

FINAL
SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT (SEA)
FOR
RUNWAY 2/20 PROJECT – UNINTERRUPTED SERVICE
at Rochester International Airport, Rochester, Minnesota

Prepared by Mead & Hunt, Inc.
under contract with the City of Rochester

MAY 2023

FAA CERTIFICATION:

This becomes a Federal document when evaluated, signed, and dated by the Responsible FAA Official.

Signature _____ Date 05/09/2023

Title Environmental Protection Specialist

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1. Background

The proposed actions considered by this supplemental EA will occur on Rochester International Airport (RST) or adjacent properties. The airport is in Olmsted County, 12 miles south of downtown Rochester (**Figure 1-1**). The Rochester Airport Company, affiliated with the Mayo Clinic, is contracted to manage, operate, and maintain the Airport for the City of Rochester. The Rochester Airport Company employs, supervises, and directs all personnel deemed necessary for efficient operation, maintenance, and repair of the Airport.

Current facilities at RST include two paved runways. The main primary runway, 13/31, is 9,034 feet long and 150 feet wide. This runway has a full-length parallel taxiway on the north side (Taxiway A) with eight connector taxiways. The paved secondary runway, 2/20, is 7,301 feet long and 150 feet wide. Runway 2/20 has an approximately three-quarter-length parallel taxiway, 60 feet wide, to the west (Taxiway B) and seven connector taxiways. There are two primary building areas on the north and east sides. The north building area is home to the fixed base operator (FBO) and the general aviation (GA) hangar area. The east building area contains the airline terminal, Air Traffic Control Tower (ATCT), and the air cargo facilities. Aircraft on the ground and in controlled airspace receive direction from air traffic controllers in the tower to expedite the flow of air traffic and maintain required aircraft separation.

In July 2021, the Federal Aviation Administration (FAA) issued a Finding of No Significant Impact/Record of Decision (FONSI/ROD) for the proposed Runway 2/20 Project-Uninterrupted Service Environmental Assessment (EA). The FONSI/ROD provided a review of the proposed action, mitigation requirements, and the basis for the FAA's finding. The improvements evaluated in the 2021 EA and approved in the FONSI/ROD are shown in **Figure 1-2** and included:

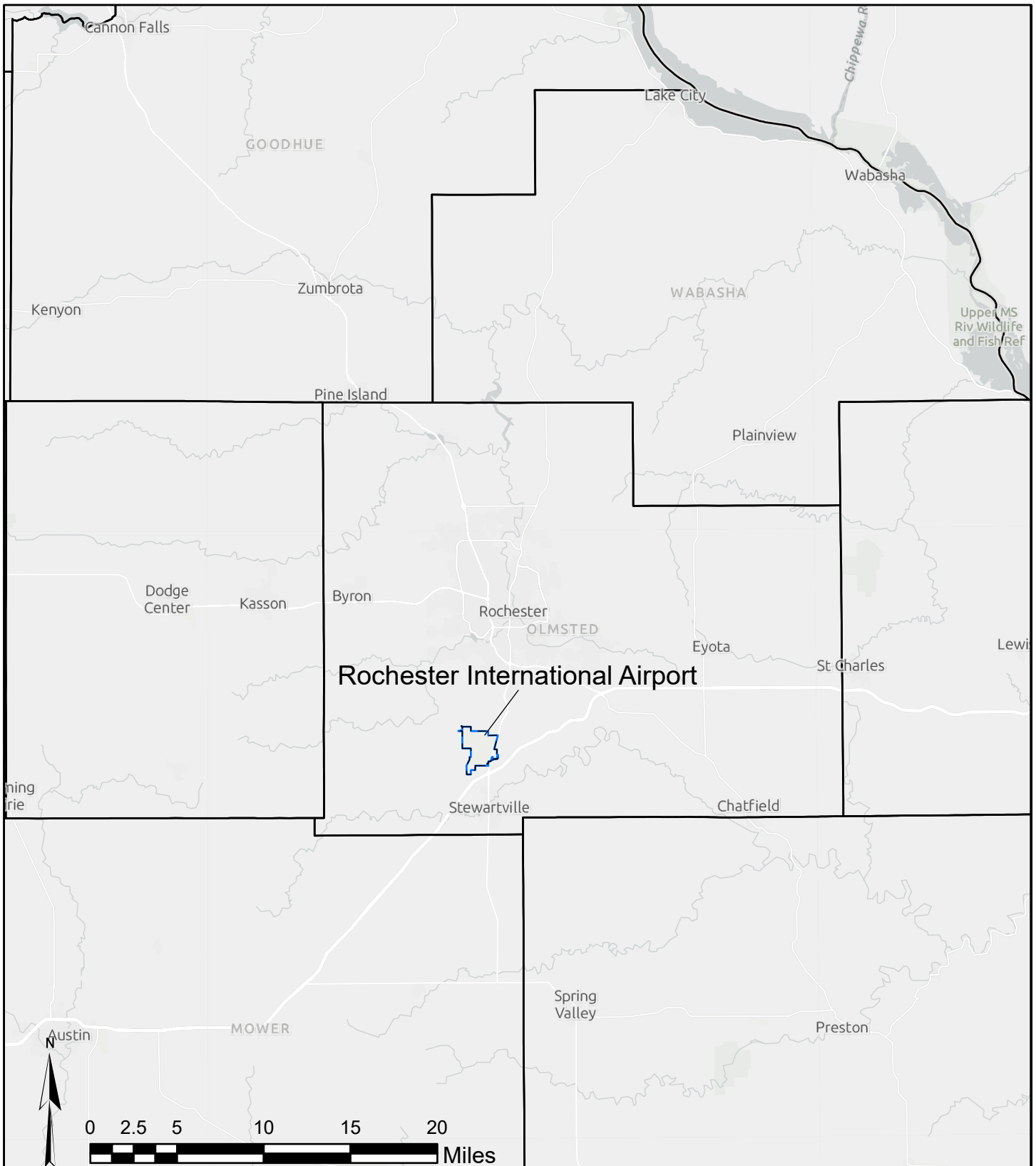
1. Reconstruct 2,929 feet of Runway 2/20 to C-IV standards to conform to runway LOS requirements and extend Runway 2 by 1,647 feet at full depth.
2. Reconstruct Taxiway B to TDG 4 standards and extend by 1,647 feet to the south and 441 feet to the north to Taxiway A to 401-foot separation from Runway 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 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 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 PAPIs), decommission Runway 2 REILs and 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 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.)
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.)

Since issuing the 2021 EA FONSI/ROD, the FAA has determined that the approved action needs to be updated to include the following project components not explicitly considered by the 2021 EA:

- Adjusted southern tie-in point for the relocated BP pipeline that extends 2.52 acres beyond the project boundary identified in the 2021 EA
- Increased petroleum pipeline Limits of Disturbance (LOD) from a 50-foot-wide corridor to a 150-foot-wide corridor
- Construction staging areas for roadway, pipeline, and utilities
- Revised fee acquisition boundaries for Parcels 29, 30, 31, and 32
- Wider road easements (from 66 feet to 100 feet or more) needed for 95th Street SW and 31st Avenue SW north of 90th Street SW due to grading and stormwater requirements
- Relocated field accesses due to grading and relocated roadways
- Relocated communication lines along existing 90th Street SW, 31st Avenue SW north of 90th Street, and County State Aid Highway 8 (and all previous rights extinguished)
- Additional tree clearing required because of ditch grading, pipeline route, and runway approach
- Vacation of existing road easements, including a segment of former 31st Avenue SW right-of-way where the roadway was previously moved but rights remained
- New PAPI and RVR access roads
- Runway guard lights for Runway 2/20

Therefore, this supplemental EA has been prepared to document the changes from the Final EA and FONSI/ROD associated with the Runway 2/20 Uninterrupted Service Project.











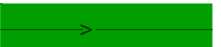
RST RUNWAY 2/20 SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT



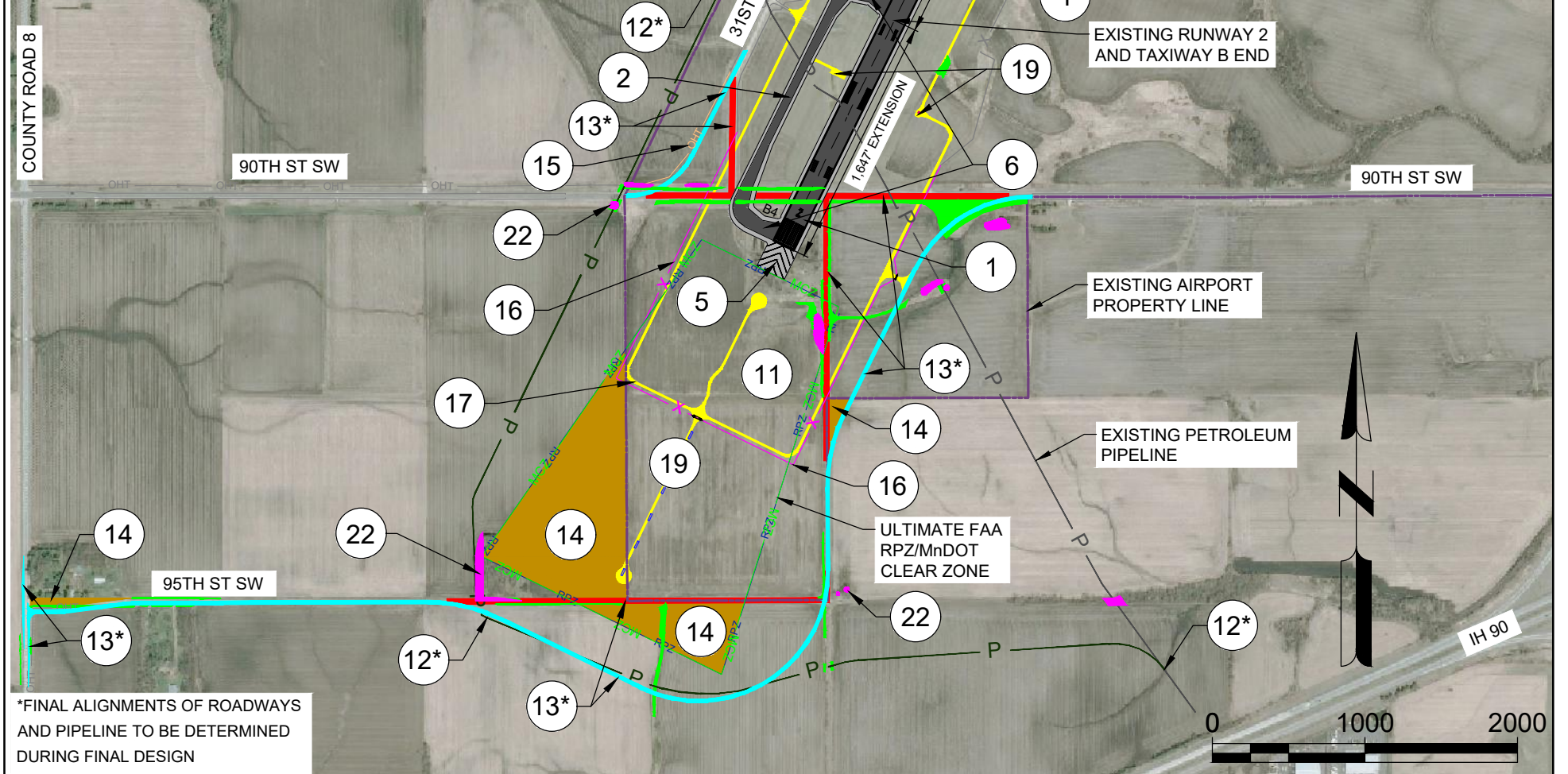
FIGURE 1-1: AIRPORT LOCATION

Sources: Base Map- Esri, HERE, Garmin, FAO, NOAA, USGS, OpenStreetMap

LEGEND:

	PAVEMENT TO BE REMOVED		PROPOSED AIRFIELD ACCESS ROAD		PROPOSED WETLAND TO BE IMPACTED
	PROPOSED RWY/TWY STRUCTURAL PAVEMENT		PROPOSED NEW/RECONSTRUCTED PUBLIC ROAD		PROPOSED TREE CLEARING/TRIMMING
	PROPOSED RWY/TWY SHOULDER PAVEMENT		PROPOSED LAND ACQUISITION		PROPOSED STORM SEWER/DRAINAGE SWALE

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 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.
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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 RVZ southwest and southeast of runway/runway intersection to remove ground penetrations.
10. Construct drainage improvements to Runway 2/20 and Taxiway B.
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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).
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21. Relocate/modify FAA-owned radar communication line and 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.)
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.)



*FINAL ALIGNMENTS OF ROADWAYS AND PIPELINE TO BE DETERMINED DURING FINAL DESIGN

ROCHESTER INTERNATIONAL AIRPORT RUNWAY 2/20 SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

FIGURE 1-2 2021 EA APPROVED PROJECT

2. Project Purpose and Need

2.1 Purpose

The purpose of the project identified in the 2021 EA is to minimize the potential for loss of runway availability for several regular operators. The Runway 2/20 project will provide users such as Mayo Clinic Medical Transport, FedEx, and air carriers the runway length needed at RST if Runway 13/31 and the intersection are closed for future reconstruction or otherwise become unavailable.

The project will require several supplementary actions, as described in Chapter 1. The purpose of these additional steps is to meet the goals of the Runway 2/20 uninterrupted service project, and specifically to accommodate pipeline construction in accordance with the Minnesota Public Utilities Commission permit, to provide surface transportation using the appropriate design standards, to update airport and utility property interests, and to minimize wildlife hazards.

2.2 Need

2.2.1 Pipeline

After the EA was approved in 2021, the BP-owned Dubuque-Twin Cities pipeline relocation alignment went through a permitting process with the Minnesota Public Utilities Commission (PUC). This process also functioned as the Minnesota Environmental Policy Act review. During this review, the alignment was refined and finalized. The refined route reviewed by the PUC included the following components not considered in the 2021 EA.

Tie-in

The tie-in at the southern end of the relocated pipeline segment is outside the boundaries of the 2021 EA project area. This point where the new alignment joins the existing pipeline, shown in **Figure 2-1**, must be shifted south from the location proposed in 2021 to accommodate the PUC's 4.5-foot depth cover requirement. This cover could not be achieved at the initial site due to the depth of the existing pipeline; however, a tie-in near the pipeline intersection with Interstate 90 is sufficient to meet this condition.

Expanded Limits of Disturbance

Expanded limits of disturbance are needed surrounding the pipeline alignment for construction workspace and access. During the PUC permitting process, BP requested an additional 100 feet of temporary easement beyond the initial 50-foot permanent access right-of-way considered in the 2021 EA, for a total corridor width of 150 feet. However, the PUC encouraged BP to include a 200-foot-total right-of-way in the permit to account for unexpected needs to expand the construction footprint, as shown on **Figure 2-2**. While this 200-foot-wide corridor is allowed in the PUC permit, BP does not intend to have ground disturbance beyond a 150-foot width. The overall 150-foot-wide easement corridor to be acquired (permanent easement within the center 50 feet and temporary easement for construction within the remaining 100 feet) is consistent with what is proposed in this Supplemental EA.

Additionally, the north and south tie-in points for the realigned pipeline each require a workspace of 275 feet by 283 feet (1.8 acres) to allow room for activities and equipment that will be used to prepare

the pipeline for the tie-in, as well as temporary storage tanks for use during the construction period. The 2021 EA did not include tie-in workspaces.

Part of finalizing the pipeline alignment included a discussion with the township regarding how to handle traffic during periods when construction will disrupt roadways. The township requested a temporary bypass for 90th Street SW intended to avoid reducing traffic to one lane during construction.

As a result, there are additional temporary easements to be acquired in the project area.

2.2.2 Construction Staging Areas

Staging areas will be required for roadway, utility, and pipeline construction contractors. An area of 4.9 acres will be needed for pipe lay down south of 90th Street SW; this temporary land use was included in the PUC permit application. Required equipment staging and materials stockpile areas for communication lines and roadway construction are proposed west of the Runway 2 end and south of existing 90th Street SW, respectively. These staging areas are shown in **Figure 2-2**. This figure shows that pipeline and roadway staging areas will be partially within existing and future Runway Protection Zones (RPZs), but while staging occurs, the existing RPZ will be in effect because the roadway and pipeline phases occur before extending the runway. Staging area location and use will be considered in detail in Chapter 3: Alternatives.

2.2.3 Fee-Simple Property Acquisition

Parcels 29, 30, and 31 make up the properties affected by the future Runway 2 RPZ, the future 95th Street SW situated outside of the RPZ, and the BP pipeline alignment outside of airport property. To account for loss of agricultural use due to remnants and other considerations, and to bring the RPZ under control of the Airport, the 2021 EA included fee-simple acquisition of portions of these parcels. After the refined pipeline alignment was developed, one affected landowner expressed a desire for additional fee-simple acquisition on these parcels. This is needed due to the way that the final corridors reduce the access to and viability of farming and potential development in the remaining area between future airport property and the permanent pipeline easement, which is as narrow as 100 feet wide in some places. Proposed potential additional fee-simple acquisition is depicted in **Figure 2-3**.

Additionally, less than $\frac{3}{4}$ acre of Parcel 32 is affected by the refined roadway design. A portion of this property is necessary for the RST fence and the road effectively severs it from the larger parcel. The remaining area will not be large enough for the landowner to have a reasonable use of the property. As a result, the remnant will be acquired.

2.2.4 Easement Acquisition and Vacation

Easement acquisition and vacation actions were included in the 2021 EA, including extinguishing and establishing new easements along the pipeline corridor, establishing easements in the location of newly aligned roads and utilities, and vacating unneeded easements along alignments to be modified by the project. Since the 2021 EA, specific locations for easement acquisition and vacation have been refined due to the BP pipeline alignment permitting process, including for the temporary roadway bypass. Additionally, the design process has highlighted the need for wider easements along the planned roadway to meet ditch and water quality basin design requirements. Easement widths ranging from approximately 66 feet to approximately 238 feet are necessary to meet design standards along 95th Street SW and 31st Avenue SW north of 90th Street SW. The anticipated easement locations and

temporary or permanent status are shown in **Figure 2-4**. Up-to-date easement recordings will clarify airport property interests and reduce the potential for future land use conflicts.

2.2.5 Farm Field Access

The existing roadways in the project area serve as access to adjacent farm fields for landowners and farmers. Due to grading requirements, field access along existing 90th Street SW will be disrupted, creating the need to relocate access points along the new road alignment (**Figure 2-5**). This relocation will allow continued access for agricultural use while meeting roadway design standards.

2.2.6 Relocated Communication Lines

Buried communication lines currently in the right-of-way for 31st Avenue SW (north of 90th Street SW) and 90th Street SW will be under the pavement and within the Runway Safety Area (RSA) for future Runway 2/20, as shown in **Figure 2-5**. This is an incompatible land use within the RSA unless access for maintenance or repair can be restricted outside of the area of aviation activity such as by using hand holes. In order to avoid this potential conflict, other communication line alignments should be considered. Additionally, an underground fiberoptic communication line runs along the west shoulder of CSAH 8. Due to the expanded roadway easement from the addition of the bypass lane, Olmsted County requires this line to be relocated to the west edge of the new easement for the length of the bypass lane.

2.2.7 Additional Tree Clearing

Fewer than 2 acres of tree clearing was included in the 2021 EA document, primarily associated with roadway right-of-way needs. The design process has revealed that further tree clearing than what was considered in the 2021 EA is needed to meet roadway grading and stormwater standards on the new 90th Street SW alignment and 95th Street SW. The revised pipeline alignment as considered by the PUC will also require minimal additional tree removal near the adjusted southern tie-in.

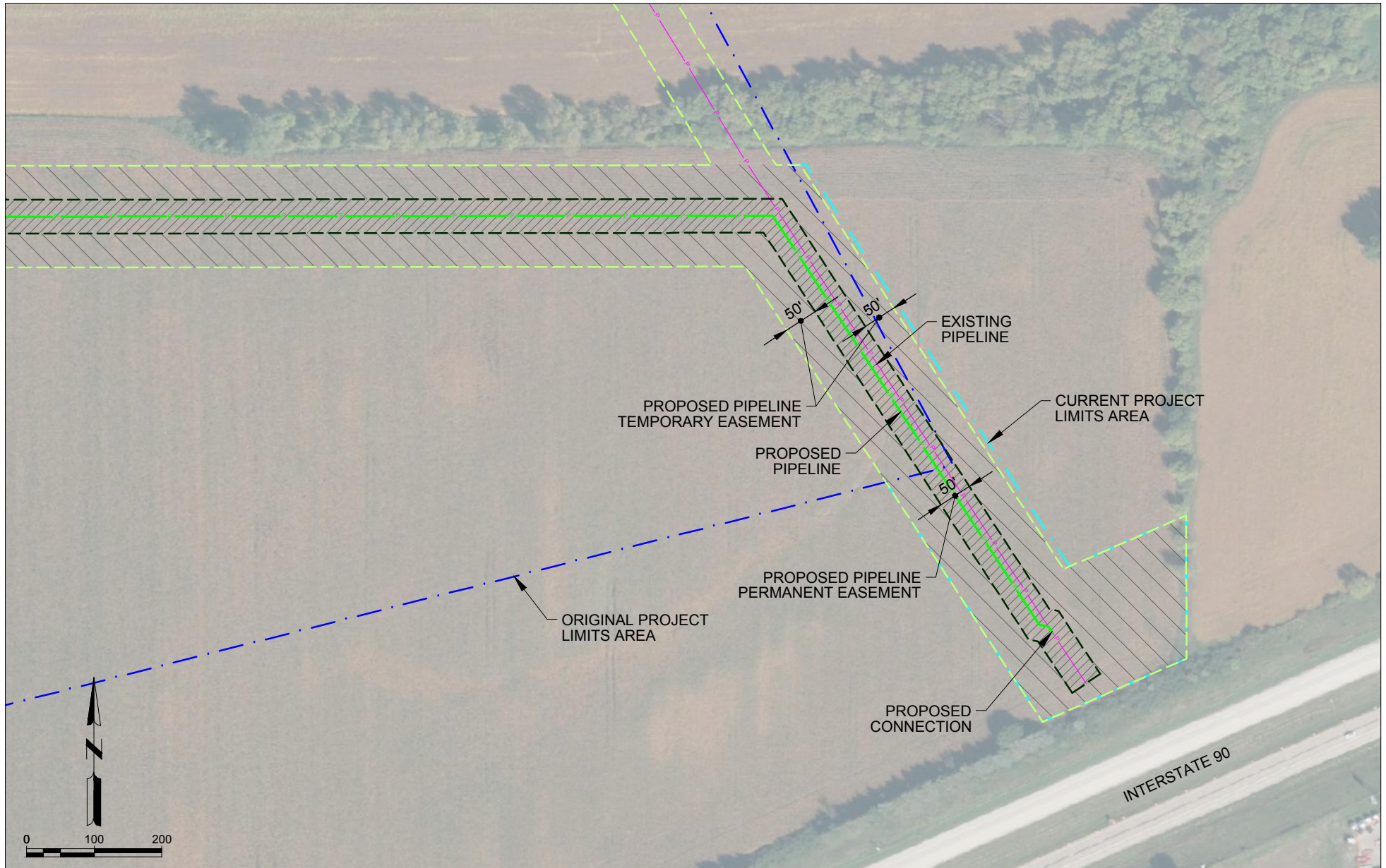
Additionally, the Airport plans to reduce wildlife hazards in the approach and departure path for future Runway 2, which necessitates removal of an approximately 3-acre area of trees southwest of the runway end, partially within the future RPZ. This area is located on future airport property and within pipeline permanent and temporary easements discussed in Section 2.2.1. Proposed areas of additional tree clearing are found in **Figure 2-5**.

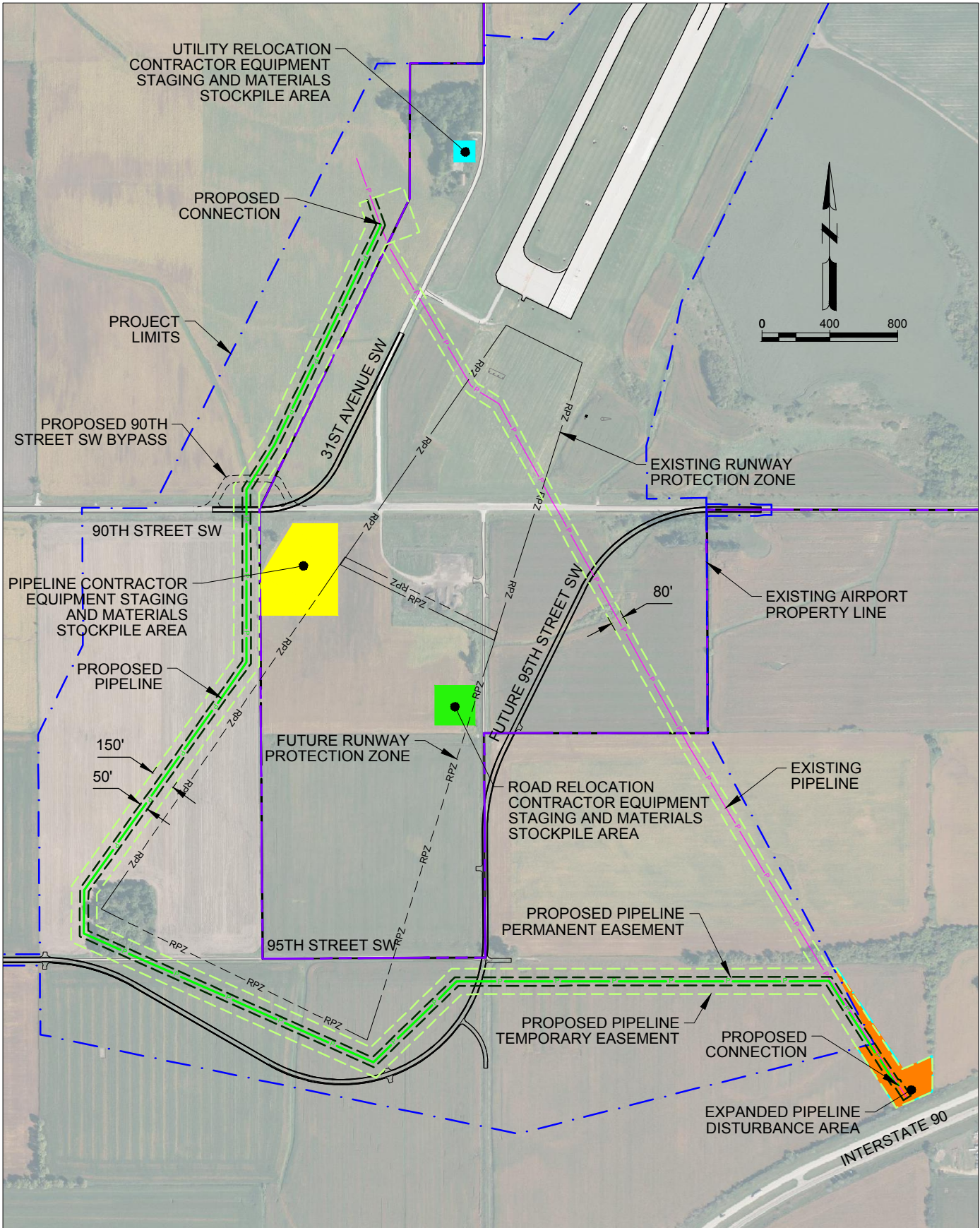
2.2.8 NAVAID Access Roads

To meet the goals of the Uninterrupted Service Project, access roads to the ultimate Runway 20 precision approach path indicator (PAPI) and ultimate Runway 13/31 midpoint runway visual range (RVR) will be added. These roads will allow access to NAVAID equipment for maintenance and were not part of the 2021 EA FONSI/ROD approved action.

2.2.9 Runway Guard Lights

To meet the goals of the Uninterrupted Service Project, Runway 2/20 will include Runway Guard Lights (RGLs), which were not part of the proposed project in the 2021 EA. The addition of RGLs on secondary Runway 2/20 is needed to offer a similar utility to primary Runway 13/31 and provide a higher level of safety during times when Runway 13/31 is unavailable, and Runway 2/20 serves as RST's sole runway.





11/17/2022 4:50:44 PM X:\2879900\191391\021\TECHREPORTS\CHAPTER 2\GRAPHICS\FIGURE 2-1.DWG

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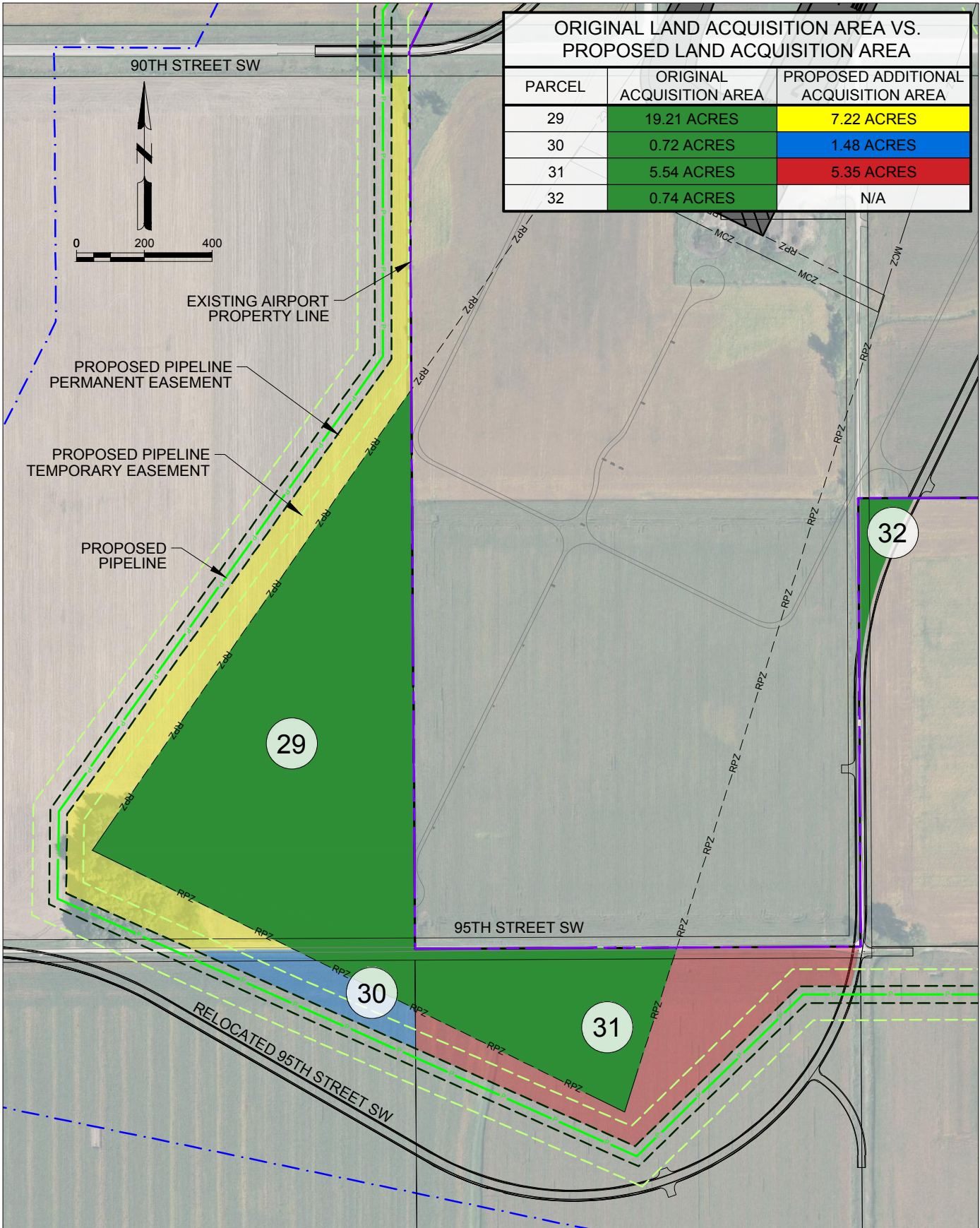


PROPOSED PIPELINE DISTURBANCE AREA



FIGURE 2-2

ORIGINAL LAND ACQUISITION AREA VS. PROPOSED LAND ACQUISITION AREA		
PARCEL	ORIGINAL ACQUISITION AREA	PROPOSED ADDITIONAL ACQUISITION AREA
29	19.21 ACRES	7.22 ACRES
30	0.72 ACRES	1.48 ACRES
31	5.54 ACRES	5.35 ACRES
32	0.74 ACRES	N/A



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ROCHESTER INTERNATIONAL AIRPORT
 RUNWAY 2-20 SUPPLEMENTAL
 ENVIRONMENTAL ASSESSMENT

PROPOSED FEE-SIMPLE PROPERTY ACQUISITION

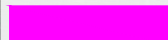



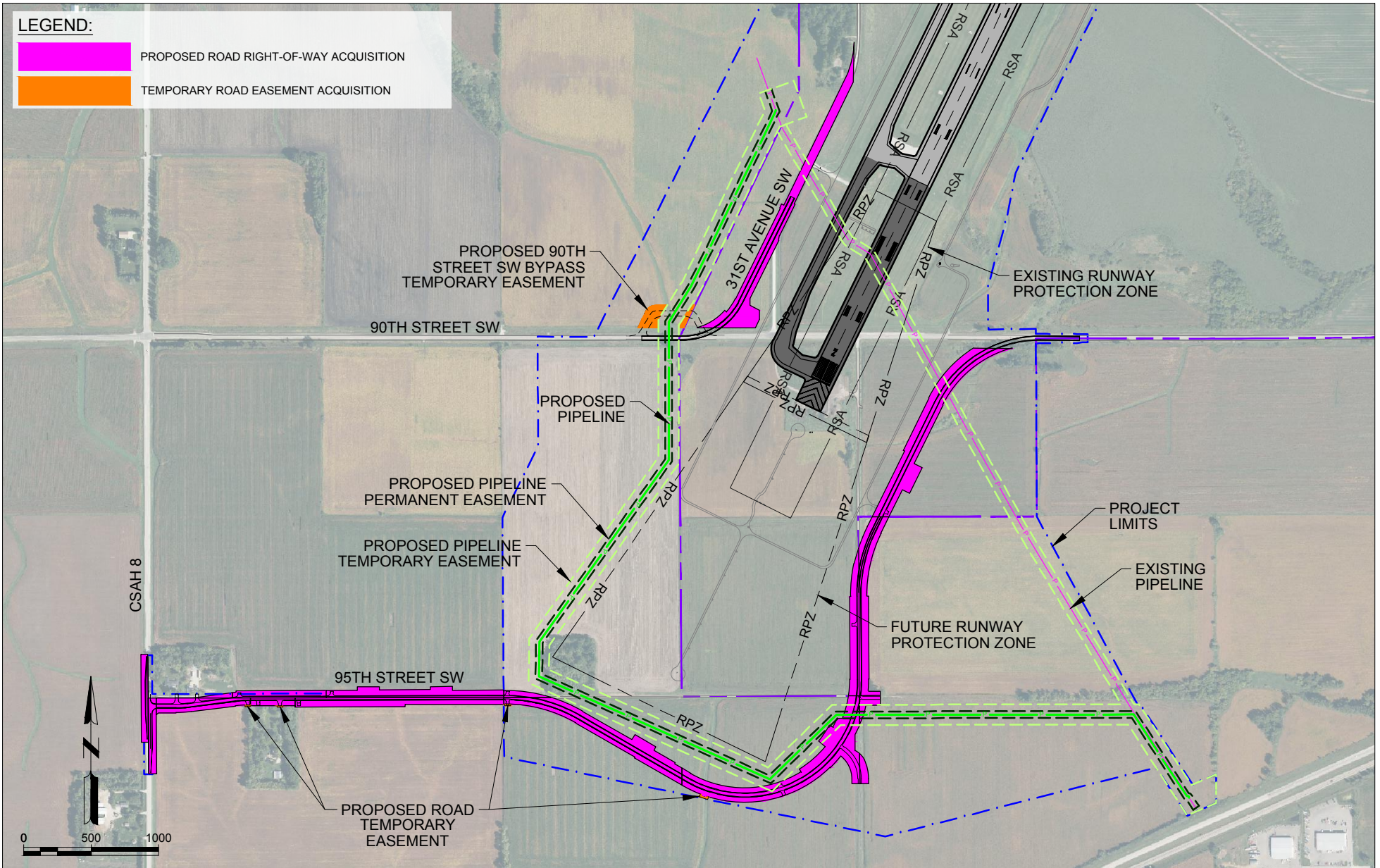
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FIGURE 2-3

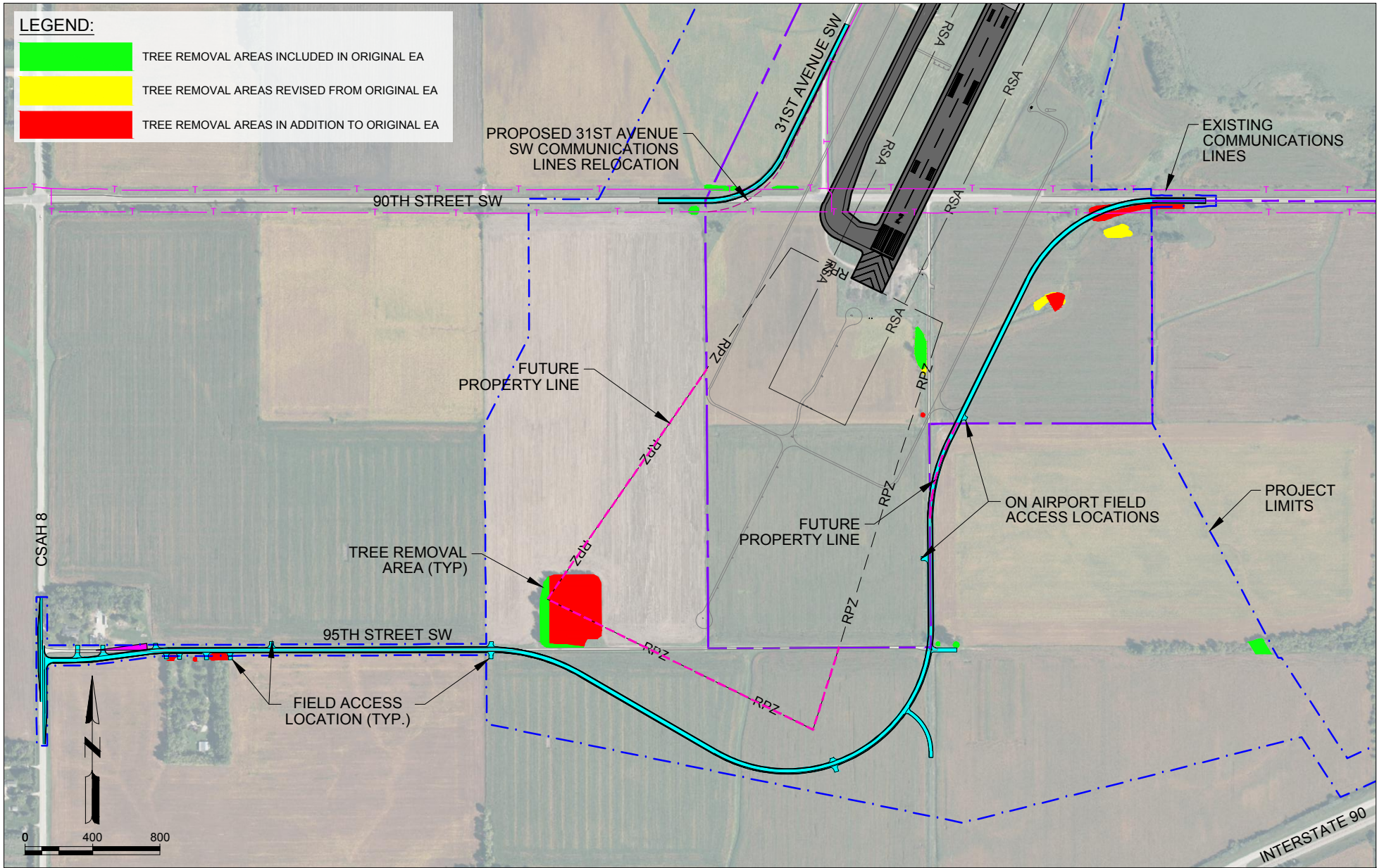
LEGEND:

-  PROPOSED ROAD RIGHT-OF-WAY ACQUISITION
-  TEMPORARY ROAD EASEMENT ACQUISITION



LEGEND:

- TREE REMOVAL AREAS INCLUDED IN ORIGINAL EA
- TREE REMOVAL AREAS REVISED FROM ORIGINAL EA
- TREE REMOVAL AREAS IN ADDITION TO ORIGINAL EA



3. Alternatives

This chapter describes alternatives and supplemental actions developed to satisfy the purpose and need for project elements where the 2021 EA Finding of No Significant Impact/Record of Decision (FONSI/ROD) approved action no longer meets the purpose and need due to refinements with the project. For the purposes of the supplemental EA, the approved action represents what was previously proposed by the 2021 EA and approved in the 2021 EA FONSI/ROD dated July 2021. The following alternatives are analyzed considering the purpose and need of the supplemental actions addressed in Chapter 2, FAA design standards, and practical factors. A preferred alternative for each project component is summarized at the end of this chapter and will be used to evaluate environmental consequences in Chapter 4.

3.1 Pipeline

The 2021 EA included consideration of the Dubuque-Twin Cities pipeline, owned by BP, that crosses Airport property. This pipeline for finished petroleum products was constructed in the 1940s, which predates the construction of Runway 2/20. The current pipeline alignment would lie beneath the future extended runway pavement and within the Runway Safety Area (RSA) for the new Runway 2 end; therefore, leaving the pipeline in place was rejected by the 2021 EA analysis due to conflicting property interests and safety concerns.

The approved action in the 2021 EA FONSI/ROD included relocation of the pipeline outside of future airport property, as shown in **Figure 3-1**, fully separating the runway and the pipeline. This was mutually beneficial for the Airport and BP because future maintenance or reconstruction of either piece of infrastructure no longer requires the involvement of the other party. This also removed the existing pipeline easement encumbrance from federally obligated airport property, consistent with the requirements of the Airport's grant assurances. The 2021 EA FONSI/ROD approved action included a 50-foot permanent access easement surrounding the pipeline.

Because the Minnesota Public Utilities Commission (PUC) route permit process occurred after the 2021 EA FONSI/ROD, the precise alignment was not determined by the end of the original NEPA process. Consequently, the 2021 document considered a broad corridor where the approximately two-mile-long pipeline and associated easement were most likely to fall, and potential environmental impacts within the entire corridor were analyzed.

The design and permitting process revealed that the existing pipeline within the corridor area is not deep enough to tie into the relocated segment while meeting the PUC requirements for 4.5 feet of cover depth over the new pipeline. If the approved action were enacted, pipeline construction could not proceed in accordance with the PUC requirements. Therefore, the extent of the original corridor considered in 2021 no longer meets the needs of the project because the southern tie-in to the existing pipeline cannot be made within the 2021 study area.

Additionally, the 50-foot permanent easement included in the 2021 EA FONSI/ROD did not consider the need for temporary workspace during the construction period. The approved action with 50 feet of right of way centered on the pipeline alignment does not allow for pipeline construction access for staging or installation.

Therefore, the disturbance area and easements need to be adjusted to align with the requirements of the PUC route permit and construction activity. The Supplemental EA (SEA) preferred pipeline alternative is described below.

3.1.1 Alternative 1: Modified Alignment and Temporary Easement

A modified alignment (Alternative 1 in **Figure 3-1**) places the southern tie-in to the existing pipeline approximately 350 feet southeast of the approved action tie-in, close to where the pipeline crosses beneath Interstate Highway 90 (I-90). This tie-in location allows for the appropriate amount of land cover, and results in a total new pipeline length of approximately 10,200 feet, and removal of approximately 6,000 feet of existing pipe. The impacted area outside of the 2021 EA study boundary totals 2.52 acres.

This alternative includes an additional 100 feet of temporary construction easement (included in **Figure 3-1**) expanding the limits of disturbance and property access temporarily for the pipeline installation period. This temporary land use will provide access to BP for pipeline staging and construction that, because of the nature of the land disturbance and equipment used in the process, cannot fit within the 50-foot pipeline corridor. The ultimate pipeline land needs include the 50-foot-wide permanent easement corridor centered on the pipeline, and this temporary easement extending an additional 50 feet on each side from the edge of the permanent easement boundary. These land uses were included in the route permit application and approved by the PUC¹.

Additionally, BP expressed a need for expanded land access near the north and south tie-in points to the existing pipeline. These workspaces of approximately 275 feet by 280 feet each (1.8 acres each) allow room for activities and equipment that will be used to prepare the pipeline for the tie-in, as well as temporary storage tanks for use during the construction period and when switching between active pipeline segments. These temporary easements were approved in the PUC pipeline permitting process, discussed in Section 2.2.1.

All existing rights will be extinguished where the pipeline will be removed, as included in proposed action item 12 of the 2021 FONSI.

Directional Drilling Option

When considering pipeline construction and environmental impacts, directional drilling was considered instead of trenching in select locations along the new pipeline alignment for the purpose of avoiding tree impacts and minimizing roadway disruptions on existing 90th Street SW during construction.

The pipeline corridor is slated to traverse a 3-acre wooded area south of the ultimate RPZ. Directional drilling was considered to avoid impacts to these trees; however, upon further development of the project, it was determined the full area will be cleared of trees regardless of the pipeline alignment, as described in Sections 2.2.7 and 3.7 of this document.

90th Street SW has a low traffic volume, only accessing a few businesses and agricultural land before it dead-ends short of meeting Hwy 63. Ultimately, the minimal potential disruption may not warrant directional drilling to avoid traffic impacts; however, this option will be carried forward for

¹ The PUC approved a total corridor width of 200 feet (including the 50-foot permanent easement and a 150-foot temporary easement), but BP will only require a total width of 150 feet.

consideration in the event that the bypass proposed in Section 3.4.1 leads to undesirable consequences.

3.2 Construction Staging Areas

The 2021 EA approved action did not include specific consideration of staging areas for use during project construction. It is important to identify these areas to evaluate potential environmental impacts of the staging equipment and materials.

3.2.1 Alternative 1: Staging Area Locations

Engineers identified proposed staging areas for project components including roadway, pipeline, and utility construction. These staging areas are shown in **Figure 3-2**.

Roadway Construction Staging

A 1.26-acre proposed equipment staging and materials stockpile area for roadway construction would be situated south of existing 90th Street SW. Roadway construction will occur before extending Runway 2/20, making it necessary that this location is outside of the existing runway protection zone (RPZ), and will not interfere with navigational aids (NAVAIDs) or approach surfaces for the existing runway. The site could not be reused for future phases of the project due to fill and grading that will occur with the runway extension.

Pipeline Construction Staging

An area of 4.99 acres will be needed for pipe lay down south of 90th Street SW. This temporary land use was included in the PUC pipeline route permit application. A portion of this staging area falls within the ultimate RPZ, but pipeline construction, like roadway construction, will be completed prior to the runway extension and the existing RPZ will be in effect during the use of this staging area. A visual deterrent such as a row of lath with ribbons will be used to mark the adjacent existing RPZ as an area to avoid during construction.

Utility Line Construction Staging

Equipment staging and materials stockpile areas for utility line construction are proposed northwest of the Runway 2 end. This 0.33-acre area is outside existing and future runway safety and protection surfaces.

3.3 Fee Simple Property Acquisition

The 2021 EA included approximately 26 acres of fee simple land acquisition within the ultimate Runway 2/20 RPZ to ensure perpetual aviation safety protections and compatible land uses as recommended by the FAA, and as landowner compensation for an unfarmable remnant (Parcel 32) south of Runway 2/20 along realigned 31st Avenue SW. Shown in **Figure 3-3**, the approved action represents the minimum amount of land required to meet the goals of the Uninterrupted Service Project.

3.3.1 Alternative 1: Acquire Additional Farmland Remnants

This alternative considers additional fee simple acquisition in Parcels 29, 30, and 31. Alternative 1 in **Figure 3-3** illustrates potential uneconomic remnants located between ultimate airport property in the RPZ and the permanent pipeline easement. These parcels belong to one affected landowner, and the

potential acquisition is included for consideration based on their feedback to mitigate the potential impacts of the project on the individual and their agricultural operations. In this alternative, up to 15 combined acres may be added to the acquisition already approved by the 2021 EA FONSI/ROD (the approved action). The ultimate disposition of this property and size of the final area will be subject to landowner negotiations and legal considerations during the property acquisition process. This alternative represents the maximum potential fee simple acquisition that addresses the concerns regarding viability of farming or other uses in this area, as discussed in Section 2.2.3.

3.4 Roadway Easements

The 2021 EA FONSI/ROD approved action proposed acquiring and releasing rights-of-way and other easements as shown in **Figure 3-4**. This included establishing a new uniform 66-foot right-of-way along the relocated township roads and vacating or extinguishing rights where roadways will be removed. This uniform roadway easement does not meet roadway design standards for ditch and water quality basin design requirements, and therefore does not fulfill the purpose and need.

3.4.1 Alternative 1: Modified Roadway Easements

Permanent Easements

Easement widths ranging from 100 feet to approximately 197 feet, shown in **Figure 3-5**, are necessary to meet design standards along 95th Street SW and 31st Avenue SW south of 90th Street SW. (This roadway, from the intersection with County State Aid Highway (CSAH) 8 to the cul-de-sac before Highway 63, will be designated as 95th Street SW when the project is complete, and referred to in this document as future 95th Street SW.) The roadway right-of-way will be intersected by the permanent pipeline easement considered in Section 3.1. The temporary pipeline easement discussed in the same section also overlaps with the roadway easement in some areas; however, pipeline construction will be completed and the pipeline construction easement no longer in effect when the roadway opens for use. Relocated 31st Avenue SW requires right-of-way easements ranging from 66 feet to 238 feet in width to meet roadway design and stormwater requirements. All proposed roadway easements are located outside RPZs or other safety areas. Existing easements where roadways will be removed will be released as in the 2021 EA FONSI/ROD approved action (**Figure 3-4**), with the addition of a right-of-way release of a previous segment of 31st Avenue SW (north of 90th Street SW) where the road was previously relocated due to the Runway 2/20 location.

Temporary Easements

To limit disruption to 90th Street SW during pipeline construction, a temporary roadway bypass and accompanying easement is considered in this alternative (**Figure 3-5**). The approximately 700-foot-long proposed bypass will be located where the pipeline route intersects with 90th Street SW west of the ultimate Runway 2 end. The easement width varies from 75 to 100 feet depending upon grading limits. Coordination with the township introduced the bypass option, which allows traffic on 90th Street SW to continue without the need to reduce the roadway to one lane and require a flagger for vehicles to pass. The temporary easement for the construction bypass represents the maximum proposed temporary easement for the roadway. The option to use directional drilling for pipeline construction, as discussed in Section 3.1.1, may reduce or eliminate the need to establish this property interest.

Four additional temporary easements to ensure continuous access to properties along 95th Street SW during construction are included in this alternative.

3.5 Permanent Farm Field Access

The 2021 EA approved action did not consider farm field access points because, at the time of the analysis, no changes were anticipated as the roadway design allowed existing access to remain. As design progressed, incorporating storm water requirements necessitated increasing the road profile and ditch size in select areas. Due to these requirements, field access along existing 95th Street SW will be disrupted. To meet roadway standards and provide sufficient access to agricultural land, consideration of field access is necessary to meet the purpose and needs of the project.

3.5.1 *Alternative 1: Relocated Farm Field Access*

Figure 3-6 shows proposed farm field access points from the relocated roadways, including those on airport property. New accesses are proposed along the curve on future 95th Street SW in areas where crossing the new ditch section are most economical to access all farm fields.

3.6 Communication Line

Underground copper communication cables owned by Lumen (formerly known as CenturyLink) are currently located within the project area running east/west along 90th Street SW and north/south along 31st Avenue SW north of 90th Street SW. In the ultimate disposition of Runway 2, these cable routes and the former 90th Street SW alignment will be beneath the runway end and parallel taxiway. There are no known recorded easements or utility permits for the Lumen communication cables located along existing 90th Street SW on airport property; however, utility permits for older communication companies, including Bell Telephone, were present. Lumen is conducting further research to determine if these older permits were eventually passed to Lumen. All permitted rights to utilities, regardless of age or ownership, will be vacated upon removal of the roadway right-of-way, as included in the 2021 FONSI proposed action 15.

The 2021 EA FONSI/ROD approved action was to relocate all utility and communication lines and their respective easements in conjunction with the relocation of 31st Avenue SW and future 95th Street SW. In the Approved Action on **Figure 3-7**, approximately 11,700 feet of new cable lines would reconnect to existing lines at 90th Street SW, situating utility lines outside of critical FAA surfaces and protection areas without necessitating subordination of the utility easement. As with 90th Street, all permitted rights in the former 31st Avenue SW right-of-way would be released and reestablished in the new right-of-way, included in proposed project element 15 of the 2021 FONSI. However, fully relocating all communication lines alongside roadways would lead to a larger environmental footprint and not be cost effective compared to an arrangement allowing some or all lines to remain.

Additionally, an underground fiberoptic communication line owned by Lumen runs along the west shoulder of CSAH 8. Coordination with Olmsted County following the 2021 EA revealed that, due to the expanded roadway easement from the addition of the bypass lane, the County requires this line to be relocated with the new easement.

3.6.1 *Alternative 1: Partial Relocation of Communication Lines*

The FAA supports leaving the copper communication line in place within the former 90th Street SW right-of-way if an easement subordinate to the Airport's property interest is executed between the Airport and Lumen that outlines parameters for any future maintenance needed for the line. Coordination with Lumen is ongoing, and they are open to these requirements to keep the line in its current location, pending further research into any existing property rights they may hold.

This alternative relocates the communication lines running north/south along existing 31st Avenue SW in alignment with the relocated road and replaces the east/west lines along existing 90th Street SW in their existing location. As shown by Alternative 1 in **Figure 3-8**, the line along 31st Avenue SW will run along the west side of the roadway right-of-way where it will cross to an existing pedestal, avoiding the need to install a new access point. Both existing east/west oriented cables will be removed and replaced by a single line. Two pedestals for maintenance access will be located east of the runway and airport perimeter road, and one pedestal will be located west of the taxiway where ultimate 31st Avenue SW begins to curve north. The proposed easement will allow the line's placement on airport property but would not entitle the utility owner to have access to the line via trenching. Following construction of the lines, future access to the lines for maintenance purposes will be limited to outside of the airport fence. The communication line beneath the future runway will be 30 inches below the existing grade and bored 5 feet below existing pavement crossings. This will place the line well below the new runway. The placement of the line meets design standards for the runway and taxiway, as well as the communication line. All new utility rights will supersede any previous agreements.

This alternative also relocates the underground fiberoptic communication line along CSAH 8 to the west edge of the new easement for the length of the bypass lane, in accordance with Olmsted County requirements.

This alternative is preferred by the communication line owner due to the lower cost of implementation and fewer anticipated environmental impacts. In consideration of this and agreement from the communication line owner to subordinate their interest in the utility corridor, this alternative will be carried forward.

3.7 Tree Clearing

The 2021 EA analyzed a limited amount of tree clearing associated with direct disturbance from project construction, totaling approximately 1.7 acres, shown in **Figure 3-9** as the Approved Action.

3.7.1 Alternative 1: Additional Tree Clearing in Runway 2 Approach

An approximately 3-acre stand of trees is located off the end of Runway 2 in the ultimate RPZ (**Figure 3-9**). To minimize wildlife attractants in the Runway 2 approach, this alternative proposes that these trees will be removed. The area of tree removal is located partially on future airport property, and much of the area potentially outside of future airport property is also included within the temporary construction easement for the BP pipeline.

Proposed roadway ditch grading also requires minimal additional tree removal along 95th Street SW. In **Figure 3-9**, the Alternative 1 tree removal would include all areas shown in green (approved action) or red (proposed additional tree removal). The areas shown in yellow are tree removal areas included in the 2021 EA FONSI/ROD approved action that will no longer need to be removed. This alternative will be carried forward because it meets the goals of the Uninterrupted Service Project and fulfills the project purpose to minimize wildlife hazards.

3.8 NAVAID Access Roads

The 2021 EA FONSI/ROD approved action included modifications to the airport perimeter road and a new access road to the MALSR equipment, as well as relocating the existing Runway 20 PAPIs in conjunction with the relocated Runway 20 threshold and relocating the existing Runway 13/31 midpoint runway visual range (RVR) out of the future Taxiway Object Free Area but did not explicitly

include access roads to the PAPIs and RVR. **Figure 3-10** shows proposed approximate alignments of the two access roads, though these alignments are subject to change during final design.

3.9 Runway Guard Lights

To meet the goals of the Uninterrupted Service Project, Runway 2/20 will include Runway Guard Lights (RGLs), which were not part of the proposed project in the 2021 EA. Proposed locations of the RGLs are shown in **Figure 3-11**.

3.10 Phasing Considerations

In addition to the Runway 2/20 availability phasing discussed in Section 3.6.3 of the 2021 EA and approved in the FONSI/ROD, Runway 13/31 will be shortened to a temporary length of 4,000 feet available west of the runway intersection during reconstruction of the intersection. This will allow small aircraft to continue to access a crosswind runway during the approximately 6-week period of intersection reconstruction. No instrument flight rules (IFR) approach or departure procedures will be available for the temporarily shortened runway and aircraft will only be able to use Runway 13/31 for visual flight rules (VFR) operations.

3.11 Airport Sponsor’s Proposed Supplemental Actions

The preferred alternatives outlined in this chapter are proposed to either amend or supplement the associated elements of the airport sponsor’s proposed project from the 2021 EA. A comparison of the supplemental preferred actions to the related 2021 EA FONSI/ROD Approved Action screened against the purpose and need for the supplemental project is found in **Table 3-1**.

Table 3-1: Screening Summary of Preferred Alternatives			
Pipeline Alignment and Temporary Easement			
Purpose and Need	2021 FONSI/ROD Approved Action	Modified Alignment and Temporary Easement	Directional Drilling Option
Meet the goals of the Runway 2/20 Uninterrupted Service Project	Yes	Yes	Yes
Align with MN PUC permit	No	Yes	Yes
Allow 4.5-foot pipe depth	No	Yes	Yes
Accommodate sufficient workspace	No	Yes	Yes
Summary		Preferred	Option Carried Forward

Staging Areas		
Purpose and Need	2021 FONSI/ROD Approved Action	Staging Areas for Roadway, Utility, and Pipeline Construction
Meet the goals of the Runway 2/20 Uninterrupted Service Project	Not included	Yes
Accommodate sufficient workspace	No	Yes
Summary		Preferred
Fee Simple Property Acquisition		
Purpose and Need	2021 FONSI/ROD Approved Action	Additional Property Acquisition
Meet the goals of the Runway 2/20 Uninterrupted Service Project	Yes	Yes
Update property interests	Yes	Yes
Other considerations	Minimum amount required for project	Addresses landowner concerns, mitigates impacts to landowners
Summary		Carried forward
Roadway Easements		
Purpose and Need	2021 FONSI/ROD Approved Action	Additional Permanent and Temporary Roadway Easements
Meet the goals of the Runway 2/20 Uninterrupted Service Project	Yes	Yes
Meet surface transportation standards	No	Yes
Update property interests	Yes	Yes
Other considerations		Allows roadway bypass to address township concerns
Summary		Preferred
Farm Field Access		
Purpose and Need	2021 FONSI/ROD Approved Action	Relocated Farm Field Access
Provide sufficient surface transportation	No	Yes
Summary		Preferred

Communication Line		
Purpose and Need	2021 FONSI/ROD Approved Action	Partial Relocation of Communication Lines
Meet the goals of the Runway 2/20 Uninterrupted Service Project	Yes	Yes
Update property interests	Yes	Yes
Other considerations		Less trenching and smaller footprint
Summary		Preferred
Additional Tree Clearing		
Purpose and Need	2021 FONSI/ROD Approved Action	Additional Tree Clearing in Runway 2 Approach
Meet the goals of the Runway 2/20 Uninterrupted Service Project	Yes	Yes
Minimize wildlife hazards	No	Yes
Summary		Preferred
NAVAID Access Roads		
Purpose and Need	2021 FONSI/ROD Approved Action	Add PAPI and RVR Access Roads
Meet the goals of the Runway 2/20 Uninterrupted Service Project	Yes	Yes
Other considerations	Other NAVAID access roads were included, but not to the PAPIs and RVR	
Summary		Preferred
Runway Guard Lights		
Purpose and Need	2021 FONSI/ROD Approved Action	Add Runway Guard Lights
Meet the goals of the Runway 2/20 Uninterrupted Service Project	Yes	Yes
Other considerations	Other lighting was included in 2021 Action, but not RGLs	
Summary		Preferred

Based on the preferred alternatives selected above, the airport sponsor's proposed supplemental actions, shown in **Figure 3-11**, include the following:

1. Move southern tie-in point for relocated BP pipeline southeast by approximately 343 feet to meet PUC pipeline depth requirements
2. Add two approximately 1.8-acre temporary workspace easements at north and south pipeline tie-in points
3. Add 100-foot temporary construction easement for pipeline corridor (50 feet on each side of permanent 50-foot easement)
4. Establish construction staging areas for roadway (1.26 acres), pipeline (4.99 acres), and utilities (0.36 acres)
5. Acquire a minimum of 25.47 acres in fee-simple land in parcels 29, 30, and 31 for the ultimate Runway 2 RPZ, included in 2021 EA action 14, and potentially up to an additional 15 acres in these parcels to mitigate possible impacts to landowners
6. Revise fee-simple property acquisition boundaries for parcel 32 to 0.74 acres, an uneconomic remnant associated with future 95th Street SW in 2021 EA action 14
7. Establish roadway easements ranging from approximately 100 to 197 feet wide for future 95th Street SW and 66 to 238 feet wide for relocated 31st Avenue SW
8. Establish .66-acre temporary road easement for temporary road bypass during pipeline construction
9. Provide field accesses on future 95th Street SW
10. Relocate communication lines and associated permitted rights along relocated 31st Avenue SW (north of 90th Street SW) within township road utility easement and along CSAH 8 within County road utility easement
11. Replace communication lines along existing 90th Street SW beneath future Runway 2 end, with earlier rights extinguished and new easement/subordination agreement between utility owner and Airport sponsor
12. Clear 3 acres of trees to remove wildlife attractant from Runway 2 RPZ and beneath approach, amending 2021 EA action 22
13. Clear minimal additional trees for roadway grading, amending 2021 EA action 22
14. Add access roads to the ultimate Runway 20 PAPI and ultimate Runway 13/31 midpoint RVR. Final alignments of roadways to be determined during final design.
15. Install runway guard lights on connecting taxiways (A and B1-B4) to Runway 2/20, amending 2021 EA action 18
16. Extinguish any additional unneeded roadway easements in the project area, including 31st Avenue SW



These actions supplement the Runway 2/20 Uninterrupted Service Project, for which the FAA issued a FONSI/ROD in July 2021.

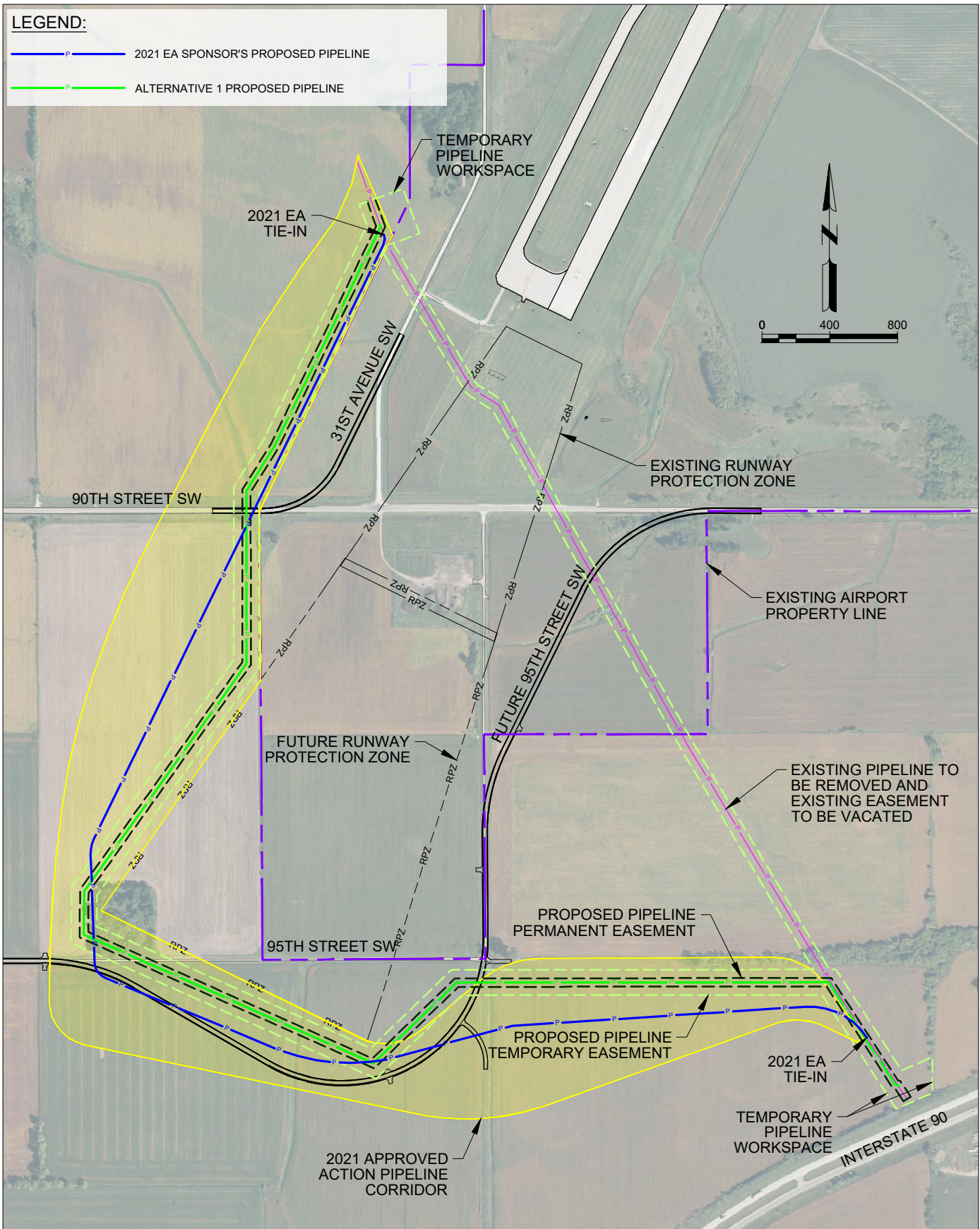
A comparison of the action approved in July 2021 and the proposed supplemental actions is found in **Table 3-2**.

Table 3-2: Comparison of 2021 Approved Action and SEA Preferred Action		
Project Elements with Proposed Changes in SEA	Summary of Approved Action in 2021 EA FONSI/ROD	Summary of Preferred Action in SEA
Pipeline	<p>Original relocation corridor shown on Figure 3-1</p> <p>Did not include temporary workspace easements</p> <p>50-foot permanent access easement surrounding the pipeline</p>	<p>Modified pipeline route (as approved by PUC in route permit process) shown on Figure 3-1</p> <p>Move southern tie-in point for relocated BP pipeline southeast by approximately 343 feet to meet PUC pipeline depth requirements</p> <p>Add two approximately 1.8-acre temporary workspace easements at north and south pipeline tie-in points</p> <p>Add 100-foot temporary construction easement for pipeline corridor (50 feet on each side of permanent 50-foot easement)</p> <p>Option to directional drill beneath 90th Street SW</p>
Construction Staging	Not included	Establish construction staging areas for roadway (1.26 acres), pipeline (4.99 acres), and utilities (0.36 acres)
Fee Simple Land Acquisition	Acquire approximately 26 acres of land for RPZ and uneconomic remnant	<p>Acquire a minimum of 25.47 acres in fee-simple land in parcels 29, 30, and 31 for the ultimate Runway 2 RPZ, included in 2021 EA action 14, and potentially up to an additional 15 acres in these parcels to mitigate possible impacts to landowners</p> <p>Revise fee-simple property acquisition boundaries for parcel 32 to 0.74 acres, an uneconomic remnant associated with future 95th Street SW in 2021 EA action 14</p>
Roadway Easements	Uniform 66-foot-wide easements along new and relocated roadways	Establish roadway easements ranging from approximately 100 to 197 feet wide for future 95 th Street SW and 66 to 238 feet wide for relocated 31 st Avenue SW

		<p>Extinguish any additional unneeded roadway easements in the project area, including 31st Avenue SW</p> <p>Establish .66-acre temporary road easement for temporary road bypass during pipeline construction</p>
Farm Field Access	Not expected to be disrupted	<p>Wider grading and stormwater requirements disrupt farm field access on future 95th Street SW</p> <p>Establish new accesses along future 95th Street SW to replace disrupted access</p>
Communication Lines	Relocate all communication lines within new roadway rights-of-way	<p>Relocate communication lines and associated permitted rights along relocated 31st Avenue SW (north of 90th Street SW) within township road utility easement and along CSAH 8 within County road utility easement</p> <p>Replace communication lines along existing 90th Street SW beneath future Runway 2 end, with earlier rights extinguished and new easement/subordination agreement from utility owner</p>
Tree Clearing	Less than 2 acres of total tree removal along roadway and pipeline routes	<p>Clear an additional 3 acres of trees to remove wildlife attractant from Runway 2 RPZ and beneath approach, amending 2021 EA action 22</p> <p>Clear minimal additional trees for roadway grading</p>
NAVAID Access Roads	Ultimate Runway 20 PAPI and ultimate Runway 13/31 Midpoint RVR access roads not included	Add access roads to the ultimate Runway 20 PAPI and ultimate Runway 13/31 Midpoint RVR
Runway Guard Lights	Not included	Runway guard lights will be installed for Runway 2/20

LEGEND:

-  2021 EA SPONSOR'S PROPOSED PIPELINE
-  ALTERNATIVE 1 PROPOSED PIPELINE



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**ROCHESTER INTERNATIONAL AIRPORT
RUNWAY 2-20 SUPPLEMENTAL
ENVIRONMENTAL ASSESSMENT**

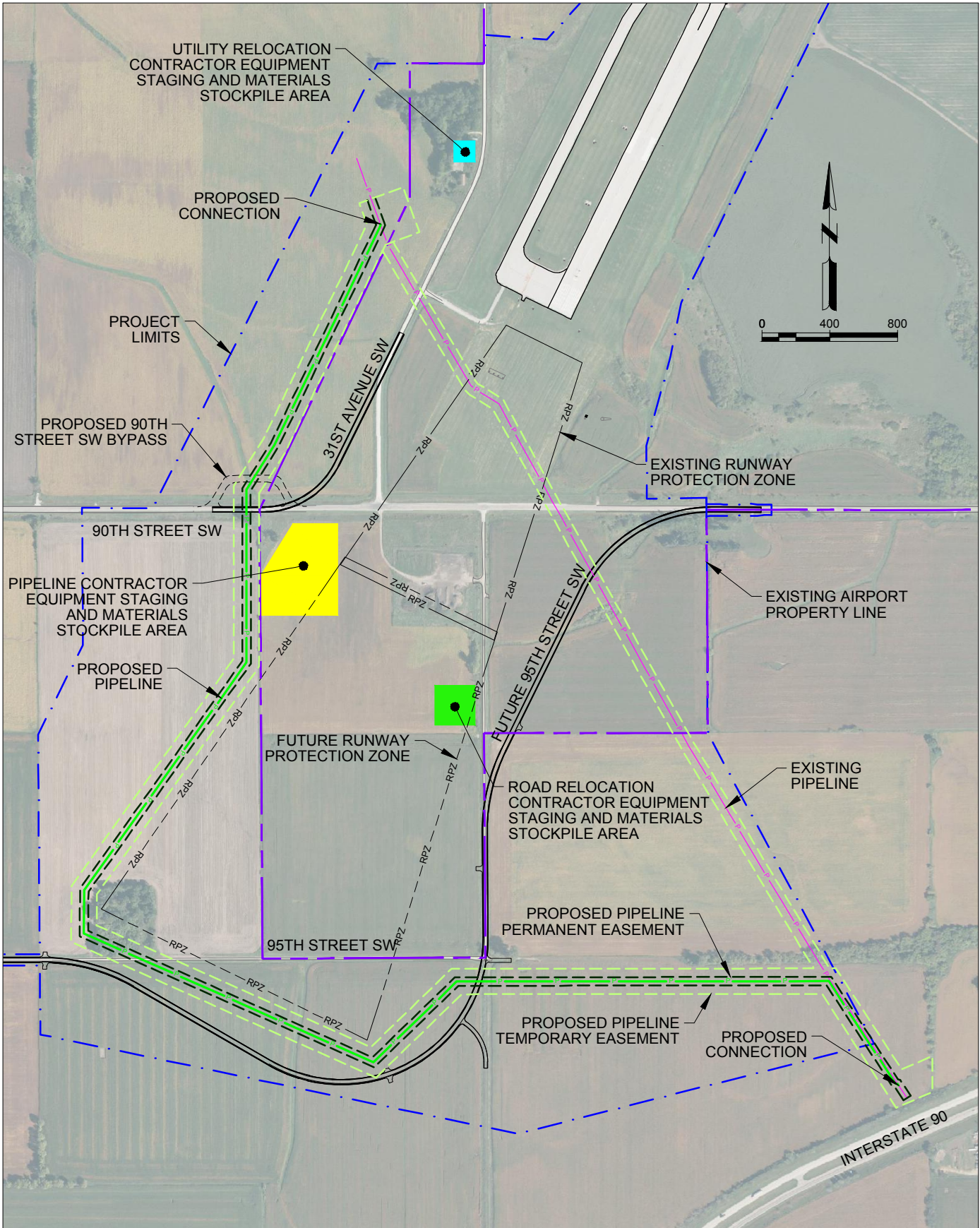
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PIPELINE ALTERNATIVE



FIGURE 3-1



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ROCHESTER INTERNATIONAL AIRPORT
 RUNWAY 2-20 SUPPLEMENTAL
 ENVIRONMENTAL ASSESSMENT

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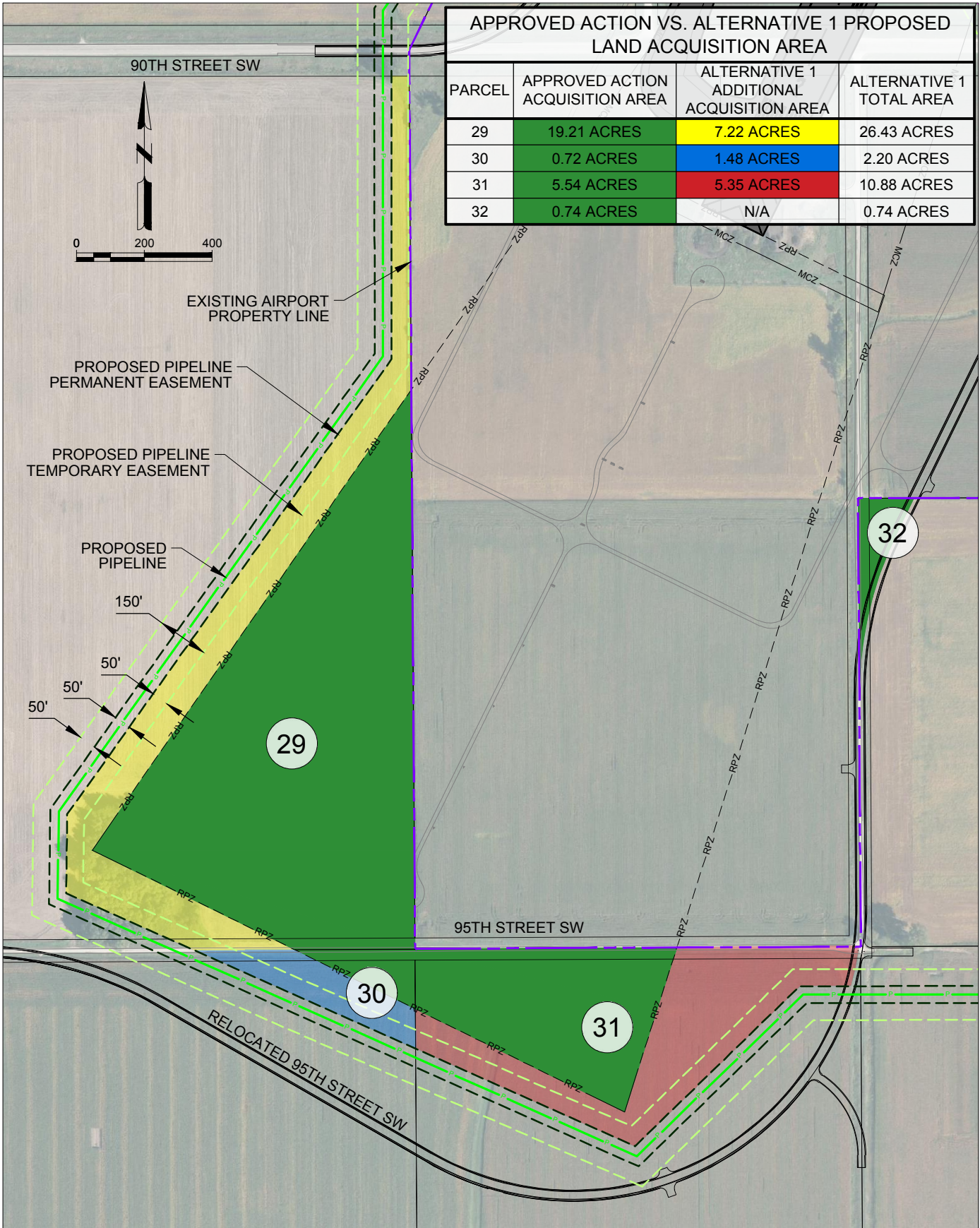


PROPOSED STAGING AREAS



FIGURE 3-2

APPROVED ACTION VS. ALTERNATIVE 1 PROPOSED LAND ACQUISITION AREA			
PARCEL	APPROVED ACTION ACQUISITION AREA	ALTERNATIVE 1 ADDITIONAL ACQUISITION AREA	ALTERNATIVE 1 TOTAL AREA
29	19.21 ACRES	7.22 ACRES	26.43 ACRES
30	0.72 ACRES	1.48 ACRES	2.20 ACRES
31	5.54 ACRES	5.35 ACRES	10.88 ACRES
32	0.74 ACRES	N/A	0.74 ACRES



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ROCHESTER INTERNATIONAL AIRPORT
 RUNWAY 2-20 SUPPLEMENTAL
 ENVIRONMENTAL ASSESSMENT

FEE SIMPLE PROPERTY ACQUISITION
 ALTERNATIVE

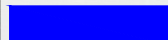



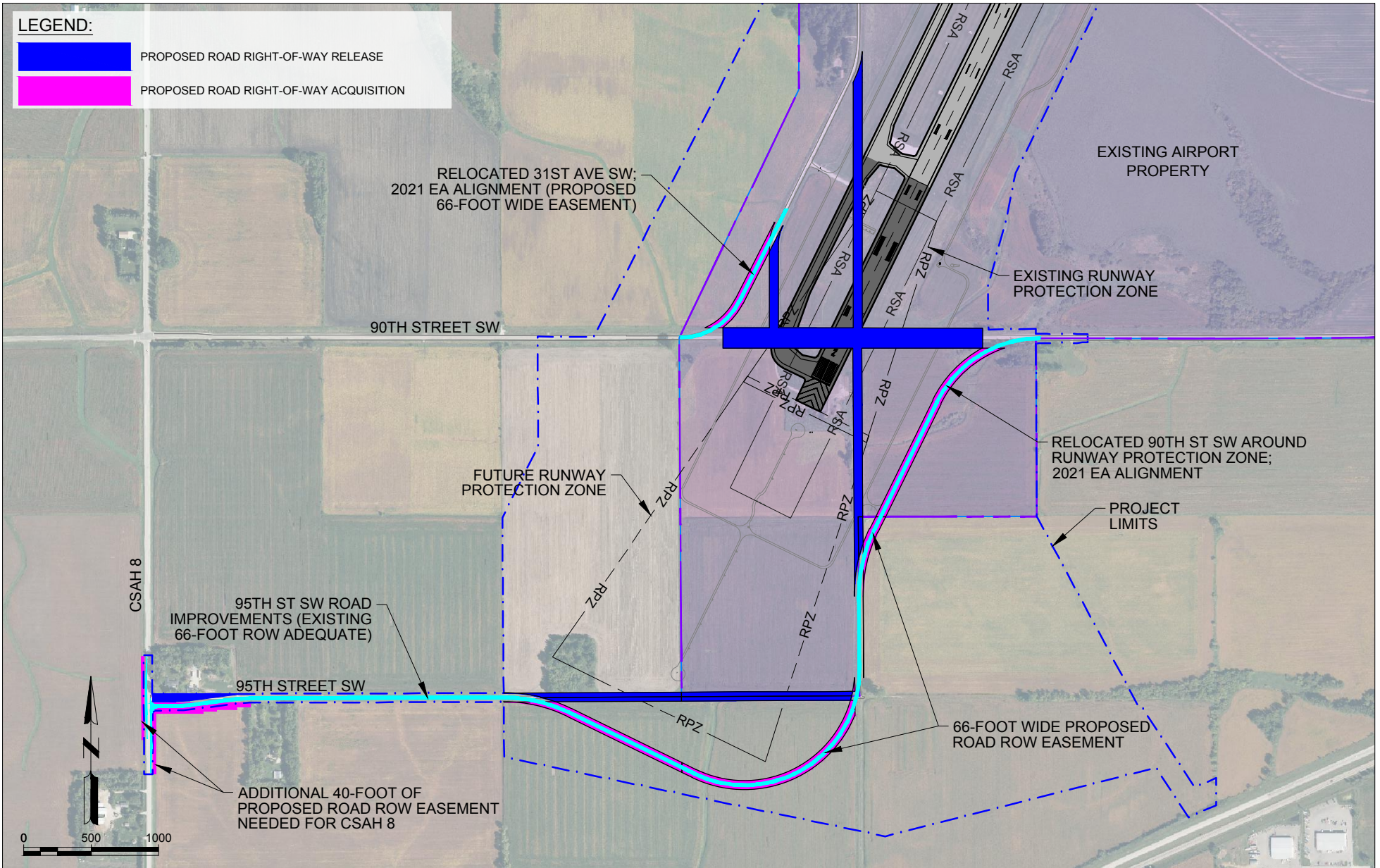
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FIGURE 3-3

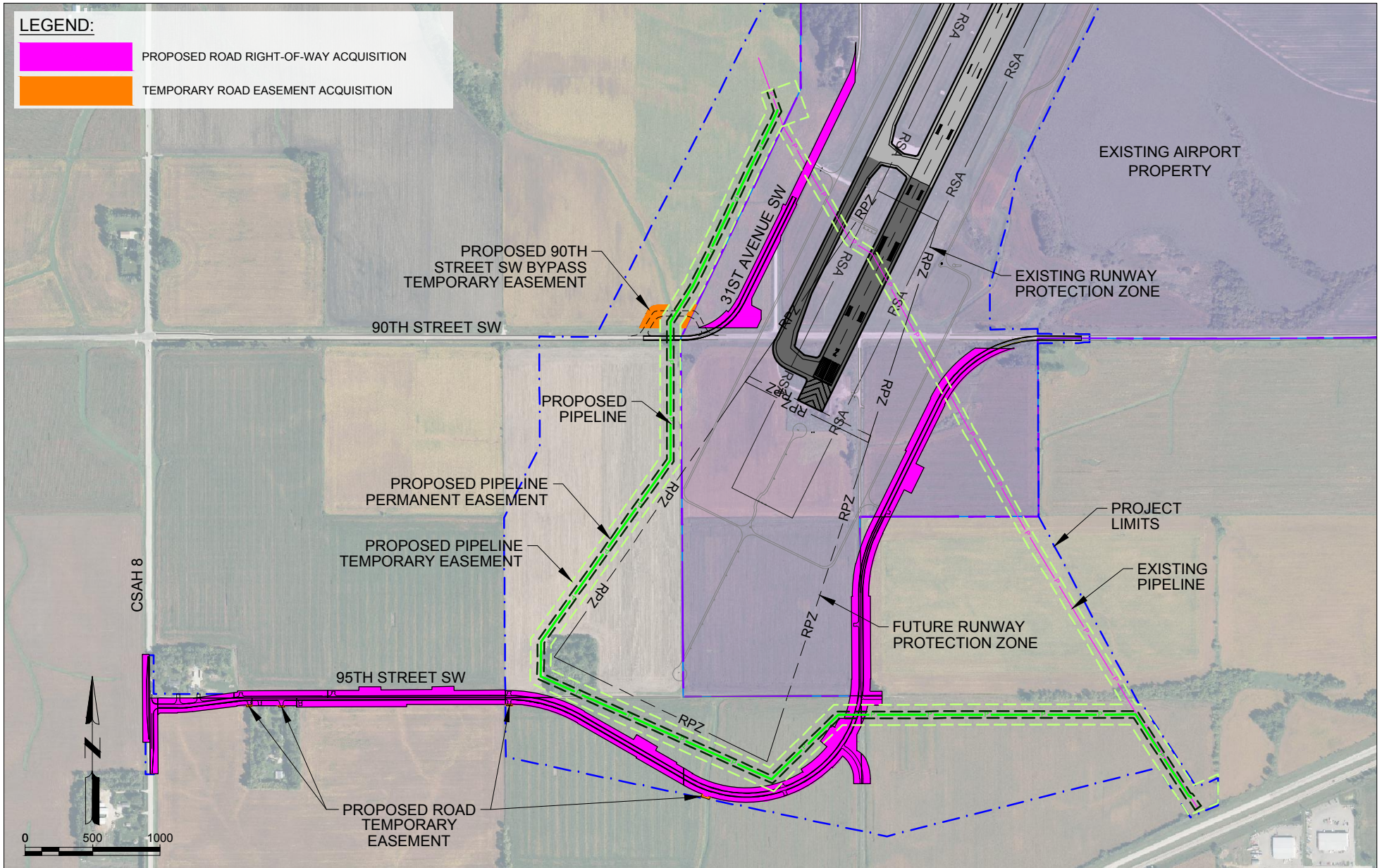
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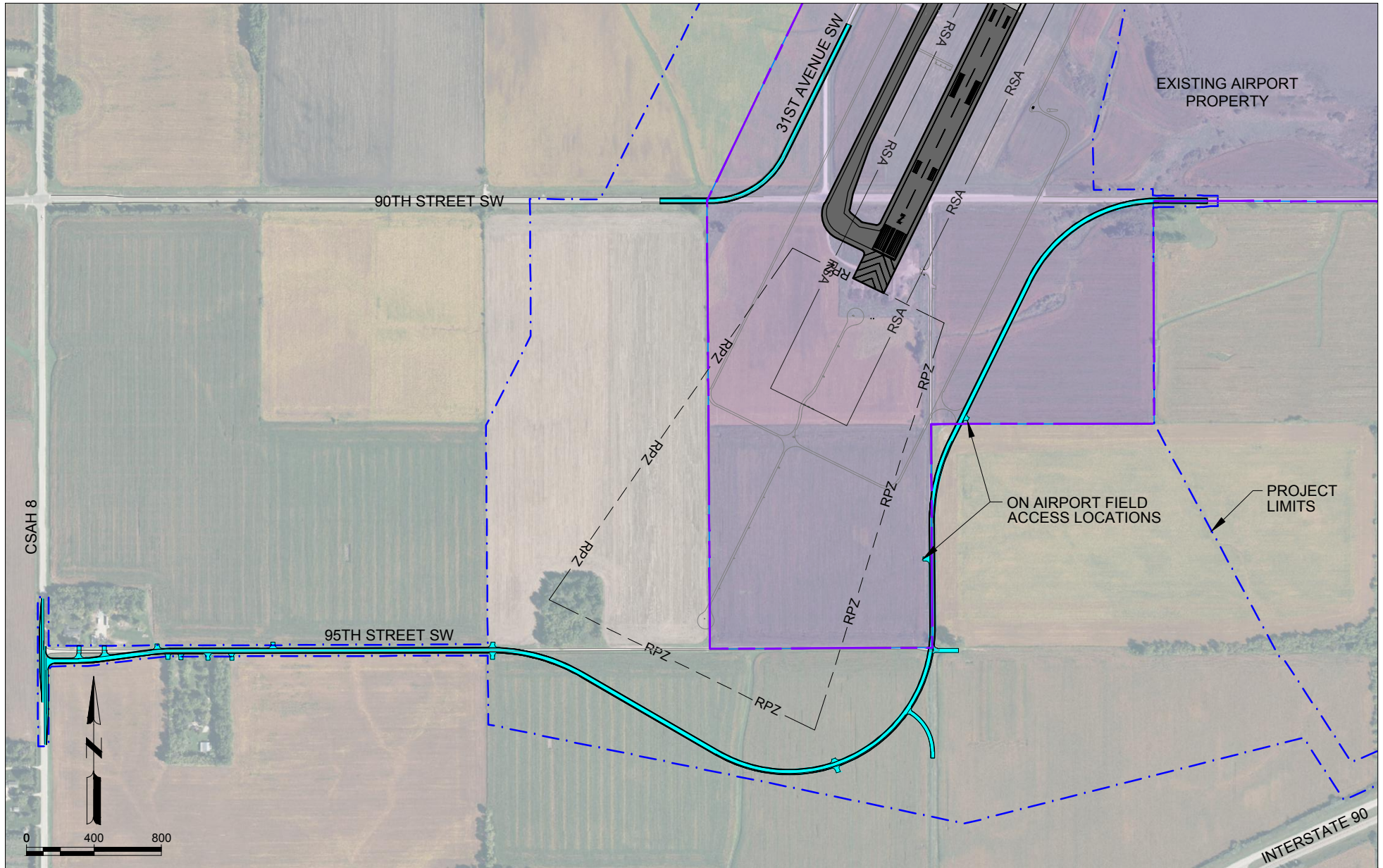
-  PROPOSED ROAD RIGHT-OF-WAY RELEASE
-  PROPOSED ROAD RIGHT-OF-WAY ACQUISITION

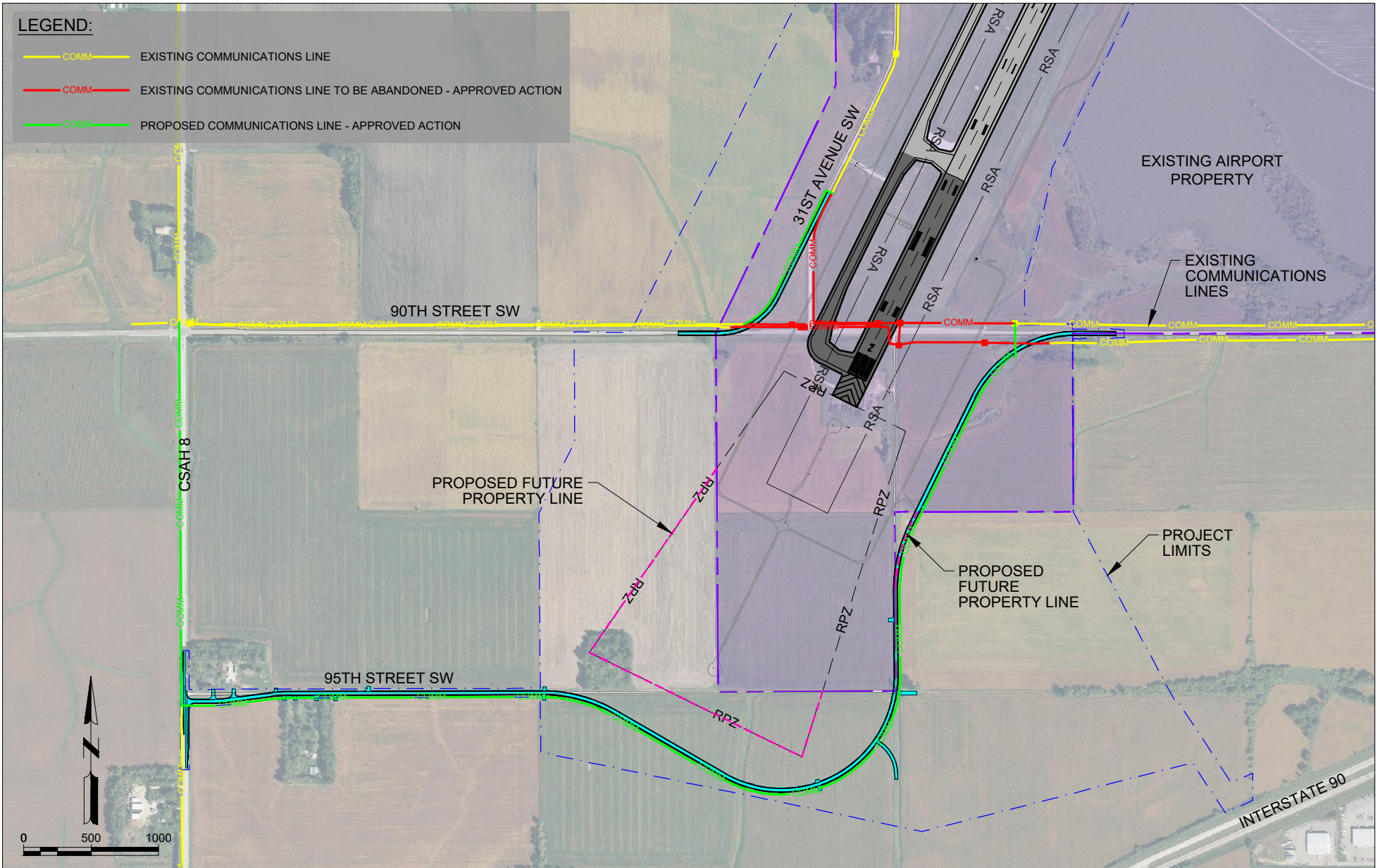


LEGEND:

- PROPOSED ROAD RIGHT-OF-WAY ACQUISITION
- TEMPORARY ROAD EASEMENT ACQUISITION

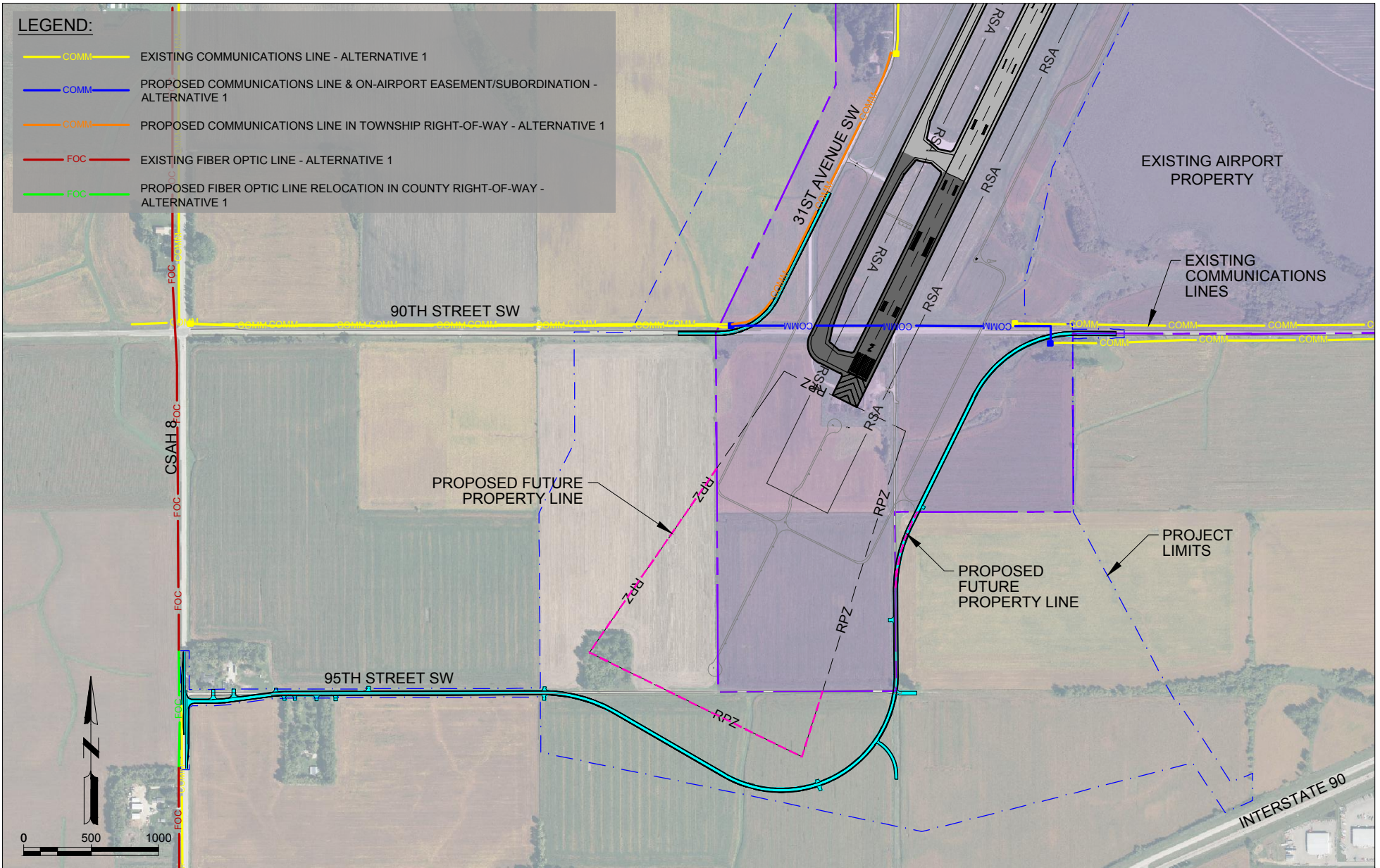






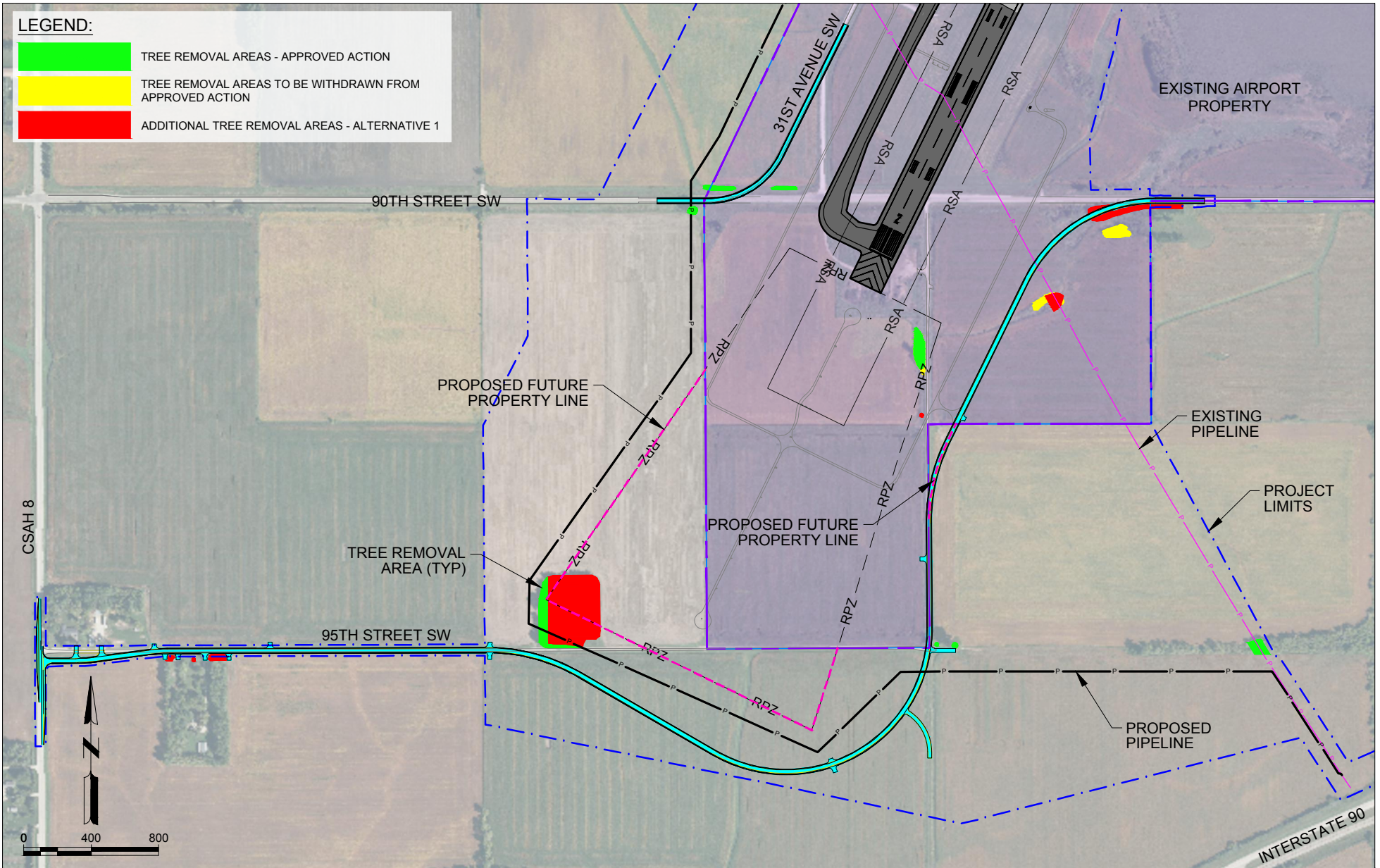
LEGEND:

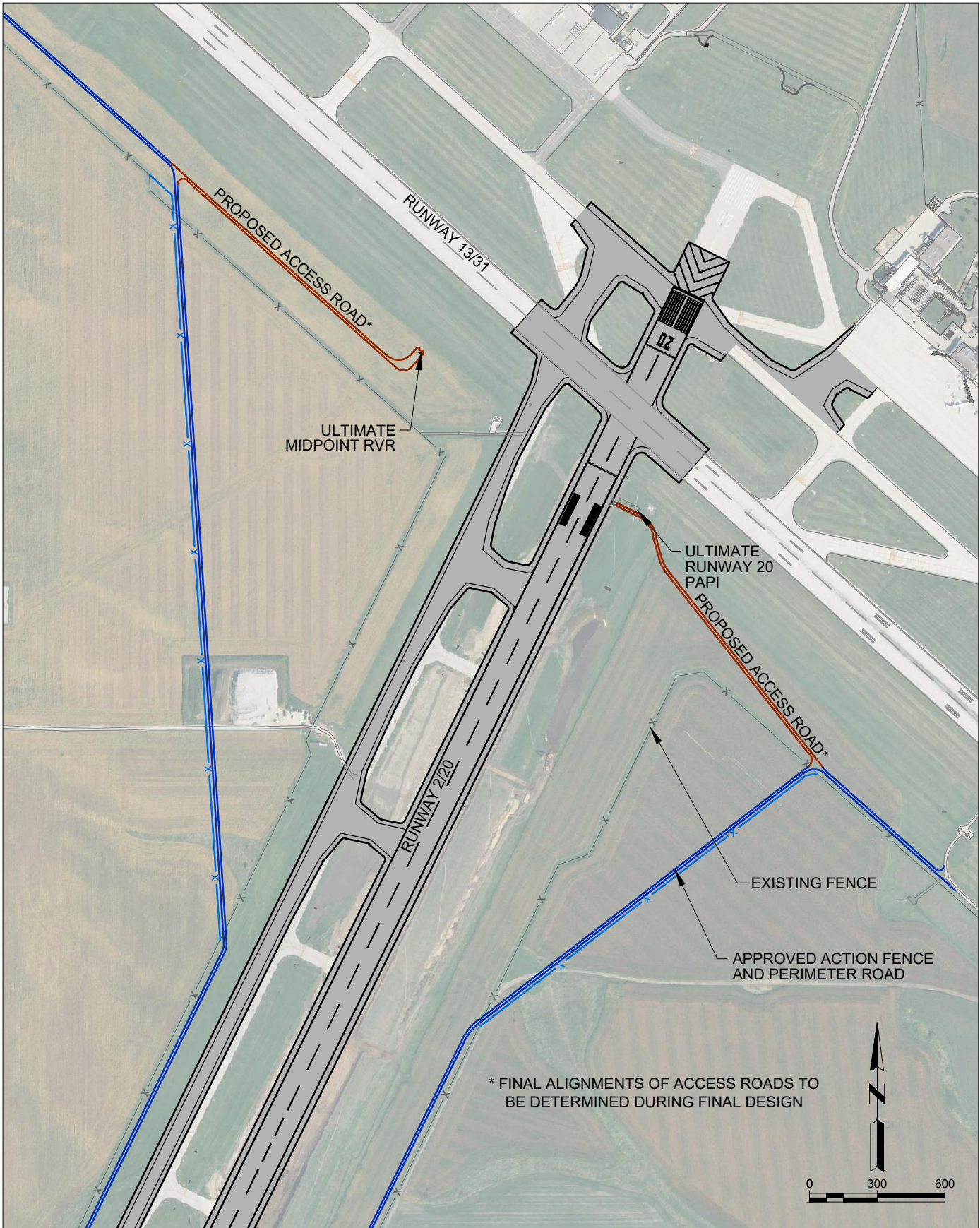
- COMM EXISTING COMMUNICATIONS LINE - ALTERNATIVE 1
- COMM PROPOSED COMMUNICATIONS LINE & ON-AIRPORT EASEMENT/SUBORDINATION - ALTERNATIVE 1
- COMM PROPOSED COMMUNICATIONS LINE IN TOWNSHIP RIGHT-OF-WAY - ALTERNATIVE 1
- FOC EXISTING FIBER OPTIC LINE - ALTERNATIVE 1
- FOC PROPOSED FIBER OPTIC LINE RELOCATION IN COUNTY RIGHT-OF-WAY - ALTERNATIVE 1



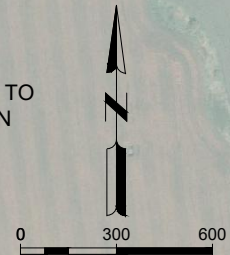
LEGEND:

- TREE REMOVAL AREAS - APPROVED ACTION
- TREE REMOVAL AREAS TO BE WITHDRAWN FROM APPROVED ACTION
- ADDITIONAL TREE REMOVAL AREAS - ALTERNATIVE 1





* FINAL ALIGNMENTS OF ACCESS ROADS TO BE DETERMINED DURING FINAL DESIGN



ROCHESTER INTERNATIONAL AIRPORT
 RUNWAY 2-20 SUPPLEMENTAL
 ENVIRONMENTAL ASSESSMENT

NAVAID ACCESS ROAD ALTERNATIVE



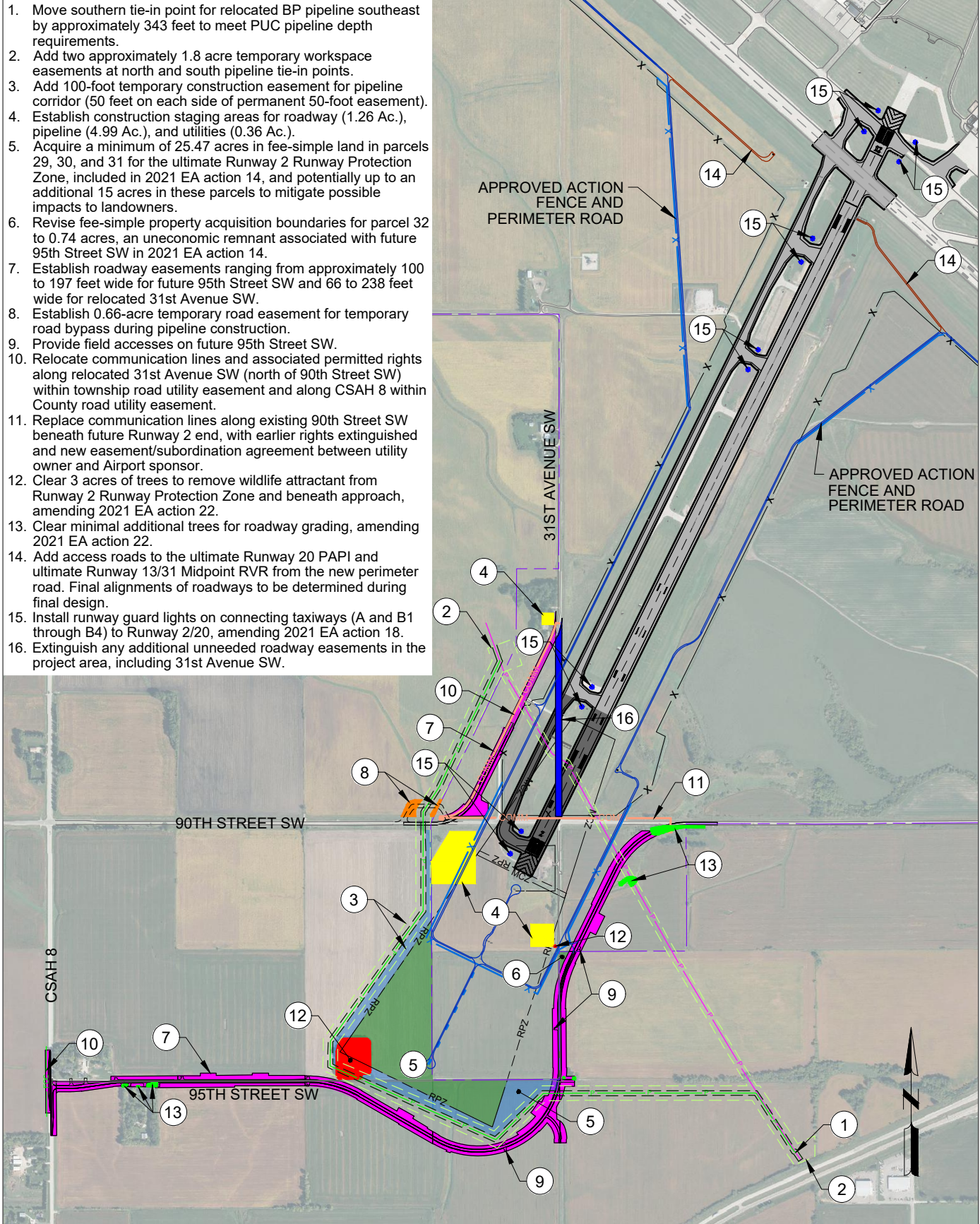
FIGURE 3-10

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1. Move southern tie-in point for relocated BP pipeline southeast by approximately 343 feet to meet PUC pipeline depth requirements.
2. Add two approximately 1.8 acre temporary workspace easements at north and south pipeline tie-in points.
3. Add 100-foot temporary construction easement for pipeline corridor (50 feet on each side of permanent 50-foot easement).
4. Establish construction staging areas for roadway (1.26 Ac.), pipeline (4.99 Ac.), and utilities (0.36 Ac.).
5. Acquire a minimum of 25.47 acres in fee-simple land in parcels 29, 30, and 31 for the ultimate Runway 2 Runway Protection Zone, included in 2021 EA action 14, and potentially up to an additional 15 acres in these parcels to mitigate possible impacts to landowners.
6. Revise fee-simple property acquisition boundaries for parcel 32 to 0.74 acres, an uneconomic remnant associated with future 95th Street SW in 2021 EA action 14.
7. Establish roadway easements ranging from approximately 100 to 197 feet wide for future 95th Street SW and 66 to 238 feet wide for relocated 31st Avenue SW.
8. Establish 0.66-acre temporary road easement for temporary road bypass during pipeline construction.
9. Provide field accesses on future 95th Street SW.
10. Relocate communication lines and associated permitted rights along relocated 31st Avenue SW (north of 90th Street SW) within township road utility easement and along CSAH 8 within County road utility easement.
11. Replace communication lines along existing 90th Street SW beneath future Runway 2 end, with earlier rights extinguished and new easement/subordination agreement between utility owner and Airport sponsor.
12. Clear 3 acres of trees to remove wildlife attractant from Runway 2 Runway Protection Zone and beneath approach, amending 2021 EA action 22.
13. Clear minimal additional trees for roadway grading, amending 2021 EA action 22.
14. Add access roads to the ultimate Runway 20 PAPI and ultimate Runway 13/31 Midpoint RVR from the new perimeter road. Final alignments of roadways to be determined during final design.
15. Install runway guard lights on connecting taxiways (A and B1 through B4) to Runway 2/20, amending 2021 EA action 18.
16. Extinguish any additional unneeded roadway easements in the project area, including 31st Avenue SW.



ROCHESTER INTERNATIONAL AIRPORT
 RUNWAY 2-20 SUPPLEMENTAL
 ENVIRONMENTAL ASSESSMENT

AIRPORT SPONSOR'S PROPOSED
 SUPPLEMENTAL ACTIONS



FIGURE 3-11

1/12/2023 11:44:35 AM X:\2879900\191391\021\TECHREPORTS\SICHA\PTER 3\GRAPHICS\FIGURE 3-11.DWG

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4. Affected Environment and Environmental Consequences

4.1 Introduction

This chapter provides background information regarding the surrounding community and environment at Rochester International Airport (RST or Airport) and compares the environmental consequences of the supplemental preferred alternatives to the actions approved in the 2021 EA FONSI/ROD. Based on information collected for the 2021 EA and the nature of the proposed actions, the following categories are included in this environmental analysis.

- Biological Resources (including fish, animals, and plants)
 - Tree clearing and vegetation management
 - Listed species
- Farmland
- Hazardous Materials, Pollution Prevention, and Solid Waste
- Historic, Architectural, Archaeological, and Cultural Resources
- Land Use
 - Transportation
 - Utilities
- Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety
- Water Resources

The following environmental categories are not impacted by the preferred alternatives. These categories will be discussed briefly but will not be studied in detail:

- Air Quality
- Climate
- Coastal Resources
- Department of Transportation Act: Section 4(f)
- Natural Resources and Energy Supply
- Noise
- Visual Effects

The following sections describe the information included under each resource category. If the resources within the category are not present in the affected environment, their absence is stated, and the following subsections are not included in this EA document for the absent resources.

4.1.1 Regulatory Setting

The regulatory setting section under each resource category discusses the requirements for assessing the resource and applicable federal, state, and local laws and regulations. Regulatory settings were discussed in the EA and have not changed. Further discussion will not be included in this chapter.

4.1.2 Affected Environment and Approved Action

The affected environment and approved action section under each resource category describes the existing environment in the project area. In the case of this document, this section also discusses the conditions set by the approved action from the 2021 EA FONSI/ROD. This information establishes the baseline for each resource category against which to evaluate potential impacts of the proposed supplemental action.

4.1.3 Environmental Consequences

The environmental consequences section under each resource category assesses the potential impacts of the preferred alternative. Environmental consequences include all direct, indirect, and cumulative impacts, as the NEPA defines those terms, as well as mitigation measures if applicable. This section considers environmental consequences with reference to specific thresholds at which the FAA considers an environmental impact to be significant.

4.1.4 Area of Analysis

The table below includes the cumulative study area for each resource as analyzed in the 2021 EA and for the supplemental actions. In **Table 4-1**, the term project boundary is inclusive of the additional 2.52-acre area associated with the southern pipeline tie-in point. In some cases, the discussion in this supplemental document may be limited to the additional disturbance area impacted by changes to the project.

Affected Environment and Environmental Consequences

Table 4-1: Resource Category Study Areas	
Resource Category	Study Area
Air Quality	- Project boundary
Listed Species	- Project boundary - 1-mile radius of project boundary
Vegetation, Land Cover, and Wildlife Hazard Management	- Airport property - Areas directly adjacent to the Airport - Project boundary
Climate	- Project boundary
Department of Transportation Section 4(f)	- Airport property - Areas directly adjacent to the Airport - Project boundary
Farmland	-Project boundary
Hazardous Materials, Solid Waste, and Pollution Prevention	- Phase I EA project boundary
Historic, Architectural, Archaeological, and Cultural Resources	- Architecture/History Area of Potential Effect (APE) - Archaeological APE
Land Use	- 1-mile radius of Airport property - 1-mile radius of project boundary
Natural Resources and Energy Supply	- Project boundary
Noise and Compatible Land Use	- Area within 65 decibel day-night average sound level (DNL) contour
Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety	- Affected jurisdictions - Areas directly adjacent to the project boundary
Visual Effects	- Project boundary - Properties directly adjacent to the project boundary
Surface Waters and Stormwater	- Project boundary
Floodplains	- Project boundary
Groundwater	- Project boundary
Wetlands	- Project boundary
Wastewater	- Project boundary

A summary of impacts associated with the preferred alternatives is provided in **Table 4-2** located at the end of this section.

4.2 Biological Resources

4.2.1 Tree Clearing and Vegetation Management

Affected Environment and Approved Action

Land cover within the project boundary study area contains no sensitive habitat and consists of primarily short, regularly mowed grasses and short crops within the Airport fence, and croplands in the surrounding area. Impervious surfaces including runway and taxiway pavement are present on the airfield, and small areas of trees can be found surrounding the Airport.

Affected Environment and Environmental Consequences

The 2021 EA Section 4.3.2 described a 2016 Wildlife Hazard Assessment (WHA) and a subsequent Wildlife Hazard Management Plan (WHMP) created for the Airport based on the outcome of the WHA, which is still in effect.

Less than 2 acres of tree removal was approved in the 2021 EA FONSI/ROD related to roadway and pipeline construction and grading. These areas have been further refined due to finalizing the road and pipeline alignments, resulting in approximately 1.23 acres of previously approved tree removal.

Environmental Consequences

Updates to the proposed project will not affect the results of the WHA or WHMP or otherwise impede proper vegetation management. Post-construction, the Airport will continue with regular mowing, which serves to minimize wildlife hazards as well as the introduction and establishment of invasive species.

The proposed supplemental action includes approximately 3 acres of additional tree clearing within the future Runway 2 end runway protection zone (RPZ) and beneath its approach that will further reduce wildlife attractants along the extended runway centerline. Small, isolated areas of additional tree clearing are also included where roadway grading limits expanded, resulting in a total of 3.75 acres of new tree removal. Considerations regarding habitat for listed species as it relates to tree removal are addressed below.

4.2.2 Listed Species*Affected Environment and Approved Action*

For the 2021 EA, the Airport's consultant requested a query of the Minnesota Department of Natural Resources (MDNR) Natural Heritage Information System (NHIS) to determine whether there are any records of rare species, state-listed species, or other significant natural features within the full study area, an approximate 1-mile radius of the project boundary. The MDNR response was received March 29, 2021 (included in Appendix C of the 2021 EA). The review identified Blanding's turtles, wood turtles, and several aquatic species in the Root River as state-listed species documented near the project area.

According to the USFWS Information for Planning and Consultation (IPaC) search tool, queried on January 28, 2021, three threatened species may potentially be in or near the project area: the northern long-eared bat (NLEB), Leedy's roseroot, and the prairie bush-clover. The IPaC species list included the Bald Eagle, which is not a species of concern, but is protected by the Bald and Golden Eagle Protection Act. Seven Birds of Conservation Concern species were also identified by the IPaC tool. The official species list is included in Appendix D of the 2021 EA.

For the 2021 EA, the FAA made a determination of "no effect" for the prairie bush-clover and Leedy's roseroot, and a "may affect but not likely to affect" for the NLEB. A commitment that tree removal will occur between November 1 and March 31 was outlined in the 2021 EA FONSI/ROD to align with the USFWS 4(d) rule and avoid impacts to the NLEB.

Environmental Consequences

According to the FAA 1050.1F Desk Reference, the FAA considers impacts to listed species significant if the "U.S. Fish and Wildlife Service or the National Marine Fisheries Service determines that the action would be likely to jeopardize the continued existence of a federally listed, threatened, or endangered

species, or would result in the destruction or adverse modification of federally designated critical habitat.”

The project continues to have “no effect” on listed species prairie bush-clover and Leedy’s roseroot, as determined in the 2021 EA. Potential impacts to and preventative measures for state-listed species will not change. However, the supplemental project increases the proposed tree clearing area, which requires consideration of potential impacts to the NLEB because their typical roosting habitat includes trees. Additionally, the USFWS changed the listing status of the NLEB from “threatened” to “endangered” on March 31, 2023, due to the species’ further decline; therefore, more thorough consideration of NLEB impacts is warranted to satisfy potential requirements that may come into effect between the completion of this environmental document and actual tree removal. A new bat species, the tricolored bat, has also been proposed listed as endangered according to the updated IPaC species list (Appendix A). If this species is officially listed prior to construction the FAA will consult with the USFWS as needed. The effect determination for this species is expected to be similar to NLEB and proposed conservation measures will minimize impacts to all bat species.

A biologist was contracted to conduct a habitat assessment in September 2022 on all areas proposed for tree removal, a total of 4.98 acres including the 3.75 acres of new removal and 1.23 acres included in the 2021 EA, shown in **Figure 4-1**. The report generated from the field visit was submitted to FAA in October 2022 (Appendix A) and concluded that three of the study areas, including the 3-acre wooded area within the future Runway 2 RPZ, contain individual potentially suitable roost trees for NLEB. However, these trees do not meet the definition of potentially suitable habitat due to isolation from other forested habitat (a distance greater than 1,000 feet). Therefore, the biologist recommends that any tree clearing may proceed without further study but should be performed outside of the maternity season (May 15 – August 15) to reduce potential impacts on NLEB. The FAA determined that this project will have “no effect” on the NLEB. The habitat assessment report in Appendix A documents that there is no suitable NLEB habitat in this project's action area. The "no effect" determinations made for this project are also documented in FWS IPAC generated "no effect" determination key consistency letters included in Appendix A. Because of these factors, no significant impacts to listed species are anticipated as a result of the supplemental actions.

4.3 Farmland

4.3.1 *Affected Environment and Approved Action*

Much of the project area is made up of soils classified as Prime Farmland or Prime Farmland if Drained. Prime farmland is land that does not flood frequently and has the best chemical and physical characteristics for producing food, feed, fiber, oilseed crops, and forage. Prime farmland’s soil allows both water and air to pass through and has the characteristics needed to produce and sustain high yields of crops. Several areas on Airport property are currently leased to farmers and cultivated. Most of the surrounding area is also presently in agricultural production.

Projects involving impacts to farmland require coordination with the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS), including submittal of USDA Farmland Conversion Impact Rating Form AD-1006. Farmland impacts are considered significant if directly impacted farmlands receive a total combined farmland conversion impact rating of between 200 and 260. Impact severity increases as the total score approaches 260.

The USDA recommends:

Affected Environment and Environmental Consequences

- Sites with the highest combined scores be regarded as most suitable for protection and sites with the lowest scores as least suitable.
- Sites receiving a total score of less than 160 need not be given further consideration for protection and no additional sites need to be evaluated.

The 2021 EA included consultation with the NRCS in Rochester, Minnesota, regarding the amount of farmland converted by the project as proposed in the 2021 EA. The NRCS determined that approximately 130 acres of farmland would be directly converted by the proposed project, and 15 acres would be indirectly converted due to limited access or unfarmable remnant shapes. Based on the farmland value scores calculated by the NRCS and the site assessment scoring developed in the 2021 EA, the total conversion score was 173. Based on a farmland value score lower than 200, the 2021 EA concluded that there were no significant impacts associated with either the no-action or preferred alternative, as defined by the FPPA and NEPA. The consultation form is included in Appendix E of the 2021 EA.

4.3.2 Environmental Consequences

The project boundary increased to include an additional 2.52 acres of farmland near the southern pipeline tie-in. Because the use of this land is expected to be temporary and farming can proceed over the permanent pipeline easement after construction is complete, the impact of the change is not expected to be significant, and no additional consultation with the NRCS was completed.

A portion of the Runway Visibility Zone (RVZ) will remain under agricultural production within the fence. The Airport has committed to restricting crops within the RVZ to those that are short and will not impede visibility, such as soybeans and wheat.

Additionally, the approximately 3-acre area of tree clearing discussed in Section 4.2.1 above will be converted from woodland to farmland after construction is complete, creating a net increase in farmland as a result of the changes to the 2021 EA FONSI/ROD approved action. As a result of these conditions, no significant impacts to farmland are anticipated.

4.4 Hazardous Materials, Solid Waste, and Pollution Prevention

4.4.1 Affected Environment and Approved Action

A Phase I ESA was completed in 2020 by Terracon for existing property and parcels proposed for project use to identify hazardous materials, known as recognized environmental conditions (RECs), that exist within the project boundary. RECs include, but are not limited to, hazardous/toxic wastes or raw chemicals stored, dumped, or spilled within the project area; aboveground storage tanks (ASTs) and underground storage tanks (USTs) containing hazardous materials; friable asbestos in building materials/structures; and identification of off-site sources of hazardous waste contamination, such as industrial facilities adjacent to the project area.

The Phase I ESA, listed as Appendix F in the 2021 EA, found three RECs on the project site: a dumping/disposal area, adjacent Leaking Underground Storage Tanks (LUST)/SPILLS listings, and a nearby compost area. Additional items of environmental note identified during the Phase I ESA included debris sites on the west and south side of the project site, the petroleum pipeline transecting the southern portion of the project site, and the possibility of contamination near the airfield due to previous firefighting exercises. These identified features are described in greater detail in the 2021 EA,

Affected Environment and Environmental Consequences

Section 4.8.2, *Affected Environment*, and are not expected to change or require additional field studies or revisions because of the supplemental actions.

The Phase I ESA recommends conducting a subsurface investigation in areas not currently owned by the City of Rochester to evaluate conditions associated with the identified REC dumping/disposal areas and to establish baseline conditions prior to acquisition, and a status review of the petroleum-impacted soil piles previously located at the on-site compost facility to confirm that the piles were remediated and removed to the satisfaction of the Minnesota Pollution Control Agency (MPCA).

These recommendations are presented in the 2021 EA, Section 4.8.3, *Environmental Consequences*, and included as a commitment within the 2021 EA FONSI/ROD. Further hazardous materials-related commitments in the FONSI/ROD include:

- 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, if previously unknown contaminants are discovered or if a reportable spill occurs, work shall cease until the Airport notifies appropriate local, state, and Federal agencies.

4.4.2 Environmental Consequences

The FAA has not established a significance threshold for hazardous waste, solid waste, or pollution prevention. However, the FAA 1050.1F Desk Reference offers guidance to consider whether the proposed project could:

- Violate any laws or regulation regarding hazardous waste
- Involve a contaminated site, or if actions within a contaminated site are appropriately mitigated
- Produce an appreciable amount of hazardous waste
- Generate a different quantity or type of solid waste that could exceed local capacity or use different methods of collection and disposal.

No new conditions are anticipated based on the project boundary revision, and commitments made in the 2021 EA will remain in effect for the supplemental actions and within the additional 2.52-acre revised project boundary. No significant impacts are anticipated for the supplemental project actions related to hazardous and solid waste and pollution prevention.

4.5 Historic, Architectural, Archaeological, and Cultural Resources

4.5.1 Affected Environment and Approved Action

Mead & Hunt historians and archaeological consultants investigated potential historical and archaeological resources in the area of potential effect (APE) for the proposed project for the 2021 EA, shown in **Figure 4-2**. The APE refers to the area within which an undertaking may affect a historic property, either directly or indirectly.

The APE for architecture/history includes areas of proposed work within the RST property limits and properties adjacent to where roads will be improved or relocated. The Phase I architecture/history investigation consisted of a review of previously inventoried properties located within the APE, as well as a field survey to identify and document properties that are 45 years of age or older located within the APE. Mead & Hunt conducted Phase I fieldwork on October 15, 2020, and identified four historic-age properties in the APE constructed prior to 1976. These properties were not sufficiently evaluated to determine NRHP eligibility but will not be impacted by the project.

The APE for archaeology was defined as the project limits minus the previously disturbed/surveyed areas. Between October and November 2020, the Mississippi Valley Archaeology Center (MVAC) at the University of Wisconsin-La Crosse conducted an archaeological reconnaissance survey. No cultural resources were recovered in the archaeological reconnaissance survey. Although one previously reported archaeological site slightly overlaps the project boundary, no artifacts were found related to this site, and it is believed that the site is located outside of the project boundary.

Based on these surveys, on January 29, 2021, the FAA submitted a Section 106 finding of No Historic Properties Affected to the SHPO for review and concurrence, and on February 26, 2021, the SHPO issued its concurrence with the FAA's finding. This consultation was amended in May 2021 to include additional project area, maintaining a finding of No Historic Properties Affected. The SHPO concurrence to the amendment was received on June 4, 2021, for project number 2021-0891a. A human remains discovery plan was developed in response to a recommendation made by the SHPO in the February 26, 2021, finding related to the previously known archaeological site near the project area. As part of the 2021 EA process, the FAA invited several Tribes to consult on this project under 36 CFR 800.3 including the Flandreau Santee Sioux, Upper & Lower Sioux Indian Communities, Prairie Island Indian Community, Sisseton Wahpeton Oyate, and Santee Sioux Nation. The FAA did not receive any Tribal comments on the EA. The FAA coordinated the SEA with these same Tribes for review and comment.

4.5.2 Environmental Consequences

The 2.52-acre addition to the project boundary does not include any structures and based on this did not warrant additional architectural surveys or investigation. Because the area of ground disturbance changed to include the revised southern pipeline tie-in, the archaeology APE expanded to include the full additional project area. The FAA, in a letter sent to the SHPO on October 3, 2022, recommended that no further archaeological fieldwork is needed because the small area outside the surveyed area has been previously disturbed by plowing, pipeline construction, and roadway construction. Additionally, based on the negative field survey results for the original survey area and the previous disturbance, it is highly unlikely this small portion of land would contain intact, archaeological deposits that would be eligible for the NRHP. On November 1, 2022, the SHPO concurred that no historic properties will be affected by the revised project. This correspondence, supporting report, and previous SHPO coordination efforts associated with the 2021 EA are found in Appendix B.

The FAA updated the relevant Tribes with the SHPO coordination and confirmed finding that the revised project maintains a Section 106 finding of *No Historic Properties Affected*. The FAA subsequently notified the Tribes of the Draft SEA availability and Public Hearing. The Upper Sioux Community Tribal Historic Preservation Officer (THPO) requested additional information about the project and the FAA provided information in a meeting on February 7, 2023. The Upper Sioux THPO indicated that they have no concerns about the proposed project. No comments were received from any tribal contacts. Tribal consultation letters are included in Appendix B.

4.6 Land Use

4.6.1 Affected Environment and Approved Action

Land use in the project area is made up of paved airport facilities, mowed short grasses on Airport property, agricultural uses, local roadways, and two former farm homestead sites. A former city composting facility is located south of Runway 2/20.

Lands adjacent to the project boundary are primarily in agricultural production. A golf course is located adjacent to the Airport to the north. Sporadic business uses are found northeast and southeast of the airport along Highway 63 and 90th Street SW. The 95th Street SW frontage includes rural residential land use southwest of the airport, bordering the west side of the project area. Because the area is largely undeveloped, airport noise is less likely to fall into areas where it may be a nuisance, and development on the ground is unlikely to cause a hazard to airport operations. While some crops can cause concerns due to their potential for attracting wildlife, RST has a wildlife hazard management plan in place to manage these issues.

Planned Land Use

The City of Rochester 2040 Comprehensive Plan urban growth map shows the areas north and south of the Airport are designated or reserved for growth beyond 2050 or 2060 based on planned sanitary sewer expansion and other factors. The Airport area is already within the urban service area (USA) for sanitary sewer and water. The Rochester future land use map and stability map show projected industrial and commercial infill development northeast of the airport.

The 2021 EA FONSI/ROD included the commitment that jurisdictions affected by airport zoning will convene a JAZB to update Airport safety zoning to protect the new runway ends. No significant impacts to land use were anticipated as a result of these zoning changes.

Transportation

RST is located near the junction of US Highway 63 and Interstate 90. Minnesota State Highway 30 provides access to the terminal area on north side of the Airport from US Highway 63. County State Aid Highway (CSAH) 8 is located west of the Airport and provides access to 80th Street SW, 90th Street SW, and 95th Street SW, which allow east/west movement along the southern part of the Airport, but do not connect to or go beyond US Highway 63 to the east. The only road providing access to businesses bordering the southeast side of the Airport is 90th Street SW.

The proposed project's impact on transportation was analyzed in Section 4.10.3 of the 2021 EA. The runway extension shifts the pavement and associated design surfaces and protected areas, such as the runway safety area (RSA) and RPZ, south, resulting in direct and indirect impacts to 90th Street SW, 31st Avenue SW, and 95th Street SW. The flow of traffic will change due to the partial closure of 90th Street SW and 95th Street SW becoming the access route from CSAH 8 to businesses and agricultural fields east of the project area. Because of this, the amount of traffic along 95th Street SW is expected to increase, and this alignment introduces farm implements and larger trucks to the new route. As part of connecting 95th Street SW to the east side of the Airport, the 2021 EA noted that the street will be widened and paved to meet Township standards, which will help minimize the impacts of the longer route required to reach destinations east of the Airport. Measures were included in the project to mitigate the impact to residential properties from additional traffic at increased speeds along 95th

Street SW, including road signs that will be installed near residences to slow traffic and reduce noise in accordance with design standards.

Utilities

The 2021 EA included relocation of several above-ground and buried utilities, including the BP pipeline currently located on airport property. Section 4.10.3 noted that existing rights-of-way and easements will be modified, vacated, or extinguished where they are no longer needed, and new rights-of-way and easements will be acquired for planned utility alignments.

Pipeline easements were included in the project to maintain access for maintenance and other necessary purposes for the lifetime of the pipeline and provide appropriate setbacks if future development occurs in the area. BP pipeline easements are typically 50 feet wide, 25 feet on both sides of pipeline centerline and are to be clear of encumbrances.

4.6.2 Environmental Consequences

The FAA has not established a significance threshold for land use, or factors to consider when determining significance of a project's effect on land use.

Future Airport and adjacent zoning and land use will not change due to the proposed supplemental actions. RPZs and safety zones will be accommodated and protected as outlined in the 2021 EA. No changes to lands impacted by aircraft noise are anticipated because of the revised project.

An additional temporary easement for pipeline construction will be required as described in Chapter 3 of this document. This will temporarily halt farming in an additional 100-foot-wide corridor (50 feet on either side of the pipeline permanent easement). Compensation for the loss of the growing season will be included in the project to mitigate the impacts of the temporary loss of use of this area for landowners. Easements where the existing pipeline will be removed will be released.

The overall impact on transportation and corresponding mitigation measures will remain the same as proposed in the 2021 EA; however, in some places along the finalized roadway alignment, easement needs increased from approximately 66 feet wide along the full roadway to a range between approximately 100 and 197 feet wide on future 95th Street SW and 66 and 238 feet wide on relocated 31st Avenue SW. All easement acquisition will follow the Uniform Relocation and Real Property Acquisition Act. All rights-of-way for segments of roadways no longer in use, including a former segment of 31st Avenue SW, will be extinguished.

The temporary impacts of pipeline construction on access to 90th Street SW will be mitigated by the proposed temporary roadway bypass or directional drilling undertaken by BP, as discussed in Section 3.4.2 of this document, by request of the township. This will allow traffic to continue to access areas east of the Airport with two-lane traffic, as opposed to requiring a flagger for a temporary one-lane condition. An additional easement approximately 700 feet long and 75 to 100 feet wide would be required for the proposed bypass. Landowners would be compensated for this use appropriately, and the bypass and associated easement would be temporary in nature and not an ongoing impact of the proposed project. Temporary and permanent roadway easements are shown in **Figure 4-3**.

One of the utilities proposed for relocation in the 2021 EA, the communication lines currently owned by Lumen, will no longer be fully moved as part of the proposed project and a portion will instead be replaced in its current location. The utility line owner and the FAA have consented to execute an

agreement making the cables subordinate to airport interests, and any existing permits or easements will be extinguished or vacated in favor of the new agreement/easement. The status of existing property rights relating to the communication lines are discussed in Section 3.6 of this document. Because the communication lines will be located beneath the future Runway 2 end and RSA, access to them from above for maintenance is incompatible with airport use. For this reason, pedestals will be located outside of the RSA that will allow access to the cables beneath the runway.

Due to these considerations, no significant impacts are anticipated for the supplemental project actions related to land use.

4.7 Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety

This section is divided into five parts: regulatory setting, affected environment and approved action, socioeconomic consequences, environmental justice consequences, and children’s environmental health and safety consequences.

4.7.1 Affected Environment and Approved Action

The study area for this category includes affected jurisdictions, the Airport, and areas directly adjacent to the project boundary. The Airport is in the City of Rochester and is bordered by High Forest Township to the south. The City of Stewartville is southeast of the Airport. These jurisdictions are all within Olmsted County. Section 4.13.2 of the 2021 EA provides detailed information about population growth, economic characteristics, and demographics that have not consequentially changed since that document was published. All areas surrounding the Airport and project area were below the 50th percentile compared to the state and nationally for minority population and low-income residents, as shown in the US EPA environmental justice screening and mapping tool, EJ Screen, in **Figure 4-4**. No significant impacts to socioeconomics, environmental justice, or children’s health and safety were anticipated in the 2021 EA.

4.7.2 Environmental Consequences

Socioeconomics

The FAA has not established a significance threshold for socioeconomics, but there are factors to consider when analyzing the context and magnitude of potential impacts. These include whether the proposed action has the potential to:

- Induce substantial economic growth in an area
- Disrupt or divide the physical arrangement of an established community
- Cause extensive relocation
- Disrupt traffic patterns and reduce the level of service of roads serving a surrounding community
- Substantially change a community’s tax base.

The proposed supplemental actions are not expected to significantly influence economic activity in the area, nor will they cause any relocation of the established community.

The 2021 EA FONSI/ROD approved the purchase of approximately 26 acres of land adjacent to the existing property for the RPZ and as mitigation for impacts to a landowner for an unfarmable remnant parcel south of Runway 2/20 along future 95th Street SW. The revised project still includes this

acquisition as the minimum amount of land to be acquired, but the supplemental actions include an option to acquire an additional approximately 15 acres between the RPZ and the permanent BP pipeline easement.

During the public engagement process for the PUC permit, an affected landowner expressed concern that final roadway and pipeline corridor alignments reduce access to and viability of farming in the remaining area between future airport property and the permanent pipeline easement, which is as narrow as 100 feet wide in some places. While farming can occur above the pipeline within the permanent easement, an additional consideration is that if the land around the Airport, which is partially within the Urban Service and Urban Reserve Areas, becomes desirable for development in the long-term, the narrow strip will not have value due to the restrictions placed by the access easement. When the pipeline alignment was finalized, the affected landowner expressed this potential interest in fee-simple acquisition by the Airport of additional portions of impacted parcels to further mitigate effects of the proposed project. The final disposition of this land will be determined by negotiations with landowners following the conclusion of the SEA process. Potential additional fee-simple acquisition is depicted in **Figure 4-5**.

Any land purchased for the proposed project would comply with the Uniform Relocation Assistance and Real Property Acquisition Policy Act. This land acquisition may slightly decrease the tax base; however, these impacts are not significant within the context of the activity occurring in the larger area.

Environmental Justice

In most cases, the significance of environmental justice impacts is dependent on the significance of impacts in other environmental categories that may affect environmental justice populations. These categories can include noise, air and water quality, and Section 4(f) impacts, among others.

Impacts to other resource categories are not considered significant. A review of census information and EJ Screen showed that areas directly surrounding the Airport and project area do not have high proportions of minority or low-income populations. Higher proportions of low-income residents are found in a census blockgroup within ¼ mile of the project boundary, but it is not within the areas affected by the project. Based on this information, the 2021 approved action and the supplemental preferred alternative are not expected to disproportionately affect environmental justice populations.

Children's Environmental Health and Safety

In most cases, the significance of impacts to children's environmental health and safety is dependent on the significance of impacts in other environmental categories. The FAA has not established a significance threshold for this category but requires consideration of whether the proposed project will lead to disproportionate health or safety risks to children.

Impacts in other resource categories are not considered significant. Areas affected by Airport noise do not include schools, playgrounds, or other facilities that would otherwise be primarily accessed by children. Under the preferred alternative, there are no significant impacts to air quality or water resources that may influence the health of the surrounding population, including children. There are no disproportionate safety risks associated with the proposed project, which will not occur near residential areas that may be home to children or public facilities such as parks that may attract children. No disproportionate health or safety risks to children are expected.

Conclusion

Socioeconomic, environmental justice, and children's environmental health impacts will not be significant based upon the factors discussed above.

4.8 Water Resources

This section is divided into four parts: surface waters and stormwater, floodplains, groundwater, and wetlands.

4.8.1 Surface Waters and Stormwater

Affected Environment and Approved Action

One Public Water watercourse is mapped near the project area: Willow Creek (M-034-073-001). Willow Creek flows to the north and is within the Zumbro River Watershed. No Public Water basins are delineated in or near the project area. The nearest impaired water is the Willow Creek Reservoir, approximately 1.75 miles from the Airport, to which a portion of the Airport drains. The impairment is mercury and not considered construction-related nor to require special BMPs.

In Section 4.15.1, the 2021 EA detailed an existing and ultimate conditions drainage study undertaken by RST that guided stormwater improvements associated with the proposed project. These stormwater improvements are not reduced or substantially changed by the supplemental actions. The project as presented in the 2021 EA will result in a net increase of approximately 32 acres of impervious surfaces. Proposed drainage improvements will be designed to meet the applicable regulations for water quantity and quality, mitigating the potential impacts of the increased runoff from new pavement.

4.8.2 Floodplains

Like the 2021 EA, no part of the proposed project will occur in a flood hazard zone, as shown in **Figure 4-6**. For this reason, no floodplain impacts are anticipated, which aligns with the finding in the 2021 EA.

4.8.3 Groundwater

The 2021 EA concluded in Section 4.15.3 that the proposed project is not expected to result in contaminants infiltrating groundwater; therefore, there were no impacts to groundwater associated with the no-action or preferred alternatives. No changes to groundwater impacts are anticipated due to the supplemental actions; therefore, the finding remains unchanged that groundwater will not be significantly impacted.

4.8.4 Wetlands

Affected Environment and Approved Action

Delineations and subsequent coordination for the 2021 EA identified several wetlands within the project area. The USACE determined that the review areas contained no waters of the United States subject to Corps jurisdiction. The Technical Evaluation Panel (TEP) no-loss decisions determined that many of the delineated wetlands or portions of wetlands were incidental to the construction of the Airport or roads within the project area and do not fall under WCA jurisdiction. However, the TEP determined that 11 wetlands fall within state WCA jurisdiction and will be affected by the project as proposed in the 2021 EA. Permanently impacted wetlands identified in the 2021 EA total 4.21 acres, and 0.53 acres of wetlands will be temporarily impacted. Wetlands identified in the 2021 EA and their

impacts are shown in **Figure 4-7**. Because of the permanent impacts to some of these wetlands, the 2021 EA FONSI/ROD included a commitment to employ mitigation measures in the form of purchasing wetland bank credits. Based on the analysis and planned mitigation efforts, the 2021 EA concluded that wetland impacts were not significant for the proposed project.

An additional delineation was completed in the expanded project area in July 2022, and the TEP conducted a field review in October. This study, found in Appendix C, delineated one additional wetland totaling 0.26 acres. Correspondence with USACE indicates that it will be jurisdictional.

Environmental Consequences

Figure 4-8 shows an additional direct impact of approximately 0.08 acres due to the shifted southern tie-in point for the BP pipeline. It is anticipated that any wetland impacts attributable only to the pipeline (removal and realignment) will be small and likely temporary in nature because vegetation can be reestablished in those areas.

Temporary impacts occur when wetlands are cleared for temporary topsoil storage or to allow for equipment movement within the right-of-way. These impacts must be minimized to the greatest extent possible and need to be restored within 6 months to comply with the WCA. Typically, replacement is not required. Avoidance and minimization measures will be implemented to reduce or eliminate impacts to all wetlands in the project area to the greatest extent possible.

The additional minor wetland impacts will likely be eligible for authorization under the USACE Transportation Regional General Permit and will not require an individual Section 404 wetland fill permit. A Pre-Construction Notice will be submitted as needed. Independent review by the LGU may also be required.

4.8.5 Conclusion

Based on the above and considering implementation of the mitigation identified, there are no significant impacts with the 2021 EA FONSI/ROD approved action or the supplemental preferred alternative.

4.9 Air Quality

The Airport is in an attainment area, defined by the US Environmental Protection Agency (EPA) as an area in which ambient levels of all six pollutants meet the National Ambient Air Quality Standards. Therefore, an air quality analysis is not required. There are no air quality impacts anticipated with either the 2021 EA FONSI/ROD approved action or the supplemental preferred alternative. This is congruent with the original finding stated within the 2021 EA, Section 4.2, *Air Quality*.

4.10 Climate

There will be a minimal temporary increase in greenhouse gas during construction associated with construction equipment. The potential for the preferred alternative to affect future climate conditions is very limited. Potential climate changes identified for the upper Midwest are mostly associated with more intense precipitation resulting in increased flooding and some changes in temperature that would have little to no effect from the preferred alternative. Therefore, there are no impacts expected from either the 2021 EA FONSI/ROD approved action or the supplemental preferred alternative. This is congruent with the original finding stated within the 2021 EA, Section 4.4, *Climate*.

4.11 Coastal Resources

The Airport is located inland away from any coastal resources; therefore, coastal zone or coastal barrier impacts associated with either the 2021 EA FONSI/ROD approved action or the supplemental preferred alternative are not anticipated. This is congruent with the original finding stated within the 2021 EA, Section 4.5, *Coastal Resources*.

4.12 Department of Transportation Act, Section 4(f)

There are no wilderness areas, eligible/designated Wild and Scenic Rivers, State or National Forests, wildlife refuges, or wildlife management areas within the affected area.

Section 4(f) also protects historic sites on, or eligible for inclusion on, the NRHP. Eligibility of historic sites is determined according to criteria established by Section 106 of the National Historic Preservation Act. It has been determined that no historical sites are located in the project area boundaries.

This is congruent with the original finding of no significant impacts stated within the 2021 EA, Section 4.6, *Department of Transportation Act, Section 4(f)*.

4.13 Natural Resources and Energy Supply

The preferred alternatives will not result in significant energy impacts during or after construction. Local energy and natural resource supplies are expected to satisfy the demands of the project. There are no scarce or unusual materials required for the project, and the project is not expected to influence local fuel consumption.

There are no natural resource or energy impacts associated with either the 2021 EA FONSI/ROD approved action or the supplemental preferred alternative. This is congruent with the original finding stated within the 2021 EA, Section 4.11, *Natural Resources and Energy Supply*.

4.14 Visual Effects

Runway guard lights will be installed for Runway 2/20 as part of the supplemental action, but they will not impact areas outside of the airfield. Construction-related light emissions occurring during the nighttime hours would be sufficiently removed from light-sensitive land uses to avoid any adverse impacts.

The supplemental actions include tree removal along roadways. To reduce impacts near affected landowners due to roadway relocation, tree plantings will occur on impacted landowner(s) property along 95th St. SW to mitigate increased traffic, noise, and higher speeds. The added 3-acre area of tree removal will be converted to farmland, which is consistent with the existing visual environment of the area and does not constitute a significant impact.

There are no expected impacts related to light emissions or other visual effects associated with either the 2021 EA FONSI/ROD approved action or the supplemental preferred alternative. This is congruent with the original finding stated within the 2021 EA, Section 4.14, *Visual Effects*.

4.15 Summary

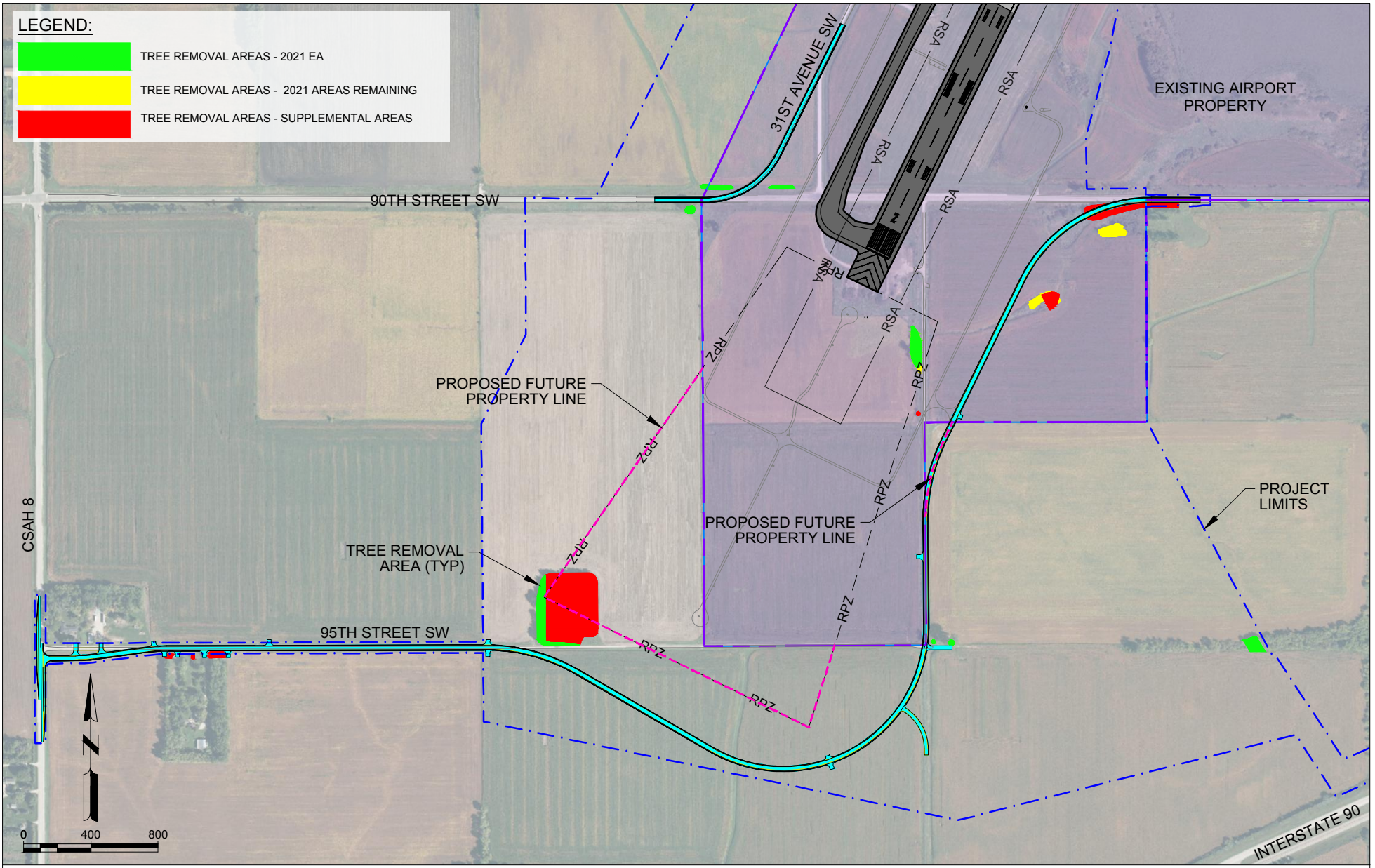
No significant impacts are anticipated as a result of the proposed supplemental actions in any resource category or cumulatively. A summary of the impacts described in this chapter is presented in **Table 4-2**.

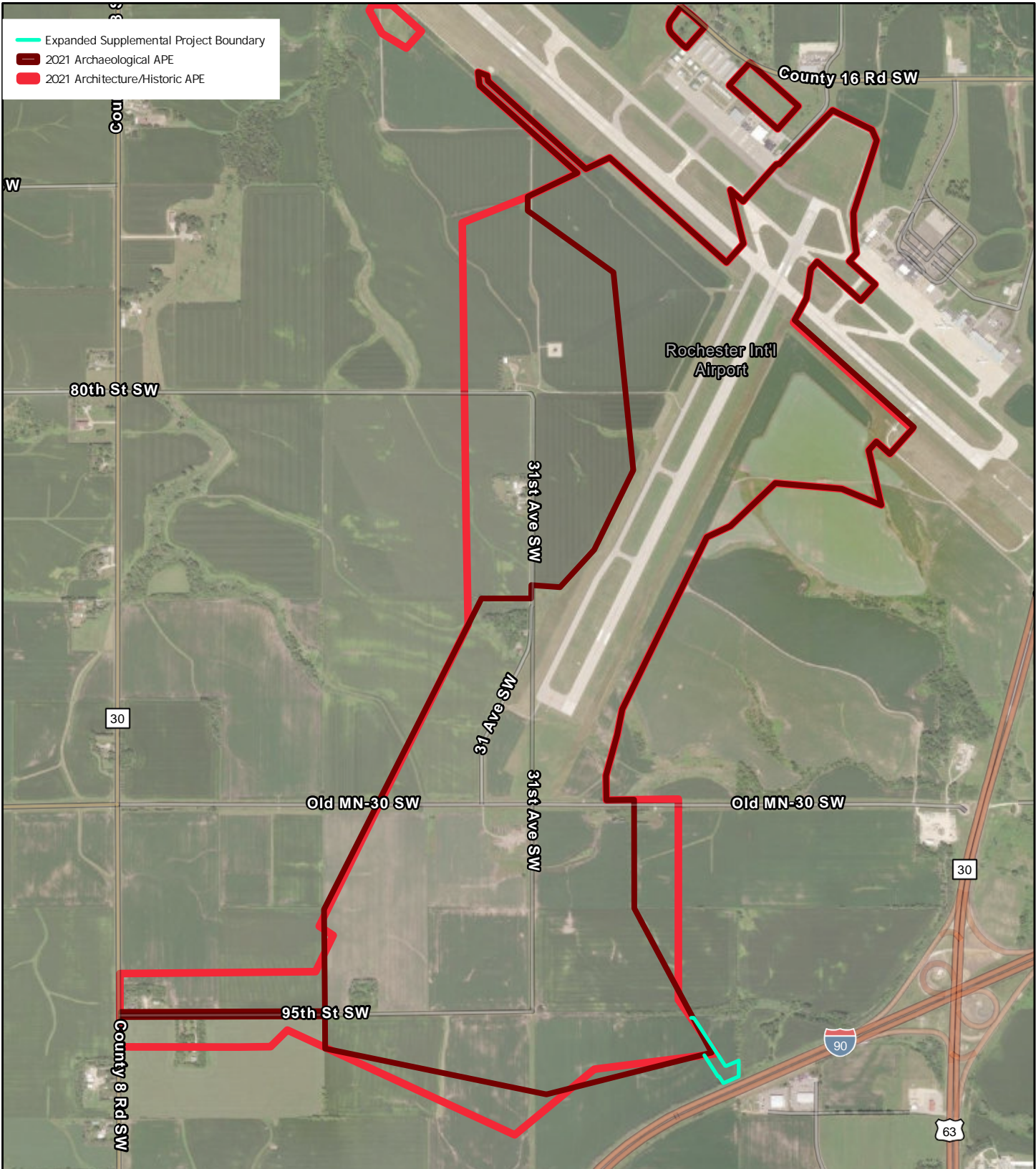
Affected Environment and Environmental Consequences

The table includes the impacts from the 2021 EA FONSI/ROD approved action and the supplemental preferred alternative, as well as any required mitigation, permits, or associated actions.

Table 4-2: Summary of Environmental Consequences EA vs SEA				
Applicable Environmental Impact Category	Approved Action: Significant Impact?	Supplemental Preferred Alternative: Significant Impact?	Permitting/Mitigation & Associated Actions	
Biological Resources (including fish, wildlife, and plants)	No. Tree removal is minimal; approximately 1.7 acres	No. Additional tree removal (3.75 acres, for a total of 4.98 acres)	To align with recommended conservation measures tree removal will occur outside of the NLEB's maternity season May 15-Aug 15.	
Farmlands	No. 130 acres directly converted 15 acres indirectly converted	No	Crops within fence will be limited to short crops such as soybeans or wheat.	
Hazardous Materials, Solid Waste, and Pollution Prevention	No	No	<ul style="list-style-type: none"> - Dispose of construction materials and solid waste in accordance with state and local laws. - Asbestos Notification Potential (BP) Soil/Material Management Plan 	
Historic/Architectural & Archaeological Resources	No	No	Discovery Plan in effect during construction	
Land Use	Ground Transportation	No. Public roadways removed from RPZ; Partial closure of 90 th Street SW	No. Public roadways removed from RPZ; Partial closure of 90 th Street SW; wider roadway easements	<ul style="list-style-type: none"> - Vacate abandoned rights-of-way and/or extinguish easements - Establish new rights-of-way and/or easements
	Utilities	No. Pipeline removed from Airport property; Above and below ground utilities relocated	No. Pipeline removed from Airport property; Above ground utilities relocated; Communication lines under Rwy 2 remain in place	<ul style="list-style-type: none"> - Vacate abandoned rights-of-way and/or extinguish easements - Establish new rights-of-way and/or easements or permits - Subordinate communication line use to Airport

Applicable Environmental Impact Category		Approved Action: Significant Impact?	Supplemental Preferred Alternative: Significant Impact?	Permitting/Mitigation & Associated Actions
Land Use	Wildlife Attractants	No. Compost facility closed	No. Trees in RPZ/Rwy 2 approach removed	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 Acquisition Act
Water Resources	Surface Water & Stormwater	No. Net impervious surface increase of 32 acres	No. Minimal additional impervious surface due to NAVAID access roads.	<ul style="list-style-type: none"> - Construction Stormwater Pollution Prevention Plan - On site 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"> - MDNR appropriation permit (if necessary) - Proper abandonment of wells
	Wetlands	<p>No</p> <ul style="list-style-type: none"> - Waters of the US - 4.21 acres direct permanent wetland impact under State regulation - 0.53 acres temporary wetland impacts 	<p>No. Temporary impact to 0.08 acres Waters of the US, also under State regulation. (For a total of 0.61 acres of temporary impacts and 4.21 acres of permanent impacts.)</p>	<ul style="list-style-type: none"> - Compliance with Minnesota Wetland Conservation Act/Replacement Plan Mitigation at Approved Bank Service Area (BSA) - Additional minor impacts to Waters of the US qualify for authorization under the USACE St. Paul District Transportation Regional General Permit (TRGP). The project will comply with TRGP conditions and associated Sec. 401 CWA certification.
Cumulative Impacts		No substantial impacts	No substantial impacts	None

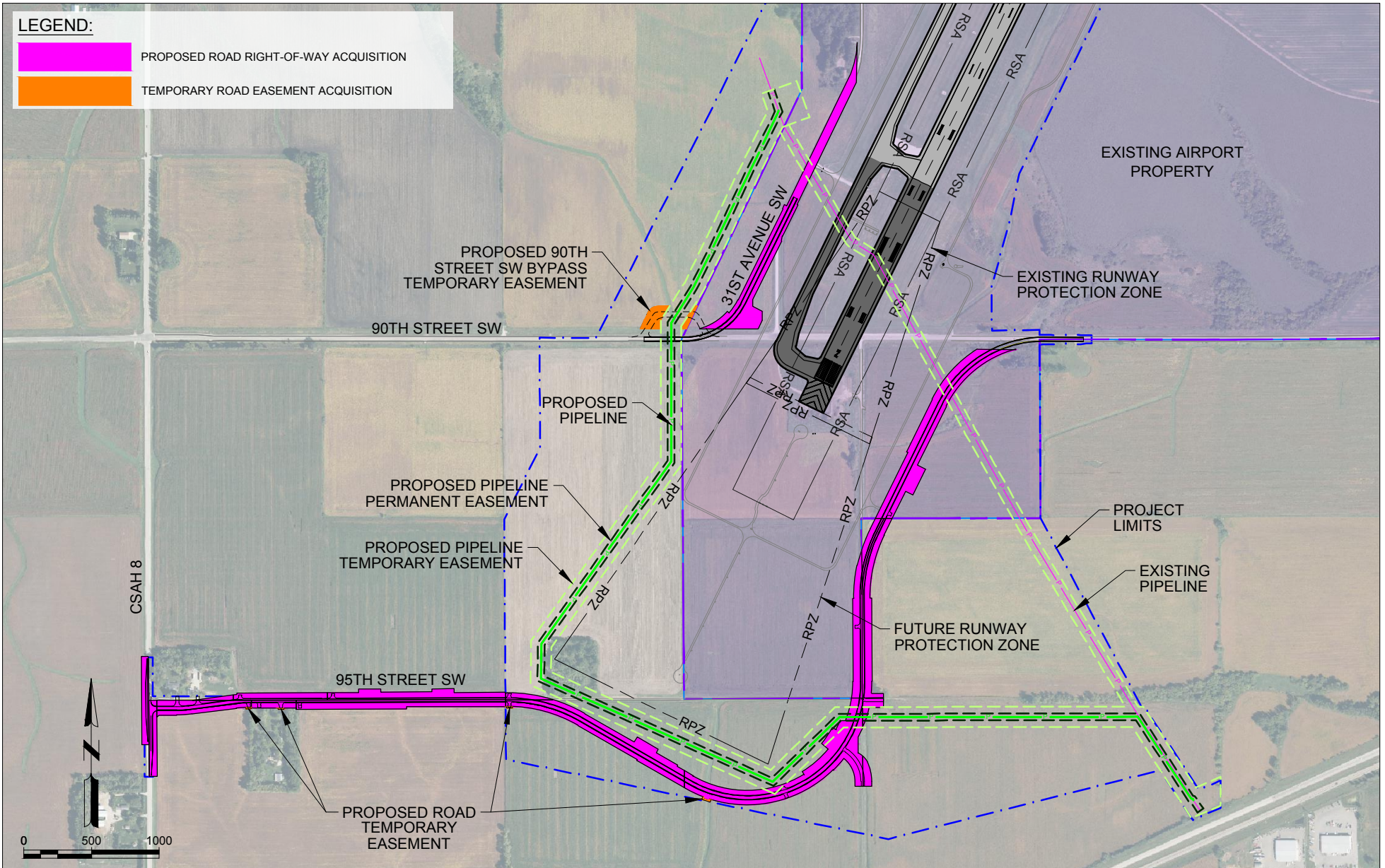


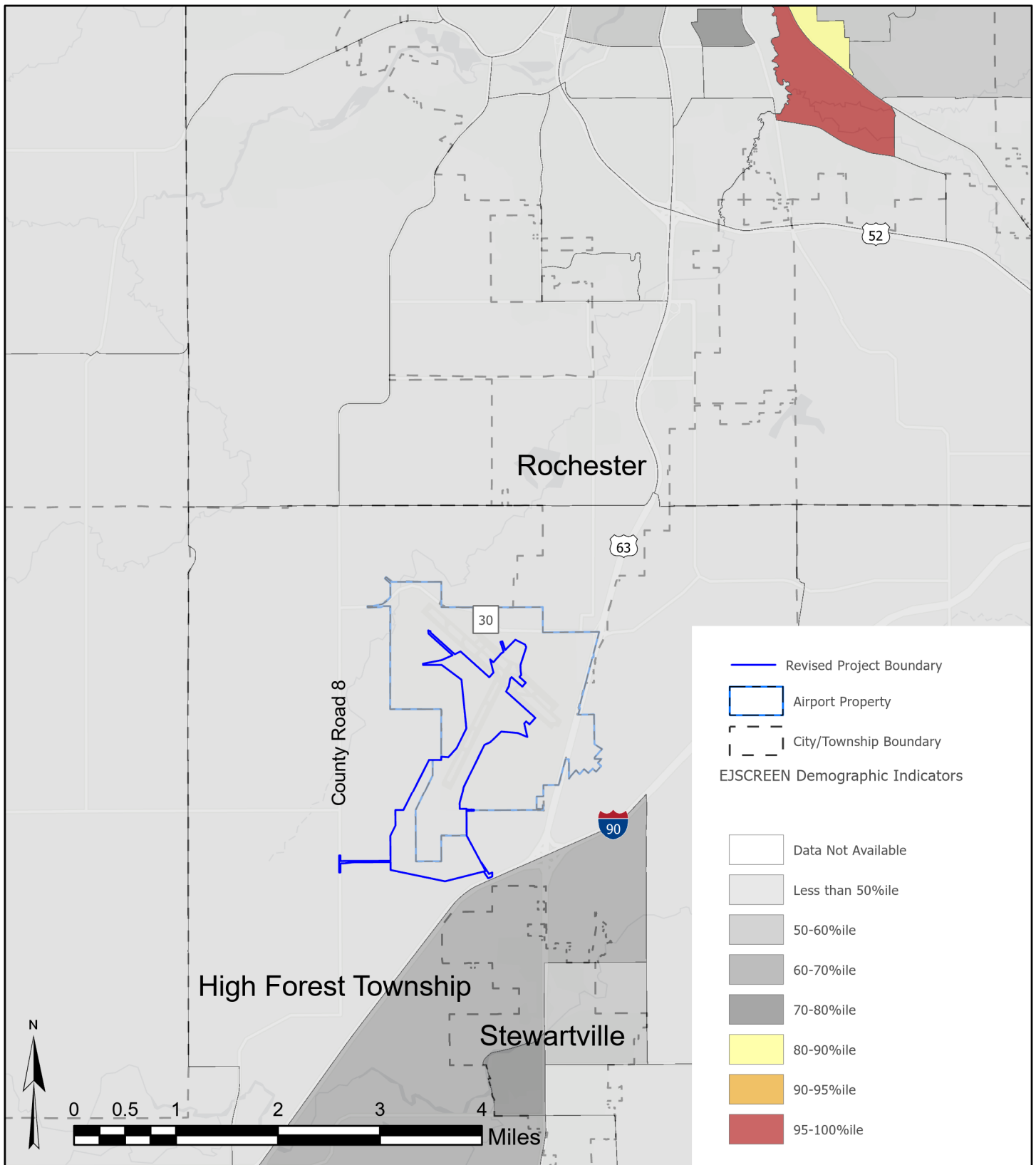


RUNWAY 2/20 SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT



FIGURE 4-2: CULTURAL RESOURCES AREA OF POTENTIAL EFFECT





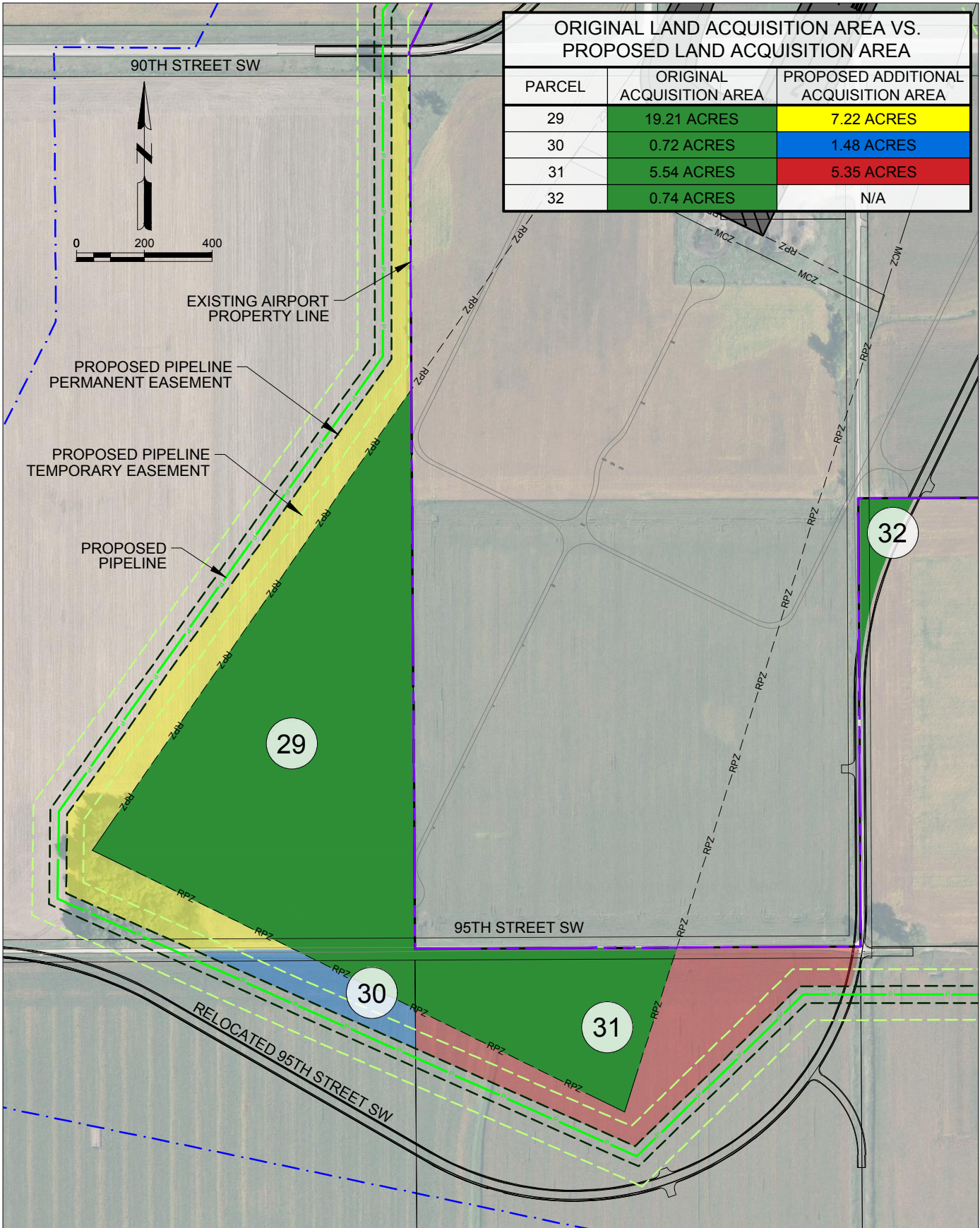
RUNWAY 2/20 SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT



FIGURE 4-4: EJ Screen Minority and Low Income Population

Sources: Demographic Index- EJScreen 2018 Demographic Indicators; Base Map- Esri, Garmin, FAO, NOAA, USGS, OpenStreetMap

ORIGINAL LAND ACQUISITION AREA VS. PROPOSED LAND ACQUISITION AREA		
PARCEL	ORIGINAL ACQUISITION AREA	PROPOSED ADDITIONAL ACQUISITION AREA
29	19.21 ACRES	7.22 ACRES
30	0.72 ACRES	1.48 ACRES
31	5.54 ACRES	5.35 ACRES
32	0.74 ACRES	N/A



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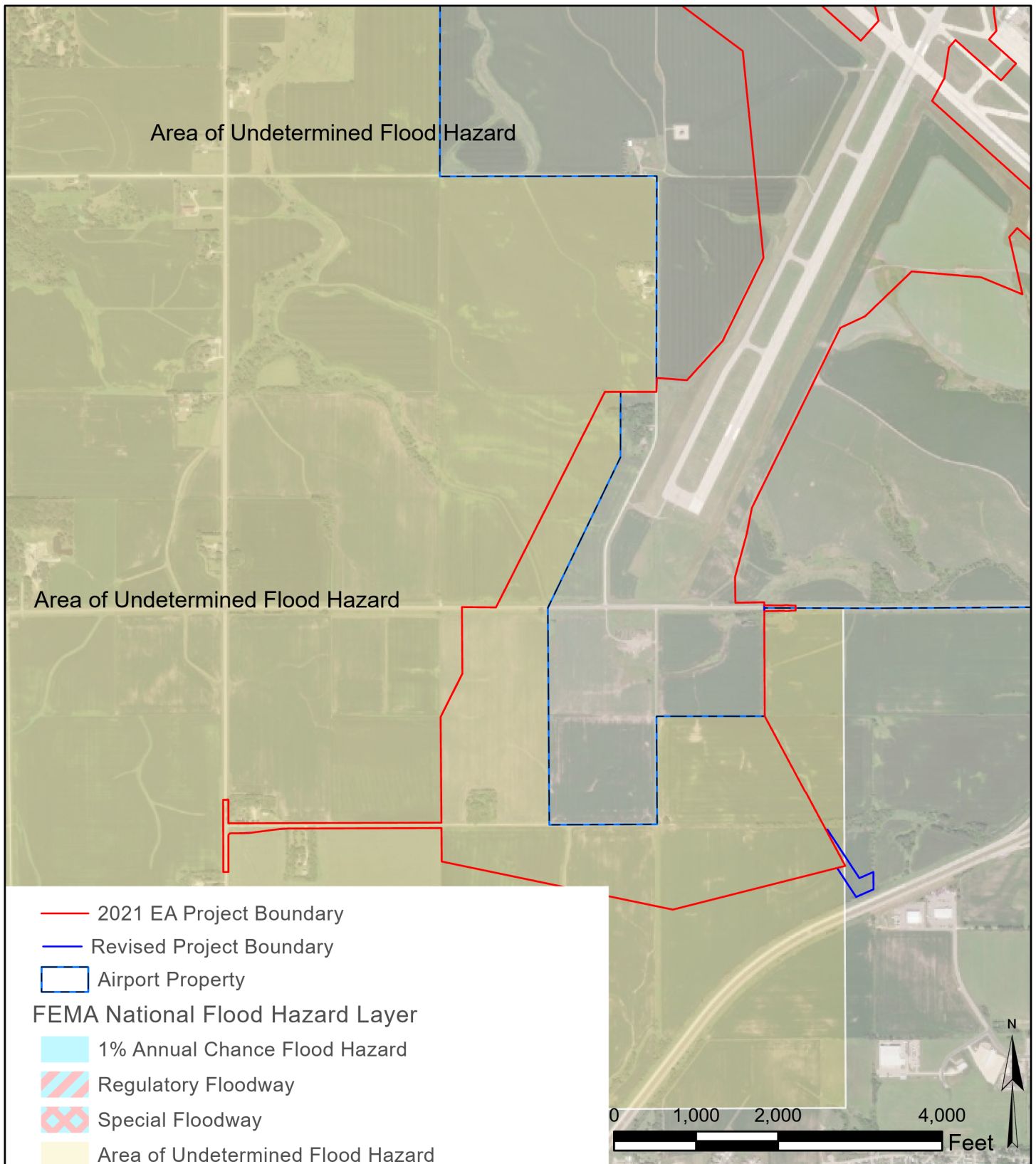
FIGURE 4-5: PROPOSED FEE-SIMPLE PROPERTY ACQUISITION



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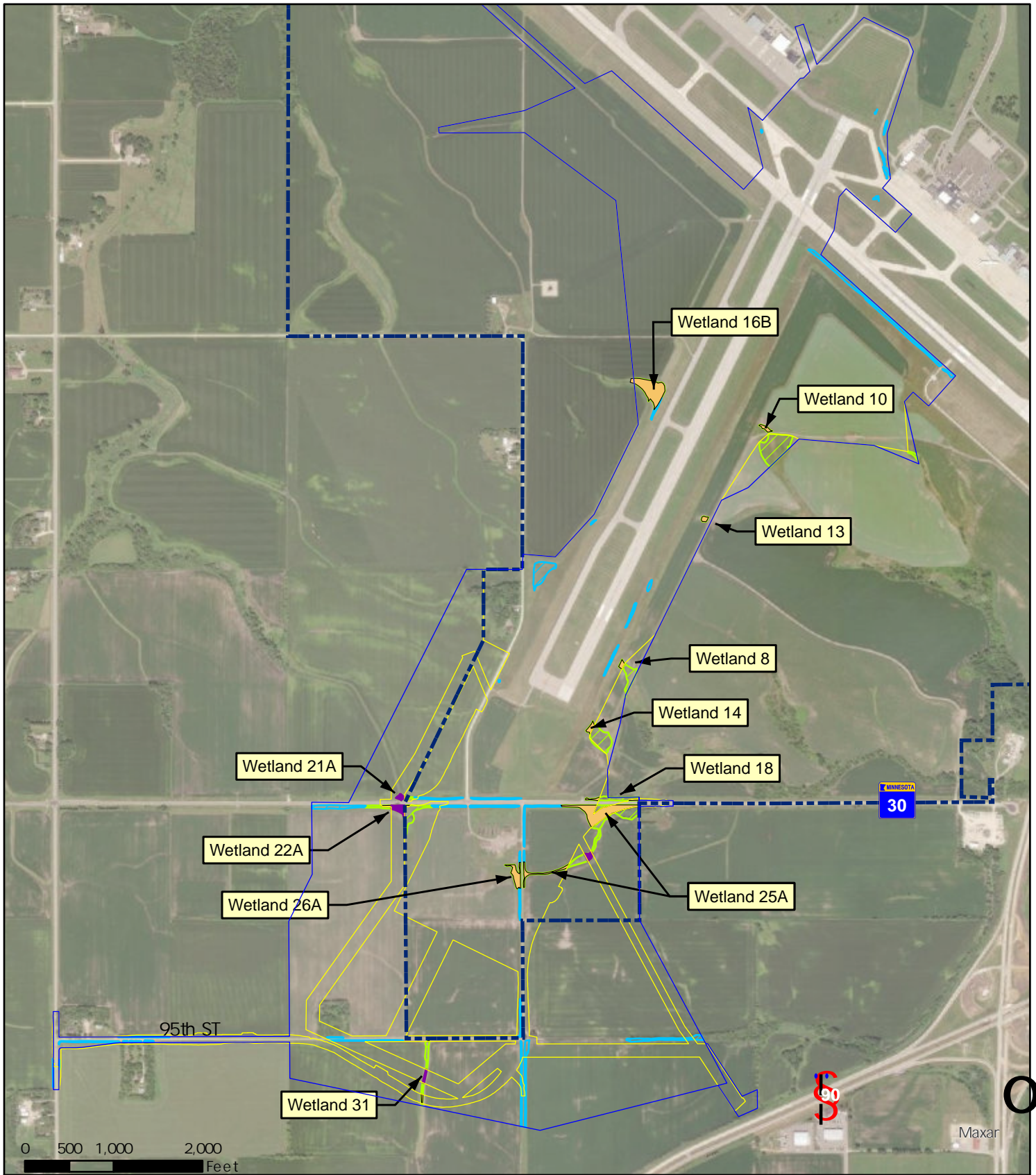


RUNWAY 2/20 SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT



FIGURE 4-6: FLOOD HAZARD ZONES

Sources: Flood Zones- FEMA National Flood Hazard Layer; Aerial Image/Base Map- Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN





RUNWAY 2/20 SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

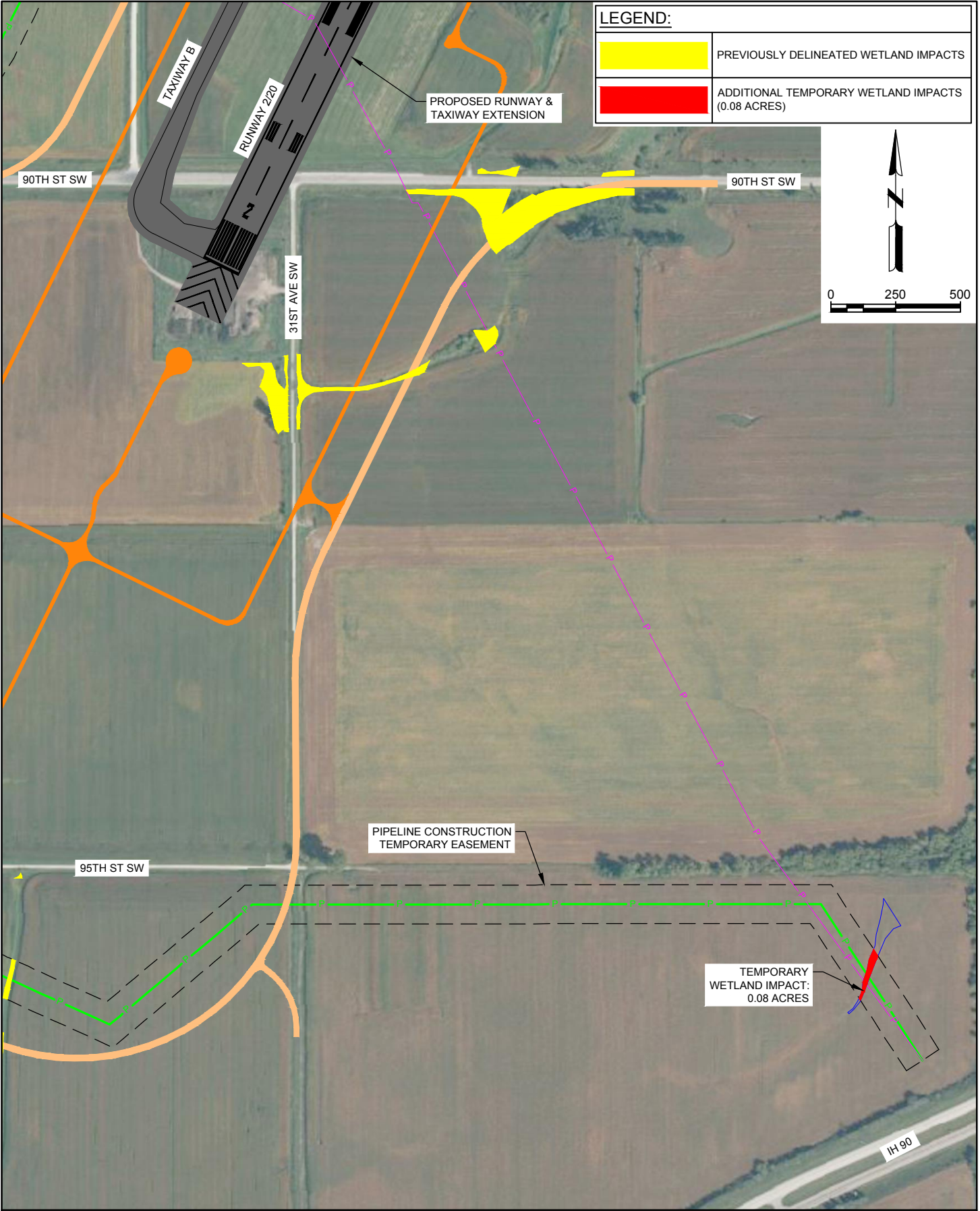
FIGURE 4-7: 2021 EA WETLANDS



Source: Mead & Hunt, Inc. 2020-2022

- PERMANENT IMPACT
- TEMPORARY IMPACT
- LIMITS OF CONSTRUCTION
- AIRPORT PROPERTY BOUNDARY
- JURISDICTIONAL(WCA)
- NON-JURISDICTIONAL(WCA)
- PROJECT BOUNDARY

LEGEND:	
	PREVIOUSLY DELINEATED WETLAND IMPACTS
	ADDITIONAL TEMPORARY WETLAND IMPACTS (0.08 ACRES)



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ROCHESTER INTERNATIONAL AIRPORT
 RUNWAY 2/20 SUPPLEMENTAL ENVIRONMENTAL
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FIGURE 4-8: ADDITIONAL TEMPORARY
 WETLAND IMPACTS



5. Preparers

The responsibility for the Supplemental Environmental Assessment (SEA) under the National Environmental Policy Act (NEPA) rests with the Federal Aviation Administration (FAA) Airports District Office in Minneapolis, Minnesota. This SEA was prepared by Mead & Hunt, Inc. under contract with the City of Rochester.

The following Mead & Hunt staff members were directly responsible for preparing the contents of this document.

Evan Barrett, AICP – Project Manager, Senior Aviation Planner

Mr. Barrett has more than 15 years of experience with NEPA documentation, airfield planning studies, and airport master plans.

Colleen Bosold – Deputy Project Manager, Stakeholder Outreach Coordinator

Ms. Bosold has 15 years of experience in the aviation consulting industry, focusing on writing, communications, planning, environmental documentation, and community engagement. She is experienced in designing and coordinating stakeholder outreach and public involvement programs.

Sarah Emmel, AICP – Aviation Environmental Planner

Ms. Emmel is an airport planner with experience in land use planning and stakeholder engagement. She is routinely involved with airport inventory and aviation demand forecasts, as well as NEPA review documentation and state environmental review documentation.

Matt Wagner, PE – Senior Aviation Engineer

Mr. Wagner has over 20 years of experience in airport planning, design, and construction administration. With nearly 15 years of project management experience, he has successfully guided the completion of several complex, high-profile projects. He is the overall program manager for the RST program.

Brauna Hartzell, GISP – GIS Analyst and Environmental Scientist

Ms. Hartzell has more than 10 years of experience in wetland delineation, wetland permitting, and restoration projects. She performs wetland and field delineations conforming to current USACE and State standards, designs custom field data collection applications, collects field data using hand-held Global Positioning Systems (GPS) data collectors and tablets, and prepares NEPA documentation.

Kristen Zschomler, RPA – Cultural Resource Specialist

Ms. Zschomler is an architectural historian and archaeologist with more than 30 years of experience in agency coordination, Section 106 compliance, historic context development, and historic property management plans. Her project responsibilities include supervising field surveys, guiding research, context development, and report preparation. Ms. Zschomler exceeds the Secretary of the Interior's Standards in history and architectural history.

Tim Smith – Cultural Resource Specialist

Mr. Smith has more than 15 years of experience in intensive-level architectural surveys, historical context studies, and Section 106 compliance projects. His responsibilities include field survey, photographic documentation, historical research, and report preparation. Mr. Smith exceeds the Secretary of the Interior’s Standards in history and architectural history.

Taylor Peterson, PE – Aviation Engineer

Mr. Peterson has 10 years of experience in airport engineering and planning at both commercial service and general aviation airports. Mr. Peterson serves as the design team lead, resident engineer, and project manager for a variety of airport improvement projects.

Nat Kitzrow – CAD Technician

Mr. Kitzrow has over 15 years of experience as a CAD Technician in the civil engineering industry working in the residential, commercial, agricultural, and aviation markets. His experience includes infrastructure layouts and designs, site grading, plan set coordination and creation, exhibit drawings for presentations, writing legal descriptions for plats, and survey assistance.

Ryan Dittoe, AAE – Planner

Mr. Dittoe is an airport planner with experience in airport master planning, ALP updates, and capital improvement programming. His knowledge includes airport governance structures, airport noise, document production, and community outreach.

Cory Leemon – Planner

Mr. Leemon is an airport planner with experience in both aviation and transportation planning practices. His experience includes airport master plans, waste plans, noise studies, environmental assessments, and graphic design.

6. Public Involvement and Agency Coordination

This chapter provides a summary of the public involvement and agency coordination efforts that have taken place throughout this Supplemental Environmental Assessment (SEA) process. The 2021 EA included a thorough public involvement and agency coordination effort. Since then, coordination with BP, High Forest Township, Olmsted County, MnDOT, utility providers, and applicable regulatory agencies on the pipeline, roadway, and utility relocations has been ongoing.

The FAA consulted with the State Historic Preservation Office (SHPO) on the expanded project limits and recommended that no further archaeological fieldwork is needed and that the original Section 106 determination was still valid; the SHPO concurred that no historic properties will be affected by the revised project.

As part of the 2021 EA process, the FAA invited several Tribes to consult on this project under 36 CFR 800.3 including the Flandreau Santee Sioux, Upper & Lower Sioux Indian Communities, Prairie Island Indian Community, Sisseton Wahpeton Oyate, and Santee Sioux Nation. The FAA coordinated the SEA with these same Tribes for review and comment. Tribal consultation letters are included in Appendix B. No comments were received from any tribal contacts.

The FAA also consulted with the U.S. Fish and Wildlife Service (USFWS) on the northern long-eared bat (NLEB) habitat assessment regarding Section 7 of the Endangered Species Act. The FAA determined that this project will have “no effect” on the NLEB. The “no effect” determination is also documented in FWS IPAC generated “no effect” determination key consistency letters included in Appendix A.

The Draft SEA was made available for public and agency review and comment from January 15 through March 3, 2023. The document was available for viewing online at <https://FlyRST.com/EA>, and in-person at the RST Airport Administration office at 7600 Helgerson Dr. SW, Rochester, MN 55902. A public notice ran in the *Post Bulletin* on January 14, 2023. The public notice of the Draft SEA Availability and Public Hearing is included in Appendix D, along with an affidavit of publication. A copy of the public notice was sent to agencies that had commented on the 2021 EA, members of the Wetlands Technical Evaluation Panel, and agencies overseeing a relevant subject matter addressed in the SEA. Copies of these agency notification emails are included in Appendix D. A copy of the public notice was also mailed to landowners surrounding the project area approximately two weeks before the public hearing. A copy of the letter mailed with the public notice and the mailing list are included in Appendix D. There was a virtual public hearing held February 15, 2023, beginning at 6:00 p.m. Attendees included staff from the Airport, the Airport’s consultant, the FAA, BP, BP’s consultant, and the court reporter. No members of the public attended the hearing. There were no requests to provide testimony during the public hearing and no comments were received during the public comment period. The U.S. Environmental Protection Agency sent a comment letter during the comment period stating it had no substantive comments to offer on the SEA. This letter, along with the hearing presentation slides and transcript are also included in Appendix D.

The public involvement process was inclusive of all residents and population groups in the study area and did not exclude any persons based on income, race, color, religion, national origin, age, or handicap.