

U.S. Department of Transportation
Federal Aviation Administration
Great Lakes Region
Dakota-Minnesota Airports District Office

Finding of No Significant Impact/
Record of Decision

For Runway 2/20 Project-Uninterrupted Service
at the Rochester International Airport
City of Rochester, Olmsted County, Minnesota

July 2021

I. Introduction

The Federal Aviation Administration (FAA) prepared this Finding of No Significant Impact (FONSI) and Record of Decision (ROD) for the project analyzing runway extension and land acquisition to support uninterrupted service at Rochester International Airport (RST). The EA was prepared in accordance with the guidelines and requirements set forth by the Council on Environmental Quality (CEQ) and the FAA to implement the environmental review and disclosure provisions of the National Environmental Policy Act of 1969 (NEPA).

In accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*, and based on the evaluation in the Final Environmental Assessment (FEA), there are no significant impacts associated with the proposed project. Therefore, a Federal Environmental Impact Statement (EIS) will not be prepared and a FONSI/ROD is being issued. This FONSI/ROD provides a review of the Airport Sponsor's Proposed Project, mitigation requirements, and the basis for the FAA's finding. Specific details are defined further in the FEA.

II. Purpose and Need (FEA Chapter 2)

RST provides an essential service as the world's gateway to lifesaving health care provided by the Mayo Clinic. The ability for patients, doctors, surgeons, and specialists—who account for the majority of RST's commercial passengers—to fly into and out of RST, and for medical samples to be delivered in an expedited manner, can mean the difference between life and death. Because of this, it is crucial that RST remains accessible and continues to support these lifesaving and critical medical services.

In March of 2019, crosswind Runway 2/20 was designated a secondary runway by the FAA due to the paramount need for reliable medical access to RST related to the world-class health care provided by Mayo Clinic. To meet critical aircraft operational needs, reliable airport access is needed, should Runway 13/31 become unavailable. The Runway 2/20 secondary runway designation satisfies the runway type eligibility requirements for federal funding, FAA design and safety standards, and runway length requirements of critical aircraft with regular use.

The pavement condition of Runway 2/20 has significant distress necessitating the reconstruction of most of the runway. The intersection of the primary and secondary runways is also in poor condition. The reconstruction work needed at the intersection of the two runways would significantly reduce the useable length of both runways and result in loss of Category I (CAT I) and CAT II instrument approaches available on primary Runway 13/31. Most general aviation, cargo, and commercial air service flights to and from RST would, therefore, exclusively rely on Runway 2/20 and its available approaches during reconstruction of the runways' intersection.

Both of the RST runways and the intersection are nearing the end of their useful life. The purpose of the proposed action is to minimize the loss of runway availability for several users. The reconstruction of Runway 2/20 would provide users such as Mayo Clinic Medical Transport, FedEx, and RST air carriers the runway length needed to operate at the Airport if Runway 13/31 and the intersection are closed for future reconstruction or otherwise become unavailable.

The following objectives were used to determine the array of alternatives to support the need for the airport sponsor's proposed project:

1. Runway reconstruction meets FAA design standards.
2. Runway length achieves the needs of critical aircraft and FAA design standards.
3. Taxiway reconstruction and separation support planned approaches and critical aircraft and meet FAA design standards.
4. New flight procedures, navigational aids (NAVAIDs), and other associated infrastructure and equipment are incorporated as applicable.
5. Useable runway length is maintained during all construction phases of Runway 2/20 to avoid Airport closure.
6. Any utilities and roads impacted by the Runway 2/20 project are located outside critical FAA surfaces and protection areas.
7. Appropriate airport infrastructure and design surfaces are established and protected through necessary land interests/controls.
8. Airfield geometry issues are addressed (improve sightlines, eliminate direct access connections from apron to runway, eliminate hot spot).

III. Alternatives Considered (FEA Chapter 3)

In accordance with FAA Order 1050.1F, the EA identified and evaluated all reasonable alternatives. The FEA provides analysis of all the alternatives analyzed. Please refer to FEA for details of alternatives dismissed:

Master Plan Alternatives Discarded

Two alternatives that were briefly considered during the Master Plan were a temporary Airport closure alternative and utilizing Taxiway A (Runway 13/31's parallel taxiway) as a temporary runway. In the temporary Airport closure alternative, passengers and cargo would have to divert to Minneapolis-St. Paul International Airport (MSP) or La Crosse Regional Airport (LSE) and then be transported by ground to RST. However, this alternative is not desirable as it would have adverse impacts to time sensitive Mayo Clinic operations. In the Taxiway A temporary runway alternative, achieving required separations within the space allotted is not feasible. The safety areas would impede normal operations on all aprons, including taxiing and parking of aircraft. Therefore, both alternatives were discounted from further consideration.

EA Alternatives Analyzed

Alternative 1 – Fast-Track Intersection Reconstruction

Alternative 1 would reconstruct the intersection of Runways 13/31 and 2/20 without extending Runway 2/20 or using Taxiway B as a temporary runway. This alternative is anticipated to take approximately six weeks of 24-hour construction to complete. Reconstruction of the intersection limits the useable runway length available to the remaining 4,850 feet of Runway 2/20 south of the intersection and 4,000 feet of Runway 13/31 west of the intersection in the interim condition, which does not support the interim runway length requirement of 6,500 feet documented in the project justification report. Because this alternative does not meet the criteria for maintaining uninterrupted service to RST's critical users by providing at least a 6,500-foot-by-150-foot Runway 2/20 landing surface during the interim condition, nor an 8,000-foot Runway 2/20 length during the ultimate condition, Alternative 1 does not meet the Purpose and Need and was discarded from further consideration.

Alternative 2 – Temporary 6,500-foot Runway on 100-foot-wide Taxiway B

Alternative 2 would meet critical users' runway length needs during reconstruction of the runway intersection by temporarily converting Taxiway B to a runway. This will require temporary widening of 6,500 feet of Taxiway B to at least 100 feet and providing at least a 510-foot separation between Taxiway B and Runway 2/20 to meet safety requirements between the runway and construction equipment. This would provide a 100-foot by 6,500-foot landing surface in the interim condition, to be converted to an ultimate 50-foot taxiway with 25-foot paved shoulders. The temporary runway would not accommodate the existing cargo fleet as those aircraft cannot operate on a 100-foot-wide runway. This alternative maintains the existing 7,301 feet of useable Runway 2/20 length in the ultimate condition, which does not meet RST's air carrier length needs. Additionally, according to fieldwork performed in September 2020, Alternative 2 would have substantial wetland impacts.

Because this alternative does not meet the minimum 150-foot runway width criteria to maintain uninterrupted service to RST's critical users by providing at least a 6,500-foot-by-150-foot Runway 2/20 landing surface during the interim condition, nor an 8,000-foot Runway 2/20 length during the ultimate condition, Alternative 2 does not meet the Purpose and Need and was discarded from further consideration.

Alternative 3 – Temporary 6,500-foot Runway on 150-foot-wide Taxiway B and Runway 2 Extension to Ultimate 8,000 Feet

Alternative 3 maintains uninterrupted service to critical users during reconstruction of the primary runway and anticipated future maintenance by temporarily converting Taxiway B to a runway and extending Runway 2. This alternative widens 6,500 feet of Taxiway B to 150 feet to accommodate RST's existing air cargo operations, extends Runway 2/20 and Taxiway B by 1,294 feet on the south end, and shortens Runway 2/20 by 595 feet on the north end, for a net extension of 699 feet and a total ultimate runway length of 8,000 feet. In this alternative, utilizing parallel Taxiway B as a temporary runway provides a 150-foot by 6,500-foot landing surface with at least a 510-foot separation between Taxiway B and Runway 2/20, to be converted to an ultimate 75-foot taxiway with 37.5-foot paved shoulders. The 595-foot reduction to the north end of Runway 2/20 resolves an existing fence obstruction within the ROFA, improves future localizer signal integrity, and results in a Runway 20 Runway Protection Zone (RPZ) clear of incompatible land uses. This alternative would have substantial impacts in terms of grading, wetland impacts, stormwater drainage, and road/fence relocations. Since Alternative 3 had the highest costs and greatest wetland impacts it was dismissed from further consideration.

IV. Airport Sponsor's Proposed Project

Alternative 4 – Runway 2 Extension to Ultimate 8,354 Feet Length

Alternative 4 maintains uninterrupted service to critical users during reconstruction of the primary runway and anticipated future maintenance by extending Runway 2/20 by 1,647 feet on the south end and shortening Runway 2/20 by 595 feet on the north end, for a net extension of 1,052 feet and a total ultimate runway length of 8,354 feet. The 1,647-foot extension on the south end provides for 6,500 feet of useable runway length south of the runway-runway intersection during its reconstruction. The 595-foot reduction to the north end of Runway 2/20 resolves an existing fence obstruction within the ROFA, improves future localizer signal integrity, and results in an RPZ clear of incompatible uses.

The preferred Runway 2/20 alternative has implications for a British Petroleum (BP) pipeline, roadways, and other utilities affected by the project. See FEA Chapter 3 for complete details, but elements of the preferred alternative for these necessary project parameters are described below:

Pipeline Alternative 2B reroutes approximately two miles of the pipeline completely outside future Airport property while minimizing impacts to three surrounding landowners. Pipeline Relocation Alternative 2B allows BP to perform future pipeline maintenance and replacement without Airport approval and would not require FAA involvement.

The Roadway Relocation Alternative 2B relocates portions of 90th Street SW to closely follow the ultimate Runway 2 RPZ along its east and south sides but would tie into the existing 95th Street SW west of the RPZ. This alternative also relocates portions of 31st Avenue SW (both north and south of 90th Street SW), and 95th Street SW. This option provides access to all landowners and maximizes use of existing roads while limiting impacts to existing land uses and minimizing costs.

It is anticipated that all utility and communication lines will be collocated with any necessary road relocations outside critical FAA surfaces and protection areas.

Phasing Considerations

The Airport Sponsor's proposed project phasing plan was developed such that the interim project objectives are met in an uninterrupted fashion. Runway 2/20 improvements will need to be constructed prior to reconstruction of the primary runway. Without improvements to Runway 2/20, RST will be unable to provide uninterrupted operational capability, because reconstruction of the intersection limits the useable runway length to the remaining 4,850 feet of Runway 2/20 south of the intersection and 4,000 feet of Runway 13/31 west of the intersection in the interim condition. This does not support the interim runway length requirement of 6,500 feet documented in the justification report. Construction will be executed with a phased approach that incrementally rebuilds all portions of Runway 2/20 outside the Runway 13/31 Runway Safety Area (RSA) prior to reconstructing the runway-runway intersection as the final phase. This allows for the primary runway to remain fully functional up until that time. At that point, the reconstructed and extended Runway 2/20 would provide a minimum of 6,500 feet of useable runway length, permitting RST's critical users to continue operations during this crucial final phase of construction.

The airport sponsor's proposed project consists of six phases, which do not allow continuous operation of all existing approach procedures to be maintained. The current procedures are available for many of the initial phases, but new approaches are required as the runway end locations change. Table 3-2 breaks down each of the construction phases into two parts—during and after construction. The table shows the availability of approaches during each phase of construction as well as the best available approach during the non-construction winter season. This table should be cross-referenced with Figures 3-5 and 3-6 from the Final EA to ascertain all pertinent phasing details.

Table 3-2: Approach Phases						
Construction Phase	Runway Status	Runway 2				
		Runway 2 Approaches	Runway Length (ft)	Threshold Location	Available NAVAIDs	Min Visibility
1 - DC	Closed	None	N/A	Existing	None	N/A
1 - AC	Open	GPS, LPV	7,301	Existing	REILs, VASIs, GPS	1 mile
2 - DC	Open	GPS, LPV	7,301	Existing	REILs, VASIs, GPS	1 mile
2 - AC	Open	GPS, LPV	7,301	Existing	REILs, VASIs, GPS	1 mile
3 - DC	Open	GPS, LPV	7,301	Existing	REILs, VASIs, GPS	1 mile
3 - AC	Open	GPS, LPV	7,301	Existing	REILs, VASIs, GPS	1 mile
4 - DC	Closed	None	N/A	Existing	None	N/A
4 - AC	Open	Visual	7,301	Existing/Raised	None	N/A
5 - DC	Closed	None	N/A	Existing/Raised	None	N/A
5 - AC	Open	GPS, LPV, ILS*	8,354	Ultimate	PAPIs, GPS, ILS, MALSR	< 1 mile
6 - DC	Open	GPS, LPV, ILS*	6,500 (LDA, ASDA) 6,700 (TORA, TODA)	Ultimate	PAPIs, GPS, ILS, MALSR	< 1 mile
6 - AC	Open	GPS, LPV, ILS	8,354	Ultimate	PAPIs, GPS, ILS, MALSR	1/2 mile
Construction Phase	Runway Status	Runway 20				
		Runway 20 Approaches	Runway Length (ft)	Threshold Location	Available NAVAIDs	Min Visibility
1 - DC	Closed	None	N/A	Existing	None	N/A
1 - AC	Open	GPS, LPV	7,301	Existing	REILs, PAPIs, GPS	1 mile
2 - DC	Open	GPS, LPV	7,301	Existing	REILs, PAPIs, GPS	1 mile
2 - AC	Open	GPS, LPV	7,301	Existing	REILs, PAPIs, GPS	1 mile
3 - DC	Open	GPS, LPV	7,301	Existing	REILs, PAPIs, GPS	1 mile
3 - AC	Open	GPS, LPV	7,301	Existing	REILs, PAPIs, GPS	1 mile
4 - DC	Closed	None	N/A	Existing	None	N/A
4 - AC	Open	GPS, LPV	7,301	Existing	GPS	1 mile
5 - DC	Closed	None	N/A	Existing	None	N/A
5 - AC	Open	GPS, LPV	8,354	Ultimate	REILs, PAPIs, GPS	1 mile
6 - DC	Open	Visual	6,900	Relocated 1,454' south	None	N/A
6 - AC	Open	GPS, LPV	8,354	Ultimate	REILs, PAPIs, GPS	1 mile

Note: Construction Phase Column – DC = During Construction and AC = After Construction
**Implementation of full ILS procedure is desired during these phases, if possible*

During the construction of Phase 6, the runway will be shortened to allow for reconstruction of the runway-runway intersection. This is the most crucial phase of the project and keeps the Airport operational for the critical users when only a portion of the secondary runway is available.

After all phases of the project are complete, the Airport will have a minimum of three instrument approach procedures to Runway 2/20. Runway 2 will have the equipment

installed to operate a full Category I ILS with visibility minimums as low as ½ statute mile. This equipment will likely allow the GPS LPV approach minimums to be reduced to less than or equal to ¾ statute mile on the Runway 2 end. The Runway 20 GPS LPV approach will remain at 1 statute mile visibility in the ultimate condition. During these different phases of construction, it is estimated that the 65 DNL noise contour will remain on airport property and there are no noise sensitive areas that would be impacted since this area is rural in nature.

As identified in Figure 3-7 of the FEA, the airport sponsor's proposed project includes the following:

1. Reconstruct 2,929 feet of Runway 2/20 to C-IV standards to conform to runway LOS requirements and extend Runway 2 by 1,647 feet at full depth.
2. Reconstruct Taxiway B to Taxiway Design Group (TDG) 4 standards and extend by 1,647 feet to the south and 441 feet to the north to Taxiway A to 401-foot separation from Runway 2/20 centerline resulting in a full-length parallel taxiway.
3. Shorten Runway 20 by 595 feet and relocate threshold to reduce complex pavement geometry.
4. Install 25-foot paved shoulders on Runway 2/20 and 20-foot paved shoulders on Taxiway B.
5. Install 200-foot by 200-foot blast pads on Runway 2/20 ends.
6. Remove all Taxiway B connectors and construct four new connectors south of Runway 13/31; Taxiways B1, B4, and the portion of A between B and D will be constructed to a TDG 5 width of 75-feet with 30-foot paved shoulders, and Taxiways B2 and B3 will be constructed to a TDG 4 width of 50-feet with 20-foot paved shoulders.
7. Remove Taxiways A6, E, F, and G to resolve an FAA-identified hot spot and correct non-standard geometry.
8. Relocate Taxiway D to the end of the terminal ramp to improve gate accessibility and eliminate a direct connection from the ramp to Runway 13/31 and construct to TDG 5 standards.
9. Regrade Runway Visibility Zone (RVZ) southwest and southeast of runway/runway intersection to remove ground penetrations.
10. Construct drainage improvements to Runway 2/20 and Taxiway B.
11. Improve grading in Runway 2 RSA.
12. Extinguish existing petroleum easements in the area of the runway extension and remove existing pipeline. Acquire easements, design, and relocate petroleum pipeline off airport property and outside FAA areas of interest.
13. Remove and relocate portions of 90th Street SW, 95th Street SW, and 31st Avenue SW (north and south of 90th St. SW) to accommodate the Runway 2 extension and precision approach RPZ (includes new and vacated rights-of-way), and add turn and bypass lanes to County Road 8 at intersection with 95th Street SW (includes expanded right-of-way).
14. Acquire approximately 26.5 acres of property (approximately 26 acres of future airport property in fee simple; 25.5 acres for future Runway 2 RPZ and 0.5 acres of an uneconomic remnant associated with relocation of 90th/95th Street SW; along with an uneconomic remnant of 0.5 acres associated with vacation of 95th Street SW right-of-way).

15. Extinguish and relocate utility and communication easements/permits and remove lines in conjunction with anticipated road relocations to accommodate the Runway 2 extension and precision approach RPZ outside of the FAA areas of interest.
16. Relocate airport perimeter fencing around the extended runway, its critical areas and where conflicts with the RVZ exist.
17. Extend airport perimeter road along west, south, and east sides of airfield to encompass the full airfield, and adjacent to the Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) along the extended runway centerline.
18. Install high-intensity runway and medium-intensity taxiway edge lighting and install airfield signage.
19. Install Runway 2 navigational aids (ILS and associated MALSR approach lighting, Runway 2 Precision Approach Path Indicator (PAPIs)), decommission Runway 2 Runway End Identification Lights (REILs) and Visual Approach Slope Indicators (VASIs), relocate Runway 20 PAPIs and replace/relocate Runway 20 REILs.
20. Relocate existing Runway 13/31 midpoint runway visual range (RVR) out of future Taxiway Object Free Area.
21. Relocate/modify FAA-owned radar communication line and Moving Target Indicator (MTI) Reflector to comply with FAA standards.
22. Remove/trim approximately 1.7 acres of trees as necessary for construction, as well as to clear trees that penetrate FAA Threshold Siting Surfaces (TSS)/Part 77 approach and transitional surfaces.
23. Wetland mitigation through bank credit (TBD, approximately 4.65 acres). (Not shown on Figure 3-7.)
24. Implementation of air traffic control, airspace management procedures, and related flight checks for interim and ultimate GPS and ILS approaches to Runway 2/20. (Not shown on Figure 3-7.)

V. Section 163 of 2018 FAA Reauthorization Act

The FAA analyzed the project's nexus to Section 163 of the 2018 FAA Reauthorization Act. For FAA's NEPA review, all elements of the airport sponsor's proposed project above were determined to have a NEPA causal nexus to the project regardless of the FAA's ability to approve elements of the project subject to Section 163. The Section 163 determination is located in Appendix J of the FEA.

VI. Major Federal Action

The listed components in the Airport Sponsor's Proposed Project above require one or more of the following federal actions and approvals from the FAA, which are subject to NEPA review:

- Unconditional approval of portions of the Airport Layout Plan (ALP) to depict those portions of the Proposed Project subject to FAA review and approval pursuant to 47107(a)(16)(B).
- Determinations under 49 U.S.C. §§ 47106 and 47107 that are associated with the eligibility of the Proposed Project for federal funding under the Airport Improvement Program and under 49 U.S.C. § 40117, as implemented by Title 14 CFR § 158.25, to use passenger facility charges collected at the Airport for the Proposed Project to assist with construction of potentially eligible development items from the Airport Layout Plan.

- Implementation of a Reimbursable Agreement with the Airport Sponsor, Minnesota Department of Transportation (MnDOT) Aeronautics and FAA Technical Operations to support the decommissioning and removal of existing FAA National Airspace System (NAS) facilities and the establishment of non-Federal NAS facilities serving Runway 2/20. The Reimbursable Agreement would also support the relocation of other FAA NAS facilities and associated infrastructure affected by the sponsor's proposed project, including, but not limited to the Runway 13/31 Midpoint RVR, MTI Reflector, and Radar Communications line. All new equipment will be non-federally owned and maintained.
- Implementation of air traffic control, airspace management procedures, and related flight checks for interim and ultimate GPS and ILS approaches to Runway 2/20 as outlined in EA Table 3-2 above.

VII. Environmental Consequences, Permitting & Mitigation

After careful analysis and consultation with various state and federal resource agencies, the Airport selected the airport sponsor's proposed project as the preferred alternative. This alternative satisfies the purpose and need for the project while causing minimal environmental impacts. Chapter four of the FEA discusses the environmental consequences of the Airport Sponsor's Proposed Project in greater detail and a summary of pertinent impact categories is provided in Table 4-9 from the EA below.

Table 4-9: Summary of Environmental Consequences			
Environmental Impact Category	No-Action Alternative: Significant Impact?	Preferred Alternative: Significant Impact?	Permitting/Mitigation & Associated Actions
Air Quality	No	No. Minimal impacts during construction	Implement EPA-recommended best management practices (BMPs) and emissions control strategies during construction.
Biological Resources (including fish, wildlife, and plants)	No	No. Tree removal is minimal; approximately 1.7 acres	Tree removal to occur during NLEB dormant season (November 1 – March 31).
Climate	No	No	None
Coastal Resources	No	No	None
DOT Section 4(f) Lands	No	No	None
Farmlands	No	No. 130 acres directly converted 15 acres indirectly converted	None
Hazardous Materials, Solid Waste, and Pollution Prevention	No	No	- Dispose of construction materials and solid waste in accordance with state and local laws. - Asbestos Notification Potential (BP)

Table 4-9: Summary of Environmental Consequences

Environmental Impact Category	No-Action Alternative: Significant Impact?	Preferred Alternative: Significant Impact?	Permitting/Mitigation & Associated Actions	
			- Soil/Material Management Plan	
Historic/Architectural & Archaeological Resources	No	No	Discovery Plan to be developed and implemented during construction	
Land Use	Zoning	No	No. Proposed safety zoning changes	Convene Joint Airport Zoning Board (JAZB) to revise the existing Airport Zoning Ordinance.
	Ground Transportation	No. Public roadways in RPZ	No. Public roadways removed from RPZ; Partial closure of 90 th Street SW	<ul style="list-style-type: none"> - MnDOT/Olmsted Cty/High Forest Twnshp Roadway and Easement transfers - Vacate rights-of-way and/or extinguish prescriptive easements; - 90th St. SW partial closure mitigated by use of 95th St. SW - Establish new rights-of-way and/or easements - Tree planting and signage in reaches of 95th St. SW to mitigate increased traffic, noise, and higher speeds
	Utilities	No. Pipeline on Airport property	No. Pipeline removed from Airport property; Above and below ground utilities relocated	<ul style="list-style-type: none"> - Vacate rights-of-way and/or extinguish prescriptive easements - Establish new rights-of-way and/or easements - Public Utilities Commission: Partial Exemption Routing Permit for pipeline
	Wildlife Attractants	No. Agricultural use City compost facility within RPZ	No. Compost facility closed	New perimeter fencing to include skirting
Natural Resources and Energy Supply	No	No. Minor increase in energy and materials demand during construction and operation	Installing LED lights and less complex snow removal will help offset operational energy increases	

Table 4-9: Summary of Environmental Consequences				
Environmental Impact Category	No-Action Alternative: Significant Impact?	Preferred Alternative: Significant Impact?	Permitting/Mitigation & Associated Actions	
Noise and Compatible Land Use	No	No	None	
Socioeconomics, Environmental Justice, and Children's Health & Safety	No	No	Land acquisition (fee simple and easements) in compliance with Uniform Relocation Assistance and Real Property Acquisitions	
Visual Effects (including light emissions)	No	No. Extended airfield light systems	None	
Water Resources	Surface Water & Stormwater	No	No. Net impervious surface increase of 32 acres	<ul style="list-style-type: none"> - Construction Stormwater Pollution Prevention Plan - Onsite Best Management Practices - NPDES Multi Sector General permit compliance/City of Rochester - Olmsted County Grading permit - Grading permit for pipeline (BP) from Township Cooperative Planning Association (TCPA) for High Forest Township
	Floodplains	No	No	None
	Groundwater	No	No	<ul style="list-style-type: none"> - MN Department of Natural Resources (MNDNR) appropriation permit (if necessary) - Proper abandonment of wells
	Wetlands	No	No - Waters of the US - Up to 4.65 acres direct wetland impact under State regulation - 0.26 acres temporary wetland impacts	<ul style="list-style-type: none"> - Compliance with Minnesota Wetland Conservation Act/Replacement Plan Mitigation at Approved Bank Service Area (BSA) - Minnesota Pollution Control Agency (MPCA) CWA Section 401 Water Quality Certification
	Wastewater	No	No	MPCA/Hydrostatic Test Water Discharge approval (BP)
Cumulative Impacts	No substantial impacts	No substantial impacts	None	

The Airport shall implement the following mitigation measures as a condition of environmental approval of the proposed development listed in this FONSI/ROD to support existing and proposed aeronautical activities at the Airport:

- The Airport will obtain any necessary permits prior to beginning construction.
- Mitigation will be required for wetland impacts under WCA. Further coordination by the Airport is required with the Local Government Unit on mitigation ratios and the purchase of wetland mitigation banking credits in an appropriate wetland mitigation bank service area.
- To reduce impacts near effected landowners due to roadway relocation, tree plantings will occur on impacted landowner(s) property and signage will be placed on impacted roads.
- The Airport will protect wetlands and waters of the U.S. not directly impacted by the Proposed Action during construction.
- Use of BMPs to avoid additional unnecessary and/or unauthorized impacts to surface waters and aquatic resources.
- In the event that human remains or cultural resources are discovered during construction, all work will cease until the Airport notifies appropriate authorities, the State Historic Preservation Office (SHPO), MN State Archeologist, appropriate Tribal governments, and the FAA Dakota Minnesota Airports District Office (ADO). The Airport shall protect the area with carefully placed tarps or construction back fill until cultural resource concerns have been appropriately addressed, and the Airport will take action to comply with the National Historic Preservation Act, the Native American Graves Protection and Repatriation Act, and the Archeological Resources Protection Act, as appropriate.
- The Airport will develop an Inadvertent Discovery Plan to guide any human remains discovery processes. The Discovery Plan must be coordinated with and approved by the FAA, MN Indian Affairs Council, and MN Office of the State Archeologist prior to beginning any construction activities.
- As part of design once road and pipeline realignments are finalized and land acquisition and easement interests identified, a subsurface investigation in areas not currently owned by the City of Rochester to evaluate subsurface conditions associated with the identified Recognized Environmental Conditions (REC) dumping/disposal areas and to establish baseline conditions prior to acquisition will be undertaken.
- A status review of the petroleum impacted soil piles previously located at the on-site compost facility will be undertaken to confirm that the piles were remediated and removed to the satisfaction of the MPCA.
- A soil/material management plan will be developed that provides instructions for characterization, storage, and handling of all waste streams.

- There is the potential that the BP Pipeline has coating that contains regulated asbestos-containing material (RACM). BP's asbestos inspector will make the determination in the field during excavation as to whether the pipeline contains RACM. If it does, a notification for management and disposal of friable asbestos material would be submitted to the relevant regulatory agency.
- During construction, in the event that previously unknown contaminants are discovered or if a reportable spill occurs, work shall cease until the Airport notifies appropriate local, state, and Federal agencies.
- Jurisdictions affected by airport zoning will convene a Joint Airport Zoning Board (JAZB) to accommodate the new runway ends.
- If endangered species are sighted during construction, work shall cease in the immediate area of the endangered species and all sightings shall be reported to the USFWS and the FAA.
- To avoid impacts to the Northern Long Eared Bat (NLEB), tree removal will occur between November 1 and March 31. If project impacts to listed species change beyond what is identified in the EA, the Airport will have to inform the FAA Dakota-Minnesota ADO. The ADO will then reinitiate consultation with the USFWS.

VIII. Public Review and Comment

Public involvement is a vital component of the NEPA process. A Notice of Availability of the Draft EA was announced in the Rochester Post Bulletin and public comments were accepted from April 17, 2021-June 1, 2021. A virtual public hearing occurred on May 19, 2021. Electronic copies of the Draft EA were made available to resource agencies, online at <https://www.flyrst.com/Runway220/EA>, and a hard copy was available for viewing by appointment at the Rochester International Airport administrative office. Three members of the public attended the hearing and one provided oral testimony. Two written comments were received by members of the public during the comment period. All were related to roadway elements of the proposed project. The MPCA also sent a comment letter stating it had no comments at this time. All comments received and how they have been addressed in the Final EA, as well as an Olmsted County response to a County Road 8 concern, can be found in Appendix I of the FEA.

IX. Agency Findings

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information, I find the proposed Federal action is consistent with existing national environmental policies and objectives of Section 101(a) of the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental requirements. I also find the proposed Federal action will not significantly affect the quality of the human environment or include any condition requiring any consultation pursuant to section 102(2)(C) of NEPA. As a result, the FAA will not prepare an Environmental Impact Statement (EIS) for this action.

Having met all relevant requirements for environmental considerations and consultation, the proposed action is authorized to be taken when other requirements have been met. These decisions are taken pursuant to 49 U.S.C. § 40101, et seq. Based on the

information in this FONSI/ROD and supported by detailed discussion in the Final EA, the FAA has selected Alternative 4 the Runway 2 Extension to Ultimate 8,354 Feet in Length as the Selected Alternative to implement. The FAA must select one of the following choices:

- Approve agency actions necessary to implement the Proposed Action, or
- Disapprove agency actions to implement the Proposed Action.

Approval signifies that applicable to federal requirements relating to the proposed airport development and planning have been met. Approval permits the RST sponsor to proceed with the implementation of the Proposed Action. Disapproval would prevent the airport sponsor from implementing the Proposed Action.

Under the authority delegated to me by the Administrator of the Federal Aviation Administration, I find that the project is reasonably supported. I, therefore, direct that action be taken to carry out the agency actions discussed in this FONSI/ROD.

This order is issued under the applicable statutory authorities, including 49 USC §§40101(d), 40103(b), 40113(a), 44701, 44706, 44718(b), and 4701 et seq.

APPROVED: X

Rebecca Byers MacPherson

Rebecca MacPherson
Regional Administrator
FAA Great Lakes Region

DISAPPROVED: _____

DATE: July 9, 2021

This ROD constitutes a Final Order of the FAA Administrator and is subject to exclusive judicial review under 49 U.S.C. § 46110 by the U.S. Circuit Court of Appeals for the District of Columbia or the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate U.S. Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 U.S.C. § 46110.