

**PROPOSED  
Resolution  
of the  
City of Minneapolis**

By Council Members Benson, Colvin Roy, and Lilligren

**Requesting the Metropolitan Airports Commission (MAC) to conduct a thorough analysis concerning the assumption as well as the environmental impacts of the MAC's Vision 2020 Plan.**

Whereas, in September 2004 NWA presented a development plan, Vision 2020, which proposes a significant increase in the number of gates and passenger handling facilities at MSP; and,

Whereas, the program requirements for this plan are based on a 66% increase in passenger activity from 33 million in 2003 to 55 million by 2020; and,

Whereas, this concept represents a significant shift from the currently approved 2010 plan and will require revision of the Airport Layout Plan and it also represents significantly different operational conditions than those considered in the Dual Track FEIS; and,

Whereas, the City of Minneapolis is very much concerned that the activity levels associated with the proposed expansion may likely be in the range of 750,000 annual operations by 2020 or approximately 2000 operations each day; and,

Whereas, this level of activity could have significant impacts associated with it relative to noise impacts in the neighboring communities, traffic congestion on area roadways, air quality impacts associated with vehicular and aircraft emissions, and economic impacts; and,

Whereas, this level of activity raises questions about the capacity of the airport, airfield movement patterns and projected runway utilization; and,

Whereas, the cumulative impacts of this phased development proposal appear to be significant; and,

Whereas, there has been little transparency or opportunity for public involvement in the decision making process of this major development plan; and,

Whereas, criterion that possibly exceed state thresholds for mandatory environmental review appear to be *Highway projects* (4410.4300 subpart 22), construction of additional travel lanes on an existing road for a length of one or more miles, and *Industrial, Commercial and Institutional Facilities* (4410.4300 subpart 14) expansion of an institutional/commercial use in excess of 100,000 square feet of gross

floor space in an unincorporated area. A mandatory EAW would be required under state law if either threshold is proposed to be exceeded. Since the plan identifies that the proposed hotel meeting rooms alone would be 25,000 square feet, it appears that the plan would far exceed this threshold and would require a mandatory EIS;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That a thorough analysis of the assumptions as well as the environmental impacts of the proposed development plan be undertaken.

Be It Further Resolved that the impacts associated with such an increase in activity need to be thoroughly explored and appropriate mitigative measures need to be identified.

Be It Further Resolved that the level of activity combined with the removal of line maintenance north of the south parallel may impact operational capabilities of the airfield, and this needs to be thoroughly modeled and examined in context of capacity concerns.

Be It Further Resolved that the economic impacts of the proposed expansion and the financial viability of the plan need to be thoroughly examined.

Be It Further Resolved that a state EIS and, more beneficially, a joint state and federal EIS must be conducted assessing all cumulative impacts of the proposed plan.

Be It Further Resolved that the City Clerk is herewith directed to transmit copies of this resolution to the FAA Airports District Office, the Chair of the Environmental Quality Board and to the Metropolitan Airports Commission.