

# **Final Scoping Decision Document**

*For Metropolitan Airports Commission  
Airlake Airport Runway Extension EIS*

Lakeville, Minnesota

February 28, 2011

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- Exhibit 1** Proposed Action
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- Exhibit 3** Cedar Avenue Realignment Alternatives

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- Appendix A** Affidavit of Publication
- Appendix B** Comments
- Appendix C** Response to Comments Matrix
- Appendix D** Public Scoping Meeting Attendance

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## 1.0 Introduction and Purpose

### 1.1 Background

The Airlake Airport is located in Dakota County in the southern Minneapolis-St. Paul metropolitan area. The airport is located in Eureka Township and abuts the southern border of the City of Lakeville. The Metropolitan Airports Commission (MAC) plans to extend the existing 4,098-foot runway to a total length of 5,000 feet to meet the anticipated needs of airport users.

The proposed runway extension would extend across Cedar Avenue, which currently extends along the eastern boundary of the Airport. This would require realignment of Cedar Avenue, and the intersection with 225<sup>th</sup> Street, outside of federally-designated aviation safety areas. **Exhibit 1** shows the proposed runway extension and the associated roadway realignments.

Although the runway extension and roadway realignment are not imminent, the owners of currently undeveloped property along Cedar Avenue desire to know the future alignment in order to consider it in their property development plans. The MAC determined that consideration of alternative alignments for Cedar Avenue should also include consideration of the relevant issues related to the proposed project as a whole. And because the runway extension project will require preparation of an Environmental Impact Statement (Minnesota Rules, part 4410.4400, subpart 15), the EIS Scoping process was initiated. The MAC completed the scoping process for the EIS in March 2011. However, the EIS will not be conducted until such time that the project is justified by airport activity. The timing of the runway extension will depend upon the rate of growth in jet aircraft operations and when the operational threshold of 500 annual operations by the critical family of aircraft is exceeded. Currently, the runway extension is included on the MAC Capital Improvement Plan (CIP) for the year 2016 based on airport operations forecasts.

This Final Scoping Decision Document (FSDD) is a companion document to the Scoping Environmental Assessment Worksheet (Scoping EAW). This document reflects the public and government agency comments received during the scoping process and identifies:

- Potentially significant issues and impacts that warrant analysis in the EIS;
- Proposed project alternatives and mitigation;
- A tentative schedule for the EIS process;
- Studies that have been or will be completed; and
- Permits for which information will be gathered concurrently and ones that will require a record of decision.

### 1.2 Selection of Appropriate Environmental Review Document

The proposed project could be partially funded through the Federal Aviation Administration (FAA) Airport Improvement Plan (AIP). Use of federal funding would require preparation of an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) and FAA guidelines.

Regardless of the funding source, the proposed project would require preparation of an Environmental Impact Statement (EIS) under Minnesota Environmental Policy Act (MEPA; Minnesota Statutes, chapter 116D) rules. The EIS for this proposed project is mandatory pursuant to Minnesota Rules, part 4410.2000, subpart 2. The rules state that “An EIS shall be prepared for any project that meets or exceeds the thresholds of any of the EIS categories listed in part 4410.4400.” Minnesota Rules 4410.4400, part 15 requires an EIS for “construction of a paved and lighted airport runway of 5,000 feet of length or greater” and identifies the

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Minnesota Department of Transportation (Mn/DOT) or the local government unit as the RGU. The MAC acts as the local government unit for its airports and is therefore the RGU. The MAC will engage the services of a consultant to assist in EIS preparation; however, the MAC will retain responsibility for EIS content.

The EIS will meet applicable requirements of Minnesota Rules, part 4410.0200 to 4410.7800 (Minnesota Environmental Quality Board [EQB] Rules) that govern the Minnesota Environmental Review Program. The EQB rules require a thorough but succinct discussion of potentially significant direct or indirect, adverse, or beneficial effects generated. Data and analyses shall be commensurate with the importance of the impact and the relevance of the information to a reasoned choice among proposed project alternatives and to the consideration of the need for mitigation measures.

The FAA is responsible for identifying major Federal actions involving the Nation's public-use airports and for analyzing the environmental effects of that action and its alternatives in accordance with the requirements of FAA Orders 1050.1E, Change 1, "Policies and Procedures for Considering Environmental Impacts" and 5050.4B "Airport Environmental Handbook." The environmental review document will be prepared as a joint Federal EA/State EIS document to fulfill both the state and federal environmental review requirements.

### **1.3 Purpose and Need of the Project**

Implementation of the Proposed Action will achieve the objectives of providing a runway of sufficient length to meet the minimum FAA design standards for the critical family of aircraft that are based at and regularly utilize the Airlake Airport (LVN). Reconstruction of the runway will provide opportunity to widen the runway, an improvement that would contribute to reducing the visibility minimums at LVN and improve the accessibility of the facility under low-visibility conditions.

The following sections describe the purpose and need for individual elements that make up the Proposed Action.

#### **1.3.1 Runway Length**

The existing 4,098-foot runway is of insufficient length to meet the minimum FAA design standards for the critical family of aircraft operating at LVN. These standards indicate that the runway should be 5,500 feet in length.

The Draft Airlake Long-Term Comprehensive Plan (2007) describes use of FAA Advisory Circular 150/5325-4B and the associated Airport Design for microcomputers program to determine the recommended runway length for LVN. These resources incorporate airport elevation, mean daily maximum temperature and runway conditions along with critical aircraft characteristics to define the appropriate minimum runway length design standards.

The critical family of aircraft using LVN includes those in Airplane Weight Category over 12,500 pounds but less than 60,000 pounds. Most of the aircraft operating at LVN are found on the list of airplanes that make up 75 percent of the fleet<sup>1</sup>. Based on these criteria, the recommended runway length should be approximately 5,500 feet at 60 percent useful load and 7,000 feet at 90 percent useful load<sup>2</sup>. Because of the typical haul lengths and service needs of the critical design aircraft, it was determined that the 60 percent useful load criterion was most appropriate and that an approximately 5,500-foot runway length is the recommended runway length for the critical family of aircraft at LVN.

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<sup>1</sup> FAA Advisory Circular 150/5325-4B, Table 3-1

<sup>2</sup> Useful load factor is the difference between the maximum allowable structural gross weight and the operating empty weight of an aircraft.

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Minnesota Statutes Section 473.641 subdivision 4 prohibits the MAC from extending the runway length at its minor airports beyond 5,000 feet without prior legislative authorization. The Airlake Airport is classified as a Minor Airport and is therefore limited to a maximum runway length of 5,000 feet. Although less than the recommended 5,500-foot runway length, the 5,000-foot runway described in the Proposed Action would allow existing users to operate at heavier loads and would make LVN accessible to users whose insurance requirements require use of runways of 5,000 feet or greater.

### **1.3.2 Runway Width**

The Airlake Airport currently has a precision approach (an instrument landing system, or ILS) with one mile visibility, meaning that if visibility is less than one mile—so that a pilot cannot see the approach lighting system from one mile away from the end of the runway—the airport is inaccessible. Visibility minimums could be reduced to  $\frac{3}{4}$  mile or even  $\frac{1}{2}$  mile, but would require an increase in runway width from 75 feet to 100 feet. Although additional airfield changes would be necessary to accomplish reduced minimums, reconstruction of the runway to accomplish the proposed runway extension provides opportunity to increase the runway width as one step toward, and in preparation of, reduced visibility minimums.

### **1.3.3 Property Acquisition**

The proposed project would require no property acquisition for construction of the runway extension or for relocation of the ILS. Realignment of Cedar Avenue and 225<sup>th</sup> Street would require acquisition of new right-of-way by Dakota County and Eureka Township, respectively. Fragmentation of adjacent property slated for commercial and industrial development could result in property purchase and/or land swap between the MAC and the property owner to mitigate for lost development potential. The amount and location of property related to that mitigation has not yet been determined and will be subject to negotiation and agreement between the MAC and the property owner.

## **2.0 Project Alternatives**

According to Minnesota Rules, part 4410.2300, subpart G, the EIS shall compare the potentially significant impacts of the proposal with those of other reasonable alternatives to the proposed project. The EIS must address one or more alternatives of each of the following types of alternatives or provide a concise explanation of why no alternative of a particular type is included in the EIS: 1) alternative sites, 2) alternative technologies, 3) modified designs or layouts, 4) modified scale or magnitude, and 5) alternatives incorporating reasonable mitigation measures identified through comments received during the comment periods for EIS scoping or for the draft EIS.

Minnesota Rules part 4410.2300, subpart G directs that an alternative may be excluded from analysis in the EIS if “it would not meet the underlying need for or purpose of the project, it would likely not have any significant environmental benefit compared to the project as proposed, or another alternative, of any type, that will be analyzed in the EIS would likely have similar environmental benefits but substantially less adverse economic, employment, or sociological impacts.” Selection or dismissal of alternatives will be documented in the EIS.

### **2.1 Proposed Action**

The proposed project consists of extending the existing 4,098-foot runway 902 feet to the southeast to a total length of 5,000 feet. The entire length of runway will be reconstructed at a width of 100 feet and the existing High Intensity Runway Lights (HIRLs) will be reinstalled along the reconstructed and extended runway. The existing instrument landing system (ILS) to Runway 30, which consists of localizer, glide slope indicator, and Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR), will be relocated off the end of the extended runway.

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The EIS will describe the proposed project and the potential environmental and socioeconomic effects outlined in Section 3.0.

## 2.2 No Action Alternative

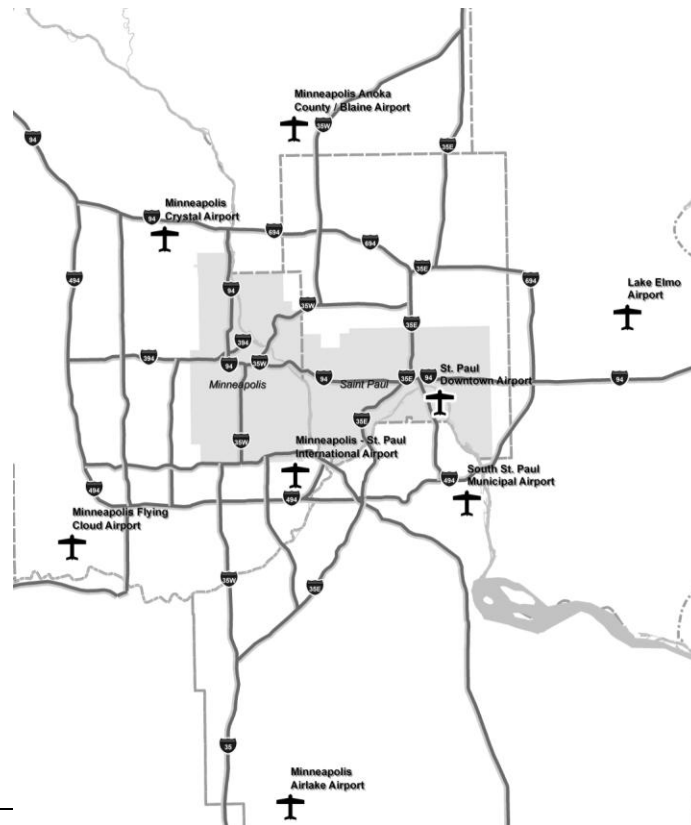
The EIS will describe the expected condition if the proposed project is not developed, with respect to the potential environmental and socioeconomic effects outlined in Section 3.0. The “no action” or “no build” alternative will include the continued operation of the existing airport.

## 2.3 Site Alternatives

The Minnesota Environmental Quality Board (MEQB) rules allow the RGU to exclude alternative sites if other sites do not have any significant environmental benefit compared to the project as proposed, or if other sites do not meet the underlying need and purpose of the proposed project. The MEQB’s Guide to Minnesota Environmental Review Rules lists a number of factors for the RGU to consider when deciding whether alternative sites would meet the underlying need for or purpose of the proposed project.

The MAC does not intend to evaluate alternative airport sites because use of or improvement at another airport would not meet the purpose and need of the improvements proposed at Airlake.

Airlake Airport is one of six reliever airports owned and operated by the MAC<sup>3</sup>. The South St. Paul Airport owned by the City of South St. Paul provides similar reliever services. The reliever airports increase the safety and efficiency of the metropolitan airport system by providing alternative facilities to the Minneapolis-St. Paul International Airport (MSP) for private and corporate flights. In addition to easing congestion at MSP, the reliever airports address such aviation needs as flight training, private and recreational flying, military operations and medical evacuations.



<sup>3</sup> The MAC reliever airports include Airlake (LVN) in Dakota County, Anoka County – Blaine Airport (ANE), Crystal Airport (MIC), Flying Cloud (FCM), Lake Elmo Airport (21D), and St. Paul Downtown Airport (Holman Field) (STP).

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The reliever airports are located in communities surrounding the Twin Cities metropolitan area. They were sited specifically so that the service areas of the relievers provide a ring of coverage around the metropolitan area. Aircraft owners and business users tend to base their aircraft at the airport closest to their home or business and that use essentially defines the individual service area for each airport. The facility improvements proposed at Airlake are intended to meet the needs of the users based at and using that airport.

## **2.4 Alternative Technologies**

The MAC does not intend to evaluate alternative technologies for the precision approach. The ILS is currently the only option available for a precision approach. Alternative ILS systems are available but would have similar design requirements and would not provide environmental benefit over the system already in place. The precision GPS approach remains under development and is as yet unavailable.

## **2.5 Modified Design or Layouts**

The MAC does not intend to evaluate alternative designs for the runway or precision approach elements. Minimum runway design standards are defined in FAA Advisory Circular (AC) 150/5300-13, Airport Design. Siting and design criteria for Instrument Landing Systems are defined in FAA Order 6750.16C. Deviation from these standards would result in non-compliance and will not be considered.

The MAC will evaluate one alternative layout for the runway extension, that being extension of the runway to the northwest to avoid the need to realign Cedar Avenue. Because the existing runway is constrained by existing roads, railroads and industrial development, there are no intermediate alternatives (e.g., lesser extensions at both runway ends) that would avoid or minimize impacts that would result from either the Proposed Action or the Northwest Runway Extension Alternative. The same is true with respect to construction of a new runway at a different orientation.

### **2.5.1 Northwest Runway Extension**

This alternative would be essentially the same as the Proposed Action, but would extend the runway to the northwest as shown on **Exhibit 2**. The entire length of runway would be reconstructed at a width of 100 feet and the existing High Intensity Runway Lights (HIRLs) would be reinstalled along the reconstructed and extended runway. The existing instrument landing system (ILS) to Runway 30 would remain in place.

## **2.6 Cedar Avenue Alternatives**

Consideration of alternative Cedar Avenue alignments was made during EIS Scoping. The suite of alternatives considered and shown on **Exhibit 3** have been discussed with the Dakota County Highway Department and found suitable for development in the existing two-lane profile of the existing Cedar Avenue roadway as well as for expansion into the ultimate four-lane section with a parallel trail alignment.

The restrictions for the roadway realignment included relocation outside of the Runway Object Free Area (ROFA) that would extend 800 feet from the end of the extended runway, and at an elevation that would avoid obstruction to the runway approach surface. Efforts were made to avoid, or minimize to the greatest practicable extent, impacts at the Vermillion River crossing on the south end and at the unnamed trout stream on the north end. Because the adjacent property to the west is slated for development for commercial and industrial use, an alignment that would minimize fragmentation of that property was also desired.

### **2.6.1 Modified Original**

The alternative analysis was initiated using the alignment shown in the 2007 Airlake Airport Long-Term Comprehensive Plan and is shown in blue on **Exhibit 3**. This alignment placed Cedar Avenue outside of and parallel to the ROFA the full distance of the Runway Protection Zone (RPZ). Although it avoided the need for alteration of the Vermillion River crossing on the south, it would require a new crossing of the nearby

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unnamed tributary to the Vermillion River. It would also avoid impacts to the unnamed trout stream on the north. However, this alternative would extend the Cedar Avenue realignment up to 2,400 feet into the adjacent property to the east, so efforts were made to minimize encroachment into and fragmentation of the adjacent developable parcel. This alternative was removed from further consideration because the Preferred Cedar Avenue Realignment alternative would result in less encroachment into the adjacent parcel, would avoid impacts to the unnamed trout stream on the north end and would minimize impacts to the unnamed tributary to the Vermillion River on the south end.

### **2.6.2 Curve in Runway Protection Zone**

Beginning the curve in the roadway alignment within the Runway Protection Zone was considered and reduced encroachment into the adjacent parcel to approximately 1,050 feet as shown in pink on **Exhibit 3**. This alignment did not run parallel to the end of the ROFA, but was sufficiently outside of the ROFA to avoid direct conflict with that safety area and also provided sufficient separation to avoid obstruction to the approach surface. This alternative would tie into the existing alignment on the north approximately 500 feet south of the unnamed trout stream on the north and would avoid any impacts to or roadway alternation near that crossing. It would avoid alteration of the Vermillion River crossing on the south, but it would require a new crossing of the nearby unnamed tributary to the Vermillion River. This alternative was removed from further consideration because the Preferred Cedar Avenue Realignment alternative would accomplish the same reduction in encroachment into the adjacent parcel and avoidance of the unnamed trout stream on the north while also minimizing impacts to the unnamed tributary to the Vermillion River on the south end.

### **2.6.3 Preferred Cedar Avenue Realignment Alternative**

The preferred Cedar Avenue Realignment Alternative is shown in yellow on **Exhibit 3**. This preferred alignment requires an increase in the elevation of the southern end of the extended runway of approximately three feet beyond what would result from extension of the runway at its existing slope. The greater elevation of the runway end results in a similar elevation increase in the approach surface, allowing the roadway alignment to be located slightly west of the previously evaluated alignments. This alternative results in encroachment of approximately 800 feet into the adjacent property, but is only  $\frac{1}{3}$  the encroachment, an improvement over the original alignment alternative. This alternative was selected as the preferred alignment because it provides a roadway outside the ROFA and avoids penetration of the runway approach surface with reasonable encroachment into the adjacent property. It is environmentally preferred because: 1) it ties into the existing Cedar Avenue alignment approximately 900 feet south of the unnamed trout stream on the north and would avoid any impacts to or roadway alternation near that crossing; and 2) it would avoid alteration of the Vermillion River crossing on the south and it would substantially minimize potential impacts to the crossing of the nearby unnamed tributary to the Vermillion River.

### **2.6.4 Cedar Avenue Tunnel**

Construction of a tunnel under the extended runway was considered because it would allow the straight alignment of Cedar Avenue to continue and avoid encroachment into any adjacent developable property. The below-ground section of the tunnel is shown in green and orange on **Exhibit 3**. The green extensions on either side of the underground portion represent the tunnel approaches where the roadway elevation would be reduced gradually to allow entrance and exit from the tunnel. This alternative was removed from consideration because of the substantially greater cost for construction and the greater maintenance and management costs over time. The tunnel construction would intercept the groundwater table which would require either substantial maintenance costs to provide constant pumping to maintain dry conditions or substantial capital cost to waterproof the tunnel structure.

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## 2.7 225<sup>th</sup> Street Alternatives

Alternative alignments for 225<sup>th</sup> Street were also evaluated in coordination with Eureka Township. Township officials identified a preference to maintain a through roadway and one with a similar design speed as the existing roadway. The green dashed lines on **Exhibit 3** represent alternatives that would provide access along 225<sup>th</sup>, but not by a through roadway. These alternatives were dismissed from further consideration because they did not meet the preferred condition identified by township officials and did not result in improved safety conditions or minimize environmental impacts.

### 2.7.1 40-mph Design Speed

The solid red alternative on **Exhibit 3** represents a through roadway for 225<sup>th</sup> Street with a 40-mile per hour design speed that would result in little change for drivers using the realigned roadway. This alignment would bisect wetland habitat adjacent to the Vermillion River. Because an alternative alignment could be designed to avoid wetland impacts, this alternative was removed from further consideration.

### 2.7.2 30-mph Design Speed – Preferred 225<sup>th</sup> Street Realignment Alternative

The yellow dashed alternative on **Exhibit 3** represents an alignment for 225<sup>th</sup> Street that would provide a through roadway while avoiding wetland impacts and remaining clear of the runway approach surface. This is the preferred 225<sup>th</sup> Street Realignment Alternative.

## 2.8 Modified Scale or Magnitude

The MAC does not intend to evaluate proposed project scale or magnitude alternatives. The runway length requirements of airport users are met by the Proposed Action. A runway facility of lesser length would not meet the design requirements and safety standards of the airport users and would not meet the underlying need for or purpose of the proposed project.

## 2.9 Incorporating Reasonable Mitigation Measures Identified through Public Comments

The EIS will consider all mitigation measures suggested through public comment. Those mitigation measures identified but not carried forward for analysis will be discussed briefly as well as the reasons for their exclusion.

## 2.10 Summary of Alternatives under Consideration

The EIS will consider the potential effects of construction and operation of the Proposed Action, which would include the following elements:

- Extend the existing runway 902 feet to the southeast;
- Reconstruct the entire length of runway to a width of 100 feet;
- Reinstall the existing High Intensity Runway Lights (HIRLs) along the reconstructed and extended runway; and
- Relocate the existing instrument landing system (ILS) to Runway 30 off the end of the extended runway.

The EIS will include consideration of an alternative runway extension to the northwest.

Realignment of Cedar Avenue and 225<sup>th</sup> Street will be assessed with respect to the preferred alignments described in Section 2.6.3 and Section 2.7.2, respectively. Because these preferred alignments minimize

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impacts to wetlands and the Vermillion River, no other roadway alternatives will be considered or evaluated in the EIS.

The EIS will include consideration of the No Action Alternative which will describe the expected condition if the proposed project is not developed, but will include the continued operation of the existing airport.

### **3.0 Public Involvement**

#### **3.1 Preliminary Scoping Meetings**

##### **3.1.1 Regulatory Stakeholders Meeting**

A meeting of the regulatory stakeholders was held on December 1, 2009 at the Airlake Airport to review the proposed project and identify stakeholder concerns. Meeting attendees included project and regulatory stakeholders including the Minnesota Wetland Conservation Act (WCA) administrators from the City of Lakeville and from Eureka Township, Vermillion River Watershed Joint Powers Organization (VRWJPO), Minnesota Department of Natural Resources (MNDNR), Minnesota Board of Water and Soil Resources (BWSR), Dakota County Soil and Water Conservation District (SWCD), and the U.S. Army Corps of Engineers.

Stated concerns and discussion were primarily related to water quality and protection of the trout stream resources adjacent to and downstream of the project area. Wetland regulatory agencies encouraged consideration of roadway alignment alternatives that avoid wetland impacts, or at least minimize them to the greatest extent practicable.

Representatives from Eureka Township discussed preferences for maintaining 225<sup>th</sup> Street as a through roadway and an alternative that accomplished that, and avoided wetland impacts, was discussed and ultimately became the preferred realignment for 225<sup>th</sup> Street.

A comment received after the meeting, but in response to the discussion held there, asked that the issue of potential lead contamination at the shooting range be addressed.

##### **3.1.2 Vermillion River Watershed Joint Powers Organization Meeting**

A second scoping meeting involving Dakota County and the Vermillion River Watershed Joint Powers Organization was held on December 14, 2009 to discuss the Cedar Avenue realignment as it relates to the Cedar Avenue Corridor Study and other airport issues. In addition to the topic of the VRWJPO initiatives in the area, the discussion primarily considered protection of the water quality and temperature of the Vermillion River and its tributaries.

##### **3.1.3 Private Stakeholders Meeting**

A third stakeholders meeting was held with private stakeholders in the project area on December, 18 2009 at the Lakeville City Hall. The meeting was held to share the results of the engineering study on the various Cedar Avenue alignment alternatives and to solicit comments regarding the development potential and continued operation of existing development on their properties. The meeting attendees included the owners of the private property that will be bisected by the Cedar Avenue realignment and other area stakeholders including Dale Bachmann of Bachmann's Nursery. Traffic maintenance and accessibility through the travel corridor during project construction is a concern of area businesses. The property owner directly affected by the Cedar Avenue realignment discussed its development plans and integration of the alignment corridor into those plans.

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## 3.2 Public Scoping Comment Period

A Scoping Environmental Assessment Worksheet ( Scoping EAW) and Draft Scoping Decision Document were published and distributed for a 30-day public scoping period in accordance with Minnesota Rules Chapter 4410.2100. Availability of the Scoping EAW and Draft Scoping Decision Document were published in the January 10, 2011 publication of the EQB *Monitor*. Availability of the Scoping EAW and Draft Scoping Decision Document was also published in the Minneapolis Star Tribune and the St. Paul Pioneer Press on January 10, 2011, and in the Thisweek Farmington/Lakeville on January 7, 2011 (See **Appendix A**). Written comments were accepted until February 9, 2011.

During the comment period, five agencies and one individual submitted written comments. Comments were received from the U.S. Environmental Protection Agency (USEPA), Minnesota Pollution Control Agency (MPCA), Minnesota Department of Health (MDH), Metropolitan Council, and Dakota County. One comment was received from Dale Bachman, the owner of a local business. The full text of the original comments is included in **Appendix B**. A response-to-comments matrix is included in **Appendix C**. The comment responses refer to changes or additions to the Final Scoping Document as applicable.

## 3.3 Public Scoping Meeting

A Public Scoping Meeting was held on February 1, 2011 at the Lakeville City Hall. Two individuals attended the meeting (see **Appendix D**), heard a brief presentation about the proposed project and the results of the scoping process, and were provided the opportunity to ask questions.

## 4.0 Environmental Impact Statement Issues

The purpose of scoping is “to streamline the [EIS] document, to identify only potentially significant and relevant issues and to define alternatives,” (MEQB Guide to Minnesota Environmental Review Rules, page 10). Issues have been identified and described in the Scoping EAW. Because the environmental review document will likely be a joint Federal Environmental Assessment (EA) and State Environmental Impact Statement (EIS), the following sections include the impact categories defined and described in Federal Aviation Administration (FAA) Order 1050.1E, Change 1, “Policies and Procedures for Considering Environmental Impacts”. The sections below include description of how each individual topic will be addressed in the EIS. The corresponding EAW question number is included for cross-reference where applicable.

The first six items in the Scoping EAW (Item #1 through Item #6) pertain to description and introductory information about the proposed project. These items will be described in joint Federal EA/State EIS prior to description of the affected environmental and assessment of potential project effects. Therefore, separate discussion of these items is not described in the following sections. The project magnitude in Item #7 and the permits described in Item #8 will be discussed in the EA/EIS with the appropriate impact assessment of each relevant issue.

Some of the Scoping EAW sections were found not to be relevant to the proposed project and will not be addressed in the EA/EIS. These include the following:

- Water use (EAW Item #13)
- Water surface use (EAW Item #15)
- Water quality: wastewaters (EAW Item #18)
- Stationary source air emissions (EAW Item #22)

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#### **4.1 Air Quality (EAW Item #23 and Item #24)**

The EA/EIS will describe the attainment and maintenance status of the project site, the FAA guidelines for air quality analysis, and the fact that the operation levels substantially below thresholds requiring analysis suggest that the airport operations would not result in exceedance of the National Ambient Air Quality Standards. Operation of the airport does not generate dust or odors. The EA/EIS will describe the results of noise analysis previously conducted for the Airlake Airport and demonstrate consistency with all Federal, State, and Metropolitan Council land use and noise guidelines. Construction-related odors, noise, and dust will be addressed under “Construction Impacts” as described below.

#### **4.2 Coastal Resources**

The EA/EIS will document the fact that the project area does not lie within any federally-designated coastal barrier area or coastal zone or coral reef area. No further analysis on this topic will be conducted.

#### **4.3 Compatible Land Use (EAW Item #9 and Item #27)**

The EA/EIS will describe current and recent past land use and development on the project site and on adjacent lands. The Compatible Land Use analysis will address the effects of noise on land use surrounding the airport and assess the compatibility of land use in the vicinity of the airport to ensure those uses do not adversely affect safe aircraft operations. The EA/EIS will also include description of applicable airport zoning restrictions and an analysis of the consistency with local adopted plans and policies.

#### **4.4 Construction Impacts (EAW Item #16, Item #17, and Item #24)**

The EA/EIS will describe the temporary construction-related impacts for the proposed project. Noise, odors, dust, traffic, and water quality effects will be described along with measure to control and mitigate potential effects. Best Management Practices to be employed during construction to minimize contamination of the drinking water supply will be described. The EA/EIS will also define the necessary permits to be obtained and the performance standards associated with the permits and related regulations. Information will be included to describe specific requirements for erosion control to allow discharge to an impaired water, including special requirements related to the National Pollutant Discharge Elimination System and Storm Water Pollution Prevention Plan.

#### **4.5 Department of Transportation Act: Section 4(f) (EAW Item #25c)**

The EA/EIS will document the fact that there are no Section 4(f) resources, which are publically-owned and used recreation areas, wildlife refuges, and resources eligible for listing or listed on the National Register of Historic Places, in the project area. The EIS will consider the progress of the Lake Marion Greenway Regional Trail and the Chub Creek Greenway Regional Trail and potential impacts from the proposed project.

#### **4.6 Farmlands (EAW Item #19b and Item #25b)**

The EA/EIS will identify all prime farmlands, unique farmlands, farmlands of statewide importance, soils, wind and water erosion hazard in the project area. The analysis will discuss current and past agricultural use of the property, the types of crops grown on the property, and whether the farmland is owned by the airport for airport purposes and currently leased for farming. Consultation with the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) will be conducted to determine if the Farmland Protection Policy Act applies to the proposed project and to evaluate the significance of the conversion of the prime and important farmland soils.

#### **4.7 Fish, Wildlife and Plants (EAW Item #10 and Item #11)**

The EA/EIS will include a description of wildlife habitat and fisheries data for area streams and identify specific species of concern. The EA/EIS will quantify the quantity and quality of storm water runoff, analyze

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the impacts that may occur to fisheries from these discharges, and demonstrate compliance with the storm water treatment standards of the Vermillion River Watershed Joint Powers Organization and the best management practice requirements assigned by the Minnesota Pollution Control Agency Construction Stormwater Permit for discharge to trout streams. The issues of wildlife habitat impacts and rare species are minor and will be discussed briefly using the same information as in the EAW. The forested area along the Vermillion River is expected to be at sufficient distance and elevation to avoid the need to clear or trim trees with the new RPZ. The need for any tree clearing or tree topping within the proposed Runway Protection Zone will be determined and potential impacts to the Vermillion River evaluated.

#### **4.8 Floodplains (EAW Item #14)**

The EA/EIS will include a description of the 100-year designated floodplains defined by the Federal Emergency Management Association. The assessment will include description of applicable floodplain regulations and the results of coordination with appropriate flood management authorities. The EA/EIS will include quantification of any floodplain impacts and discussion of how any necessary floodplain mitigation will be achieved. The EA/EIS will also include discussion and consideration of the buffer standards for the Vermillion River and its tributaries established by the Vermillion River Watershed Joint Powers Organization.

#### **4.9 Hazardous Materials, Pollution Prevention, and Solid Waste**

##### **4.9.1 Hazardous Materials (EAW Item #9 and Item #20b)**

The EA/EIS will identify any hazardous materials or wastes that exist in the project area on the basis of existing records and documentation as well as describe the potential hazards and necessary precautions related to the gas and petroleum pipelines that cross the airport property. Although not related to or affected by the Proposed Action, the EIS will include discussion of closure and remediation of the shooting range, including the results of testing and the extent and success of remediation.

##### **4.9.2 Pollution Prevention (EAW Item #20b)**

The EA/EIS will document the fact that hazardous materials and hazardous waste are heavily regulated by all levels of government and that all use of such materials and disposal of such waste will follow all of the rules and regulations that have been developed to ensure that these materials are handled, used, and disposed of in a safe manner. Best Management Practices to be employed during construction to minimize contamination will be described.

##### **4.9.3 Solid Waste (EAW Item #20a)**

The EA/EIS will document the fact that no changes to the amount or character of solid wastes generated at the airport will occur.

#### **4.10 Historical, Architectural, Archaeological, and Cultural Resources (EAW Item #25a)**

Review of readily available resources will be conducted to identify any known cultural resources in the project area. Coordination with the State Historic Preservation Office will be conducted to confirm the avoidance of impacts to resources listed or eligible for listing on the National Register of Historic Places.

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#### **4.11 Light Emissions and Visual Impacts (EAW Item #25d and Item #26)**

The EA/EIS will describe the sources of light emissions from the airport and the extent to which any lighting associated with the proposed project would create an annoyance for people in the project area or interfere with their normal activities.

#### **4.12 Natural Resources and Energy Supply**

The EA/EIS will include a brief description of the construction equipment that likely will be used for the proposed project, including type of equipment, type of fuel used by equipment, and the duration of use and will document that no changes in energy consumption would occur upon completion of the construction of the proposed project.

#### **4.13 Noise (EAW Item #24)**

The EA/EIS will describe the noise analysis conducted for the Airlake Airport and how the airport operation remains consistent with all Federal, State, and Metropolitan Council land use and noise guidelines.

#### **4.14 Secondary Impacts (Induced)**

The EA/EIS will document expected secondary or induced impacts resulting from construction of the proposed action. The EA/EIS will discriminate between those actions that would directly result from the proposed project and those that would be expected to occur without implementation of the proposed project. These impacts consist of capital expenditures of the proposed project, net employment changes caused by the proposed project, shifts in patterns of population movement and growth, and any other generalized net changes in business and economic activity caused by the proposed project.

#### **4.15 Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety**

##### **4.15.1 Socioeconomic Impacts (EAW Item #21 and Item #28)**

The EA/EIS will document that no existing businesses or residents would be displaced by the proposed project. The EA/EIS will describe the changes in surface traffic resulting from the Cedar Avenue and 225<sup>th</sup> Street roadway realignments including additional travel time and potential additional fuel usage that could result from the additional length of Cedar Avenue over time in comparison to the benefits of the runway extension.

##### **4.15.2 Environmental Justice**

The EA/EIS will include an environmental justice analysis in compliance with Department Of Transportation Order 5610.1, Procedures for Considering Environmental Impacts, and Executive Order 12898, Federal Action to Address Environmental Justice in Minority Populations and *Low-Income Populations*. The assessment will include compilation of demographic data available from the U.S. Census.

##### **4.15.3 Children's Environmental Health and Safety**

As part of the collection of demographic data, the EA/EIS will include information regarding children. In addition, the EA/EIS will describe whether there are any facilities within the airport study area where children congregate (e.g., schools, playgrounds, day care facilities, etc.) and will describe whether the impacts of the proposed project could disproportionately affect children's health and safety.

#### **4.16 Water Quality (EAW Item #12, Item #14, Item #16, and Item #17)**

The EA/EIS will define the character and quality of the stream and wetland resources in the project area and quantify potential direct and indirect impacts. The EA/EIS will include discussion and consideration of the

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buffer standards for the Vermillion River and its tributaries established by the Vermillion River Watershed Joint Powers Organization.

The EIS will describe the treatment and management of surface water runoff throughout the airport, including treatment of runoff from adjacent properties (i.e., industrial park). The EA/EIS will include a comparison of the quantity and quality of surface water runoff before and after the project. Additional information on permanent controls to treat and manage surface water runoff and protections of the downstream resources will be included along with a description of the required performance standards.

#### **4.17 Wetlands (EAW Question #12)**

Wetland delineations will be performed to characterize wetland types, functions and values and an assessment will be performed to identify potential impacts of the proposed project on these resources. A wetland replacement concept plan will also be described in the EA/EIS.

#### **4.18 Wild and Scenic Rivers (EAW Question #14)**

As there are no wild and scenic rivers within the airport study area, this fact will be documented and no further analysis on this topic will be conducted.

#### **4.19 Cumulative impacts (Item 29)**

Cumulative effects are limited to the world-class fishery in the Vermillion River and protection of the water quality and thermal characteristics that support that fishery. The EA/EIS will include discussion of the potential cumulative effects to the Vermillion River and the associated fishery from the anticipated area development over the 20-year period corresponding to the 20-year airport planning period.

### **5.0 Identification of Phased or Connected Actions**

The EIS will consider the connected action of realigning a segment of Cedar Avenue and a segment of 225<sup>th</sup> Street that would be bisected by the proposed runway extension. The EIS will include a description of the need for and alternatives to the roadway realignment as well as the potential environmental and socioeconomic effects outlined in Section 3.0.

### **6.0 EIS Schedule (Tentative)**

<b>Date</b>	<b>Action</b>
October 18, 2010 – November 17, 2010	Scoping EAW Comment Period
Wednesday, November 10, 2010	Public Scoping Comment Meeting
December 2010	Final Scoping Decision Document
In the future at such time the project is justified by airport activity. Anticipated approximately 2014.	EIS Preparation Notice Published
Future (possibly 2014/2015)	Draft EIS Issued for Public Review (includes public meeting)
Future (possibly Fall 2015)	Final EIS Issued
Future (possibly Fall 2015)	RGU renders EIS Adequacy Decision

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## **7.0 Special Studies or Research**

No special studies beyond the assessments described in Section 3 of this Scoping Decision Document will be performed.

## **8.0 Governmental Permits or Approvals**

The EIS will identify all permits and approvals required for this project. While some permit application review may occur concurrently with EIS preparation, the EIS will not necessarily contain all information required for a decision on those permits. No permits have been designated to have all information developed concurrently with the preparation.

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## **Exhibits**

Exhibit 1 – Proposed Action

Exhibit 2 – North Extension Alternative

Exhibit 3 – Cedar Avenue Realignment  
Alternatives

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## **Appendix A**

Affidavit of Publication

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## **Appendix B**

Comments Received

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## **Appendix C**

### Response to Comments Matrix

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## **Appendix D**

### Public Scoping Meeting Attendance