Agenda

• Concerns we’ve heard from airport neighbors
• Environmental effects overview
• Next steps
Concerns We’ve Heard from Airport Neighbors

• The proposed airport improvements are not justified
  – the existing primary runway length is adequate
  – the improvements are not needed to enhance safety

• The surrounding homes will be impacted by additional air traffic, jet traffic and associated noise levels

• Estimates of existing aircraft activity levels are inaccurate

• The plan has become outdated

• Realignment of 30th Street N will disrupt emergency response times and pose safety concerns to travelers

• Realignment of 30th Street N will cause a maintenance burden for West Lakeland Township

• Environmental impacts to wetlands, wildlife habitats and trees

• Impacts to property values

• Quality of life concerns

• Impacts of future state safety zoning

• Proposed airfield lighting changes

• Project costs and fiscal responsibility

• Impact to local taxes

• The airport improvements do not provide benefit to the surrounding community

• Residents in newly developed areas adjacent to the airport are not aware of the planned improvements

• Public engagement has been inadequate
Environmental Effects Overview

- NEPA categories considered in detail
  - Air quality
  - Biological resources
  - Cultural resources
  - Farmlands
  - Hazardous materials & solid waste
  - Land Use
  - Noise
  - Visual effects
  - Water resources

- Other NEPA categories
  - Climate
  - Coastal resources
  - DOT Section 4(f)
  - Natural resources and energy supply
  - Socioeconomics
Biological Resources

• Tree removal
  • Approximately 20 acres of trees affected on airport property
  • Off-site trees are being evaluated in coordination with FAA

• Federal and state-listed species
  • Northern long-eared bat
  • Rusty patched bumblebee
  • Blanding’s turtle
  • Impacts will be avoided and minimized using measures recommended by MnDNR and U.S. Fish & Wildlife Service
Air Quality

• Operational & construction emissions were evaluated with reference to:
  • National Ambient Air Quality Standards (NAAQS)
  • Clean Air Act requirements
• Emissions will not exceed FAA thresholds for NAAQS pollutants

Cultural Resources

• Cultural resources (above and below ground) were evaluated with reference to the National Historic Preservation Act (NHPA) requirements
• FAA determined no effect to cultural resources; awaiting State Historic Preservation Office (SHPO) concurrence
• FAA is also consulting with Native American tribes
Farmlands

• Farmlands were evaluated with respect to federal Farmland Protection Policy Act (FPPA)
• Approximately 43 acres of on-airport farmland would be converted
• U.S. Department of Agriculture consultation in process to establish significance of effects
Hazardous Materials & Solid Waste

- Known hazardous materials sites identified within one mile of Airport
  - None will be affected by project
- Groundwater contamination plume would not be affected due to water table depth
Land Use

• Residential
  • Minor changes to visual flight rules (VFR) traffic pattern area
  • The MAC will convene a Joint Airport Zoning Board (JAZB) consistent with Minnesota Statutes

• Ground Transportation
  • Realigned road can accommodate forecasted traffic volume and type
  • Travel time will increase an average of 46 seconds in either direction

• Wildlife Attractants
  • Tree removal and ag lease reductions result in fewer attractants
Noise

- 65 decibel day night average sound level (DNL) noise contour remains on Airport property under both No Action and Preferred Alternatives
Visual Effects

• Project lighting components
  • Relocate and extend existing Runway 14/32 non-precision systems
  • Install new Runway 04/22 non-precision systems

• Some systems will move closer to residential areas
  • Approximate 25% reduction in distance from light-sensitive areas

• Light systems will only be fully operational when “keyed on”

• Potential visual effect reduction strategies include:
  • Customized light settings
  • Light baffles
  • Fencing

Source: boldmethod.com

Medium-Intensity Runway Lights (MIRL)

Runway End Identifier Lights (REIL)

Precision Approach Path Indicator (PAPI)
Water Resources

• Resources evaluated with respect to federal Clean Water Act and state Wetland Conservation Act

• Wetlands
  • Approximately 1.97 acres of direct wetland impacts
  • Wetland will be replaced at 2:1 ratio

• Surface Water
  • Net increase of 550,000 square feet impervious surface
  • Federal, State, and local standards require specific performance standards for stormwater management
Cumulative Effects

• Past, present, and reasonably foreseeable actions
  • 1,720 parcels developed since 1964 within two miles of project
  • Continued urban development expected, especially west of the airport
  • Manning Avenue planned to widen from two to four lanes
### Summary of Environmental Effects (DRAFT)

<table>
<thead>
<tr>
<th>Environmental Impact Category</th>
<th>Effects: No-Action Alternative</th>
<th>Effects: Preferred Alternative</th>
<th>Required Permitting, Mitigation, and/or Associated Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality</td>
<td>None</td>
<td>Minimal impacts during construction</td>
<td>None</td>
</tr>
</tbody>
</table>
| Biological Resources (including fish, wildlife, and plants) | None                          | Tree removal                   | - Tree removal to occur during NLEB dormant season (October 1 – April 30)  
- Implement April 2015 USFWS/USDOT NLEB avoidance and minimization measures  
- Implement MnDNR Blanding’s turtle avoidance measures |
| Climate                       | None                          | None                          | None                                                    |
| Coastal Resources             | NA                            | NA                            | None                                                    |
| DOT Section 4(f) Lands        | NA                            | NA                            | None                                                    |
| Farmlands                     | None                          | 43 acres converted directly or indirectly | To be determined |
| Hazardous Materials, Solid Waste, and Pollution Prevention | None                          | None                          | Dispose of construction materials and other solid waste in accordance with state and local laws. |
| Historic, Architectural, Archaeological, and Cultural Resources | None                          | None                          | Awaiting SHPO concurrence with FAA determination of effect |
| Residential                   | Potential zoning conflicts    | Potential zoning conflicts    | Convene Joint Airport Zoning Board (JAZB) to develop an Airport Zoning ordinance |
| Ground Transportation         | RPZ conflicts                  | Increased travel time on 30th Street | None                                                   |
| Wildlife Attractants          | Wetlands in vicinity of runway approach | Wetlands in vicinity of runway approach | To be determined |
| Natural Resources and Energy Supply | None                          | None                          | None                                                    |
| Noise and Compatible Land Use | None                          | None                          | Update voluntary noise abatement plan and hold educational briefings for pilots |
| Socioeconomics, Environmental Justice, and Children’s Health & Safety | None                          | None                          | None                                                    |
| Visual Effects (including light emissions) | None                          | Existing light system relocations and new light system installations | To be determined |
| Water Resources               | None                          | 1.97 acres direct wetland impact | - Compensatory Mitigation Plan (assume impact will be banked)  
- USACE 404 Army Corps Permit and Compliance with Minnesota Wetland Conservation Act  
- MnDNR Public Waters permit |
| Stormwater                    | None                          | 12.6 acres increased impervious area | - Stormwater Pollution Prevention Plan  
- Onsite Best Management Practices  
- MPCA CWA Section 401 Water Quality Certification and NPDES permit  
- VBWD permit |
| Floodplains                   | None                          | 0.06-acre wetland fill area in floodplain | VBWD permit |
| Cumulative Impacts            | None                          | Under evaluation              | To be determined |

Green shaded items represent categories for which impacts and associated actions have been definitively determined. Additional findings in other categories may be included in the draft EA/EAW.
Next Steps

1. CEP Meeting #5
2. Publish Draft EA/EAW for public review and comment
3. Public Hearing
4. Comments received will be included and responded to in the Final EA/EAW