MEMORANDUM

TO: Planning, Development and Environment Committee

FROM: Chad E. Leqve, Director of Environment (612.725.6326)

SUBJECT: MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT TERMINAL 1 - LINDBERGH 2018 PASSENGER SERVICE AND CARGO HANDLING ENHANCEMENTS ENVIRONMENTAL ASSESSMENT WORKSHEET HEARING OFFICER'S REPORT/FINDINGS OF FACT, CONCLUSIONS OF LAW, AND ORDER

DATE: July 28, 2017

In May 2017, the Commission authorized staff to publish a Draft Environmental Assessment Worksheet (EAW) and to hold a public hearing for the Minneapolis-St. Paul International Airport (MSP) Terminal 1 - Lindbergh 2018 Passenger Service and Cargo Handling Enhancements. This project includes three components: the first component will upgrade the restrooms in Concourse F, the second will expand the main mall food court, and the third will expand the freight building on Cargo Road and consolidate the DHL functions from the existing DHL facility to the expanded freight building.

The EAW was made available to the public on June 12, 2017, a public hearing was held on July 10, 2017, and the public comment period closed on July 12, 2017. No comments were made at the public hearing; three written comments were submitted during the comment period.

The following items related to the public hearing and comment period are attached for your review:

- Draft Hearing Officers' Report
- Findings of Fact, Conclusions of Law, and Order
- Hearing Transcript
- EAW Comments and Responses

The attached documentation considers the public hearing testimony, as well as the comments received during the comment period.

COMMITTEE ACTION REQUESTED

RECOMMEND TO THE FULL COMMISSION ADOPTION OF THE DRAFT HEARING OFFICER'S REPORT AND THE FINDINGS OF FACT, CONCLUSIONS OF LAW, AND ORDER, WHICH STATES THE MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT TERMINAL 1 - LINDBERGH 2018 PASSENGER SERVICE AND CARGO HANDLING ENHANCEMENTS PROJECT DOES NOT HAVE THE POTENTIAL FOR SIGNIFICANT ENVIRONMENTAL EFFECTS AND AN ENVIRONMENTAL IMPACT STATEMENT NEED NOT BE PREPARED FOR THE PROJECT. FURTHERMORE, DIRECT STAFF TO DISTRIBUTE COPIES OF MAC'S FINDINGS OF FACT, CONCLUSIONS OF LAW, AND ORDER, AS WELL AS RESPONSES TO COMMENTS ON THE EAW, TO ALL PERSONS DESIGNATED BY APPLICABLE MINNESOTA RULE, AND AUTHORIZE THE EXECUTIVE DIRECTOR/CEO OR HIS DESIGNEE TO EXECUTE THE NECESSARY DOCUMENTS.
EXHIBIT A

DRAFT HEARING OFFICER'S REPORT
OF THE METROPOLITAN AIRPORTS COMMISSION
FOR THE MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT TERMINAL 1 –
LINDBERGH 2018 PASSENGER SERVICE AND CARGO HANDLING
ENHANCEMENTS ENVIRONMENTAL ASSESSMENT WORKSHEET

The Metropolitan Airports Commission (MAC) held a public hearing on Monday, July 10, 2017, in Room 3048, Mezzanine Level, Terminal 1-Lindbergh beginning at 10:30 a.m. The purpose of this public hearing was to receive comments on the Environmental Assessment Worksheet (EAW) for the Minneapolis-St. Paul International Airport (MSP) Terminal 1 – Lindbergh 2018 Passenger Service and Cargo Handling Enhancements Project.

Minnesota Statutes, Section 473.614, Subdivision 2, requires the MAC to prepare an EAW for capital improvement projects that: (1) equal or exceed $5,000,000 at MSP; (2) are scheduled in the capital improvement program for the succeeding calendar year; and (3) involve (i) the construction of a new or expanded structure for the handling of passengers, cargo, vehicles, or aircraft or (ii) the construction of a new or the extension of an existing runway or taxiway. As required by Minn. Stat. § 473.614, subd. 2, the MAC prepared an EAW for the MSP Terminal 1 – Lindbergh Passenger Service and Cargo Handling Enhancements Project. As required by Minn. Stat. § 473.614, subd. 3, the MAC held a public hearing on the EAW.

Representing the Commission at the hearing were Planning, Development and Environment Committee Chair Steve Cramer; Commission Chair Daniel Boivin; Commissioners Pat Harris, Patti Gartland, Don Monaco, Erica Prosser, Katie Clark Sieben; and MAC staff, Brian Ryks, Executive Director/CEO; Dennis Probst, Executive Vice President; Bridget Rief, Vice President – Planning and Development; Thomas Anderson, General Counsel; Roy Fuhrmann, Vice President – Management & Operations; Steve Busch, Chief Financial Officer; Eduardo Valencia, Vice President/Chief Information Officer – Information Technology; Chad Leqve, Director – Environment; Jenn Felger, Planning, Development and Environment Committee Secretary.

Following introductory statements presented by Chair Cramer, comments from the public were invited. No oral comments were made at the public hearing. The public comment period and hearing record remained open through July 12, 2017. A court stenographer prepared a transcript of the public hearing. In addition, the MAC has responded to written comments received on the EAW. The transcript of the public hearing, the written comments on the EAW, and the MAC’s responses to the written comments on the EAW are found in Appendix A.
BACKGROUND

In June 2017, the MAC completed an EAW for the MSP Terminal 1 – Lindbergh 2018 Passenger Service and Cargo Handling Enhancements Project. Minnesota Statutes, Section 473.614, Subdivision 2, required an EAW for the project. The MAC prepared the EAW in compliance with the requirements of the Minnesota Environmental Policy Act (MEPA), Minn. Stat. ch. 116D, and the Minnesota Environmental Quality Board (EQB) rules, Minn. R. ch. 4410, implementing MEPA.

The Commission circulated notice of the EAW hearing, consistent with Minn. R. 4410.1500. A notice of availability of the EAW was published in the June 12, 2017, EQB Monitor, and the EAW itself was distributed as required under Minn. R. 4410.1500. The published notice stated that the copies of the EAW were available on the MAC Web site at:

https://www.metroairports.org/Airport-Authority/Metropolitan-Airports-Commission/Administration/Publications.aspx

The MAC also published notice of the public hearing for the EAW in the Minneapolis Star Tribune and the St. Paul Pioneer Press on June 12, 2017. On Monday, July 10, 2017, the MAC held a public hearing to receive comments on the EAW. There were no oral comments on the EAW at the hearing. Both the EQB Monitor notice and the notice of public hearing in the Minneapolis Star Tribune and the St. Paul Pioneer Press stated that comments on the EAW would be accepted through Wednesday July 12, 2017. A transcript of the public hearing as well as written comments received on the EAW and responses are presented in Appendix A.

FINDINGS

The EAW for the MSP Terminal 1 – Lindbergh 2018 Passenger Service and Cargo Handling Enhancements Project provided the information necessary to determine if the project has the potential for significant environmental effects.

The EAW for the MSP Terminal 1 – Lindbergh 2018 Passenger Service and Cargo Handling Enhancements Project was made available for public comment on June 12, 2017, and a public hearing was held on July 10, 2017, to receive oral comments. No oral comments were made during the public hearing. The MAC received three written comments on the EAW from: (i) the Minnesota Pollution Control Agency (MPCA); (ii) the Minnesota Historical Society; and (iii) the Metropolitan Council. The comments generally indicated that the EAW was complete and that an Environmental Impact Statement did not appear to be necessary. Specifically, the Metropolitan Council indicated that the EAW was complete, that an Environmental Impact Statement did not appear to be necessary, that the proposed project does not raise regional concerns, and that the proposed project is consistent with the Council’s policies. The MPCA indicated that it had no comments on the EAW and that the MAC will be responsible for securing any required permits. The Minnesota Historical Society concluded that there are no properties listed in the National or State Registers of Historic Places, and no
known or suspected archaeological properties in the area that will be affected by the project.

The EAW did not identify any impacts that have the potential for significant environmental effects.
APPENDIX A

EA W PUBLIC HEARING TRANSCRIPT, COMMENTS AND RESPONSES

Public Hearing Transcript/Ooral Comments at the Public Hearing

No individuals made oral comments at the public hearing.

The following parties submitted written comments, which are attached:

Ms. Karin Kromar, Minnesota Pollution Control Agency
Ms. Sarah Beimers, Minnesota Historical Society
Ms. LisaBeth Barajas, Metropolitan Council

EA W Response to Comments Matrix

A table containing responses to comments is attached.
METROPOLITAN AIRPORTS COMMISSION

PUBLIC HEARING
RE:
2018 PASSENGER SERVICE AND CARGO HANDLING ENHANCEMENTS
ENVIRONMENTAL ASSESSMENT WORKSHEET

July 10, 2017
10:30 AM
ROOM 3040, MEZZANINE LEVEL
TERMINAL 1 - LINDBERGH
MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

REPORTED BY:
Elizabeth J. Gangl
Registered Professional Reporter
APPEARANCES

MAC COMMISSION:

Steve Cramer, PD&E Chair
Daniel Bolvin, Commission Chair
Pat Harris, PD&E Vice Chair
Pattie Gartland, Commission Vice Chair
Don Monaco, F&A Chair
Erica Prosser
Katie Clark Sieben

METROPOLITAN AIRPORTS COMMISSION STAFF PRESENT:

Thomas W. Anderson, General Counsel
Steve Busch, Chief Financial Officer
Bridget Rief, Vice President - Planning & Development
Jenn Felger, Planning, Development & Environment Committee Secretary
Roy Fuhrmann, Vice President - Management & Operations
Eduardo Valencia, Vice President/Chief Information Officer - Information Technology
Dennis Probst, Executive Vice President
Brian Ryks, Executive Director, CEO
Chad Legve, Director - Environment
CHAIR CRAMER: This public hearing will now come to order. The purpose of this public hearing is to receive testimony regarding the potential for significant environmental effects associated with the MSP Terminal 1 - Lindbergh 2018 Passenger Service and Cargo Handling Enhancements, which include three components. The first component will upgrade the restrooms in Concourse F, the second will expand the main mall food court, and the third will expand the freight building on Cargo Road and consolidate the DHL functions from the existing DHL facility to the expanded freight building.

This hearing is being held pursuant to Minnesota statutes that require the MAC to prepare Environmental Assessment Worksheets in accordance with Environmental Quality Board rules for projects in the Capital Improvement Program that meet conditions prescribed in the statute and to hold a public hearing. Notice of this public hearing was published on June 12th, 2017 in the Environmental Quality Board Monitor and on June 12th, 2017 in the Minneapolis Star Tribune and St. Paul Pioneer Press. The MSP Terminal 1 - Lindbergh 2018 Passenger Service and Cargo Handling Enhancements Environmental Assessment Worksheet was made available to the public on the MAC's website on June 12th, 2017 and the document was distributed to the
Environmental Quality Board distribution list.

The Environmental Assessment Worksheet provides information about the project that may have potential for significant environmental effects.

Actually I will open the public hearing in a second, but do we want to have a staff presentation or just go right to the public hearing? Right to the public hearing, okay.

I will now open the public hearing. To those wishing to make statements, I will ask that you state your name, address and affiliation with an organization, if you have any, for the court reporter. The Committee respectfully requests that you limit your statement to no more than 10 minutes.

Is there anyone here to give testimony at this time?

(No response.)

CHAIR CRAMER: All right. Seeing no one, the public record on the MAC's Environmental Assessment Worksheet for the MSP Terminal 1 - Lindbergh 2018 Passenger Service and Cargo Handling Enhancements will remain open until 5:00 p.m. on Wednesday, July 12th, 2017. All comments should be directed to Mr. Chad Leqve, MSP Terminal 1 - Lindbergh 2018 Passenger Service and Cargo Handling Enhancements File, Metropolitan Airports
Commission, 6040 28th Avenue South, Minneapolis,
Minnesota 55450.

The MAC Planning, Development and
Environmental Committee is scheduled to make
recommendations concerning the final determination of the
Environmental Assessment Worksheet for the MSP
Terminal 1 - Lindbergh 2018 Passenger Service and Cargo
Handling Enhancements at its meeting on August 7th, 2017.

This public hearing is now concluded. Thank
you.

(Proceedings concluded at 10:34 a.m.)
REPORTER'S CERTIFICATE

I, Elizabeth J. Gangl, a Registered Professional Reporter in the State of Minnesota, do hereby certify that the foregoing pages of typewritten material constitutes an accurate verbatim record transcribed from the stenotype notes taken by me of the proceedings aforementioned on the 10th day of July 2017, at the times and place specified.

DATED: July 10, 2017

Elizabeth J. Gangl
Registered Professional Reporter
July 10, 2017

Mr. Chad Leque
Director of Environment
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450

Re: Minneapolis-St. Paul Terminal 1 – Lindbergh 2018 Passenger Service and Cargo Handling Enhancements Project Environmental Assessment Worksheet

Dear Mr. Leque:

Thank you for the opportunity to review and comment on the Environmental Assessment Worksheet (EAW) for the Minneapolis - St. Paul Terminal 1 – Lindbergh 2018 Passenger Service and Cargo Handling Enhancements project (Project) located in Hennepin County, Minnesota. The Project consists of various building expansions and upgrades. Minnesota Pollution Control Agency (MPCA) staff has reviewed the EAW and have no comments at this time.

We appreciate the opportunity to review this Project. Please provide the notice of decision on the need for an Environmental Impact Statement. Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this EAW, please contact me by email at Karen.kromar@state.mn.us or by telephone at 651-757-2508.

Sincerely,

Karen Kromar
Planner Principal
Environmental Review Unit
Resource Management and Assistance Division

cc: Dan Card, MPCA, St. Paul
    Teresa McWh, MPCA, St. Paul
July 11, 2017

Mr. Chad Leque  
Director of Environment  
Metropolitan Airports Commission  
6040 28th Ave S  
Minneapolis, MN 55450-2799

RE: EAW - Minneapolis-St. Paul International Airport Terminal 1 (Lindbergh) 2018 Passenger Service and Cargo Handling Enhancements  
T28 R23 S25, 30, Hennepin County  
MAC Numbers: 106-2-845, 106-2-835, 106-5-055  
SHPO Number: 2017-2327

Dear Mr. Leque:

Thank you for the opportunity to review and comment on the above project. It has been reviewed pursuant to the responsibilities given the Minnesota Historical Society by the Minnesota Historic Sites Act and the Minnesota Field Archaeology Act.

Based on our review of the project information, we conclude that there are no properties listed in the National or State Registers of Historic Places, and no known or suspected archaeological properties in the area that will be affected by this project.

Please note that this comment letter does not address the requirements of Section 106 of the National Historic Preservation Act of 1966 and 36 CFR § 800. If this project is considered for federal financial assistance, or requires a federal permit or license, then review and consultation with our office will need to be initiated by the lead federal agency. Be advised that comments and recommendations provided by our office for this state-level review may differ from findings and determinations made by the federal agency as part of review and consultation under Section 106.

Please contact our Compliance Section at (651) 259-3455 if you have any questions regarding our review of this project.

Sincerely,

Sarah J. Beimers, Manager  
Government Programs and Compliance
July 12, 2017

Chad Leque
Metropolitan Airports Commission
6040 28th Ave. S
Minneapolis, MN 55450

RE: Metropolitan Airports Commission, MSP – Terminal 1 Passenger Service and Cargo Handling Enhancements Environment Assessment Worksheet (EAW)
Metropolitan Council Review File No. 21748-1
Metropolitan Council District 5 and 8

Dear Mr. Leque:

The Metropolitan Council received the EAW for the MSP Terminal 1 passenger and cargo handling enhancements on June 12, 2017. The proposed project includes restroom upgrades, expansion of the food court, and expansion of the freight building on Cargo Road, along with other miscellaneous projects.

Council staff has conducted a review of this EAW to determine its adequacy and accuracy in addressing regional concerns and the potential for significant environmental impact. Staff have concluded that the EAW is adequate and accurate with respect to regional concerns, and that there is not a regional need for an Environmental Impact Statement.

This concludes the Council’s review of the EAW. The Council will not take formal action on the EAW. If you have any questions or need further information, please contact Russ Owen, Principal Reviewer, at 651-602-1724.

Sincerely,

[Signature]

Lisa Esler, Manager
Local Planning Assistance

CC: Tod Sherman, Development Reviews Coordinator, MnDOT - Metro Division
Steve Elkins, Metropolitan Council District 5
Cara Lofofsky, Metropolitan District 8
Michael Larson, Sector Representative
Russ Owen, Principal Reviewer, Metropolitan Council
Raya Esmaili, Reviews Coordinator

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# EAW Responses to Written Comments

## Comments and Responses

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<th>Commenter</th>
<th>ID</th>
<th>Subject</th>
<th>Response</th>
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<tbody>
<tr>
<td>Ms. Karen Kromar, Planner Principal, Environmental Review Unit, Resource Management and Assistance Division, Minnesota Pollution Control Agency</td>
<td>A</td>
<td>Minnesota Pollution Control Agency (MPCA) staff has reviewed the EAW and have no comments at this time.</td>
<td>Comment noted.</td>
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<td>B</td>
<td>Please provide the notice of decision on the need for an Environmental Impact Statement. Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions.</td>
<td>The MAC will provide notice to the MPCA of the MAC’s determination on the need for an Environmental Impact Statement. The MAC will obtain all necessary permits and approvals for the project before construction.</td>
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<td>Ms. Sarah Beimers, Manager, Government Programs and Compliance, Minnesota Historical Society</td>
<td>C</td>
<td>Based on our review of the project information, we conclude that there are no properties listed in the National or State Register of Historic Places, and no known or suspected archaeological properties in the area that will be affected by this.</td>
<td>Comment noted.</td>
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<td>D</td>
<td>Please note that this comment letter does not address the requirements of Section 106 of the National Historic Preservation Act of 1966 and 36 CFR § 800. If this project is considered for federal financial assistance, or requires a federal permit or license, then review and consultation with our office will need to be initiated by the lead federal agency. Be advised that comments and recommendations provided by our office for this state-level review may differ from findings and determinations made by the federal agency as part of the review and consultation under Section 106.</td>
<td>Comment noted.</td>
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<td>Council staff has conducted a review of this EAW to determine its adequacy and accuracy in addressing regional concerns and the potential for significant environmental impacts. Staff have concluded that the EAW is adequate and accurate with respect to regional concerns, and that there is not a regional need for an Environmental Impact</td>
<td>Comment noted.</td>
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<tr>
<td>F</td>
<td>This concludes the Council's review of the EAW. The Council will not take formal action on the EAW.</td>
<td>Comment noted.</td>
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METROPOLITAN AIRPORTS COMMISSION

In the Matter of an Environmental Assessment Worksheet (EAW) for the Minneapolis–St. Paul International Airport (MSP) Passenger Service and Cargo Handling Enhancements Project

This matter came before the Metropolitan Airports Commission (MAC), the responsible governmental unit (RGU) for the proposed Minneapolis-St. Paul International Airport (MSP) Terminal 1 – Lindbergh 2018 Passenger Service and Cargo Handling Enhancements Project, under the Minnesota Environmental Policy Act (MEPA), Minn. Stat. ch. 116D. Based on the MAC’s files and records related to this matter, the MAC hereby finds, concludes, and orders as follows:

FINDINGS OF FACT

1. This matter involves review of an Environmental Assessment Worksheet (EAW) for the proposed 2018 passenger service and cargo handling enhancements at Minneapolis-St. Paul International Airport, Minneapolis, Minnesota (the “Project”), to determine the need for an environmental impact statement (EIS) for the Project. A proposed project requires an EIS only if the project has the potential for significant environmental effects. The EAW for the Project does not identify any potential for significant environmental effects. To evaluate the adequacy of the EAW and conclude that the Project does not require an EIS, the MAC must determine whether environmental review of the Project meets the requirements set forth in MEPA, Minn. Stat. ch. 116D, and the Minnesota Environmental Quality Board (EQB) rules, Minn. R. ch. 4410, implementing MEPA.

2. The Project includes an upgrade to the restrooms in Concourse F, and expansion of the main mall food court in MSP Terminal 1 - Lindbergh, in addition to expanding the freight
building on Cargo Road with consolidation of the DHL functions from the existing DHL facility to the expanded freight building.

3. The Concourse F Restroom Upgrade will include construction of a new restroom in a space currently occupied by a restaurant and retail. The restroom upgrade requires moving an outside wall by 20 feet, which will result in a 2,652-square foot (sf) expansion. A footing and foundation wall will be constructed under the expansion that will allow a future project to enclose the space below. Two nearby existing restrooms will be removed. After the existing restrooms are removed, there will be four fewer men’s stalls/urinals, one fewer men’s sink, five fewer women’s stalls, the same number of women’s sinks, and one additional family restroom (toilet and sink). The restroom upgrade will also include a service animal relief area, a nursing mother’s room, art display cases, mosaics by local artists, and additional fixtures to better serve passengers.

4. The Main Mall Food Court Expansion requires moving the outside wall by 38 feet. The resulting 2,564 sf addition will be built on the existing roof of the oversized baggage screening building with a portion of the addition supported on columns over the existing loading dock. This will require demolition of the existing loading dock roofing, parapets, and curtain wall. The addition will have a two-story glass curtain wall for view to the tarmac. A new 450 sf stair tower will also be constructed to provide required egress from the main mall food court area for the additional occupant load. The remaining food court improvements will be built on the existing building footprint.

5. Renovations to the interior food court space will also occur as part of this project. The food court seating area will be expanded from 4,647 sf to 6,080 sf (increasing the number of seats from 186 to 424), and the tenant space will increase from 4,867 sf to 8,115 sf.
6. The freight building on Cargo Road will also undergo a remodel and expansion, adding 4,400 sf of office, 1,600 sf of warehouse (an additional 11,000 sf of warehouse will be remodeled), 10,800 sf of truck bay area, and 1,200 sf of building services. The entire site is approximately 167,000 sf outside of the security fence, and the total site area used by DHL will be 43,800 sf.

7. The existing DHL freight handling operation is housed one mile south of the freight building on Cargo Road in the “Space Center,” one of the last buildings remaining from a group of warehouse facilities constructed in approximately 1996. The 55,269 sf building houses DHL’s offices and warehouse areas for freight sorting and loading of delivery vehicles. It is constructed of concrete masonry walls and steel roof joists and deck.

8. The existing freight building on Cargo Road is a one story, 26,250 sf warehouse building constructed in 2004. The existing site includes approximately 87,400 sf of landside pavement and uses the aircraft apron constructed with Runway 17-35 on the airside. It is constructed of precast concrete wall panels and steel roof joists and deck. The remodeling and expansion project for DHL will employ the same type of construction and materials as the existing building. The demolition required for this project will be limited to the areas adjacent to the expansion. Certain utilities will also need to be relocated for the expansion.

9. DHL currently unloads cargo containers from aircraft at the freight building and then transports the containers by truck to the Space Center, where they are sorted and loaded onto delivery trucks or transported to other DHL facilities. The project will consolidate all of DHL’s MSP operations at the freight building on Cargo Road and eliminate the traffic between the two facilities.

10. The Project requires no new water supply and water use will remain the same.
11. No significant change in the water quality or quantity of surface water runoff is expected. The project site discharges into the MAC storm sewer system, which will not change after the project is complete. The finished site for the freight building remodel component for DHL will increase the amount of impervious surface by approximately one acre.

12. The MAC prepared the EAW because the Project meets the criteria for preparation of an EAW for MAC capital projects under Minn. Stat. § 473.614, subd. 2.

13. An EAW is a brief document prepared in a worksheet format that is designed to rapidly assess the environmental effects associated with a proposed project. The EQB has created a form worksheet for EAWs under MEPA.

14. The EAW concludes that the Project does not have any potential for significant environmental effects. According to the EAW, the Project: (a) will not affect fish, wildlife, and ecologically sensitive resources; (b) will not have any physical impacts on water resources; (c) will not create significant additional demands on the public water supply; (d) does not involve a shoreland zoning district, a delineated 100-year flood plain, or a state or federally designated wild or scenic river land use district; (e) will not affect surface water use; (f) will not significantly increase traffic; (g) will not create any adverse visual impacts; (h) will not have a significant impact on infrastructure and public services; (i) is consistent with existing and planned uses at MSP and does not affect nearby land uses; (j) will not increase vehicle-related air emissions and will not increase stationary source air emissions; and (k) will result in an insignificant increase in impervious surface area at MSP.

15. The EAW analyzes the Project’s potential for cumulative effects and concludes that there is no potential for significant environmental effects as a result of cumulative impacts. Projects completed in the past two years, other projects planned in the next two years as identified in the MAC’s 2017 – 2021 Capital Improvement Program, and projects currently under
construction were considered in the EAW or in previous environmental review documents, with no substantial environmental impacts identified.

16. The MAC published notice of the availability of the EAW in the June 12, 2017, edition of the EQB Monitor, and accepted comments on the EAW until July 12, 2017. The MAC also held a public hearing on the EAW, as Minn. Stat. § 473.614, subd. 3, requires. The MAC published notice of the public hearing in the Minneapolis Star Tribune and the St. Paul Pioneer Press on June 12, 2017, and held the public hearing on July 10, 2017. There were no oral comments submitted at the public hearing. A transcript of the public hearing is found in the Hearing Officer’s Report, attached to these Findings as Exhibit A.

17. During the EAW public comment period, the MAC received written comments from the Minnesota Pollution Control Agency (MPCA), the Minnesota Historical Society, and the Metropolitan Council. The MAC responded to these comments, as required by Minn. R. 4410.1700. A copy of the MAC’s written Response to Comments on the EAW is found in the Hearing Officer’s Report, attached to these Findings as Exhibit A.

CONCLUSIONS OF LAW

1. The MAC, the RGU for the Project, has complied with the requirements set forth in MEPA, Minn. Stat. ch. 116D, and the EQB rules implementing MEPA, Minn. R. ch. 4410, for preparing, circulating, and publishing the EAW.

2. The MAC has complied with the requirements set forth in MEPA, Minn. Stat. ch. 116D, and the EQB rules implementing MEPA, Minn. R. ch. 4410, for receiving and responding to public comments on the EAW.

3. MEPA requires an EIS only if a project has the potential for significant environmental effects. Minn. Stat. § 116D.04, subd. 2a; Minn. R. 4410.1700, subp. 1. The EQB
rules establish four criteria that an RGU must use to evaluate a project’s potential for significant environmental effects. These factors are:

A. [the] type, extent, and reversibility of environmental effects;

B. [the] cumulative potential effects of related or anticipated future projects;

C. the extent to which the environmental effects are subject to mitigation by ongoing public regulatory authority; and

D. the extent to which environmental effects can be anticipated and controlled as a result of other available environmental studies undertaken by public agencies or the project proposer, including other EISs.

Minn. R. 4410.1700, subp. 7.

4. The EAW evaluates the type, extent, and reversibility of environmental effects associated with the Project, including but not limited to effects on: (a) nearby resources; (b) surface water and wetlands; (c) wildlife habitat; (d) ecologically sensitive resources; (e) water use; (f) erosion and sedimentation; (h) traffic; (i) air quality; (j) infrastructure and public services; and (k) visual impacts. Based upon the evaluation in the EAW, the MAC concludes that the type, extent, and reversibility of the Project’s impacts do not pose the potential for significant environmental effects.

5. The EAW also evaluates the cumulative potential effects of the Project and related or anticipated future projects. Based upon the evaluation in the EAW, the MAC concludes that the cumulative potential effects of the Project and the anticipated Terminal 1-Lindbergh projects do not have the potential for significant environmental effects.

6. The EAW evaluates the categories of environmental effects that MEPA and the EQB rules require, and establishes that the Project does not have the potential for significant environmental effects. MEPA, therefore, does not require an EIS for the Project.
7. Any Finding more properly considered a Conclusion shall be considered a Conclusion. Any Conclusion more properly considered a Finding shall be considered a Finding.

ORDER

The Environmental Assessment Worksheet prepared for the Terminal 1 – Lindbergh 2018 Passenger Service and Cargo Handling Enhancements Project at the Minneapolis-St. Paul International Airport adequately assesses the environmental effects of the Project under the Minnesota Environmental Policy Act, Minn. Stat. ch. 116D. The Project does not have the potential for significant environmental effects and an Environmental Impact Statement need not be prepared for the Project. The MAC will provide copies of these Findings of Fact, Conclusions of Law, and Order, as well as copies of the MAC’s responses to comments on the Environmental Assessment Worksheet for the MSP Airport Terminal 1 – Lindbergh 2018 Passenger Service and Cargo Handling Enhancements Project, to all persons designated by Minn. R. 4410.1700, subp. 5, within the period set forth in the rule.

DATED: August 21, 2017

METROPOLITAN AIRPORTS COMMISSION

[Signature]
Daniel Boivin
Chair