. Page V-21, N and VI-8. Induced Socioeconomic Impacts.
5. Page V-22 and 23, O and VI-8. Land Use. MDA offers planning assistance to local governments in preparing plans to preserve and protect their agricultural resources.
6. Page VI-8. Noise. Impact of aircraft noise on animal agriculture.
7. Page V-35 and 36, T and VI-10. Social.
8. Page V-41, W and VI-11. Transportation Access.

The Department of Agriculture would like to stress the importance of thoroughly analyzing the issues raised in this letter. If you have any questions about the enclosed comments please contact Robert Patton at (612) 296-5226.

Yours truly,

William Oemichen
Deputy Commissioner

cc: Paul D. Burns, MDA
Robert Patton, MDA
Becky Balk, MDA
Jenn Unruh, MAC
Jon Larsen, EQB

B. B. See Response A.

C. C. See Response A.

D. D. Acres of farmland loss due to induced development will be estimated. Mapping will be done to the extent that the affected planning jurisdictions can determine these areas.

E. E. This will be addressed.

F. F. This will be addressed.

G. G. This will be addressed.

H. H. A limited number of case studies will be examined.

I. I. Where appropriate, the listed concerns will be considered.

Minnesota Pollution Control Agency

June 30, 1995

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

Re: Environmental Impact Statement Second Phase Scoping Report

Dear Mr. Finney:

Thank you for the opportunity to review and comment on the Environmental Impact Statement (EIS) second phase scoping report for the Minneapolis-St. Paul (MSP) region airport Dual Track process. Minnesota Pollution Control Agency (MPCA) staff has reviewed the report relative to the areas for which the MPCA has jurisdiction. We would like to request that the following items be added to the scoping report:

Surface Water

The MPCA would like to clarify the discussion in the EIS scoping document regarding Biochemical Oxygen Demand on pages VI 12 and 13.

A.

The MPCA intends to use a cold weather river water load allocation (WLA) study conducted under low flow conditions to assess impacts from the MSP discharge to the Minnesota River. This study will be used to set appropriate effluent limitations, including limits for 5-day Carbonaceous Biochemical Oxygen Demand ($CBOD_5$) for the MSP discharge. The river study will amend the 1985/87 WLA study for the lower Minnesota River which has been previously conducted. The 1985/87 was not inherently flawed it merely represented summer dry weather loading to the Minnesota River.

Ground Water

B.

1. The EIS should include an investigation of the likely impacts to ground water which could be caused by fuel storage/handling procedures for the MSP alternative. New fuel storage areas as well as new fuel lines would be installed with this scenario. Whenever there are fuel storage/handling activities there is a potential for release of fuels to the environment. Potential impacts from fuel releases should be evaluated in the EIS to determine mitigation measures which could be used to reduce the likely impacts of these releases on the environment.

520 Lafayette Rd. N.; St. Paul, MN 55155-4194; (612) 296-6300 (voice); (612) 282-5332 (TTY)
Regional Offices: Duluth • Brainerd • Detroit Lakes • Marshall • Rochester

A. We acknowledge that the 1985/87 WLA itself was not inherently flawed. The issue is that using the results of the 1985/87 WLA would clearly be inappropriate to establish a discharge limit for BOD_5 for MSP. The MPCA's decision to use an upcoming cold weather WLA as discussed in this comment is welcomed and appropriate.

B. As was discussed in the Scoping Report, it is believed that the potential for impact on ground water resources under the MSP Alternative resulting from fuel storage and handling will be, if anything, decreased relative to existing conditions. The EIS will provide discussion of the hydrogeology and historical ground water quality associated with the MSP site. It will also address fuel storage/handling facilities and locations under the MSP and No Action Alternatives which potentially could impact ground water. The EIS will qualitatively address likely pathways of potential contaminant migration, as well as mitigative/remedial measures which could be deployed at the site as required.

State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Western District Headquarters
484 South Barstow Street
P.O. Box 4001
Eau Claire, WI 54702-4001
TELEPHONE 715-839-3750
FAX 715-839-3796

George E. Meyer
Secretary

June 12, 1995

IN REPLY REFER TO: 1600

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

SUBJECT: Second Phase Scoping Report for the Dual Track Airport Planning Process Environmental Impact Statement (EIS)

Dear Mr. Finney:

The Department appreciates the opportunity to comment on the above document.

1. Public and Agency Involvement

We recommend Metropolitan Airports Commission (MAC) continue with the Dual Track Task Force and Technical Committee(s) during EIS development. These groups effectively provided advise and input during earlier planning phases and allowed them to keep abreast of planning process progress.

2. Issues and Concerns

a. Induced Socioeconomic Impacts, page V-21, N.2.1. Metropolitan Council staff have initiated coordination and impact assessment in affected Wisconsin communities. We appreciate this effort.

b. Noise. Page V-30, Q.2.2 indicates noise contours for DNL 60-75+ are known but not the impacts. Impacts should be determined in the EIS.

A. A. These impacts will be included in the EIS.

c. Transportation Access. We agree with the proposed scope of analysis (page V1-11) to address transportation system expansion induced development impacts. A particular concern is any new or expandad capacity crossings of the St. Croix (see comment 2.e. below) or Mississippi Rivers. We expect any such proposals would also require separate environmental analysis by the Departments of Transpertation in Minnesota and Wisconsin. Nonetheless, costs and funding source for any such improvements should be identified in the Dual Track EIS.

B. B. Costs of transportation access improvements on the Minnesota and Wisconsin regional systems will be included in the EIS.

d. Major Utilities. This analysis should not just be limited to any necessary relocation of existing electrical transmission lines. It should also include any new utility improvements needed to service the existing airport or the new site if developed. This would include electrical transmission, oil and natural gas pipelines, telephone, etc. and development of any respective corridors.

C. C. Feasible corridors will be identified and social/environmental impacts determined for major electrical transmission line relocations, electrical service to the new airport, sanitary sewer discharge, storm sewer discharge and jet fuel pipelines.

Natural gas lines are immediately adjacent to the new airport site on the east and west sides. The gas utility has indicated that they have adequate capacity to serve the new airport.

Telephone lines should be able to follow the rights of way developed for roadways, and therefore separate corridors for telephone lines will not be established.

Wisconsin Department of Transportation

Division of Transportation Assistance
0773

BUREAU OF AERONAUTICS
4802 Sheboygan Avenue
P.O. Box 7914
Madison, WI 53707-7914

Telephone: (608) 266-3351
FAX: (608) 267-6748
TTY: (608) 266-3351

June 30, 1995

Mr. Glen Orcutt
FAA-ADO
6020 28th Avenue South, Room 102
Minneapolis, MN 55450

Dual Track Airport Planning Process
Environmental Impact Statement
Second Phase Scoping Report

Dear Mr. Orcutt:

We have reviewed the Second Phase Scoping Report and find it complete in scope and sufficient in depth to reach reasonable environmental conclusions concerning the alternatives to meet the long range air transportation needs of the Minneapolis-St. Paul region. We will be particularly interested in the induced land-use and transportation impacts for Wisconsin as addressed in the EIS.

If I can be of further assistance in this matter, please advise.

Sincerely,

Dan Finkelmeyer for

Robert W. Kunkel, P.E.
Director

RWK:jls/33342b

cc: Representative Sheila Harsdorf
Senator Alice Clausing
Marlin Beekman, WisDOT
Nigel Finney, MAC
Tom Lovejoy, DNR

MINNESOTA-WISCONSIN BOUNDARY AREA COMMISSION
619 SECOND STREET, HUDSON, WISCONSIN 54016-1596
Serving Our Sponsor States on the St. Croix and Mississippi Rivers since 1965
Minnesota Telephone (612) 436-7131
Wisconsin Telephone (715) 386-9444
Office Hours: 8 A.M. - 5 P.M. Monday-Friday
FAX (715) 386-8571

July 12, 1995

Nigel Finney
Metropolitan Airports Commission
6040 28th Ave S.
Minneapolis, MN 55450

Dear Mr. Finney:

On behalf of the Minnesota Wisconsin Boundary Area Commission (MWBAC), I would like to thank you for coming to Hastings with one of your public scoping meetings and for providing the public with an opportunity to present testimony regarding this most important step in the Dual Track Airport Planning Process.

The following comments were endorsed by unanimous vote of our St. Croix Regional Committee on July 12, 1995 in Stillwater, Minnesota and are provided for your consideration. They will be considered for endorsement by our full Commission at its August 10, 1995 meeting.

The MWBAC Commissioners and staff are disturbed that the recently published scoping document indicates a possible decision to "scope out" of the impact study the potential impacts the New Dakota County Site would have on the Lower St. Croix National Wild and Scenic Riverway, particularly after stating in the document that there will be an impact. There is additional concern by MWBAC commissioners about the potential impacts this "track" of the process would have on the boundary areas of both states along the Mississippi River Valley within close proximity of the proposed Dakota County site. A.

Because there seems to be an undercurrent of doubt about why MWBAC Commissioners (appointed by the Governors of the two states) are interested in this question, I would like to present to you a very brief collection of excerpts from the MWBAC 1994 work plan on the mission statement of the MWBAC.

> "The (MWBAC) Commission Service Area is defined in the original compact as "the boundary lands, river valleys and waters comprising the boundaries of [the two states of Minnesota and Wisconsin]. In this context, and as a working policy, the Commission has historically been involved in issues that have been, at times, as encompassing as the watersheds of these two rivers, and, at other times, as specific as a single parcel of land or island in one of the rivers...
>
> "The original compact states that the Commission was formed to (1) "conduct studies and make recommendations...(2) "assist in

A. Impacts on wild and scenic rivers will be included in the EIS.

coordinating the studies, conservation efforts and planning undertaken by the several departments, agencies and municipalities of the states...and (3) "to assist in the participation by the states...in federal programs which relate to the present and future protection, use and development in the public interest, of such boundary lands, river valleys and waters."

Because of this mission accepted by the two states and ratified several times over the past 20 plus years, the MWBAC is most interested in the potential impacts of this proposed public service project. The MWBAC is hence, most interested in the scope of questions the final EIS process will undertake to study.

MWBAC commissioners are somewhat puzzled by the lack of generally available information or data as well as the possibility that the question of impacts this proposed project might have in the following area might not be fully addressed in the EIS process:

1. the socio-economic impact of both build alternative on all affected local units of government and private business,
2. the impact of induced development around the proposed new Dakota County site,
3. the total scope of the potential infrastructure needed to support this site,
4. the scope of the light pollution and visual impacts produced by the Dakota County site,
5. the problems which will arise by the need to replace utility lines and corridors,
6. the definition and consistent applications of the APE (Area of Potential Effect).
7. water quality issues including but not limited to:
   - storm-water runoff
   - waste-water management
   - water table issues
   - the Wild and Scenic River issues.

B.

MWBAC Commissioners hope that all possible efforts are exhausted on studying the impact of these questions as well as others which will be raised in the scoping hearing process. MWBAC Commissioners stand ready to help in any way we can in facilitating this process and encourage you to contact MWBAC Staff during this process for answers or assistance you feel we might be able to provide.

Thank you for the opportunity to speak this evening.

Sincerely,

James M. Fitzpatrick

James M. Fitzpatrick
Commissioner
Minnesota-Wisconsin Boundary Area Commission

B. These impacts will be addressed in the EIS.

LOWER ST. CROIX MANAGEMENT COMMISSION

MEMBER AGENCIES

NATIONAL PARK SERVICE - U.S. DEPARTMENT OF THE INTERIOR
DEPARTMENT OF NATURAL RESOURCES - STATE OF MINNESOTA
DEPARTMENT OF NATURAL RESOURCES - STATE OF WISCONSIN
MINNESOTA-WISCONSIN BOUNDARY AREA COMMISSION (EX-OFFICIO)

Cooperation Between Responsible Management Agencies

LOWER ST. CROIX NATIONAL RIVERWAY

July 5, 1995

Mr. Nigel Finney
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, Minnesota 55450

RE: Second Phase Scoping Report for the Dual Track Airport Planning Process Environmental Impact Statement

Dear Mr. Finney:

On behalf of the Lower St. Croix Management Commission, the coordinating vehicle for the managing agencies of the Lower St. Croix National Scenic Riverway, the following comments are submitted on the above-named report:

Pages ii and VI-17 - The Commission disagrees with the indicated elimination of "wild and scenic rivers" as an environmental category that does not require detailed analysis in the EIS "because their impacts have been determined not to be significant." In fact, we do not believe this determination was intended, given the statement on page V-61 which says, with respect to the Wild and Scenic Rivers impacts with a New Airport Alternative, that "the impacts will be determined in the EIS." (See further comment below.)

A. A. Impacts on wild and scenic rivers will be addressed in the EIS.

Page V-60 (EE) - We are unaware of a "National Inventory compiled by the federal Department of Transportation." Is this a correct reference?

B. B. FAA guidelines for the preparation of an environmental impact statement state that the Department of Interior (not Transportation, as stated in the Scoping Report) maintains a list of river segments which appear to qualify for inclusion in the National Inventory as a wild and scenic river.

Page V-61 (EE.2.2) - The Commission agrees that the impacts should be determined in the EIS, and recommends the following considerations in that regard:

(a) It is acknowledged that the FAA has executed a Memorandum of Agreement with the National Park Service that allows overflights above 2,000 feet over units of the National Park System, on the presumption that noise impacts above that level "will not generate unacceptable disturbance impacts to wild and scenic rivers," of which the Lower St. Croix Riverway is one segment. The Commission believes that the EIS should detail how much Riverway noise impact there will actually be from aircraft using the new airport when executing takeoff and landing approach maneuvers near and over the Riverway, which do not seem to be quite the same as "overflights."

C. C. "Overflights" include all forecast takeoff and landing maneuvers at the new airport and are included in Dual Track noise modeling efforts. The EIS will present noise levels attributable to the new airport for several points on the St. Croix waterway.

(b) The Commission assumes that some aircraft will normally be required to be less than 2,000 feet over the Riverway, either for access to or departure from a new airport, or because of clearance restrictions for operation in and around the restricted airspace of a new airport. The expected frequency, conditions and impacts relating to such occurrences, and measures to minimize harm to the Riverway, should be detailed in the EIS.

D. D. As currently anticipated, no aircraft using the new airport would, under typical operating conditions, overfly the St. Croix at altitudes below 2,000 feet. The noise model captures all forecast landings and takeoffs at the new airport. Numerous general aviation aircraft using other regional airports currently overfly the Lower St. Croix. The impact on overflights due to general aviation activity from other airports will be addressed in the EIS.

The Commission would like to be notified of the scoping decision by MAC with respect to this issue, and will look forward to participation in any evaluations.

Thank you for the opportunity to comment.

Very truly yours,

Terry A. Moe

Terry A. Moe, Chairman

cc: Tony Andersen, National Park Service - St. Croix
Kent Lokkesmoe, Minnesota DNR
Judy Kinkead, MN-WI Boundary Area Commission
Brian Adams, National Park Service - St. Croix
Bernie McGaver, Wisconsin DNR
Molly Shodeen, Minnesota DNR
Steve Johnson, Minnesota DNR
Tom Lovejoy, Wisconsin DNR
Rebecca Wooden, Minnesota DNR
Jim Fitzpatrick, MN-WI Boundary Area Commission
Dan McGuiness, MN-WI Boundary Area Commission
Jim Harrison, LSCMC Coordinator

COORDINATION OFFICE
Minnesota-Wisconsin Boundary Area Commission, 619 Second Street, Hudson, Wisconsin 54016-1576
Minnesota Telephone (612) 436-7131 FAX (715) 386-9571 Wisconsin Telephone (715) 386-9444

DAKOTA COUNTY

OFFICE OF THE COUNTY BOARD
(612) 438-4418

DAKOTA COUNTY ADMINISTRATION CENTER 1590 HWY 55, HASTINGS, MINNESOTA 55033-2392

June 27, 1995

Mr. Glen Orcutt,
District Airport Planner
Federal Aviation Administration
6020 -28th Avenue South
Minneapolis, MN 55450

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

Gentlemen:

Dakota County would like to thank both the Federal Aviation Administration(FAA) and the Metropolitan Airports Commission(MAC) for this opportunity to provide comments on the Second Phase Scoping Report.

In reviewing the Second Phase Scoping Report, Dakota County finds the document to be generally well organized and complete. However, Dakota County remains concerned with certain issues contained in several sections of the Report. Specifically, Dakota County believes that the Remote Runway Concept should be removed as an alternative for continued analysis in the Environmental Impact Statement(EIS). At the June 18, 1995, meeting of the Metropolitan Airports Commission, it was learned that the rail component of the Remote Runway Concept would cost at least $800 million and make the MAC the operator of one of the largest urban rail systems in the United States. Further, it was the MAC's consultant's view that the Remote Runway Concept (as described in the Scoping Report) would not survive, but instead would evolve into a two airport system. The Minnesota Legislature has directed in statute that the purpose of the Dual Track Airport Planning Process was to either expand MSP or construct a replacement airport, but in any case to have only one major airport in the Twin Cities Metropolitan Area. Therefore, Dakota County believes that the MAC should find that while the Remote Runway Concept may be technically feasible, that it is not, however, a prudent alternative, and should be eliminated from consideration and analysis in the EIS.

A. The Commission will evaluate this alternative when the study is completed.

Dakota County also believes that all potential additional Environmental Impact Studies that may need to be undertaken and completed to facilitate an alternative being considered as part of the Dual Track Airport Planning Process should be identified and listed. It is the opinion of Dakota County that not until both the Legislature and the public have an understanding of the complete scope and magnitude of the alternatives being proposed can an informed and appropriate decision be made.

B. The potential EIS's identified thus far are presented in part H of Section 1, page 1-8, of the Scoping Report.

Dakota County does not agree with conclusions reached in the Scoping Report, Section V. - P.2. Light Emissions - New Airport Alternative. Dakota County believes that Light Emissions should not be listed in the Scoping Report, Section VI - C. (as an) Issue and Impact Not Requiring Detailed Analysis. Dakota County believes that locating a major international airport in a rural setting as well as the related induced development that follows will produce significant light emission environmental impacts when compared to what exists today. Further, Dakota County maintains that the report errors in Section V. - P.2. when it does not consider Hastings as a sufficiently proximate "population center" that would be impacted by New Airport Alternative light emissions.

C. The issue of light emissions will be included in the Draft EIS to the extent of detailing the candle power of runway approach lights and strobe lights, both mandated by the FAA, and the distances from which each will be visible. Also, the Draft EIS will include the shortest and longest distance between the airport property and the city limits of Hastings.

Related induced development has been generally allocated in areas near the new airport alternative. The locations for induced development are expected to be refined during the EIS process; there will be a discussion of light emissions from this development in the Draft EIS.

Finally, Dakota County requests that the MAC re-initiate local government representation on both technical and policy committees as was originally directed by the Minnesota Environmental Quality Board(EQB). Dakota County believes it is critical that affected local governments be given the opportunity to fully participate in the development and preparation of the EIS.

D. These committees will be combined. See Section IV of the Scoping Decision.

Sincerely,

Joseph A. Harris

Joseph A. Harris, Chair
Dakota County Board of Commissioners

cc: Dakota County Board of Commissioners
Brandt Richardson, County Administrator
Louis J. Breimhurst, Director, Physical Development Division

STEPHEN P. BLOOM
County Administrator

P.O. Box 408
Red Wing, MN 55066-0408
(612) 385-3001
(612) 385-3004 FAX

June 29, 1995

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

Dear Mr. Finney:

Please accept this letter as an explanation of concerns regarding the airport site search from a Goodhue County perspective. Commissioners Richard Samuelson and Richard Mallan have been involved in this process, representing the County Board. The Dakota Search Area has generated the following concerns:

1. Goodhue County recently reaffirmed the goal of the comprehensive land use plan and zoning ordinance, which is to preserve agricultural land. The county is primarily agriculture based.
2. Goodhue County is completing a long range strategic plan to address future programs and services. Goodhue County's annual growth rate is approximately 1 percent and we are planning for slow controlled growth.
3. The location of an airport in the Dakota Search Area would greatly accelerate the county's growth, which we would not be adequately prepared for. Agricultural land would need to be developed, the overall infrastructure would be severely undersized and tested to the limits, and the additional demand for services would be difficult to manage.

There are general concerns over Goodhue County losing it's rural identity if an airport is sited nearby. The County Board has passed two separate resolutions opposing the Dakota Search Area. Although we applaud your planning efforts, we wanted you to know that we believe an airport in the proposed site area would not be in the best interests of Goodhue County citizens, whom we represent.

Thank you very much for your consideration of this matter.

Sincerely,

Dean A. Massett, Chairman
5th District Commissioner

Richard Mallan, 1st District Commissioner
Richard Samuelson 2nd District Commissioner
Robert Noah, 3rd District Commissioner
Marlin Benrud, 4th District Commissioner

Goodhue County Board of Commissioners

RICHARD E. MALLAN	RICHARD SAMUELSON	ROBERT D. NOAH	MARLIN BENRUD	DEAN A. MASSETT
1st District	2nd District	3rd District	4th District	5th District
1607 Alvina Street	11200 Olga St. Way	808 Red Wing Avenue	36427 County 2 Blvd.	472 12th Street
Red Wing, MN 55066	Cannon Falls, MN 55009	Kenyon, MN 55946	Goodhue, MN 55027	Red Wing, MN 55066

An Equal Opportunity Employer

RESOURCE
STRATEGIES
CORPORATION

6600 CITY WEST PARKWAY
SUITE 240
MINNEAPOLIS, MN
55344
612/942-8010
FAX 612/942-7464

July 3, 1995

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

Dear Nigel,

Enclosed are the comments of the Southern Dakota County Townships and Cities Airport Planning Group regarding the Second Phase Scoping Report for the Dual Track Planning Process.

As you are aware, general comments were provided at the public hearing on June 27. The enclosed comments incorporate those comments, as well as more detailed comments related to the Scoping Report.

Please feel free to contact us regarding any questions.

Sincerely,

Jeffrey J. Connell
Partner

JJC/sh

enclosure

cc: Roger Fox, Co-chair
Ron Mamer, Co-chair

COMMENTS OF THE SOUTHERN DAKOTA COUNTY TOWNSHIPS AND CITIES AIRPORT PLANNING GROUP

SECOND PHASE SCOPING REPORT:
Dual Track Airport Planning Process

July 5, 1995

The Southern Dakota County Townships and Cities Airport Planning Group consists of representatives from each of the thirteen townships and six rural cities located in southern Dakota County. The Group was formed in April, 1994 to monitor and provide input to the many studies that are being conducted, and decisions being made, related to the regional airport dual track planning process. The comments provided here are on behalf of the Airport Planning Group.

General Issues

It appears that the Scoping Report is fairly complete in terms of identifying issues that need to be addressed in the Final EIS. We have some major concerns regarding the depth at which some of the issues will be addressed, as well as MAC's commitment to insure that there is adequate time and opportunity for local units and the public to review the findings and provide meaningful, ongoing input to MAC regarding the findings of the EIS.

We expressed our concern at the public hearing in January and in a resolution passed this Spring that MAC is reducing, rather than increasing, the opportunities for ongoing input to the dual track planning process. This is evidenced by the elimination of the two Technical Advisory Committees, and the apparent reduction of the role of the Policy Task Force in this process. As we said in January, it is beginning to appear that meaningful input into the process is going to be sacrificed in order to complete the recommendations to the Legislature on time. The Site Preservation Study is behind schedule, and the financial and economic analysis has only recently started. Both of these efforts will require considerable review and discussion, which should be the focus of the Policy Task Force and Technical Committees over the next several months. Both of these studies are important components of the final EIS, which needs to be completed in a very short period of time. We very much support a timely decision, but do not feel that it should be at the expense of legitimate public review and comment.

We strongly suggest that MAC re-establish the committee structure that has been used so successfully in the past. MAC should also provide a timely opportunity for review of portions of the EIS as they are completed, rather than waiting until the entire draft document is completed. This will insure that the impacted local units will continue to be an active and meaningful part of the process.

A. A. See Section IV of the Scoping Decision.

Off-airport impacts and induced development from a new airport are very significant issues related to the airport siting. The discussion in the Scoping Report in these areas is very vague. There is a considerable amount of information that needs to be gathered and reviewed related to off-airport impacts, such as transportation access, wastewater treatment for the induced development, and an established regional policy regarding expansion of the MUSA boundary. Each one of these issues, taken separately, could easily require well over six months to address in a reasonable manner. Our concern is that none of these matters have been discussed publicly in any detail to this point, other than to say they will be addressed in the Final EIS.

It is also mentioned in the Scoping Report that the airport site consists of 14,100 acres. In fact, we understand that the minimum area that would need to be acquired is at least 18,720 acres when acquisition of noise and safety zones are taken into account. The townships and cities Airport Planning Group passed a resolution this Spring recommending that 20,240 acres be acquired by MAC. This is a significant issue related to the Area of Potential Effect that needs to be resolved before the EIS is completed

In general, we do not feel that the Area of Potential Effect has been adequately defined as relates to social impacts resulting from relocation of the airport to Dakota County, as well as noise levels, farmland impacts, and light emissions. It is suggested, for example, that light emissions do not even need to be addressed in the EIS as a significant factor. Noise and light resulting from a new airport in a rural area will have a much more significant Area of Potential Effect in relative terms than an urban or suburban area that has existing higher levels of noise and light emissions than a rural area.

Specific Points:

Page V-15: (I, first paragraph) It is stated that a financing plan is being prepared and will be detailed in the EIS. When will it be available for review and comment, and what will it include, in detail? This is a critical component of the EIS, but there is limited discussion of it in the Scoping Report. The "scope' of the financing plan should be detailed in the Scoping Report.

B. B. A financial plan is being developed by MAC, and will be available by the end of 1995. See Response 4. of the oral comments.

Page V-16: (I.2.1) Financing impacts potentially includes the State of Minnesota for the new airport, but that is not the case for the existing airport. Why?

C. C. Potential MSP financing impacts on the State of Minnesota were not listed due to an oversight. They will be addressed in the EIS.

Page V-17: (K.2.1) Only farmland that would be acquired, and adversely affected farms and businesses, would be included in the APE. Farmland in the vicinity of the airport that remains as farmland but is not acquired will also be significantly impacted. These properties should be identified and included in the APE.

Page V-22: (O.2.1) It is stated that population forecasts reflect continuation of agriculture. This will not necessarily be the case with a new airport, and it should be recognized that comprehensive plans will need to be changed to reflect new growth resulting from the airport.

It is also stated that annexations have been completed for the City of Hastings. This is not the case. A portion of Nininger Township remains to be annexed under an orderly annexation agreement.

There is no mention of Washington or Goodhue Counties as far as impact on land use. Both counties and communities such as Denmark Township, Welch Township, and Cannon Falls would be as directly impacted as some communities in Wisconsin that are mentioned.

Page V-34: (S.) When will the Site Preservation Study be completed? This is a critical component of the EIS, but there is no discussion as to completion time schedule or opportunity for public input when it is completed. It is already several months behind schedule, which is a concern to those cities and townships that are most directly impacted.

(S.1) Identifies 18,720 acres to be acquired. Resolutions passed by Airport Planning Group, that were forwarded to MAC this Spring, indicated a desire to have 20,240 acres acquired in order to insure that noise impacts are mitigated. Also, the fact that the APE does not include acquisition of highway access corridors does not appear to be consistent with the intent of the EIS, since the corridors that will be required will, we understand, be part of the airport property, owned by MAC..

Page V-36: (T.2.1) Defines the APE as the area where residents and businesses will be removed from. Social impacts go well beyond the area of acquisition and relocation. We feel this area should include most, if not all, of southern Dakota County.

Page V-41: (W.2) Transportation access, both on-site and regional impacts, is a very important issue related to relocation of the new airport. Nonetheless, the discussion of the scoping for study in the EIS for Transportation Access for the new airport is only one paragraph. There is no detail provided upon which we can adequately comment, other than that we are very concerned that little thought has been given to this topic, and that it appears the issue will not be sufficiently addressed in the EIS, given the financial and social implications of this issue.

Page V-44: (Y.2.1) It is stated that the airport would encompass 14,100 acres. This is not consistent with the township and cities resolution for acquisition, nor is it consistent with figures used throughout the scoping report that indicate 18,720 acres would be considered for site preservation.

Page V-52: (BB.2.1) Will the corridor for the wastewater and stormwater discharge pipes be identified in detail? This is a significant issue from a cost and social impacts standpoint. We do not feel it can be sufficiently addressed in the limited amount of time available to complete the EIS. What will be the opportunity for local input into this decision?

Page VI-5: (Economic) The costs of off-airport impacts need to be considered along with airport development costs. These costs need to be included in the EIS, as well.

Page VI-7: (Farmland) "Loss of farm production" needs to be more clearly defined. This should include the negative impacts of a new airport on farmland and livestock remaining after the airport is constructed; not just farmland that will be taken out of production.

Page VI-10: (Social) How will a "qualitative assessment of community disruptions" be conducted? What does it mean? This is an extremely vague and incomplete discussion (one sentence), but would most likely be a significant component of the EIS, in terms of impacts. We feel there is a need for more detail in this area that should be included in the Scoping Report.

Page VI-11: (Transportation Access) How detailed will the "analysis of environmental impacts" be for new roadways, etc.? We are very concerned that this is an area in which there will be limited opportunity for local input, but is one of the more important areas to be included in the EIS. We feel strongly that local input into these discussions is critical to the discussion of a new airport. How will local units and the public be involved in this analysis, as far as input?

D.

E.

F.

G.

H.

I.

J.

K.

L.

M.

N.

O.

D. Impacts of the new airport alternative, including impacts on farming operations and agriculture-related businesses and industries that are in the vicinity of the airport site but would not be displaced by airport development will be addressed in the EIS.

E. The EIS will include documentation of households and businesses that will be lost if an airport is constructed in Dakota County. Metropolitan Council staff has been and will continue to work with affected areas to identify induced development of residential and non-residential land uses. This material will be reported in the EIS.

The wording of the section regarding annexation by the City of Hastings will be revised.

Impacts on land uses in all counties of the region and the counties adjoining the region in Minnesota will be addressed in the EIS, along with impacts to the counties and communities of Wisconsin.

F. Work on the site preservation analysis is proceeding and the report will be released as soon as it is completed.

G. Section S.1 identifies 18,720 acres in the APE, and does not mention acquisition. Acquisition of properties for the new airport alternative is expected to include 14,100 acres in Marshan and Vermillion Townships; all airside and landside facilities and the federally-mandated Runway Protection Zones would be located on airport property. Properties in the DNL 65 noise contours and State Safety Zones A, totalling 4,620 acres, would not be acquired. These properties are in Marshan, Vermillion, Nininger, Douglas and Hamption Townships. While the Dual Track Airport Planning Process, initiated by the Minnesota Legislature in 1989, does not specifically prohibit purchase of properties outside the Search Area, it does not explicitly permit it. The Search Area does not extend into Douglas and Hampton Townships.

The EIS will include mitigation measures for noise impacts. Mitigation for noise impacts are expected to include approaches other than property acquisition.

The corridors for highway access to the new airport site will be identified in the Draft EIS. As noted on p. I-8, once an airport alternative is selected, other environmental documents for ground access will be prepared by MN/DOT. The ground access will be under MN/DOT's jurisdiction.

H. Section N of the Draft EIS, "Induced Socioeconomic Impacts," is intended to address issues relating to the impacts of airport development in areas beyond the airport property. The Metropolitan Council (Section N.2.1) has developed rates of induced development growth for affected cities and townships in the counties of Dakota, Goodhue, Hennepin and Washington in Minnesota, as well as Pepin, Pierce and St. Croix in Wisconsin. These geographic areas constitute the APE for economic impacts for the new airport alternative. As stated on p.VI-8 of the Scoping Report, the Draft EIS will discuss community impacts related to the induced development.

I. The transportation access items to be addressed in the EIS are listed on page VI-11 of the scoping document.

J. The text is consistent with figures used throughout the Scoping Report. Site preservation does not necessarily mean acquisition. As noted on p. V-34, in the discussion of site preservation, land use regulation can also be used to limit development.

K. The storm and waste water outfall corridor will be identified in a level of detail sufficient to establish that the corridor is a feasible alternative.

L. As noted on p. VI-8 of the Scoping Report, the EIS will analyze induced socioeconomic impacts, or off-airport impacts. To the extent that data is available, the costs of induced socioeconomic impacts will also be included.

M. The impacts on farming operations displaced by the new airport alternative and on those remaining in the vicinity of the airport site once the airport is constructed will be addressed in the Draft EIS.

N. The Draft EIS will include a list, compiled from available sources, of the types of organizations and institutions located on the proposed airport property and in the vicinity of the airport site. Their activities, also compiled from available sources, will be ascertained. The document will include a discussion, comparing community activities and 1990 Census data, of what could occur in these organizations and institutions with the displacement of people as a result of airport development.

O. The analysis will be at a "corridor-level". A feasible corridor will be selected and the impacts on the environment within the corridor will be determined (e.g., wetlands, archaeological and historical properties, and homes and businesses affected).

City of Hastings

HASTINGS
ON THE
MISSISSIPPI

101 4th Street E. • Hastings, Minnesota 55033-1955
612 • 437 • 4127 • Fax: 612 • 437 • 7082

June 21, 1995

Mr. Nigel Finney
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, Minnesota 55450

Dear Mr. Finney:

Enclosed please find a copy of a Resolution adopted by the Hastings City Council at its meeting on Monday, June 19, 1995 providing comments regarding the Dual Track Airport Planning Process, Environmental Impact Statement, Second Phase Scoping Report. Please be certain that this Resolution is included in the official record as comments from the City of Hastings regarding the document. Should you have questions or require additional information, please do not hesitate to contact me.

Sincerely,
THE CITY OF HASTINGS

David M. Osberg

David M. Osberg
City Administrator

Enclosure

DMO: cml

RESOLUTION # 60-95
RESOLUTION PROVIDING COMMENTS ON THE
PROPOSED SECOND PHASE SCOPING REPORT
FOR THE DUAL TRACK AIRPORT PLANNING PROCESS
ENVIRONMENTAL IMPACT STATEMENT

WHEREAS, The dual track airport planning process mandated by the Minnesota State Legisluture is designed to determine the major airport development options in the region for the year 2020 and their consequences, and;

WHEREAS, One track addresses ways to provide the needed capacity and facilities at Minneapolis-St. Paul International Airport. A second track provides the needed capacity and facilities at a potential replacement airport in the designated search area in Dakota County, and;

WHEREAS, The State and Federal Environmental Impact Statements (EIS) for the Dual Track process being prepared by MAC and the Federal Aviation Administration (FAA), will compare those and all other feasible alternatives to meet 2020 aviation demand in light of a host of environmental criteria, and;

WHEREAS, The Second Phase Scoping Report is a precursor to the Dual Track Environmental Impact Statement and its purpose is to identify which alternatives are feasible and deserve further evaluation in the EIS, and identify issues, concerns and impacts of the alternatives, and determine which ones require further detailed analysis in the EIS, and;

WHEREAS, The Second Phase Scoping Report is made available in order to obtain public and agency comments on the adequacy of the proposed scope of the EIS, and;

NOW, THEREFORE BE IT RESOLVED BY THE CITY OF HASTINGS, that the Federal Aviation Adminstration and the Metropolitan Airports Commission are hereby requested to include the following comments and suggestions in the official record as comments from the City of Hastings regarding the adequacy of the proposed scope of the EIS:

I. The Scoping Report suggests on page V-16 that the APE (Area of Potential Effects) for impacts on the tax base includes all land and property acquisition, relating to the Economic impacts for "the costs to develop each airport alternative and the financing sources and mechanisms which could be used to pay for airport development." The City of Hastings would recommend that the APE be expanded to include all areas that would be effected by the location of an airport or any of its related infrastructure improvements,regardless of whether the land is actually needed for property acquistion. The City of Hastings believes that the APE will be much greater than that which is identified on page V-16, and the EIS should reflect the larger area.

II. The APE is again too narrow as identified on page V-20 when discussing Historic/Architectural Resources. While construction of an airport may not directly result in the demolition of any National Register properties, related infrastructure improvements caused by the construction of an airport, such as improvements to Highway #61, will likely result in impacts on the Hastings City Hall, which was recently renovated at a cost of over $2,000,000, along with other National Historic Register properties along Highway #61, as well as the historic downtown in the City of Hastings. These impacts must be determined in the EIS.

III. The specific impacts on the land use of the City of Hastings and opportunities for growth and development must be clearly identified in the EIS, as outlined on page V-23. Furthermore, the Second Phase Scoping Report should be corrected to properly reflect that the City has not completed all of its approved orderly annexations, as certain conditions may result in additional land being annexed from Nininger Township, based on an existing orderly annexation agreement dated February 1, 1993.

IV. The City of Hastings requests that it be included in the affected environment for Light Emissions as identified on page V-24, and that Light Emissions be eliminated from the "Issues and Impacts Not Requiring Detailed Analysis" section, and that it in fact be analyzed with all other issues in the EIS.

A. Section N of the Draft EIS, "Induced Socioeconomic Impacts," is intended to address issues relating to the economic impacts of airport development in areas beyond the airport property. As noted in Section N.2.1 of the Scoping Report, the Metropolitan Council has developed rates of induced development growth for affected cities and townships in the counties of Dakota, Goodhue, Hennepin and Washington in Minnesota, as well as Pepin, Pierce and St. Croix in Wisconsin. These geographic areas constitute the Area of Potential Effect (APE) for economic impacts for the new airport alternative.

With the help of Dakota County and local communities, these rates of induced development growth were further refined, with development capacities allocated in Dakota County for analysis in the Draft EIS. As stated on p.VI-8 of the Scoping Report, the Draft EIS will discuss community impacts related to the induced development.

The Draft EIS will identify and evaluate corridors for infrastructure to serve the new airport, including highway access connecting Trunk Highway 55 with the new airport. In addition, baseline traffic data for the Hastings and Prescott areas are being analyzed and compared to traffic projections for 2020 with and without airport development, to determine if additional highway improvements are needed to serve the airport site and their environmental impacts.

B. The airport's effect on the infrastructure in Hastings has not yet been determined. The Metropolitan Council is currently assessing anticipated road requirements for the area in the year 2005, assuming that the airport were not built in Dakota County; then, estimates will be prepared for the same year assuming the airport's construction. If there is a significant difference between these figures, it will be considered an effect, and the impact on historic resources will be evaluated.

C. The last sentence in the fourth paragraph on page V-23 regarding land use and annexation in Hastings should be reworded to read as follows:

"The City has an existing orderly annexation agreement that may result in additional land being annexed from Nininger Township. The location of the Mississippi River and other natural environmental features suggest that any further annexations would continue both south and west of the current city limits."

D. The Draft EIS will address the issue of light emissions to the extent of detailing the distance that runway approach lights and strobe lights, both mandated by the FAA, will be visible. In addition, the Draft EIS will note the shortest and longest distance between the airport property and the city limits of Hastings.

V. The City of Hastings recognizes that industry standards are such that noise impacts will only be measured against the DNL 60, 65 70 and 75+ noise contours. However, the City of Hastings requests that the EIS include discussion of the impacts on our community due to the increased flight noise, that may not necessarily occur within the industry recognized noise contours, will result in a signficant increase in noise for Hastings residents.

VI. The City of Hastings is strongly opposed to any consideration of all types of Site Preservation, which is simply a form of land banking. The City of Hastings is opposed to any study of the land banking options.

VII. To suggest in the Second Phase Scoping Report that the APE "is the area where residents and businesses will be removed to permit development of the new airport alternative" (Page V-36), and thus will be the only area that "social impacts to be considered include those associated with the disruption of established entities, such as residences and businesses, as well as patterns in the community," (page V-35) is completely short sighted. The APE must be expanded to include the entire City limits of the City of Hastings, thus resulting in significant study of the social impacts on the City of Hastings, if an airport were located directly outside the City limits of the City of Hastings.

VIII. The affected environment for the new airport alternative on transportation access issues is unclear, as discussed on Page V-41 .The impacts of transportation access and all transportation issues must include the entire city limits of the City of Hastings.

IX. The potential impacts on the City of Hastings water system must be identified in the EIS if a new airport were located in Dakota County. (Page V-47). The City of Hastings acknowledges that the Praire Du Chien Aquifer is considered the APE for the study of impacts on the water system. However, the EIS must include specific study of the impact on the Hastings water system, similiar to that proposed for study of the potential impacts on the City of Minneapolis water system, for the MSP airport option (page V-47).

X. The City of Hastings suggests that the APE for Surface Water Quality evaluation be expanded to include the entire City of Hastings and the impact airport development would have on the storm water managment program for the City. (Page V-52). This request is especially critical due to the suggestion in the Second Phase Scoping Report that an "outfall corridor" could follow an alignment south of Hastings, east from the wastewater treatment facility location on the proposed New Airport site to a discharge point on the Vermillion or Mississippi Rivers. The study of this corridor, as outlined on page VI-15, must include evaluation of the impacts on the entire City of Hastings, since this will "focus on the identification of a potentially feasible alignment based largely on existing rights-of-way and the identification of known environmentally sensitive areas traversed by corridor segments where there is no existing right-of-way." (page VI-15)

ADOPTED BY THE HASTINGS CITY COUNCIL THIS 19TH DAY OF JUNE, 1995

Ayes: Councilmember Riveness, Werner, Johnson, Simcock, Hicks, Kovatzka and Mayor Werner
Nays: None

Michael D. Werner
Mayor

Barbara C. Thompson
City Clerk-Treasurer

E.

E. While Day/Night Level (DNL) is the most common noise metric in the industry for measuring noise impacts, other metrics are useful in quantifying the effects of aircraft noise. As noted in the EIS Second Phase Scoping Report (pages V-25 through V-28), forecast noise levels will be analyzed using four supplemental measures: the State L_{10} descriptor, time-above-threshold (TA), sound exposure levels (SEL), and numbers of overflights. Sound levels for noise sensitive areas and facilities (including residences, schools, parks, etc.) outside the DNL contours will be evaluated for each alternative. Noise values for points within the City of Hastings will be calculated using DNL, TA and SEL. Overflights will be portrayed graphically.

F.

F. The APE for the issue of Induced Socioeconomic Impacts, as stated on p. V-21 of the Scoping Report, includes the affected cities and townships of the Minnesota counties of Dakota, Goodhue, Hennepin, and Washington and, in Wisconsin, Pepin, Pierce and St. Croix. These parameters include the city of Hastings. Also, as noted on p. VI-8, community impacts from induced development will be included in the Draft EIS analysis.

G.

G. The impacts of transportation access and transportation issues will be addressed wherever they can be identified to differ substantially from the No Action alternative (i.e., require additional improvements). Specifically, the area to be analyzed includes the entire seven-county metropolitan region, the western counties of Wisconsin and the counties adjoining the region in Minnesota to the south.

H.

H. The study of the impacts of the proposed airport expansion on the City of Minneapolis' water supply system are warranted because that is the source of much of the airport's (existing and proposed) water (see Table 8, page V-46). The proposed new airport is expected to obtain all of its water from on-site wells, not from the City of Hastings. Therefore, there is no need for a comparable level of impact analysis. However, the DEIS will address the potential for airport water supply wells to affect the City of Hastings' municipal wells. (See pages V1-12 water supply and V1-15, groundwater.)

I.

I. Analyses to date have not identified any potential impacts on the City from stormwater generated at the proposed airport site. The stormwater transmission corridor from the site to the Mississippi River proposed for evaluation is outside the corporate boundaries of the City and is expected to be a "freestanding" facility without any linkage to the City's stormwater management program or facilities. There does not appear to be any basis for modification to the APE.

SIERRA CLUB

North Star Chapter

July 1, 1995

Nigel Finney
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis,
MN 55450

Dear Mr. Finney,

Thanking you for accepting comments on the Dual Track Airport Planning Process Environmental Impact Statement (EIS) Second Phase Scoping Report. It seems incredible that the Metropolitan Airports Commission (MAC), after spending millions over several years studying the MSP and New Airport Alternatives, plans to consider all other alternatives in only six months! I hope all alternatives are equally analyzed and considered before the selection of the preferred alternative.

The Sierra Club recognizes the major role of transportation in determining environmental quality. Transportation is a major consumer of energy, particularly of petroleum, and transportation facilities exert a dominant influence on land use patterns.

Transportation planning too often pays little attention to the need for energy conservation in transportation, nor to the desirability of encouraging those modes which pollute least and are most sparing of land.

All alternatives should be analyzed in terms of
- which are less energy intensive and less resource intensive,
- which encourage desirable land use patterns and cause minimal further encroachment on the land,
- which reduce air and noise pollution,
- which avoid the creation of facilities which are domineering and disruptive,
- which subordinate transportation planning to the goal of enhancing the quality of live in settled areas.

The elimination from further consideration of the High-Speed Intercity Rail concept which proposed diversion of passengers/operations from the Minneapolis/Saint Paul (MSP) airport through high speed rail service to Madison/Milwaukee/Chicago shows that MAC continues to take too narrow a view of alternatives to be considered in this EIS. Transportation planning should take a unified, comprehensive view of all transportation modes, allowing selection of the mode most suitable for a given task. The High-Speed Intercity Rail concept should be combined with the Supplemental Airport concept to create an Integrated Alternative to the MSP and New Airport Alternatives.

Here are some ideas concerning an Integrated Alternative:
- About 40% of the present MSP traffic (regional, charter, freight, general aviation, military) could be served elsewhere. Existing under-utilized airports (Rochester, Duluth, Saint Cloud, Saint Paul, etc.) can serve as mini-hubs and integrated into an intermodal transportation system connecting these supplemental airports to MSP, Minneapolis, Saint Paul, and a high speed rail link system.
- The combination of using supplemental airports to reduce traffic at MSP and high speed rail to provide an alternative to air travel will preclude a new runway and terminal at MSP.
- High speed rail is an emerging technology being embraced by all major industrialized nations around the world.
- Rail solutions are not dependent on a single energy resource (petroleum) but rather introduce flexibility (electricity may be generated by water, wind, petroleum, natural gas, etc.) into the energy resource side of the equation.
- The Phase I Tri-State High Speed Rail Study completed in 1991 concluded that there is significant potential for the successful operation of a high speed rail system in the Minneapolis, Saint Paul, Milwaukee, and Chicago corridor.
- Through greater efficiency, high speed rail may benefit the Minnesota economy by reducing transportation costs, increasing energy savings, creating jobs, and improving environmental quality.
- A high speed rail system should include links from downtown Minneapolis (there is the old railroad station just waiting for restoration) and Saint Paul (there is the old railroad station which might still be usable) which go to MSP, Rochester, and eastward.
- A high speed rail system is competitive when subsidies are eliminated to other forms of transportation that are energy intensive and environmentally harmful. For example, the costs of the Air Traffic Control System should be borne by users of that system. States and localities issuing bonds for highway construction (highways to a new airport) should pay bond costs from road-user charges, and not subsidize them from general revenues.
- Any high speed rail system must be integrated into local mass transportation systems for seamless coordination.

Such an Integrated Alternative requires MAC to step back and grasp the big picture. Millions have been spent focusing closely on the MSP and New Airport Alternatives. Now, lets start considering broad solutions that take into account both environmental quality and the long term availability of resources.

Sincerely,

Mark Warhol
Airport Issues

1313 Fifth Street SE, Suite #323 • Minneapolis, MN 55414 • (612) 379-3853

A.

A. MAC will examine whether integrating the high-speed rail alternative with the supplemental airport alternative would meet Year 2020 aviation requirements when the supplemental airport study becomes available later this summer.

JUL- 6-95 THU 4:42 PM TWINWEST CHAMBER FAX NO. 512 540 0237 P. 1

TWINWEST
CHAMBER OF COMMERCE

July 6, 1995

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

Re: Dual-Track EIS Scoping comments

Dear Ms. Unruh,

We are asking that as part of the scoping for the Environmental Impact Statement for the dual-track airport planning process, that it include an analysis of the impact of relocation of the airport on the business meeting usage on the major businesses and office parks located in the western suburbs.

Based on an extensive survey of our Chamber membership, a large majority stated that relocating the airport would have a negative impact on their businesses.

If you have further questions, please give me a call.

Sincerely,

Larry S. Dowell
President,
TwinWest Chamber of Commerce

A.

A. This impact will be addressed in the EIS, to the extent feasible.

10550 WAYZATA BOULEVARD ♦ MINNETONKA, MINNESOTA 55305 ♦ (612) 540-0234

Crystal, Golden Valley, Hopkins, Medicine Lake, Minnetonka, New Hope, Plymouth, St. Louis Park

State Senator

Alice Clausing

Airports Dist. Off.
JUL 05 1995

June 29, 1995

Glen Orcutt
Federal Aviation Administration
Airports District Office, MSP-ADO-600
6020 28th Avenue South, Room 102
Minneapolis MN 55450-2706

Dear Mr. Orcutt:

I appreciate the opportunity to comment on the Second Phase Scoping Report for the Dual Track Airport Planning Process Environmental Impact Statement (EIS).

I am pleased that the state of Wisconsin has representation on the Metropolitan Airport Commission Dual Track Policy Oversight Task Force. I urge you to continue the Policy Oversight Task Force and Technical Committee during the EIS process. It is very important that the interests of the citizens of Wisconsin be represented during this period of the airport planning process.

The National Park Service and the Lower St. Croix National Scenic Riverway should be included in the agencies to be consulted regarding potential impacts the expansion and/or relocation of the Minneapolis/St. Paul Airport may have on the St. Croix and Mississippi River National River and Recreation area. Protection of our rivers and wildlife is imperative.

A.

A. See Dakota County Response D.

The proposed scope of the study of the transportation system expansion induced development impacts appears acceptable. My original purpose in addressing the issue of possible relocation of the Minneapolis/St. Paul International Airport was to determine how Wisconsin would be impacted by such a relocation. I am concerned about the environmental and induced development impacts of any new or expanded bridges over the St. Croix or Mississippi rivers which may be required to handle traffic to the airport. I request that costs and funding for these improvements be included in the Dual Track EIS.

B.

B. Construction costs of roadway/bridge improvements due to the New Airport alternative will be estimated.

Noise impacts are also a concern, especially for the City of Prescott. Since the impetus to consider moving the Minneapolis/St. Paul Airport has come from residents around the airport, it is very important that we know the impacts for DNL 60-75+ noise levels. The EIS should address impacts of various noise levels on people, domestic animals and wildlife.

C.

C. The impacts on noise-sensitive land uses will be addressed.

Thank you for the opportunity to comment on this document. If you have questions, please let me know.

Sincerely,

Alice Clausing

Alice Clausing
State Senator
10th District

AC/sf

State Capitol, P.O. Box 7882, Madison, WI 53707-7882
1-800-862-1092 Toll-Free ■ 608-266-7745 Madison ■ 715-232-1390 Menomonie

July 5 , 1995

TO: Nigel Finney
Metropolitan Airports Commission
FROM: Wanda Brown
RE: Airport Scoping Document, Environmental Impact Statement

I am concerned that you have decided that it is unnecessary to pursue further study of the environmental impact on Wild and Scenic Rivers. I realize that you think the impact would be equivalent, with either building a new airport in Dakota County or expanding the airport at its present site. You have not taken into account, however, the "no action" alternative, which still is a viable option.

A.

I continue to believe that, not only are your projections for future air travel inflated, but that air travel may well decrease over the next decade and beyond, due to the rapidly advancing electronic age. I have observed in my business that, even in the last 2 years, business air travel is an expense companies are happy to avoid, with the advent of E-mail and video teleconferencing. On what do you now base your projections? If it cannot be irrefutably demonstrated that there is a pressing need to expand (or build new) airport facilities, then to pursue the study of new or expanded airport options is folly.

B.

Finally, please respond to my question about how much money has been spent so far on the "dual track" study, and what is your budget for the next year?

C.

Sincerely,

Wanda Brown

Wanda Brown
N 8464 1323 Street
Prescott, WI 54021

A. The Draft EIS will include a discussion of impacts on wild and scenic rivers.

B. Aviation activity forecasts are the basis for determining the scope of future facility requirements for MSP and a new airport; therefore, the MAC expended a significant level of effort to insure the integrity of the forecasts. Early in the forecast process, a public scoping session was conducted to solicit comments and recommendations from the general public. Three expert panel sessions were convened to review emerging trends in the aviation industry, socioeconomic trends and forecast methodologies. The panels comprised recognized individuals from the airlines, the FAA and local and state socioeconomic offices. The panelists recommended that, in addition to a base case forecast, alternative forecasts be developed to measure the impact of changes to various assumptions. The MAC studied 12 alternative forecast scenarios, which tested the effects of:

1. Higher than expected regional economic growth
2. Lower than expected regional economic growth
3. An oil price/tax shock
4. A low cost airline initiating service at MSP
5. Sensitivity to high travel costs
6. Reduced airline hub activity
7. Maximum airline hub activity
8. FAA growth in aircraft size (i.e., using larger aircraft than assumed in the base case)
9. High regional/commuter aircraft activity
10. Low regional/commuter carrier activity
11. Full potential international market
12. Restructured air travel demand (assumes slow growth in business travel).

Some alternatives produced higher forecast levels than the base case, while some produced lower forecast levels. In addition to the base case forecasts and twelve alternative forecast scenarios, three scenario combinations were also developed. The possible effects of rapid rail/maglev and teleconferencing on air travel demand were also analyzed. The findings are presented in, *Long-Term Comprehensive Plan, Volume 6, Revised Activity Forecasts* (December 1993).

The MAC is tracking passenger and aircraft activity and comparing them to the baseline forecasts. To date, both passenger enplanements and aircraft operations are growing faster than the base case forecasts.

C. MAC will provide these costs to you. The budget for 1996 has not been established.

Phyllis Goldin
N6464 1385 St
Prescott, WI. 54021

Nigel Finney
Metropolitan Airports Commission
6040 28th Ave. S.
Mpls., MN 55450

July 2, 1995

Dear MAC:

I am writing in response to the Scoping Document (EIS) because my time was too spare to testify June 27, in Hastings.

First, let me add my voice to others who find in unimaginable to leave a full disclosure of the impact on wild and scenic rivers out of a comprehensive EIS. Even if it is believed that the comparison of the Minnesota River Valley and the St. Croix / Mississippi River Valleys would be a wash, without the specifics, we, the public, cannot be certain. Nor is it possible to compare the impact of a new airport, or expansion of MSP, with the "no action" alternative.

A.

Second, as a physician, I question the wisdom of inviting (by expansion) more international travel which may pose a public health risk to our area by increasing exposure to infectious diseases. Dr. Michael Osterholm, head of epidemiology at the Minnesota Health Department, informs me that his office has frequent discussions with the airlines (particularly Northwest) about the challenges posed by resistant and emerging organisms, as well as other health related issues. He does not foresee the Health Department imposing travel restrictions. I think, however, the question of accuracy of future air traffic projections, and the economic, social, and health consequences of increasing the capacity of any airport needsto be considered seriously as part of the comprehensive EIS. I believe that, for the foreseeable future, it is better to stay the course and that the "no action" alternative is the better part of wisdom.

B.

Lastly, let me bring to your attention that a sizeable group of artists from both sides of the Mississippi and St. Croix Rivers have organized as Artists Against Another Airport (AAAA). As an artist by avocation, I join them in concerns that art and tourism - by which the arts prosper - are likely to suffer if a new airport is built in Dakota County. The degradation in uniqueness of the river towns by the forces of generic economic development is antithetical to the arts.

I hope the EIS will take into consideration all of these concerns.

Sincerely,

Phyllis Goldin MD

Phyllis Goldin, M.D

P.S. I trust that the costly and absurd "remote runway option" has now been eliminated, as a result of the recent study.

A. The Draft EIS will include a discussion of impacts on wild and scenic rivers.

B. See Wanda Brown Response B. The EIS will address the social and economic impacts associated with each alternative. The Center for Disease Control Quarantine Division was contacted regarding the issue of airports as a source of foreign diseases. A preliminary literature search was also conducted. While several studies analyzed the spread of infectious diseases among crew and passengers, none dealt with overall community risk due to international air service. The literature reviewed showed the risk of contracting an infectious disease from air travel is extremely rare. The division is not aware that the rate of contraction for any foreign infectious disease is higher in communities with extensive international air service versus other communities. International travelers currently are served via both nonstop and connecting flights at MSP.

Robert M. Hogg[1]

3827 20th Avenue South
Minneapolis, MN 55407
(612) 724-5872

28 June 1995

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

RE: Scoping Document for Dual Track Environmental Impact Statement

Dear Mr. Finney:

I. Introduction

The environmental impact statement (EIS) being prepared for the dual track airport planning process must highlight the issues of global climatic change, or greenhouse warming, involved in the possible expansion of air facilities in the Twin Cities. Unfortunately, the current "Second Phase Scoping Report" does not expressly state that greenhouse impacts will be studied in the EIS. This is a serious deficiency that the Metropolitan Airports Commission, the Federal Aviation Administration, and the Minnesota Environmental Quality Board should remedy. Specifically, the EIS must (1) estimate the greenhouse gas emissions associated with the proposed projects, (2) examine the impacts and feasibility of alternatives in light of possible federal greenhouse gas reduction policies, (3) evaluate the alternatives for consistency with international, national, and local commitments to control greenhouse gas emissions, and (4) assess measures to reduce aircraft emissions and demand for air travel.

II. The Nature of the Problem

Global climate change relates to the accumulation of gases ("greenhouse gases") in the atmosphere that trap heat, potentially warming the surface temperatures on the planet and altering climatic patterns. Fossil fuel use is responsible for the bulk of greenhouse gas emissions, including carbon dioxide, methane, nitrous oxides, and precursors of tropospheric ozone. For human societies and natural ecosystems which are adapted for a particular climate, the threat of rapid climatic change is very serious. Such climatic change threatens to disrupt agriculture, damage forests, raise ocean levels, and extinguish many endangered species. Human societies may be forced to confront widespread migration, serious economic disruptions (especially related to natural resources and public utilities), and enhanced public health threats due to extreme weather conditions.

Three facts highlight the magnitude of the threat: First, the greenhouse gases are long-lived in the atmosphere (carbon dioxide has an atmospheric residence time of over 100 years)[2] and thus the impacts will be irreversible for several generations. Second, greenhouse gas levels are already significantly elevated above pre-industrial times (360 ppm compared to 280 ppm 200 years ago), but the full effect of prior emissions will not be felt for "decades to centuries" due to natural delay mechanisms.[3] Third, in order to stabilize carbon dioxide at today's already elevated level would require immediate reductions in emissions of at least 60%.[4] Thus, if the public wants to try to reduce the threat of serious climatic change, action is needed now.

One area that has important greenhouse gas implications is air travel and other transportation methods. In 1991, the U.S. Office of Technology Assessment (OTA) reported that air transportation accounted for roughly 4.5% of the nation's carbon dioxide emissions, and the transportation sector as a whole accounted for 32% of national emissions. The OTA estimated that transportation-related carbon dioxide emissions would increase by 25% by 2010 "[a]ssuming current trends and regulations."[5] Such increases are unacceptable if the threat of serious climatic change is to be reduced.

---

[1]Robert M. Hogg received an M.A. in 1991 from the Humphrey Institute of Public Affairs, University of Minnesota and a J.D. in 1995 from the University of Minnesota Law School. He was a member of the Minneapolis Environmental Commission from 1991 to 1993 and a director of Minnesotans for an Energy-Efficient Economy from 1991 to 1995.

[2]Office of Technology Assessment, U.S. Congress, Changing By Degrees: Steps to Reduce Greenhouse Gases 55 & tbl. 2-3 (1991) [hereinafter OTA Report].

[3]Id. at 3.

III. Recommendations

The "Proposed Scope of Environmental Impact Statement" should expressly state that the greenhouse gas emissions associated with airport expansion and operations will be thoroughly studied. Without good information on greenhouse gas emissions, the EIS will fail to adequately inform the public, Congress, the Minnesota legislature, and state and federal agencies about the greenhouse choices relating to the proposed airport expansion. Specifically, the EIS should:

- Estimate the greenhouse gas emissions for the alternatives considered compared to 1990 emissions for (a) airplane flights departing and arriving, (b) on-ground airport operations, and (c) ground transport servicing the airport, as well as (d) any other significant sources of greenhouse gas emissions identified in the EIS process. (The primary greenhouse gases are carbon dioxide, methane, nitrous oxide, chlorofluorocarbons, and precursors of tropospheric ozone.)

- Forecast air travel and emissions in the event of a carbon tax or other federal policy implemented to account for the greenhouse gas emissions and other environmental costs of fossil fuels. It is likely that in an age of global climate change, fossil fuels — especially coal and oil — could become very expensive, and thereby discourage air travel,[6] especially in light of less energy intensive alternatives such as teleconferencing.[7]

- Evaluate whether the alternatives considered are consistent with the various governmental commitments to reduce greenhouse gas emissions, including (a) the United States' obligations under the Framework Convention on Climate Change which the United States ratified in 1992, which commits the United States to stabilizing carbon dioxide emissions at 1990 levels by 2000 and ultimately stabilizing atmospheric concentrations of greenhouse gases, (b) President Clinton's Climate Change Action Plan announced in 1993, and (c) the Minneapolis-Saint Paul Urban CO_2 Reduction Program.

- Assess mitigation measures, such as aircraft efficiency improvements,[8] that would reduce emissions, as well as telecommunication alternatives, fuel taxes, or increased air travel taxes based on fuel consumption that would reduce air travel and its attendant greenhouse gas emissions.

This information will inform the public, Congress, the Minnesota legislature, and state and federal agencies about the climatic implications of this project, enabling the public to make a choice about the future of air travel in the Twin Cities. Without such information, informed choices about global climate will be difficult and the EIS would be grossly inadequate.

Sincerely,

Robert M. Hogg

[4] Id. at 46 tbl. 2-1 (citing Intergovernmental Panel on Climate Change).

[5] Id. at 149 & Fig. 5-1.

[6] See id. at 149 (". . . [F]uel taxes . . . could be an important element in a diversified strategy to reduce [carbon dioxide]."); see also Richard Stone, "Most Nations Miss the Mark on Emission-Control Plans," 266 Science 1939, 1939 (1994) (noting that several national "action plans" contain "higher taxes on everything from home heating fuel to gasoline").

[7] See OTA Report, supra, at 149 ("Longer term progress will depend on . . . lowering the need for travel (e.g., through innovations in . . . telecommunications) . . . ").

[8] See id. at 161 tbl. 5-6 (noting that aircraft efficiency must be improved 50% under the OTA's "tough scenario" to reduce greenhouse gas emissions marginally from transportation compared to 1987 levels).

A. It is estimated that aircraft account for two to three percent of carbon dioxide and nitrogen oxide emissions from the burning of fossil fuels (Pollution Control Strategies for Aircraft; World Wildlife Fund International Discussion Paper (1994)- an update of Aircraft Pollution: Environmental Impacts and Future Solutions, WWF International, 1991) and this percentage is likely to grow in the future (Air Pollution: Global Pollution from Jet Aircraft Could Increase in the Future; General Accounting Office, January 1992). This is slightly lower than the 4.5% estimate developed by the Office of Technology Assessment (Changing by Degrees: Steps to Reduce Greenhouse Gases; Office of Technology Assessment, 1991). However, most aircraft emissions occur at cruising altitudes, not while idling or during takeoff.

Emissions of criteria pollutants (CO, NO_x, SO_x, HC, and Particulates) from aircraft operations, airport surface equipment and transportation to and from the airport will be considered in the EIS. The EIS will also evaluate relative aircraft energy consumption as well as the energy consumption associated with airport ground operations and vehicle access.

B. See Wanda Brown Response B.

C. The Climate Change Action Plan adopted by the Clinton Administration in October of 1993 (The Climate Change Action Plan: President William J. Clinton and Vice President Albert Gore, October 1993) was prepared as part of the U.S. obligations under the Framework Convention on Climate Change (National Action Plan for Global Climate Change, U.S. Department of State, December 1992). This plan included four policy actions with respect to transportation: (1) reforming the federal tax subsidy for employer-provided parking; (2) adopting a "transportation system efficiency strategy"; (3) promoting greater use of telecommuting; and (4) developing fuel economy labels for tires. Of these, the "transportation system efficiency strategy" relates directly to air transportation. Implementation of these strategies would be accomplished by the promulgation by the U.S. EPA of the Transportation Conformity rule. Transportation conformity will be addressed in the EIS. The Minneapolis-St. Paul Urban CO_2 reduction plan will be evaluated as part of this analysis.

D. Most of the efforts to reduce greenhouse gas emissions from air transportation are being considered at the international level. For example, a new standard for reducing NO_x emissions by 20% was agreed to by International Civil Aviation Organization in 1993.

While reductions in total air travel and increases in engine efficiency may help mitigate the greenhouse impacts of aircraft emissions, the location of a particular airport within the metropolitan area will have little affect on these impacts. Demand for air travel can affect these global emissions. However, this demand is generated by a wide range of factors such as population, the regional economy and national and international trends.

Although the design of the airport may increase or reduce greenhouse emissions marginally (for example, by requiring longer taxi distances or by affecting delay time on the ground), these effects are small in comparison with emissions that occur while the aircraft is in the air.

Mitigation measures to reduce energy consumption and criteria pollutant emissions from mobile and stationary sources associated with airport alternatives will be examined in the EIS. These measures would both indirectly and directly have the effect of also reducing greenhouse gas emissions.

June 27, 1995

F.A.A. Mplz.
Airports Dist. Off.
JUN 28 1995

Glen Orcutt
Federal Aviation Administration
Airports District Office, MSP-ADO 600
6020 28th Avenue South, Room 102
Minneapolis, MN 55450-2706

Dear Mr. Orcutt:

These written comments are respectfully submitted to you in a timely fashion in regards to the Second Phase Scoping Report for the Dual Track Airport Planning Process Environmental Impact Statement (EIS).

A. 1. The airport-needs projected for the future have already been adjusted downwards at least once in this process. Current projections hinge heavily upon the "hub and spoke" model used by Northwest Airlines. Is it reasonable based upon what we know today to expect a profit oriented airline to continue to use this expensive model? I'd recommend that the scope of the EIS address this issue.

B. 2. The noise measures proposed to be calculated in the EIS are not measures of noise but rather estimates of noise levels to be obtained by each airport alternative. These estimates are based upon desk top study results and are model estimates. More reliable data should be obtained. I'd recommend that the scope of the EIS address this issue and provide for real noise measurements be made of actual Noise-Test-Fly-Overs. This would involve noisy planes being scheduled to fly low over each of the alternative sites (preferably on worst day cases, ie calm and high humidity and warm and people outside) and measures (objective and subject) be obtained using instruments and noise panels of people. A contrast of importance is the relative change in noise expected by each airport alternative.

C. 3. The social impact due to relocation of residents needs to include those who relocate due to reduced value of the residential property. The reduced quality of life associated with living next to a noisy airport will mean the loss of many residents and result in a social restructuring. I'd recommend that the scope of the EIS address this issue and provide estimates of the relative changes in the residential property values for each airport alternative.

Thank you for your consideration.

Sincerely,

Ronald L. Jacobson

Ronald L. Jacobson
3647 143rd Street West
Rosemount, MN 55068

680
680A
680.1
680.2
680.3
680.4
680.5
680.6
630.7
680.8
F.

A. See Wanda Brown Response B.

B. The noise values presented in the EIS Scoping Document (as well as those that would be shown in the EIS itself) are calculated using the FAA's latest version of the Integrated Noise Model (INM). The INM takes into account prevailing weather conditions, various runway-use modes, noise characteristics of dozens of aircraft and engine types, based on thousands of actual field noise measurements, aircraft operating weights, hundreds of flights tracks, specific noise abatement procedures, topography and the time of day overflights would occur (nighttime operations are penalized by 10 decibels to account for residents' increased sensitivity to noise during the night). INM results have repeatedly been shown to correlate well with community response to noise.

C. FAA guidelines for the preparation of environmental impact statements for airport projects require an analysis of residents and businesses displaced by the project and the relocation impacts. It is not within the scope of the Draft EIS to estimate the numbers and location of residents who will not be directly displaced by airport development but who choose, nonetheless, to move voluntarily.

JOHN T. RICHTER PROPERTIES
5905 Golden Valley Road, Golden Valley, Minnesota 55422
612-546-3314 • FAX 612-546-3973

June 30, 1995

RECEIVED
JUL 03 1995
DEPUTY EXEC. DIR.

Nigel Finney
Metropolitan Airports Commission
6040 28th Ave. S.
Minneapolis MN 55450

Dear Nigel,

Please add this information to the discussion we had Tuesday night. I am attaching copies of the following:

- Map of Minneapolis that clearly shows that with some 50% of the housing stock either not going up in value over the period shown or an actual reduction we should do everything we can to improve the values for tax purposes in the other parts of the city. This map shows how important the creeks, lakes and rivers are. It appears only parts of the cities that have value increasing to help pay increasing government cost.

- The homes that are of a value of $150,000 or more are very valuable to the tax value not only the City but the County and the school district. A 10% increase in the value of these homes is worth 2 or 3 times the 10% that would be on lower priced homes especially since our tax structure is 1% of the market value on the first $72,000 and double that on high values.

- A copy of the summarization report I mentioned from the Chicago area.

I am also enclosing the Declaration of Purposes from MAC. If we were living up to the noise standards probably the lower increase in values would not be occurring to the extent it is.

The park board says without the lakes and bike paths, Minneapolis would have very little to offer with the present level of aircraft noise pollution. The park board says even with the lakes the noise level is such that values do not go up much by Lake Nokomis as an example.

Sincerely,

John

John T. Richter

JTR/rls/.finney

METROPOLITAN AIRPORTS COMMISSION

473.601 DEFINITIONS.

Subdivision 1. The following words, terms and phrases shall, for the purposes of sections 473.601 to 473.679 be given the meanings subjoined to them.

Subd. 2. "Commission" and "corporation" each means a metropolitan airports commission, organized and existing under the provisions of sections 473.601 to 473.679.

Subd. 3. "City council" or "council" means the governing body of each of the cities of Minneapolis and St. Paul.

Subd. 4. "Commissioner" means a person appointed or otherwise selected as, and, after his qualification, acting as, a member of the corporation.

Subd. 5. "The commissioners" means a quorum of the members of the corporation, acting as the governing body of the corporation.

Subd. 6. "City" or "each city" means one of the cities of Minneapolis and St. Paul.

History: *1975 c 13 s 94*

473.602 DECLARATION OF PURPOSES.

It is the purpose of sections 473.601 to 473.679 to promote the public welfare and national security; serve public interest, convenience, and necessity; promote air navigation and transportation, international, national, state, and local, in and through this state; promote the efficient, safe, and economical handling of air commerce; assure the inclusion of this state in national and international programs of air transportation; and to those ends to develop the full potentialities of the metropolitan area in this state as an aviation center, and to correlate that area with all aviation facilities in the entire state so as to provide for the most economical and effective use of aeronautic facilities and services in that area; assure the residents of the metropolitan area of the minimum environmental impact from air navigation and transportation, and to that end provide for noise abatement, control of airport area land use, and other protective measures; and to this end the corporation shall cooperate with and assist the metropolitan council, the Federal government, the commissioner of transportation of this state and others engaged in aeronautics or the promotion and regulation of aeronautics and shall seek to coordinate its activities with the aeronautical activities of these bodies.

History: *1975 c 13 s 95; 1976 c 166 s 7*

473.603 METROPOLITAN AIRPORTS COMMISSION; CREATION.

Subdivision 1. For the purposes provided in sections 473.601 to 473.679 the metropolitan airports commission has been created as a public corporation. Except as provided otherwise in Laws 1974, Chapter 455, the existence and the powers, responsibilities, rights, and obligations of this corporation are confirmed and extended in accordance with the provisions of those sections, as they now exist and as they are now and may hereafter be amended and supplemented.

Subd. 2. The commission shall be organized, structured and administered as provided in sections 473.601 to 473.679.

History: *1975 c 13 s 96*

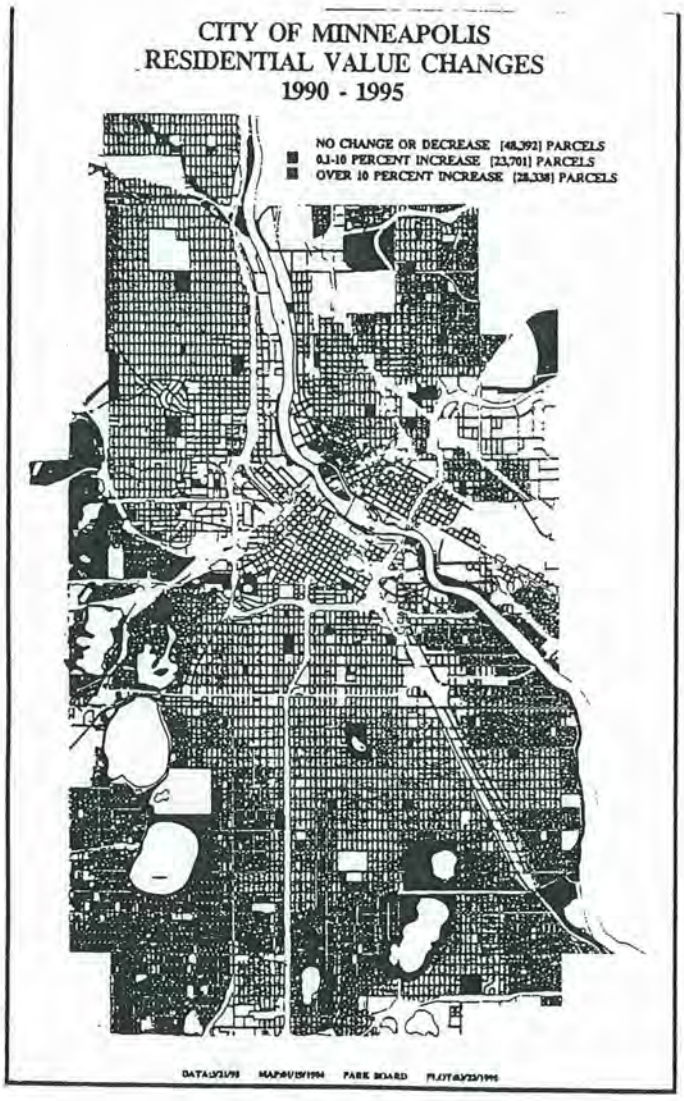
473.604 MEMBERSHIP, GOVERNMENT.

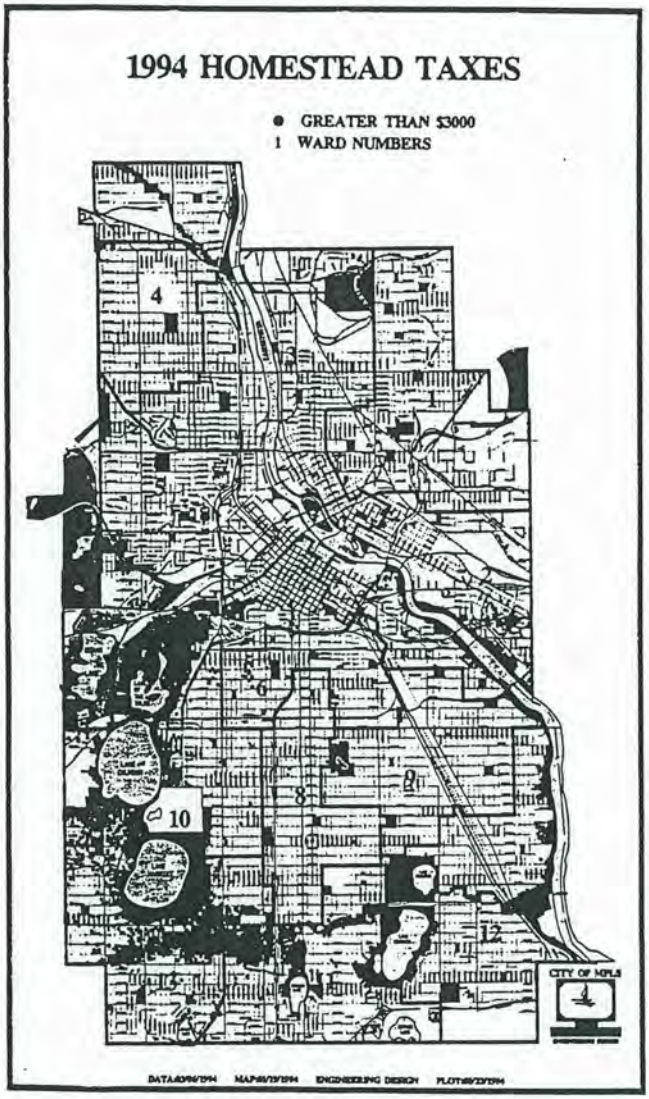
Subdivision 1. The following persons and their respective successors shall constitute the members and governing body of the corporation, namely:

(1) All of the members and commissioners in office January 1, 1973, for the remainder of the terms for which they were appointed or otherwise selected, respectively;

(2) The mayor of each of the cities, or a qualified voter appointed by him, for his term of office as mayor;

(3) A member of the council of each of the cities, appointed by the council for a term of four years commencing in July, 1977;





BEBR
FACULTY WORKING
PAPER NO. 1450

The Effect of Aircraft Noise and Airport Activity on Residential Property Values: A Survey Study

Marvin Frankel

College of Commerce and Business Administration
Bureau of Economic and Business Research
University of Illinois, Urbana-Champaign

BEBR

FACULTY WORKING PAPER NO. 1450

College of Commerce and Business Administration

University of Illinois at Urbana-Champaign

April 1988

The Effects of Aircraft Noise and Airport Activity on Residential Property Values: A Survey Study

Marvin Frankel, Professor
Department of Economics

The author is pleased to acknowledge assistance for this research from several quarters. The Office of Real Estate Research and the University's Research Board provided important financial support. The Illinois Association of Realtors facilitated arrangements for testing the questionnaire and offered generous cooperation in developing the sample of Realtor respondents. Essential advice on survey methods and substantial research assistance was supplied by Mati Frankel, and data entry and tabulation services were performed by the University's Survey Research Laboratory.

ABSTRACT

There is a continuing interest, both in the domain of scholarly research and on the policy front, in the effects of neighborhood amenities and disamenities on residential property values. Airports are entities of special interest in this regard. On the one hand, as hosts to noisy jet aircraft, they are sources of a major disamenity. On the other, as centers of transportation, they support economic activity and property demand in the surrounding region. Both of these issues are considered in the survey study reported on here.

The study is focused on some 35 suburban communities around O'Hare Airport. One of its main purposes is to assess the effect on the market for residential properties and on property values of aircraft noise. This assessment is attempted not by canvassing homeowners about their willingness-to-pay for quieter neighborhoods, but rather by addressing two specialist groups, Realtors and appraisers, who are knowledgeable about real estate markets and property transactions. A second purpose, pursued also through reliance on these two groups, is to develop information on how the airport is viewed as a broader economic force and how this force is seen to affect business activity, property markets, and property values

Among the results of the study are the following:

1. In neighborhoods impacted by moderate levels of aircraft noise, the noise factor is of secondary importance for property values as compared to such other factors as quality of neighborhood, proximity to schools and shopping facilities, and amount of property taxes.

2. There is an information deficiency in the market for noisy residential properties, since a significant segment of prospective buyers are either ill-informed or uninformed about the noise.

3. The market for residential properties subject to aircraft noise is asymmetrically affected, and weakened, by the behavior of buyers and sellers. Supply is augmented by the offers of some owners seeking to escape the noise, while demand is weakened as some prospective buyers consciously avoid noisy properties.

4. The survey findings confirm and extend the results of hedonic studies on the effects of aircraft noise on residential property values. Three sets of estimates of those effects are presented. Specifically, for example, the findings indicate:

a. Estimates by Realtors of reductions in the values of single family dwellings ranging from 3.9% (low estimate) to 7.7% (high estimate) for moderate noise levels (65-70 Ldn), from 9.6% to 13.0% for substantial noise levels (70-75 Ldn), and from 11.2% to 21.6% for severe noise levels (75-80 Ldn).

b. Consistently lower estimates by appraisers than by Realtors of the amount of the property value reduction attributable to aircraft noise Appraiser estimates are, on the average, about 30% lower.

c. Consistently lower estimates for multi-family than single family dwellings of the amount of the property value reduction.

Hazel Splethstoser
6500 17th Ave. S.
Minneapolis, MN 55423-1756

6/22/95

Mr. Finney,

We do not want our airport moved.

I have lived here for 43 yrs. Aircraft has not ever bothered us. Many of my neighbors have lived here almost as long as I have. One works out there and has for many years.

Do what you have to do to this one. One just uses to be so called noise, it don't bother us & we would have moved. When they go over us it is only for a short time. It is not 24 hrs.

It seems like all you men want to do is spend, spend, spend. Do what you have to do to this one.

Thank You

Hazel F. Splethstoser

P.S. I have a daughter who is a R.N. & sometimes has to work a nite or two. She goes to bed at 8:30 a.m. to 4 PM. Don't need a drift

Minnesota Department of Transportation

Transportation Building
395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1899

612-779-5071

July 5, 1995

Mr. Nigel Finney
Metropolitan Airports Comm.
6040 28th Avenue South
Minneapolis, Minnesota 55450

Mr. Glenn Orcutt
Federal Aviation Administration
6040 28th Ave. S., Suite 102
Minneapolis, Minnesota 55420

SUBJECT: DUAL TRACK AIRPORT PROCESS - SECOND STAGE SCOPING REPORT

Dear Mr. Finney and Mr. Orcutt:

The Minnesota Department of Transportation (Mn/DOT) has had active involvement in the Dual Track Airport Planning Process, including participating in a study of the regional transportation impacts with the Metropolitan Council, Wisconsin Department of Transportation, and the Metropolitan Airports Commission. We look forward to continued involvement in this important transportaion planning effort. With this mind, we offer the following comments on the Second Stage Scoping report.

Transportation impact is a crucial element of the environmental analysis for the Dual Track process. The related environmental, social, and economic impact of providing ground access to either a new airport or an expanded Minneapolis-St. Paul International Airport (MSP) is a necessary component of the information needed by the Minnesota Legislature, in order to make an informed decision. This information has been lacking in the Alternative Environmental Documents prepared to date.

Mn/DOT remains concerned that the selection of the West Terminal Alternative, as part of the option to expand at existing MSP, will have significant adverse impacts to the regional highway system if, as it now appears, planned expansion of I-35W and I-494 is unable to be implemented. While we are disappointed with the alternative selected for further study, Mn/DOT remains committed to working cooperatively to address these impacts and develop appropriate mitigation measures for the upcoming Environmental Impact Statement (EIS).

Following are comments on specific references in the Second Phase Scoping Report:

Page V-35 We concur that social impacts resulting from changes in surface transportation patterns need to be addressed.

Page V-41 We concur that transportation access impacts need to be determined and will work cooperatively with you in evaluating the details of this issue.

Page VI-1 Alternative 2 - New Airport, should be described as new highway access from the airport to the regional highway system, not as access from TH 55 to the new airport.

A.

A. This has been changed.

Page VI-5 The cost of necessary improvements to the regional transportation system must be included in the analysis of Economic Impacts.

Page VI-11 We concur with the specific items to be addressed and will work cooperatively with you, the Metropolitan Council, and the Wisconsin DOT in order to determine the specific transportation access impacts of all alternatives.

B.

B. An estimate of these construction costs will be included.

The results of our study of the Supplemental Airports Alternative will not be available within the timeframe of Second Phase Scoping. Mn/DOT recommends that this Alternative be included for further study in the EIS at this time. When the results of this study are available, they can be included in the EIS or an amended Scoping Decision can be issued as appropriate.

The Minnesota Department of Transportation accepts your offer to be a Cooperating Agency for the development of the federal Environmental Impact Statement for the Dual Track Airport Planning Process. We look forward to continuing cooperation in our efforts to resolve the crucial transportation issues raised in the Dual Track process. Thank you for the opportunity to comment and be involved in this process.

Sincerely,

Frank Affo for

Dr. Lawrence E. Foote,
Chief Environmental Officer
Office of Environmental Services

APPENDIX B

REVISIONS TO SECOND PHASE SCOPING REPORT

The Second Phase Scoping Report is revised as follows:

Title page: Change FAA contact person address to 6020 28th Avenue South, Suite 102, Minneapolis, Minnesota 55450

Page 1-7, Permits and Approvals: for Mn/DNR, delete "Interbasin Transfer Approval".

Page V-5, B.1.1, second paragraph, end of first sentence:
add "that would be affected by the MSP Alternative."

Page V-5, B.2.1, second paragraph, first sentence: delete "MSP".

Page V-30, M.2.1: delete last two sentences, and add "Two properties in the known APE appear eligible for the National Register: Chimney Rock, a geographical landmark of historic and cultural significance, and a farmstead at 22005 Lewiston Boulevard (Figure 32).

Page V-60, EE., last sentence: Delete "Transportation" and add "Interior".

Page V-60, EE.1: Add "No designated wild and scenic rivers are affected". Delete subsections EE.1.1 and EE.1.2.