
APPENDIX A

NEPA SCOPING AND AGENCY COORDINATION

Seward Airport Improvements Project (Project No. Z548570000)

Public and Agency Scoping Materials
January 2017 through August 2018

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Public Scoping Contents

Public Correspondence

Date	Communication Type	From (Name)
March 1, 2017	Project status email	SolsticeAK on DOT&PF's behalf
March 1, 2017 – May 3, 2017	Public comments	C. Griswold with SolsticeAK on DOT&PF's behalf
<i>September 8, 2017</i>	<i>Public comment</i>	<i>C. Griswold</i>
<i>October 30, 2017</i>	<i>Public comment</i>	<i>C. Griswold to SolsticeAK</i>
<i>October 30, 2017</i>	<i>Public comment</i>	<i>C. Griswold to DOT&PF</i>
<i>November 15, 2017</i>	<i>DOT&PF response</i>	<i>DOT&PF</i>
March 1, 2017	Public comment	J. Hunt
<i>June 7, 2017</i>	<i>DOT&PF response</i>	<i>SolsticeAK on DOT&PF's behalf</i>
May 1, 2017	Telephone conversation	R. Linville with SolsticeAK
October 4, 2017	Project status email	SolsticeAK on DOT&PF's behalf
October 4, 2017	Public comment	B. Snowden
<i>October 14, 2017</i>	<i>Public response</i>	<i>B. Snowden</i>
<i>November 10, 2017</i>	<i>DOT&PF response</i>	<i>SolsticeAK on DOT&PF's behalf</i>
<i>November 12, 2017</i>	<i>Public response</i>	<i>B. Snowden</i>
<i>December 7, 2017</i>	<i>DOT&PF response</i>	<i>SolsticeAK on DOT&PF's behalf</i>
October 5, 2017	Public comment	J. Olive
<i>December 7, 2017</i>	<i>DOT&PF response</i>	<i>SolsticeAK on DOT&PF's behalf</i>
<i>December 11, 2017</i>	<i>Public response</i>	<i>J. Olive</i>
<i>February 12, 2018</i>	<i>DOT&PF response</i>	<i>SolsticeAK on DOT&PF's behalf</i>
October 12, 2017	DOT&PF inquiry	DOT&PF
<i>October 13, 2017</i>	<i>Public comment</i>	<i>T. DiMarzio</i>

Stakeholder Working Group Meeting #4 Correspondence and Documentation

Date	Communication/ Documentation Type	From (Organization, Name)
September 15 and 29, 2017	Meeting invitation and reminder emails	SolsticeAK on DOT&PF's behalf
October 2, 2017	Meeting notes	Compiled by SolsticeAK
October 3, 2017	Telephone conversation	City of Seward, R. Long with DOT&PF

Agency Correspondence Contents

Agency Scoping Comments and Correspondence

Date	Communication Type	From (Organization, Name)
January 24, 2017	Scoping materials	Alaska Dept. of Transportation & Public Facilities (DOT&PF)
January 25, 2017	Agency comment	Alaska Dept. of Fish and Game, Soldotna Office, J. Selinger
February 3, 2017	Agency comment	U.S. Army Corps of Engineers (USACE), L. Speerstra
February 15, 2017	Agency comment	Kenai Peninsula Borough (KPB), Seward/Bear Creek Flood Service Area (SBCFSA), S. Presley
February 15, 2017 <i>April 19, 2017</i>	Agency comment <i>DOT&PF response</i>	KPB, SBCFSA, W. Williamson <i>DOT&PF</i>
February 17, 2017 <i>March 1, 2017</i>	Meeting invitation <i>Reminder and materials</i>	Solstice Alaska Consulting (SolsticeAK) on DOT&PF's behalf <i>SolsticeAK on DOT&PF's behalf</i>
February 22, 2017 <i>April 19, 2017</i>	Agency comment <i>DOT&PF response</i>	City of Seward, D. Atwood and D. Glenz (for R. Long) <i>DOT&PF</i>
February 23, 2017	Agency comment	Alaska Dept. of Natural Resources, Division of Mining, Land, and Water, C. Kindred
February 23, 2017 <i>May 26, 2017</i>	Agency comment <i>Teleconference</i>	USACE, J. Hyslop <i>USACE with DOT&PF, PDC Engineers, SolsticeAK</i>
February 24, 2017 <i>April 18, 2017</i>	Agency comment <i>DOT&PF response</i>	Alaska Railroad Corporation, B. Lindamood <i>DOT&PF</i>
March 1, 2017	Agency comment	KPB/River Center, B. Harris
March 22, 2017	Scoping materials	DOT&PF to U.S. Fish and Wildlife Service (USFWS)
March 23, 2017	Agency comment	USFWS, Anchorage Field Office, L. Kenney
May 10, 2017	Scoping meeting notes	SolsticeAK on DOT&PF's behalf
July 26, 2018	Federal Emergency Management Agency (FEMA) Scoping email	Hydraulic Mapping and Modeling (HMM), K. Karle on DOT&PF's behalf
<i>July 26, 2018</i>	<i>Agency comment</i>	<i>FEMA, T. Perkins</i>
<i>July 27, 2018</i>	<i>Agency comment</i>	<i>FEMA, K. Wood-McGuinness</i>
<i>July 27 & 30, 2018</i>	<i>Consultant responses</i>	<i>HMM, K. Karle for DOT&PF</i>
August 8, 2018	Scoping email	HMM, K. Karle Re: tele. communication with Dept. of Commerce, Community, & Econ. Development, J. Smith
<i>August 10, 2018</i>	<i>Consultant response</i>	<i>HMM, K. Karle</i>
<i>August 10, 2018</i>	<i>Consultant response</i>	<i>HMM, K. Karle Re: tele. communication with City of Seward, A. Bacon</i>
August 23, 2018	Agency comment	FEMA, P. Janke

Section 106 Comments and Correspondence

Date	Communication Type	From (Organization, Name)
January 29, 2018	Consultation initiation	DOT&PF, Wanzenried, M.
February 14, 2018	Agency comment	Alaska State Historic Preservation Office (SHPO), Rollins, M.
June 5, 2018	Findings letter	DOT&PF, Wanzenried, M.
June 14, 2018	Concurrence letter	SHPO, Bittner, J.

Public Correspondence

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From: Solstice AK <solsticeak@solsticeak.com>
To: Solstice AK <solsticeak@solsticeak.com>
Sent: Wednesday, March 1, 2017 12:55 PM
Subject: Seward Airport Improvement Project Update, February 2017

Thank you for your continued interest in the Alaska Department of Transportation and Public Facilities (DOT&PF) Seward Airport Improvement Project. You received this email because you have previously indicated interest in this project.

The project website has been updated and the following materials are now available on the Seward Airport Improvement Project website at www.dot.state.ak.us/creg/sewardairport:

- **Project Frequently Asked Questions (FAQs) and Responses:** See the project FAQs page www.dot.state.ak.us/creg/sewardairport/faq.shtml
- **Resurrection River Dredging Memo.:** See the project Document Library www.dot.state.ak.us/creg/sewardairport/documents.shtml for an analysis of river channel dredging considerations

You will continue to receive updates as new information is available for this project. Meanwhile, feel free to contact Robin Reich, public involvement coordinator, at solsticeak@solsticeak.com with questions.

Thank you.

Solstice Alaska Consulting, Inc.
2607 Fairbanks Street, Suite B, Anchorage, AK 99503
www.solsticeak.com



From: rainyday <c_griz@yahoo.com>
Sent: Wednesday, March 1, 2017 3:16 PM
To: Solstice AK
Subject: Re: Seward Airport Improvement Project Update, February 2017
Attachments: Screen Shot 2017-03-01 at 2.55.45 PM.png

Hi Robin,

I noticed the date on the flyer says 2016 in two places. screen shot attached.

As an avid birder, I would be happy to help compile data on the use of the wetlands/tidal flats/estuary areas. These areas are important year-round for birds and other wildlife, not just during migration. Please let me know what data would be significant.

Best,
Carol Griswold
Seward, Alaska

From: Solstice AK <solsticeak@solsticeak.com>
To: rainyday <c_griz@yahoo.com>
Sent: Tuesday, April 4, 2017 12:53 PM
Subject: RE: Seward Airport Improvement Project Update, February 2017

Thank you, Carol. This email is to let you know that your email has been received. Also, any data that you have/would be willing to share would be helpful, thank you. Would it be easier to discuss it over the telephone (907-929-5960) or send it via email?

Please also note that the flyer that says 2016 was for a 2016 meeting; thank you for letting us know that it was misleading! Hopefully, the website is now easier to understand, thanks to your catch.

Solstice Alaska Consulting, Inc.
2607 Fairbanks Street, Suite B, Anchorage, AK 99503
907-929-5960 | www.solsticeak.com



From: rainyday [mailto:c_griz@yahoo.com]
Sent: Tuesday, April 4, 2017 2:37 PM
To: Solstice AK <solsticeak@solsticeak.com>
Subject: Re: Seward Airport Improvement Project Update, February 2017

Hi Solstice,

The bird list would be easier by email. Is just a list sufficient? Or do you need year-round, migratory, nesting data?

Carol

From: Solstice AK <solsticeak@solsticeak.com>
To: rainyday <c_griz@yahoo.com>
Sent: Tuesday, April 4, 2017 2:39 PM
Subject: RE: Seward Airport Improvement Project Update, February 2017

Hello Carol,

The bird list would be great. If you have other data that is easily shareable, we would be glad to have it, as well.

Thank you.

-

From: rainyday [mailto:c_griz@yahoo.com]
Sent: Thursday, April 13, 2017 10:06 PM
To: Solstice AK <solsticeak@solsticeak.com>
Subject: Re: Seward Airport Improvement Project Update, February 2017

Hi Solstice,

I haven't forgotten you!

I made a draft bird list and am waiting for another birder to look it over before I send it. There are over 100 species of birds!

Best,
Carol

From: Solstice AK <solsticeak@solsticeak.com>
To: rainyday <c_griz@yahoo.com>
Sent: Friday, April 14, 2017 9:09 AM
Subject: RE: Seward Airport Improvement Project Update, February 2017

Wonderful. Thank you very much!

-

From: rainyday [mailto:c_griz@yahoo.com]
Sent: Thursday, April 20, 2017 5:29 PM
To: Solstice AK <solsticeak@solsticeak.com>
Subject: Seward Airport Improvement Project Open House?

Hi Robin,

Is there an open house public meeting scheduled for Seward any time soon? I only see the April 20, 2016 meeting on the website.

Thank you,
Carol Griswold

From: Solstice AK <solsticeak@solsticeak.com>
To: rainyday <c_griz@yahoo.com>
Cc: "Beaton, Barbara J (DOT)" <barbara.beaton@alaska.gov>
Sent: Wednesday, May 3, 2017 9:43 AM
Subject: RE: Seward Airport Improvement Project Open House?

[Hello Carol,](#)

There will be another public open house after the draft Environmental Assessment has been released for comment around the end of the year.

Your continued interest and input on the project have been helpful, and we are looking forward to seeing the bird information you are compiling.

Thanks.

Robin Reich
Office: 907.929.5960

Solstice Alaska Consulting, Inc.
2607 Fairbanks Street, Suite B, Anchorage, AK 99503
907-929-5960 | solsticeak@solsticeak.com
www.solsticeak.com



From: rainyday <c_griz@yahoo.com>
Sent: Wednesday, May 3, 2017 10:47 AM
To: Solstice AK
Cc: Beaton, Barbara J (DOT)
Subject: Seward Airport bird list v 1.1
Attachments: 2017 Seward Airport Birds compiled by Carol Griswold.docx

Hi Robin,

Attached is version 1.1. The other birder has been very busy traveling and birding, but if she has any suggestions, I will send those along as V 1.2.

Please let me know if I can be of further assistance.

Best,
Carol

Attachment to May 3, 2017 C. Griswold Email

2017 Seward Airport Birds Checklist V 1.1
compiled by Carol Griswold c_griz@yahoo.com
Listed in taxonomic order.

The Seward Airport meadows, estuaries, tidal sloughs, saltwater marsh, wetlands, and mudflats provide a vital habitat for resident birds, northern Alaska nesters, Oceanics, Neotropicals, Canada and Western US birds, and Asiastics. Birds and other wildlife depend on the specialized plants that grow in this habitat. Several streams in this area are habitat for salmon, dolly varden, sculpin, flounders, and other fish. Mitigation of developmental impacts to protect the integrity of this ecosystem also protects the Seward Airport from erosion and flooding.

Note that the area directly south of the existing short runway is an extremely important habitat not only for migrating birds, but is the location of a large Arctic Tern nesting colony. This is one of the few in the Seward area, and one of the largest in the Kenai Peninsula.

Ducks, Geese, Swans

Greater White-fronted Goose
Snow Goose
Ross's Goose
Brant
Cackling Goose
Canada Goose
Trumpeter Swan
Tundra Swan
Gadwall
Eurasian Wigeon
American Wigeon
Mallard
Blue-winged Teal
Cinnamon Teal
Northern Shoveler
Northern Pintail
Green-winged Teal
Canvasback
Ring-necked Duck
Greater Scaup
Lesser Scaup
Bufflehead

Common Goldeneye
Barrow's Goldeneye
Common Merganser

Hérons

Great Blue Heron

Hawks, Eagles

Bald Eagle
Northern Harrier
Sharp-shinned Hawk
Northern Goshawk
Red-tailed Hawk (Harlan's)
Golden Eagle

Cranes

Sandhill Crane

Lapwings, Plovers

Black-bellied Plover
American Golden-Plover
Pacific Golden-Plover
Semipalmated Plover

Sandpipers, Phalaropes

Spotted Sandpiper
Solitary Sandpiper
Greater Yellowlegs
Lesser Yellowlegs
Upland Sandpiper
Whimbrel
Hudsonian Godwit
Bar-tailed Godwit
Marbled Godwit
Black Turnstone
Sanderling
Semipalmated Sandpiper
Western Sandpiper
Least Sandpiper
Baird's Sandpiper
Pectoral Sandpiper

Sharp-tailed Sandpiper

Rock Sandpiper

Dunlin

Short-billed Dowitcher

Long-billed Dowitcher

Wilson's Snipe

Phalarope sp

Gulls, Terns

Black-legged Kittiwake

Bonaparte's Gull

Mew Gull

Herring Gull

Glaucous-winged Gull

Caspian Tern

Arctic Tern

Pomarine Jaeger

Auks, Murres, Puffins

Common Murre

Crested Auklet

Pigeons, Doves

Rock Pigeon

Owls

Great Horned Owl

Short-eared Owl

Kingfishers

Belted Kingfisher

Woodpeckers

Downy Woodpecker

Falcons

Merlin

Peregrine Falcon

Tyrant Flycatchers

Alder Flycatcher

Shrikes

Northern Shrike

Crows, Jays

Black-billed Magpie

Northwestern Crow

Common Raven

Swallows

Tree Swallow

Violet-green Swallow

Bank Swallow

Cliff Swallow

Barn Swallow

Chickadees

Black-capped Chickadees

Chestnut-backed Chickadees

Nuthatches

Red-breasted Nuthatch

Creepers

Brown Creeper

Wren

Pacific Wren

Dippers

American Dipper

Kinglets

Golden-crowned Kinglet

Ruby-crowned Kinglet

Old World Flycatchers

Northern Wheatear

Thrushes

American Robin

Varied Thrush

Hermit Thrush

Wagtails, Pipits

Red-throated Pipit
American Pipit

Longspurs, Snow Buntings

Lapland Longspur
Smith's Longspur
Snow Bunting
McKay's Bunting

Wood-Warblers

Orange-crowned Warbler
Yellow Warbler
Yellow-rumped Warbler
Townsend's Warbler
Wilson's Warbler

Emberizids

Savannah Sparrow
Song Sparrow
Lincoln's Sparrow
Dark-eyed Junco

Blackbirds

Red-winged Blackbird
Rusty Blackbird

Fringilline, Card. Finches

Red Crossbill
White-winged Crossbill
Common Redpoll
Pine Siskin

From: rainyday <c_griz@yahoo.com>
Sent: Friday, September 8, 2017 4:02 PM
To: Solstice AK
Subject: Seward Airport Improvement Project comments
Attachments: 09-07-17 Seward Airport Improvement Plan.docx

Hi Robin,

I noticed in Seward City News that our city manager is lobbying the Governor for an extension of the Crosswind Runway.

I'd like to lobby against it. Comments attached.

Thank you,
Carol

Attachment to September 8, 2017 C. Griswold Email

September 7, 2017

Hi Angelle-Leigh,

Re: Seward Airport Improvement Plan

I have great concern about preferred Alternative 2.2 which would shift the existing, 2,289' x 75' Crosswind Runway (16-34) to the east and extend it by 1,011 feet to 3,300' x 75'. This plan would also abandon the existing 4,249' x 100' Main Runway (13-31) that also serves as a levee to protect the rest of the infrastructure to the west from the Resurrection River.

I. The Seward Airport was built in an alluvial floodplain created by the powerful glacially fed Resurrection River. Like a fire hose, it sprays water laden with tons of silt, gravel, and larger rock across its many braided channels. When the Airport was built, the river channels were far to the east. Now the river, channeled through the three highway bridges, has turned to point directly at the Main Runway. Redirecting the river away from the runway by dredging is not one of the options, as, according to the Seward Airport Improvement Plan, it would require continual maintenance and permitting, a dedicated funding source and staff with no guarantee that the excavated channel would remain stable.

Any solution will require continual funding source and staff with no guarantees of success; dredging and/or gravel extraction should be an option. A very successful gravel extraction operation sits right in between channels of the Resurrection River upstream of the highway bridges. As far as I know, their considerable operation has never flooded. They are permitted to extract gravel from the dry areas as the river allows. Why isn't gravel extraction to control the river's channels an option?

II. Closing and abandoning the Main Runway will allow Resurrection River to continue to undercut the runway. Continuing accelerated melting of Exit Glacier will increase the amount of gravel and power of the river, and result in the failure of the levee. Sooner or later, the river will move west until it is once again threatening to erode and demolish the Crosswind Runway and over a million dollars of infrastructure built next to Airport Road. Only about 1000 feet separate the two runways at the cross taxiway.

Flooding, erosion, and sediment dump will continue, if not controlled, around the end of the Crosswind Runway directly to many more millions of dollars of infrastructure at the Alaska Railroad freight dock, cruise ship dock, and port. That is only a matter of time, and could happen quickly.

The long runway must be raised, fortified, and maintained as a levee with the runway on top to protect the rest of the airport and infrastructure to the west. It is risky and shortsighted to abandon it.

III. The Seward Airport is surrounded by meadows, estuaries, tidal sloughs, saltwater marsh, wetlands, and mudflats that provide a vital habitat and specialized plants for wildlife including black and brown bears, moose, coyotes, and river otters. Bird observations compiled over the years list 120 species at the Seward Airport, including resident species, northern Alaska nesters, Oceanics, Neotropicals, Canada and Western US birds, and Asiatics.

The Crosswind Runway points directly at an extremely important habitat for resident and migrating birds, and the location of a large Arctic Tern nesting colony. This is one of the few in the Seward area, and one of the largest in the Kenai Peninsula. Extending the runway will bring all the fixed wing aircraft, including small jets, much closer and lower to the wetlands and ponds upon approach and departure. This will unnecessarily increase the risk of bird-aircraft collisions, and jeopardize the aircraft and wildlife.

Several streams in this area are habitat for salmon, Dolly Varden, sculpin, flounders, and other fish. Not far to the west of the Crosswind Runway is a salmon stream. What is the impact of a raised and lengthened runway on this salmon stream?

Mitigation of all developmental impacts are critical to protect the integrity of this wetlands ecosystem that also protects the Seward Airport and adjacent Alaska Railroad property from erosion, flooding, siltation, and the threats of continuing sea level rise. Extending the Crosswind Runway will negatively impact this delicate ecosystem.

Ironically, every September the Kenai Peninsula Borough issues a Proclamation supporting National Estuaries Week wherein all estuaries are integral to the State of Alaska; estuaries are unique coastal environments that support more life per square inch than any other ecosystem on Earth, providing habitat for countless species of fish, shellfish, birds, and marine mammals; this annual celebration of the vibrant coastal areas where rivers meet the sea presents an opportunity to learn more about these coastal ecosystems and how Alaska's citizens can help to protect them; estuaries provide numerous protection benefits to coastal populations, acting as a first line of defense against storms, rising sea levels, and the effects of a changing climate as well as a natural water filtration system; protecting our local fish habitats and populations will benefit Alaska's commercial fishing industries; the state is committed to protecting coastal ecosystems; protecting and restoring our estuaries is vital to our local and national economy.

Abandoning the main runway and extending the short runway contradicts every point of this National Estuaries Week Proclamation.

IV. The only alternative that best supports small jet traffic is Alternative 1.1: retain the Main Runway. Small jets require at least 4,000 feet. A longer runway is needed for medevac jets, Coast Guard C-130s, State Trooper helicopters, business and private jet traffic.

The Main Runway is 4,249 feet long and 100 feet wide. Extending the Crosswind Runway by 600' or 1,011' would not support small jet traffic. The runway would still only be 75 feet wide, which reduces the margin of safety. Extending the Crosswind Runway by 1,711 feet to 4,000 feet requires an additional funding source, which has not been identified or secured. The additional 700 feet does not qualify for federal funding.

V. Alternative 2.2 may be “the most viable alternative in terms of design and engineering considerations, and meet the community’s near-term aviation needs for general aviation and medevac operations” but all the issues impacting the existing Main Runway and worse will soon be those of a longer, Crosswind Runway. This is a short-term, and expensive choice that ignores the looming, real issue of Resurrection River.

The only viable alternative, if dredging the main channel is not an option, is Alternative 1.1, Reconstruct the Existing Main Runway 13-31 above the 100-year flood level, install riprap to protect the embankment from flooding AND bring it up to its previous weight-bearing standards.

Thank you,
Carol Griswold
Seward, Alaska

Solstice AK

From: rainyday <c_griz@yahoo.com>
Sent: Monday, October 30, 2017 11:39 AM
To: Beaton Barbara J (DOT); Mark Boydston
Cc: Solstice AK
Subject: Seward Airport Alternative comments
Attachments: 10-30-17 Seward Airport Improvement Plan.docx

Hello All,

Attached please find my comments about the Seward Airport preferred Alternative 2.2.

Thank you,
Carol Griswold
Seward, AK

Attachment to October 30, 2017 C. Griswold Email

October 30, 2017

Mark Boydston
Environmental Impact Analyst II, ADOT
907-269-0524, FAX 907-243-6927
mark.boydston@alaska.gov

Barbara Beaton, PE Project Manager Dot and PF
barbara.beaton@alaska.gov
907-269-0617

Robin Reich, Public Involvement Coordinator
robin@solsticeak.com
<http://www.solsticeak.com/>

Re: Seward Airport Improvement Plan

I have great concern about preferred Alternative 2.2 which would shift the existing, 2,289' x 75' Crosswind Runway (16-34) to the east and extend it by 1,011 feet to 3,300' x 75'. This plan would also abandon the existing 4,249' x 100' Main Runway (13-31) that also serves as a levee to protect the rest of the infrastructure to the west from the Resurrection River.

I. The Seward Airport was built in an alluvial floodplain created by the powerful glacially fed Resurrection River. Like a fire hose, it sprays water laden with tons of silt, gravel, and larger rock across its many braided channels. When the Airport was built, the river channels were far to the east. Now the river, channeled through the three highway bridges, has turned to point directly at the Main Runway. Redirecting the river away from the runway by dredging is not one of the options, as, according to the Seward Airport Improvement Plan, it would require continual maintenance and permitting, a dedicated funding source and staff with no guarantee that the excavated channel would remain stable.

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Extending the Crosswind Runway also places it in an area that experiences flooding, extreme high tides, surf and ice impacts, overflow from the adjacent slough and ponds. Impacts and maintenance throughout the year including dramatically different winter conditions must be evaluated.

V. Alternative 2.2 may be “the most viable alternative in terms of design and engineering considerations, and meet the community’s near-term aviation needs for general aviation and medevac operations” but all the issues impacting the existing Main Runway and worse will soon be those of a longer, Crosswind Runway. This is a short-term, and expensive choice that ignores the looming, real issue of Resurrection River.

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Thank you,
Carol Griswold
Seward, Alaska

From: rainyday <c_griz@yahoo.com>
Sent: Monday, October 30, 2017 11:40 AM
To: Mark Boydston; Beaton Barbara J (DOT)
Cc: Solstice AK
Subject: Fw: Seward Airport high tide photos
Attachments: P1040167-Seward-airport-at-high-tide.jpg; P1040171-Seward-Airport-at-high-tide.jpg; Screen Shot 2016-04-27 at 7.42.20 PM.png; P1040171-Seward-Airport-at-high-tide-comments.jpg

Hi Mark,

I hope you will find these photos of interest.

Thank you,
Carol Griswold

----- Forwarded Message -----

From: rainyday <c_griz@yahoo.com>
To: "Carla@solsticeak.com" <Carla@solsticeak.com>; "Robin@solsticeak.com" <Robin@solsticeak.com>
Sent: Wednesday, April 27, 2016 9:08 PM
Subject: Seward Airport high tide photos

Hi Carla and Robin,

Attached are some photos of the Seward Airport taken on March 10, 2016 near the high tide of day of 11.9'. As you know, this is not the highest tide, which can reach 13.7'.

I am very concerned that closing main Runway 13-31 will indeed allow floodwater to have better access to the existing floodplain as stated. This is not a reasonable or desirable direction. I fear that without maintaining the main runway as a levee, the floodwater will quickly overrun it and flow into the center portion of the airport. Then the river will start eroding the other runway 16-34 in the same way as it does now. That brings the impact of flood damage very close to the existing infrastructure of hangars, buildings, and Airport Road, resulting in an extremely expensive alternative.

I understand Dieckgraeff Road aka Levee Road, just across the highway from the airport, was designed and constructed in a flood plain. Similarly, raising the elevation, adding armor protection, and reconstructing Runway 13-31 as a protective levee/runway is a superior alternative to closing Runway 13-31 and improving Runway 16-34.

This project must also consider the impending sea level rise in which the high tide shown in my photo may become the normal scenario for a moderate to low tide. The protective beach berm, reduced to an island, may be submerged more frequently, resulting in reduced protection from storm erosion.

The next protective barrier is the former road to the Naval Radio Station. It is submerged at high tides now. Close mowing along this former road reduces the ability of plants to maintain their roots, and thus their function to control erosion. The Airport Plan should include restrictions on mowing along this former road.

Note that the Alaska Railroad Master Plan proposes dredging for a boat barge basin between the airport and the AKRR property. This wetlands, with its layers of stable clay and compacted silt is very important for reducing flood impacts by controlling and filtering both flood waters and high tides. Removal of this stable wetlands, which includes a salmon stream complex, will bring the ocean permanently to the airport property line.

Extending Runway 13-31 will bring it extremely close to this property line, proposed boat barge basin, and ocean impacts. Consider the high costs of construction in wetlands, raising the elevation, and adding protective armoring for this alternative. Consider too, the negative impacts to wildlife and the environment.

Historic photos show the wild glacial Resurrection River created the entire alluvial fan from one side of the bay to the other. Artificial fill has extended development from the AKRR yard to the boat harbor, highway, and Lagoon. Allowing the river to have "better access to the existing floodplain" means utter destruction of all the infrastructure now in this floodplain.

I believe the most cost-effective and viable alternative is to maintain and improve existing Runway 13-31 as a levee/runway, and maintain the rest of the current infrastructure.

Thank you for your consideration,
Carol Griswold
Seward, Alaska



Seward Airport
High tide 11.9' at 2:07 pm
photo taken at 2:15 pm
Carol Griswold



Seward Airport
2:16 pm, high tide at 2:07 pm 11.9'
March 10, 2016
Carol Griswold



Seward Airport

2:16 pm, high tide at 2:07 pm 11/9

March 10, 2016

Carol Griswold

Closing the main Runway 13-31 will allow floodwater better access to the existing floodplain; that includes the rest of the airport. Soon, the river will be eroding Runway 16-34 in the same way.

13-31

16-34



Resurrection River flooding the main runway



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
Aviation Design

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November 15, 2017

Carol Griswold
P.O. Box 1342
Seward, Alaska 99664
Email: c_griz@yahoo.com

Dear Ms. Griswold:

Thank you for your thoughtful correspondence regarding the Seward Airport Improvements Project. We understand that you have concerns regarding our selected alternative (Alternative 2.2 - upgrading Runway 16/34 from an A-I facility to a B-II facility). The Department of Transportation and Public Facilities (DOT&PF) recognizes the gravity of this project, its potential impacts as well as opportunities for improved safety and services in Seward. In acknowledgement of these facts, we chose an alternative that is reasonable and responsibly meets the project needs.

Selecting an alternative that addresses the complexities at the airport (safety issues, the airport's aircraft demand/capacity, and environmental considerations) required considerable analysis. Extensive research was completed, including public input, to develop three alternatives for the project. These alternatives were evaluated based on widespread evaluation criteria such as costs (construction, property acquisition, maintenance); ability to serve community needs (medivac, economic development); environmental impacts (wetlands, flooding and associated property impacts); and engineering considerations (airspace, wind, construction ease, reliability, long term risks). This analysis is summarized in an "Alternatives Memorandum", the "Seward Airport Improvements Scoping Report" and a "Position Paper", all available on the project website at

www.dot.state.ak.us/creg/sewardairport/documents.

We sought public, agency, and stakeholder input throughout the alternative selection process. A Stakeholder Working Group (SWG) was established which included the Alaska Railroad Corporation (ARRC); Alaska Wing Civil Air Patrol; City of Seward; Federal Aviation Administration; Kenai Peninsula Borough (KPB); Seward/Bear Creek Flood Service Area; and local pilots. Agency consultations were conducted with the Alaska Department of Environmental Conservation (ADEC); Alaska Department of Fish and Game (ADF&G); Alaska Department of Natural Resources (ADNR); ARRC; City of Seward; State Historic Preservation Officer; KPB; Kenai River Center; National Marine Fisheries Service (NMFS); U.S. Army Corps of Engineers (USACE); and U.S. Fish and Wildlife Service (USFWS).

"Keep Alaska Moving through service and infrastructure."

Frequent flooding of airport facilities during precipitation events, including the recent flooding on September 6, 2017, continues to make this project a high priority. We appreciate your continual interest in the project. Next, please find responses to the specific points raised in your letter.

1. *You are concerned with losing the levee effect of Runway 13-31 and resulting potential impacts to infrastructure. Further, you recommend that dredging is pursued as an option and ask why gravel extraction is not an option.*

The main runway (Runway 13-31) will be left in place to provide some flood protection for the airport. The smaller runway will be raised two feet above the design flood event (the 100 year event). Armor protection will be installed along this runway to fortify it against flooding, in the event river waters reach this runway. To date, flood waters have reached but have not overtopped the existing small runway.

Your interest in pursuing dredging as an option for this project is consistent with other feedback that has been received for this project. We examined river dredging as an option, discussing this possibility in depth with the two Hydrologists on the project team. After considerable consideration it was concluded that excavations in a braided river, such as the Resurrection River, could exhibit “irregular and unpredictable morphologic development”. Also there would be “no guarantee” that the excavations would remain stable or redirect flows. As a result, we decided that dredging was not a viable solution. (Please see the Resurrection River excavation memo for additional information at

www.dot.state.ak.us/creg/sewardairport/documents/Resurrection-River-Excavation-Memo-final.pdf.)

2. *You recommend that the long runway (Runway 13-31) be raised, fortified, and maintained as a levee given continued glacial melt and river erosion, and you feel that it is dangerous if it is abandoned.*

As discussed previously, Runway 13-31 will be closed, but not removed and is expected to continue to function as a levee for some time into the future. The smaller runway (Runway 16-34) will be raised and armored, as noted above, to serve as a levee and barrier against potential future floods of adjacent private property.

A flood model was developed for the project which used the same design parameters for all three alternatives: raising the respective runway two feet (per an Executive Order) above the design flood (100 year flood). The modeling showed that the main runway, due to its location next to the river, produced significantly more flooding impacts to adjacent properties than the other two. Flood waters would increase up to 4 feet in some locations. Flood modeling results are presented in the “...Scoping Report”.

3. *You expressed concern that the extension of Runway 16-34 will impact wildlife and habitat. In particular, you expressed concern for impacts to: birds, especially migratory birds and Arctic Tern nesting habitat, and potential bird-aircraft collisions; salmon streams and specifically a stream west of the runway; and erosion from loss of wetlands and impacts to and potential loss of estuary protection.*

The proximity of this project to important habitats and wildlife necessitated consultations with ADEC, ADNR, ADF&G, Kenai River Center, NMFS, and USFWS, who we looked to for wildlife expertise during the alternatives analysis.

- Birds: The USFWS, the federal agency with statutory authority that is responsible for enforcing the Migratory Bird Treaty Act, the Fish and Wildlife Improvement Act, and the Fish and Wildlife Act, did not express

concerns about bird impacts with regard to Alternative 2.2. There are risks for bird-aircraft collisions with all the airport alternatives that were analyzed and the safe operation of aircraft is our priority.

- Thank you for providing information on the birds observed in and near the airport area. We are currently using your data along with other bird sighting and habitat information at the airport to determine potential impacts to birds. If the analysis indicates there are significant impacts to bird habitat, as a result of project construction, we will provide mitigation to offset any impacts.

- Fish: ADF&G, the state agency responsible for enforcement of the Alaska Anadromous Fish Act and Fishway Act, stated during a recent agency scoping meeting that ADF&G prefers Alternative 2.2, because it avoids impacts to fish and fish habitat within the Resurrection River.

- Wetlands and estuaries: We are proceeding with the project by avoiding and minimizing impacts to wetlands as much as possible and will obtain a wetland permit from the USACE. The USACE has given us guidance that it selects the alternative with the least environmental impact. Given all the arguments presented in this letter as well as the "Position Paper", we believe that Alternative 2.2 is the alternative that satisfies the project's purpose and need while incurring the least amount of environmental impacts.

4. *You state that Alternative 1.1 is the only alternative that supports small jets and that a longer runway is needed for medivac jets, Coast Guard C-130s, State Trooper helicopters, and business and private jet traffic.*

We completed a detailed Aviation Activity & Facility Requirements Technical Memorandum that studied the existing and forecasted aircraft demand at the Seward Airport. This document shows that Alternative 2.2 will meet the current and future demand at the airport, including the most demanding aircraft (largest wingspan and longest required runway length) in steady use at the airport – the King Air B200, which is used for medical evacuations. Other aircraft that you mention do not use the airport often enough to justify the selection of Alternative 1.1. (Note that the Trooper helicopter does not require a runway to land.) Please refer to the "...Scoping Report" and the "Position Paper" on the website for additional information.

5. *You expressed support for Alternative 1.1 and concern that Alternative 2.2 is a short-term, expensive choice.*

Alternative 1.1 was discarded for numerous reasons including the fact that it significantly increases flooding to adjacent properties. Compensation for properties impacted by flooding would be costly and would outweigh other alternative expenses. In addition, construction activities associated with Alternative 1.1 (requiring placement of fill in the river) would disrupt existing fish habitat as well as impair navigability, a concern expressed by ADNR. Finally the impacts to medivac traffic, during construction, would be an issue for this alternative, as the small runway is not currently long enough to service these aircraft.

Alternative 2.2 was selected to move forward for several reasons. Among these reasons are the fact that the flood impacts are significantly less than Alternative 1.1 and that it avoids impacts to fish habitat in the river. In addition, Runway 16/34 has better wind coverage than Runway 13/31.

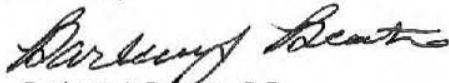
Please note that Alternative 3, (close Runway 13-31 and reconstruct Runway 16-34 to 4,000 feet), was developed based upon potential economic activity. Currently the aircraft demand at the airport does not warrant a runway longer than 3,300 feet. However, the new Airport Layout Plan will include this option as an Ultimate condition, and development of Alternative 2.2 will not preclude a future runway extension.

Additionally, the City of Seward is seeking investors to use private funds to extend this runway in the near future.

Again, additional information pertaining to all these answers can be found in the "...Scoping Report" and the "Position Paper" on the project's website. The "Position Paper" goes into more detail of why Alternative 2.2 was selected over Alternative 1.1.

Your continued thoughts and input have been appreciated. While Alternative 2.2 has been selected to move forward at this time, your comments have been documented. At any point in this process, please feel free to contact me directly. I can be reached at (907) 269-0617 or barbara.beaton@alaska.gov.

Sincerely,



Barbara J. Beaton, P.E.
Project Manager

cc: Shannon McCarthy, ADOT/PF, Public Involvement Representative

:

From: Jim Hunt <jhunt@cityofseward.net>
Sent: Wednesday, March 1, 2017 1:43 PM
To: Solstice AK
Subject: RE: Seward Airport Improvement Project Update, February 2017

Hi,

I noticed an incorrect population for Seward on your webpage. The number stated is for Seward only. There are about that number again living just out of the city limits.

Thanks,

Jim

Jim Hunt
City Manager
Seward, Alaska
907.224.4047



From: Solstice AK
Sent: Wednesday, June 7, 2017 3:38 PM
To: 'Jim Hunt'
Cc: Beaton, Barbara J (DOT); 'Royce Conlon'
Subject: RE: Seward Airport Improvement Project Update, February 2017

Hello Jim:

Per your email, we have updated the website language to read, *"The airport serves the residents of Seward (pop. 2,754 [2012]) and nearby communities, including Moose Pass, Bear Creek, and Lowell Point."*

See the updated website here: www.dot.state.ak.us/creg/sewardairport

Thank you.

Solstice Alaska Consulting, Inc.
2607 Fairbanks Street, Suite B, Anchorage, AK 99503
907-929-5960 | solsticeak@solsticeak.com
www.solsticeak.com



From: Robin Reich

Sent: Monday, May 1, 2017 2:43 PM

To: Royce Conlon <RoyceConlon@pdceng.com>; Erica Betts <EricaBetts@pdceng.com>; 'Angela Smith' <AngelaSmith@pdceng.com>

Cc: Olivia Cohn <olivia@solsticeak.com>

Subject: Seward Airport Comment

Bob Linville called today (May 1, 2017) at 2:00 pm. He also left a message on Saturday. Here is a summary of his comments:

- He missed the meeting. I told him that the most recent meeting was over a year ago, and he said that there must be some confusion in Seward because a lot of people thought there was a recent meeting.
- He asked whether the alternatives and the preferred alternatives had changed since the last meeting. I told him that DOT&PF was still thinking that the preferred alternative remains 2.2 (crosswind runway shifting and lengthening) and closing the longer main runway.
- He said that he didn't agree with closing the main runway. He said that pilots need two runways in order have options, especially with the wind conditions and weather in Seward.
- He said that he didn't agree with closing/no improving the main runway just to avoid flooding impacts. He said that there is nothing left to be flooded in the area and that flooding damage was done years ago. He said that letting the river take over additional area didn't make sense.
- He said that he had made these comments previously and doesn't think that anyone is listening. He asked whether the FAA had seen the comments that the public had on the alternatives.
- He said that he has used the airport as a pilot and that his son now uses the airport. He is concerned local resident and lives in the area all year.

- He said that he would like to know when the next meeting would be held and expects to hear about it because he is on the mailing list. (I checked and he is on the list.)

Robin Reich, President
Environmental Planner

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