FINAL ENVIRONMENTAL ASSESSMENT Homer Airport Improvements Project No. CFAPT00491 / AIP 3-02-0122-021-2023



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

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10/27/23 Date

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Environmental Impact Categories not Affected
Endangered Species Act Consultation
Contaminated Materials Management
National Historic Preservation Act Consultation
Wetlands
Public and Agency Involvement

ABBREVIATIONS

ΔΔΟ	Alaska Administrative Code
	Alaska Department of Natural Resources
	Alaska Exotic Plants Information Clearinghouse
	Airport Layout Plan
	Alaska Pollutant Discharge Elimination System
	Area of Potential Effect
	Aircraft Rescue and Firefighting
	all-terrain vehicle
	Bald and Golden Eagle Protection Act
	Bureau of Land Management
BMPs	Best Management Practices
	Code of Federal Regulations
CHA	Critical Habitat Area
CMMP	Contaminated Materials Management Plan
CO	carbon monoxide
CSP	Contaminated Sites Program
CWA	Clean Water Act
DOT&PF	Alaska Department of Transportation & Public Facilities
EA	Environmental Assessment
EJ	Environmental Justice
EPA	U.S. Environmental Protection Agency
	Endangered Species Act
	Federal Aviation Administration
	foreign object debris
	greenhouse gas
	HDL Engineering Consultants, LLC
	National Environmental Policy Act
	nitrogen dioxide
	National Water Protection Rule
	ozone
	Object Free Area
	lead
	Per- and Polyfluoroalkyl Substances
РМ	particulate matter

RSA	Runway Safety Area
SHPO	State Historic Preservation Officer
SO ₂	sulfur dioxide
U.S	United States
USACE	U.S. Army Corps of Engineers
USFS	U.S. Forest Service
USFWS	U.S. Fish and Wildlife Service

1 **PROPOSED ACTION**

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing a project to rehabilitate and improve the Homer Airport and associated airport facilities. The project will make improvements to the runway, taxiways, the General Aviation (GA) Apron, lighting, and drainage structures; construct new taxiways and service roads; remove obstructions to the Object Free Area (OFA); and perform ancillary work associated with the proposed improvements.

The proposed project is located within Sections 21 and 22, Township 6 South, Range 13 West, Seward Meridian; on U.S. Geological Survey Quadrangle *Seldovia C-4*; and at Latitude 59.64126° North, Longitude 151.48856° West, in Homer, Alaska (**Figure 1**).



Figure 1: Project Location and Vicinity

This Environmental Assessment (EA) describes two alternatives, the Proposed Action and a No Action alternative, and presents an environmental impact analysis in accordance with the National Environmental Policy Act (NEPA).

Existing Conditions

The Homer Airport is a state-owned, public-use, primary commercial service airport serving as a hub for the southern Kenai Peninsula and eastern Cook Inlet communities that are not connected to the road system. The airport property is 1,042 acres in land area with 365 of these acres designated state Critical Habitat Areas (CHA) (the Homer Airport and Kachemak Bay CHAs) (Figure 2).

The airport receives scheduled passenger and cargo service, with approximately 53,000 annual aircraft operations¹ for all operation types including commercial, air taxi, general aviation, and military (AirNav 2021). Airport facilities include a 6,701-foot-long by 150-foot-wide asphalt runway, passenger terminal and Commercial (Terminal) Apron on the north side of the airport, GA Apron on the south side of the airport, lighted helipad, flight service station, and floatplane facilities at nearby Beluga Lake Seaplane Base.

The Commercial Apron contains a joint-use passenger-cargo terminal operated by the City of Homer and is used for passenger and cargo aircraft and occasionally for oversized and overflow transient aircraft parking. The GA Apron includes paved and unpaved areas for GA aircraft parking and lease lot access for air carriers, taxi operators, and private aviation-related development.

The GA Apron includes 70 small aircraft tie-downs and two large aircraft tie-downs. Additional tiedown parking for approximately 20 small aircraft is available on the gravel pad east of the GA Apron, directly north of the Aircraft Rescue and Fire Fighting (ARFF)/Maintenance and Operations (M&O) building. Additional GA parking for small aircraft is also available at "Beacon Parking"—a gravel parking area west of the Commercial Apron (**Figure 2**).

Airport Development History

Following initial construction in the 1930s, the Homer Airport has experienced periodic expansion, upgrade, and maintenance. The following is a brief history of development and improvements at the facility.

- 1930s 1940s: The federal government first constructed the Homer Airport as a military re-fueling stop.
- 1940s: The airport expanded significantly later in the 1940s with runway widening and lengthening to the southeast and development of landside facilities on the northwest end of the airport.
- 1958: The State of Alaska assumed ownership of the airport from the Federal government.
- 1960s 1970s: The airport expanded again to the southeast to feature a large GA Apron, aircraft parking area, taxiways, lease lots, and airside development, and further runway lengthening and widening to its current dimensions. Kachemak Drive was also re-aligned around the airport.
- 1980s: Taxiways, the Commercial Apron, lease lots, and terminal areas were developed on the north side of the airport to support air carriers.
- 1990s: The airport added the terminal building, resurfaced the runway, and expanded the Runway Safety Area (RSA).
- 2000-present: The airport added the sand storage and ARFF/M&O buildings, expanded and rehabilitated taxiways and aprons on south side of the airport, and added a floatplane ramp, dock, and access road at the Beluga Lake Seaplane Base.

¹ For 12-month period ending December 31, 2020 (AirNav 2021).

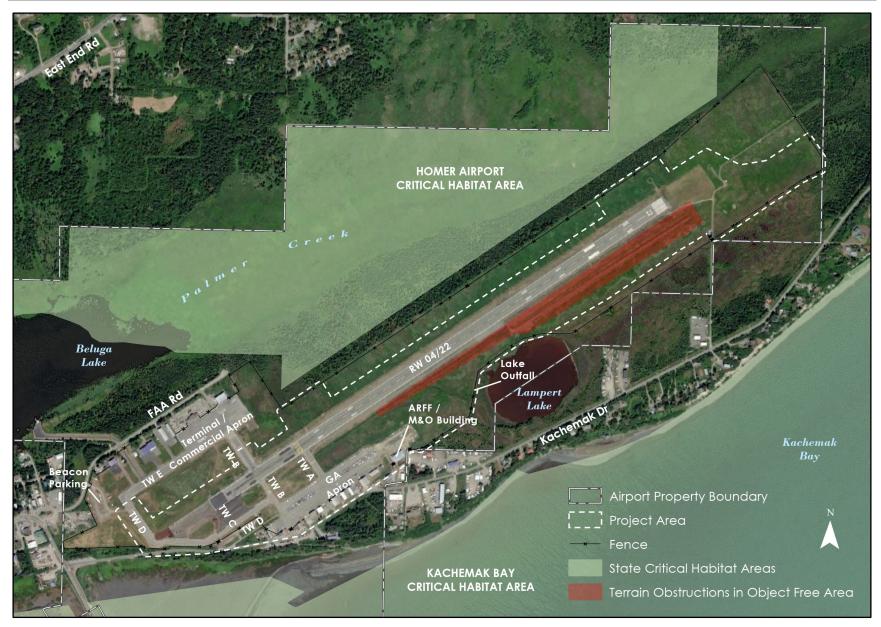


Figure 2: Existing Conditions

1.1 PURPOSE AND NEED

1.1.1 PURPOSE OF THE PROPOSED ACTION

The purpose of the project is to improve safety for runway operations, taxiing, and aircraft parking; extend the service life of airport facilities; and increase availability of leased tie-down facilities for GA users.

1.1.2 NEED FOR THE PROPOSED ACTION

Need 1: Safety

- The aged runway pavement has a worn friction surface, unevenness, an off-center crown, and spalling that could produce foreign object debris (FOD). Hazards associated with these conditions include reduced skid resistance and control, damage to landing gear, wheels, or tires, impact by projectiles, or engine ingestion of projectiles, causing uncontrollable aircraft maneuvers or runway excursion, particularly during high-speed deceleration.
- Aircraft taxiing along the runway present a safety hazard for runway operations. Conflicts are caused by a vertical curve that limits visibility between taxiing and departing aircraft, the lack of a turnaround at the east end of the runway, and the lack of a parallel taxiway or other taxiway connecting the runway to the GA or Commercial Aprons.
- Portions of Taxiway D are too close to the Runway 4 threshold to comply with standards for end-around taxiways.
- Several terrain obstructions, including a ridge along the south side of the runway, are above the Runway 4/22 centerline elevation and penetrate the Primary Surface within the runway OFA. These obstructions do not meet current FAA standards for safe runway operation.
- Portions of the existing RSA surface adjacent to the runway consist of sand with silt and gravel with high moisture content. During spring runoff and heavy rains, the RSA becomes saturated and non-traversable by aircraft or vehicles. The primary purpose of the RSA is to provide a traversable surface for aircraft that overshoot, undershoot, or veer off the runway. A secondary purpose for the RSA is to provide access for rescue vehicles during an emergency. The existing RSA is not usable for these purposes when saturated.

Need 2: Maintenance

- The runway, Taxiway B (south), and Taxiway A were last resurfaced over 20 years ago. The most recent Pavement Condition Index report for the airport indicates the pavement on these facilities is deteriorating and has significant cracking, spalling, joint separations, and an uneven surface. There is a dip in the runway caused by settlement of the runway subgrade. Several of the existing GA Apron tie-down anchors have failed.
- Culverts under Taxiway B (south), Taxiway A, Taxiway D, and the runway are corroded, experience icing, or do not drain properly. Ponding in depressions and ditches attracts birds, which are a safety hazard to aircraft. The outlet control structure at Lampert Lake is in poor condition; washout of the control structure in the past has led to lower lake levels.

Need 3: GA Aircraft Parking

• The GA Apron does not have adequate capacity for current GA aircraft parking demand. Permitted tie-down facilities for GA aircraft located on the GA Apron are supplemented by GA Bravo Parking ("Beacon Parking") at the west end of the airport. Beacon Parking cannot be expanded because of limited space and will ultimately be phased out because GA aircraft are incompatible with the larger aircraft using the Commercial Apron. Also, the GA Apron and Taxiways A and B South are congested by GA aircraft during peak use times, requiring long wait times for taxiing aircraft.

1.2 IDENTIFICATION OF FEDERAL ACTION

The Federal action requested by DOT&PF is FAA approval of and participation in funding the Homer Airport Improvements project through the FAA's Airport Improvement Program.

2 **ALTERNATIVES**

Alternatives developed and evaluated under this project include the No-Action alternative and the Proposed Action. The No-Action alternative serves as a benchmark to compare against the Proposed Action's environmental effects.

2.1 NO ACTION

Under the No-Action alternative, there would be no improvements performed to the Homer Airport and its facilities would remain in their existing state and configuration. The No-Action alternative would not meet the project's purpose and need.

Regular maintenance would continue; however, deterioration of airport facilities would worsen and accelerate without near-term rehabilitation. Further deterioration of pavement surfaces would require future total reconstruction of the runway, Taxiways A and B (south), and the GA Apron, closure of the facilities, or extra maintenance expenditures. Portions of Taxiway D would continue to be non-compliant with FAA requirements for separation distance from the runway.

Obstructions penetrating the OFA would remain in their current state. The obstructions do not meet FAA criteria for safe operation and would continue to reduce safety for aircraft operations.

2.2 PROPOSED ACTION

The proposed project would include the following components (Figure 3):

- Rehabilitate Runway 04/22 and reduce width from 150 feet to 100 feet with paved shoulders
- Rehabilitate RSA
- Rehabilitate portions of Taxiways A, B, and D, and the GA Apron
- Remove a portion of Taxiway D and reconstruct as a service road
- Construct new taxiway turnaround at the east end of the runway
- Expand the gravel tie-down area at the east end of the existing GA Apron to the north
- Remove terrain obstructions penetrating the runway OFA
- Replace runway and taxiway edge lighting
- Replace existing Visual Approach Slope Indicators with Precision Approach Path Indicators for both runway ends
- Improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall
- Clear and grub vegetation
- Adjust utilities, if required

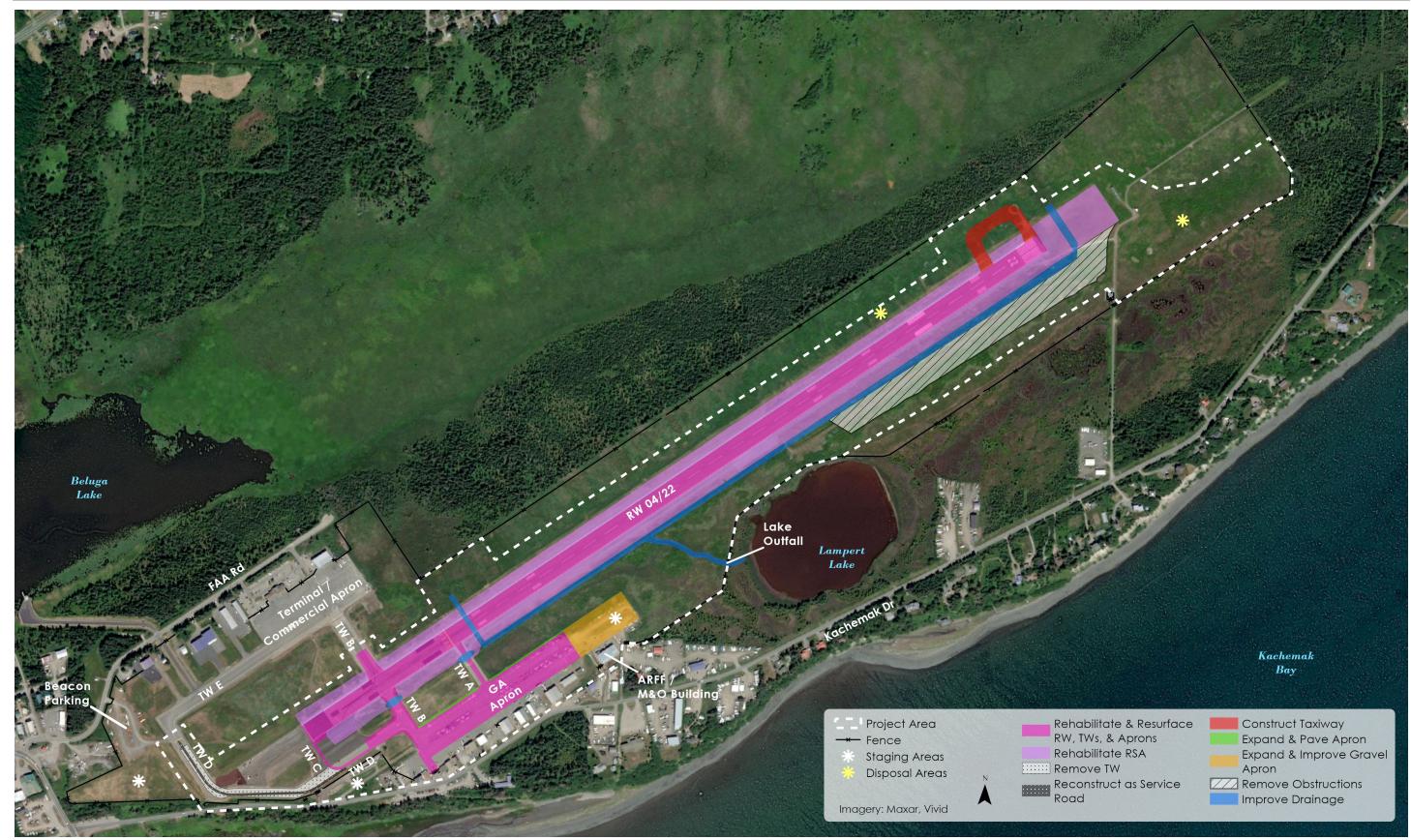


Figure 3: Proposed Action

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2.3 SUPPORT ACITIVITIES

Support Activities

The DOT&PF is providing designated on-site locations for equipment staging, material stockpiling, and material disposal (**Figure 3**). Designated on-site material disposal areas will be limited to uplands. Additional off-site staging and disposal areas will be the construction contractor's responsibility, who will be required to acquire and ensure all necessary permits and clearances are secured for their chosen site(s). Material from a borrow site that has not received the appropriate permits and clearances will not be accepted for project construction.

Materials to support project construction may be sourced from the removal of terrain obstructions as part of the Proposed Action, from existing permitted material sites, or new sites developed and permitted by the contractor.

2.4 ALTERNATIVES DEVELOPMENT AND COMPARISON

Alternatives developed and evaluated under this project include the No-Action alternative and the Proposed Action. The No-Action alternative serves as a benchmark to compare against the Proposed Action's environmental effects. The DOT&PF developed the Proposed Action as the sole build alternative to meet the project's stated purpose and need. The alternatives evaluation is limited to a single build alternative because of the constrained geographic nature of the airport and the requirement for new facilities to be located in close proximity to the identified areas of need. Design measures to avoid or minimize impacts to protected resources are considered as variations of the Proposed Action, but do not result in additional alternatives for the purpose of this EA. **Table 1** summarizes the environmental impacts for both alternatives.

Project components identified during the scoping phase of the project that have been dropped from detailed evaluation in this EA include a perimeter service road, a future parallel taxiway, expansion of the GA Apron east toward Lampert Lake, and a new taxiway connecting the runway near mid-field to an expanded GA Apron.

The purpose of the perimeter service road was to provide airfield perimeter access for airport security, maintenance, wildlife hazard management, and airfield rescue operations. The DOT&PF presented the perimeter road during agency and public scoping and outreach. Following input received from the public, the perimeter road was removed from further consideration as part of the Proposed Action in order to minimize impacts to wetlands.

Taxiway H, located on the north side of the runway, was removed from further consideration based on input received from GA aircraft users, a taxiway on the north side of the runway would serve primarily aircraft operating out of the Commercial apron—a small proportion of the aircraft operating at the Homer Airport. Based on this input, the Proposed Action was revised to include a new taxiway (Taxiway J) connecting the runway near mid-field to the GA Apron. The revised Proposed Action would allow the majority of aircraft operating at the Homer Airport to exit the runway in order to taxi between the runway and the GA Apron. Taxiway J meets the project's stated purpose by improving safety for taxiing, departing, and approaching aircraft, and reducing congestion at Taxiways A and B during peak use periods.

Expansion of the GA Apron east toward Lampert Lake and construction of the new taxiway connecting the GA Apron to the runway near mid-field were dropped to avoid impacts to contaminated soils.

	•	
	No Action	Proposed Action
Purpose and Need	Existing safety and maintenance challenges would remain or increase over time; would not meet the project purpose and need.	
Eagles and Migratory Birds	No effect.	t Minor disruption to foraging and breeding, displacement, injury, or mortality to birds.
Threatened and Endangered Species	No effect.	d/i Not likely to adversely affect the Steller's Eider.
Vegetation and Invasive Species	No effect.	 d/i Approximately 5.5 acres of vegetation permanently removed. t Potential for introduction and spread of invasive species. t Approximately 10 acres temporarily removed (obstruction removal)
		 c Incremental, but not significant, contribution to cumulative effects to vegetation.
Hazardous Materials, Solid Waste, and Pollution Prevention	No effect.	 t Proposed work is not anticipated to encounter contaminated soil or groundwater from listed sites. t Permitted, local solid waste acceptance facilities are anticipated to meet demand for solid waste generated by construction activity. t Measures to address per- and polyfluoroalkyl substances (PFAS) will be implemented as appropriate.
Historical, Architectural, Archaeological, and Cultural Resources	No effect.	 d/i No historic properties affected. t May, but not anticipated, to encounter previously unknown resources during construction.
Land Use	No effect.	d/i Consistent with local land use and transportation plans.
Visual Effects	No effect.	 d/i New facilities may be visible from residential areas near East Hill Road and Skyline Drive. t Disruption of visual landscape from vegetation clearing, excavation, grading, presence of work crews, or signage.
Wetlands and Waters of the U.S	No effect.	 d/i2.91 acres of permanent wetland loss. C Incremental, but not significant, contribution to cumulative effects to wetlands within the watershed.
Water Quality	No effect.	 d/i Approximately 5.5 acres of new impervious and semi- impervious surface, increasing storm water runoff to vegetated areas and waters of the U.S. t Degradation of water quality caused by sedimentation during ground disturbing activities.

Key to impacts: **d/i**=direct and indirect, **t**=temporary, **c**=cumulative.

3 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

The purpose of the environmental impact analysis in this chapter is to determine whether potential impacts of the Proposed Action will significantly affect the human environment, as defined by FAA's NEPA implementing guidance in FAA Orders 5050.4B and 1050.1F (FAA 2006, 2015). The analysis includes descriptions of environmental resources present in the study area² or vicinity (i.e., the affected environment, **Figure 4**) and the anticipated impacts to those resources present within the project area³ resulting from construction or operation of the project's alternatives (i.e., environmental consequences). Further, the analysis is issues-based; the analysis discusses resources relevant to the project or study area in greater detail than those that are not identifiable or not measurable.

This chapter discusses ten main environmental impact categories (i.e., resources) determined relevant to the project based on environmental field studies, research, and input received during the public and agency scoping process conducted for this EA. Section 3.1 lists 16 additional categories determined to be non-issues. Together these categories span the range of issues recommended for impact analysis under FAA Order 1050.1F.

For each category, the analysis evaluates anticipated impacts against significance thresholds defined in FAA Order 1050.1F. Significance thresholds may be quantitative criteria or qualitative factors. The FAA considers impacts determined to reach or exceed quantitative thresholds—for categories where a threshold exists—significant. For resources where there is no defined quantitative threshold, the analysis considers qualitative significance factors to determine if the project's impact is significant.

² The *study area* generally refers to the geographic area in which environmental resources are identified or considered in the context of *Affected Environment*. The size of the *study area* is larger than the more specific *project area*, and may vary by environmental resource category. In this document, the *study area* is approximately 300 acres and loosely includes the developed areas of the airport (runway, RSA, taxiways, aprons, and maintained infield and airfield areas within the perimeter fence (**Figure 4**).

³ The *project area* represents the general limits of the project's proposed improvements, and is generally referred to in this document in the context of *Environmental Consequences*.



Figure 4: Affected Environment

3.1 ENVIRONMENTAL IMPACT CATEGORIES NOT AFFECTED

Environmental impact categories are not relevant to the project if the resource is not present in the study area or if there is no potential for the Proposed Action to result in a measurable impact. The following categories are not relevant to the project. Appendix A contains brief resource descriptions for these categories.

- Biological Resources (fish, terrestrial wildlife, marine mammals)
- Coastal Resources
- Land and Water Conservation Fund Act, Section 6(f)
- Farmlands
- Natural Resources and Energy Supply
- Water Resources (floodplains, groundwater)
- Wild and Scenic Rivers

3.2 EAGLES AND MIGRATORY BIRDS

Federal protections for eagles and migratory birds include the Migratory Bird Treaty Act (MBTA) and Bald and Golden Eagle Protection Act (BGEPA). The MBTA protects migratory birds by prohibiting intentional take, sale, or other activity that would harm migratory birds, their eggs, or nests, unless authorized by permit. The BGEPA provides additional and similar protections to bald and golden eagles.

3.2.1 AFFECTED ENVIRONMENT

Many migratory and non-migratory bird species inhabit or migrate through the study area and its immediate vicinity. Bald eagles, which usually nest in old-growth trees along saltwater shorelines and rivers, are common in the Homer area. No eagles were observed during site visits conducted in fall 2020. A single eagle was observed perched in spruce forest along the northern edge of the perimeter and the southern boundary of the Homer Airport CHA.

Migratory birds listed by the U.S. Fish and Wildlife Service (USFWS) as Birds of Conservation Concern that are likely to occur in the study area include the following (USFWS 2021):

- American Golden-plover (*Pluvialis dominica*)
- Bristle-thighed Curlew (*Numenius tahitiensis*)
- Hudsonian Godwit (*Limosa haemastica*)
- Kittlitz's Murrelet (*Brachyramphus brevirostris*)
- Lesser Yellowlegs (*Tringa flavipes*)
- Olive-sided Flycatcher (Contopus cooperi)
- Red-throated Loon (*Gavia stellate*)
- Rusty Blackbird (*Euphagus carolinus*)
- Semipalmated Sandpiper (*Calidris pusilla*)
- Short-billed Dowitcher (*Limnodromus griseus*)
- Whimbrel (*Numenius phaeopus*)
- Yellow-billed Loon (*Gavia adamsii*)

3.2.2 ENVIRONMENTAL CONSEQUENCES

Significance Thresholds

The FAA does not define quantitative significance thresholds for eagles or migratory birds. Significance factors include the following:

- Long-term or permanent loss of species from a large project area.
- Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats.
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations.
- Adverse impacts to species' population dynamics.

No Action

The No-Action alternative would have no effect on eagles or migratory birds because there would be no construction activity and no change to existing habitats.

Proposed Action

Suitable eagle nesting habitat exists in the general project vicinity; however, no known nests are within 660 feet of the Homer Airport. Should eagles roost or nest in the vicinity of the airport, they would be accustomed to aircraft noise and are likely to become accustomed to any potential noise generated by the project.

Although disturbed, existing habitat for some birds would become bisected as a result of taxiway and apron construction, and some habitat would be lost. However, adjacent, largely undeveloped and undisturbed areas would continue to provide high quality habitat for common wildlife species. Therefore, permanent adverse impacts to eagle and migratory bird populations caused by the Proposed Action are anticipated to be negligible.

The following measures will be included to ensure that design and construction of the Proposed Action will minimize adverse impacts to eagles and migratory birds. Vegetation clearing will be scheduled to avoid the nesting season (May 1-July 15) for migratory birds in accordance with USFWS land clearing timing guidance for Southcentral Alaska (USFWS 2017), except as permitted by Federal, State, and local laws and as approved by the Project Engineer. A survey for bald eagles may be conducted prior to conducting loud noise-generating construction activity. If active bald eagle nests are found within 660 feet of the project area (primary and secondary projection zones), construction activities would be coordinated with USFWS. Should monitoring be required during nesting periods, it would be conducted according to USFWS protocol.

3.3 THREATENED AND ENDANGERED SPECIES

Section 7 of the Endangered Species Act (ESA) (as amended) requires federal agencies to consult with the National Marine Fisheries Service (NMFS) and/or USFWS if they determine that any actions they authorize, fund, and/or conduct may affect any federally proposed or listed species, or result in destruction or adverse modification of their federally-designated critical habitat.

State-designated special status species and protected areas, including Critical Habitat Areas managed by the Alaska Department of Fish and Game (ADF&G), are addressed separately in Section 3.1 and further in Appendix A.

3.3.1 AFFECTED ENVIRONMENT

The USFWS lists the Alaska-breeding population of Steller's Eider (*Polysticta stelleri*) as threatened under the ESA. The Steller's Eider occurs along the Homer Spit and Kachemak Bay from October through April, favoring ocean and nearshore habitat. There is no designated critical habitat in the study area (Boldenow 2020, USFWS 2021).

3.3.2 ENVIRONMENTAL CONSEQUENCES

Significance Thresholds

The FAA considers the action significant if the USFWS or NMFS determines the action would likely result in one of the following:

- Jeopardize the continued existence of a federally listed threatened or endangered species.
- Result in the destruction or adverse modification of federally designated critical habitat.

No Action

The No-Action alternative would have no effect on ESA-listed species or habitats because there would be no construction activity and no change to existing habitats.

Proposed Action

Under the Proposed Action, no work will occur in the vicinity of Beluga Lake or Kachemak Bay, although some work will occur within 100 feet of Lampert Lake. The Proposed Action is unlikely to cause direct or indirect impacts to listed Steller's Eiders because no work will occur in open water habitat, construction will generally occur outside the season when Eiders are most likely to be present (October through April), and erosion and sediment control measures will minimize potential water quality impacts to Eider habitat resulting from construction storm water discharges. Further, the Alaska-breeding population of Steller's Eiders comprise approximately one percent of the total Eider population wintering in Alaska (ADF&G 2022), making the probability of affecting the listed population so low as to be discountable.

As conservation measures to minimize water-quality related impacts to potential Eider habitat, the DOT&PF will develop an Erosion and Sediment Control Plan and the contractor will implement a Storm Water Pollution Prevention Plan, minimizing the potential for construction storm water to reach water bodies where Eiders may be found, including Beluga Lake and Kachemak Bay.

Given the lack of direct impacts to Eider habitat and the storm water minimization measures incorporated into project design and construction (see Section 4, Table 7 for a list of environmental commitments), FAA determined under Section 7 of the ESA, that the project will have no effect on ESA-listed species, including the Steller's Eider, or habitat. Documentation regarding this determination is included in Appendix B.

3.4 VEGETATION AND INVASIVE SPECIES

Executive Order 13112, *Invasive Species*, requires federal agencies, whose actions may affect the status of invasive species, to prevent their introduction and restore native species and habitat conditions in invaded ecosystems. Alaska Department of Natural Resources (ADNR) regulations at Title 11, Chapter 34 of the Alaska Administrative Code (AAC) identify prohibited and restricted noxious weeds (14 species) and restricted noxious weeds (nine species) regulated by the State of Alaska as invasive species.

3.4.1 AFFECTED ENVIRONMENT

Vegetation types and communities in the study area include dwarf shrub bog, low shrub, and herbaceous (grass-dominated). Low shrub and herbaceous communities are present throughout the majority of the airfield where native forest has been cleared and there is now regular mowing as part of airfield maintenance.

A review of the University of Alaska Anchorage Exotic Plants Information Clearinghouse (AKEPIC) indicated there are several non-native species infestations in or near the study area at the east end of FAA Road, including Reed canary grass (*Phalaris arundinacea* L. (cultivar)) and orange hawkweed (*Hieracium aurantiacum* L.) (AKEPIC 2021).

3.4.2 ENVIRONMENTAL CONSEQUENCES

Significance Threshold

The FAA does not define quantitative significance thresholds for vegetation or invasive species. Factors considered for this analysis include the following:

- Likely loss of a plant species or plant community from a large area (e.g., entire airport property).
- Likely widespread introduction or proliferation of invasive species in the project area.

No Action

The No-Action alternative would have no effect on vegetation or invasive species because there would be no ground disturbance and no change to existing vegetation communities.

Proposed Action

Natural vegetation cover and general impacts due to its removal are not subject to direct protection by statute or any permitting authority. Vegetation impacts are primarily a consideration for other resources affected by its removal and conversion to other surfaces such as pavement, gravel, or mowed landscape. Permanent vegetation loss or conversion may directly affect fish, wildlife, wetlands, waterbodies, water quality, recreation, or the visual environment. The Proposed Action would require removal and permanent loss or conversion of natural and previously modified vegetation within new taxiway and apron footprints. **Table 2** summarizes the area of vegetation permanently lost or converted.

Vegetation Community	Permanent Vegetation Removal within Project Footprint (acres)	
Dwarf scrub		3.5
Graminoid herbaceous		2.0
	Total:	5.5

Table 2: Types and Areas of Vegetation Removed

The Proposed Action may result in the introduction and spread of invasive species along the vegetated areas adjacent to work areas, especially on finished embankments and back slopes where ongoing maintenance activities would occur. Adjacent natural vegetation communities may be altered, but the extent of alteration would likely be limited to the areas immediately adjacent to the proposed work areas. Species with the potential to infest work areas may include those described in Section 3.4.1, as well as other species identified by local, state, or federal agencies as being non-native, invasive, or noxious.

Long-term vegetation management and conservation measures for invasive species will continue to be performed based on the airport's *Wildlife Hazard Management Plan* (DOT&PF 2004) and the DOT&PF *Integrated Vegetation Management Plan* (DOT&PF 2018), respectively. Mechanical control methods such as mowing are the primary method of vegetation and invasive species management for DOT&PF. The *Wildlife Hazard Management Plan*, while not directly addressing invasive species management, prescribes targets for vegetation structure and schedules for mechanical control that function in tandem with the methods described in *Integrated Vegetation Management Plan* to minimize the spread of inventoried and un-inventoried invasive species at the airport.

During construction, DOT&PF will comply with Executive Order 13112 and all other federal, state, and local laws and regulations by minimizing ground disturbing activities and revegetating disturbed areas with native soil and certified weed-free seed to minimize potential importation of new weed propagules from outside Alaska.

In consideration of the measures to reduce adverse impacts described above, the Proposed Action's effect on vegetation resources is expected to be minor.

3.5 HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

Executive Order 12088, *Federal Compliance with Pollution Control Standards*, requires that federal agencies comply with applicable pollution control standards—chiefly those stemming from the Comprehensive Environmental Response, Compensation, and Liability Act and the Resource Conservation and Recovery Act. The Alaska Department of Environmental Conservation (ADEC) Contaminated Sites Program (CSP) manages cleanup and regulation of sites with contaminated soil or groundwater in Alaska.

3.5.1 AFFECTED ENVIRONMENT

Per- and Polyfluoroalkyl Substances (PFAS)

The DOT&PF performed initial PFAS site characterization activities at the Homer Airport in June 2021 in coordination with ADEC as part of a statewide effort to identify PFAS issues at stateowned airports. Initial site characterization activities, consisting of soil, groundwater, surface water, and water well testing, identified PFAS contamination above regulatory limits at four soil sampling locations, one surface water sample location, and one temporary well point location within the project area (**Figure 5**). No water supply well samples contained PFAS contamination above regulatory levels. Further site characterization activities were performed in summer 2022 to delineate PFAS-contaminated soils within the project's construction footprint.

Regulated/Listed Contaminated Sites

The CSP lists two active sites in the immediate vicinity (within 0.10-mile) of proposed activities (Figure 4).

- FAA Homer Facility (ADEC hazard ID 25345) is listed for soil and groundwater contamination resulting from a heating oil spill. Remediation at the site occurred in 2019; however, ADEC requested additional characterization and FAA has funding and plans for the additional characterization and remediation in 2021.
- Smokey Bay Air USTs [underground storage tanks] 1 & 2 (ADEC hazard ID 27106) is listed for aviation gasoline and diesel soil contamination resulting from two 10,000-gallon leaking underground storage tanks.

The DOT&PF performed testing for petroleum in soil and groundwater samples as part of the June 2021 site characterization activities. Petroleum was identified in surface soil and soil boring samples at one location and temporary well point samples at one location. Additional site characterization activities, including delineation of petroleum-contaminated soil within the project's construction footprint, were conducted 2022 in conjunction with PFAS site characterization activities.

3.5.2 ENVIRONMENTAL CONSEQUENCES

Significance Threshold

The FAA does not define quantitative significance thresholds for hazardous materials, solid waste, or pollution. Factors considered for this analysis include the following:

- Violate applicable Federal, state, tribal, or local laws or regulations regarding hazardous materials and/or solid waste management.
- Involve a contaminated site with unmitigated adverse effects.
- Produce an appreciably different quantity or type of hazardous waste.
- Generate an appreciably different quantity or type of solid waste or use a different method of collection or disposal and/or would exceed local capacity.
- Adversely affect human health and the environment.

No Action

The No-Action alternative would have no effect on existing hazardous materials, solid waste, or pollution because there would be no work performed that would involve a listed contaminated site, generate waste or other pollutants, or mobilize or result in exposure of existing pollutants.

Proposed Action

Ground disturbing activities, including vegetation clearing, excavation, or other earthwork in the vicinity (within 500 feet) of listed petroleum-contaminated sites includes resurfacing existing apron pavement, excavation and trenching for underground electric, and demolition of existing taxiway embankment. Delineation of petroleum-contaminated soils within the project's construction footprint was conducted 2022, in accordance with an ADEC-approved sampling work plan. A copy of the sampling work plan is included in Appendix C. Representative results from the sampling are depicted in **Figure 5**.

PFAS contamination in existing soils may be encountered during ground-disturbing activities when soils are excavated and transported from the existing location via grading or placement as fill or topsoil in a new location. Ground disturbance or relocation of contaminated soils may result in discharges of pollutants to adjacent wetlands. Proposed improvements anticipated to be within the limits of PFAS-contaminated soils include the following:

- Excavation of existing soils and embankment fill at the west end of the GA Apron to support lighting system upgrades.
- Excavation and grading of existing soils, embankment, and pavement to rehabilitate the RSA on the south side of the runway.

Additional site characterization to define the extent of PFAS and petroleum contamination within the project footprint, where PFAS and petroleum contamination have been previously identified, was completed in summer 2022. Based on the results of the additional site characterization, DOT&PF prepared a Contaminated Materials Management Plan (CMMP) that describes the project in relation to the known contamination levels and locations, soil and pavement management methods to be used during construction, and areas for temporary storage and reuse. The DOT&PF developed the CMMP in coordination with ADEC, which was approved on June 30, 2022 (Appendix C). Note that due to the evolving regulatory landscape for PFAS, revisions to the procedures outlined in the CMMP may be required as additional guidance related to the re-use and disposal methods of PFAS becomes available. Management guidelines and mitigation measures will be incorporated into the project plans and specifications as appropriate, including the condition that if previously unidentified contaminated materials are encountered during construction, all work in the vicinity of the contamination will stop and DOT&PF will consult with ADEC and FAA regarding the appropriate corrective action.

The following measures will also be included to ensure that design and construction of the Proposed Action will minimize adverse impacts relating to hazardous materials ,solid waste, and pollution. The construction contractor will be required to prepare and implement a Hazardous Materials Control Plan in accordance with ADEC requirements and DOT&PF contract specifications. Construction waste will be disposed of in accordance with state and federal laws and regulations.



Figure 5: PFAS and Petroleum-Contaminated Soils

3.6 HISTORICAL, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES

Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to consider the effects of their actions on significant cultural resources. The DOT&PF conducted cultural resource identification, evaluation, and Section 106 review in accordance with the requirements of Section 106 of the NHPA and 36 Code of Federal Regulations (CFR) 800. The Area of Potential Effect (APE) and study area for cultural resource analysis generally consists of the area within the airport's fenced perimeter (**Figure 4**).

3.6.1 AFFECTED ENVIRONMENT

A cultural resources investigation conducted in June 2021 by Northern Land Use Research, Alaska (NLURA) did not identify any National Register of Historic Places-listed or eligible properties or other known or previously unknown cultural resources within the APE (NLURA 2021). The Alaska Heritage Resources Survey database contains listing of 28 sites (25 buildings and 3 archaeological sites) in the project vicinity (within one mile), but none are within the project APE.

3.6.2 ENVIRONMENTAL CONSEQUENCES

Significance Threshold

The FAA does not define a quantitative significance threshold for historical, architectural, archeological, and cultural resources. The primary significance factor considered for this analysis is the finding of effect under Section 106 of the NHPA. A finding of adverse effect through the Section 106 process may be considered significant.

No Action

The No-Action alternative would not undertake any improvements and would not directly or indirectly affect any significant cultural resources.

Proposed Action

The APE for the project's direct effects consists of those areas within the proposed construction disturbance footprint, including approximately 20 feet on either side of the footprint of permanent improvements for permanent and temporary direct effects. The APE for indirect effects extends to the airport's fenced perimeter.

The cultural resources survey indicated there is a very low probability of encountering unknown, intact resources during construction of the Proposed Action since there are no known sites within the APE. There are no anticipated effects on built environment because no historic-age buildings are present in the APE (NLURA 2021).

The DOT&PF, on behalf of the FAA, consulted with the Alaska State Historic Preservation Officer (SHPO) and other consulting parties under Section 106 of the NHPA regarding the project's effect on cultural resources. The Alaska SHPO concurred with FAA's finding of no historic properties affected on September 7, 2021. Documentation regarding this finding and DOT&PF's consultation efforts on behalf of FAA are included in Appendix D.

To reduce the likelihood of adversely impacting unknown cultural, archaeological, or historic resources that may be discovered during project construction, the construction specifications will include the requirement that, in the event of a discovery, all work that may impact these resources will stop until DOT&PF consults SHPO to determine the appropriate corrective action

3.7 LAND USE

The FAA considers potential impacts of a proposed action on its compatibility with land use adjacent to or in the vicinity of the airport primarily as a result of Council on Environmental Quality regulations (40 CFR 1502.16(c)), the Airport and Airway Improvement Act, and the Airport Development Grant Program. Section 3.8, Noise and Noise-Compatible Land Use, describes impacts on land use relating to noise. This section focuses on impacts relating to conflicts or consistence with adopted federal, state, or local land use planning.

3.7.1 AFFECTED ENVIRONMENT

Land Use Plans

The 1,042-acre airport property includes the approximately 295-acre Homer Airport CHA, an approximately 70-acre portion of tidelands inside the Kachemak Bay CHA, and approximately 320 acres used for aviation purposes (i.e., runway, taxiways, aprons, lease lots, floatplane facilities, and fenced perimeter) (**Figure 4**). The remaining area is vacant airport property.

There is no management plan in effect for the Homer Airport CHA; however, management is codified at 16 AAC 20.630(b-g) and includes restrictions on development for the purpose of maintaining navigable airspace and existing avigation easements. Kachemak Bay CHA is under cooperative management by ADF&G and ADNR through the *Kachemak Bay and Fox River Flats Critical Habitat Areas Management Plan* (ADF&G 1993) and the *Kenai Area Plan* (ADNR 2000), respectively.

The City of Homer's zoning designation for the majority of airport property, including the entire study area, is General Commercial 2, providing for heavy commercial and industrial uses. Land uses in the general vicinity of the project area include land zoned Open Space – Recreation to the northwest overlapping Beluga Lake, Rural Residential to the north and southeast, and Conservation to the northeast.

Area Plans

The following are relevant adopted land use and transportation plans in effect in the project vicinity:

City of Homer: *Homer Comprehensive Plan* (2018). Goals and objectives of the plan relevant to the Homer Airport include supporting long-term goals for improvements listed in the Homer Airport Master Plan and supporting future community economic and population growth through maintenance and improvement of the transportation system, including streets, trails, docks, and airports (Planning Department 2018).

City of Homer: *Homer Area Transportation Plan* (2005). The plan addresses a broad array of transportation elements in the City of the Homer, including the airport. The plan lists airport expansion as an issue affecting community transportation and land use interest, with a goal that

the airport should support future community economic and population growth (Taurianen et al. 2005).

ADNR: *Kenai Area Plan* (2000). Land use recommendations for unit 218B, encompassing the portions of airport used for aviation purposes (i.e., airport property not within the Homer Airport and Kachemak Bay CHAs), include "...management consistent with the Homer Airport [Master] Plan..." (ADNR 2000).

ADNR/ADF&G: *Kachemak Bay and Fox River Flats Critical Habitat Areas Management Plan* (1993). The plan provides management goals to determine whether proposed uses of land within the CHA are compatible with fish and wildlife, habitat, and public use protection. The plan acknowledges DOT&PF leases and avigation easements within the Homer Airport CHA (ADF&G 1993).

Other area land use and transportation plans not formally adopted by local, state, or federal planning authorities or not relevant to the project include the following:

- **City of Homer:** *Homer Non-Motorized Transportation and Trails Plan* (2004). The plan provides guidance for development of non-motorized transportation facilities. Some components of the Homer area's non-motorized transportation network exist within the airport boundary, including FAA Road, which the plan identifies as a shared bicycle route (DOWL 2004).
- Kenai Watershed Forum: Homer Wetland Complexes and Management Strategies (2011). While not adopted by any planning authority, the document recommends strategies for development in the various wetland systems and watersheds in the Homer area. Federal, state, and local resources and regulatory agencies contributed to its development and may use these strategies to inform comments on Clean Water Act Section 404 permits (Kenai Watershed Forum 2011). Development strategies applicable to the study area include the following (Figure 4):
 - Lampert Peatland. Maintain a 100-foot buffer around Lampert Lake. Limit fill to within 400 feet of Kachemak Drive.
 - Runway Discharge (discharge slopes on north side of runway). Maintain wetland hydrology within the airport boundary.

3.7.2 ENVIRONMENTAL CONSEQUENCES

Significance Threshold

The FAA does not define a quantitative significance threshold for land use. The primary significance factor considered for this analysis is consistency with the goals and objectives of adopted federal, state, and local land use planning.

No Action

The No-Action alternative would result in no change to the compatibility between the airport and existing land use.

Proposed Action

The Proposed Action will not require any property acquisition or involve improvements outside the airport property boundary. The permanent improvements under the Proposed Action are within the actively managed airfield, aprons, and fenced perimeter on existing airport property managed by DOT&PF.

Local planning, including the *Homer Comprehensive Plan* and the *Homer Area Transportation Plan*, support airport improvements such as those proposed by the project. Runway, taxiway, and apron pavement rehabilitation will support continued and growing use of the airport by commercial and general aviation. Development of new facilities such as Taxiway G will further efforts to improve safety and capacity of the airport.

The Proposed Action is not anticipated to cause any compatibility-based conflicts with the guidelines stated in the *Kenai Area Plan* or the Kachemak Bay and Fox River Flats Critical Habitat Areas Management Plan. Both plans define airport development guided by the Homer Airport Master Plan as a managed use.

Other land use planning considerations include guidelines for development in wetlands presented by *Homer Wetland Complexes and Management Strategies*. The Proposed Action generally conforms to the guidelines presented above. Enhancement measures included in the project include rehabilitation of the Lampert Lake outfall structure, which is intended to maintain the lake's water level and open water habitat.

3.8 NOISE AND NOISE-COMPATIBLE LAND USE

The Aviation Safety and Noise Abatement Act of 1979 requires that FAA consider impacts resulting from aircraft noise to the ambient sound environment in certain noise-sensitive land uses non-compatible with airport operations. The FAA may require a noise analysis for airport actions involving a new airport location, new runway, major runway extension, runway strengthening, or greater than 90,000 annual propeller operations or 700 jet operations in Approach Categories A through D (landing speed less than 166 knots).

3.8.1 AFFECTED ENVIRONMENT

The Homer Airport, located east of the community's primary city centers, features a 6,701-footlong, paved main runway (Runway 04/22). Runway 04/22 is generally within 0.25-0.5 mile of recreational, residential, and commercial land uses. In 2017, the Homer Airport experienced approximately 53,000 annual aircraft operations for all operation types including commercial (61 percent), air taxi (20 percent), general aviation (18 percent), and military (<1 percent) (AirNav 2021).

Runway 04/22 is designed for Airplane Design Group III aircraft—aircraft with wingspans between 79 feet and 118 feet and tail heights of 30 feet to 45 feet. This group includes the DeHavilland/Bombardier Dash 8, which is anticipated to be in use at the airport in the future. Aircraft using this runway are also in Aircraft Approach Category B, which have approach speeds of 91 knots or more but less than 121 knots (104-139 miles per hour).

Due to the scope of the project, current aircraft operations, and the type of aircraft operating at the airport, a noise analysis is not warranted.

3.8.2 ENVIRONMENTAL CONSEQUENCES

Significance Threshold

The FAA considers noise impacts significant should the project increase noise by a Yearly Day-Night Average Sound Level (DNL) 1.5 dB or more for a noise-sensitive area under either of the following circumstances:

- Existing noise exposure is at or above the DNL 65 dB noise exposure level.
- Future noise exposure will be at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative.

Noise-sensitive areas within Section 4(f) properties should receive special consideration if the value or purpose of the area can be attributed to a low noise environment. For these areas, land use compatibility may need to meet more stringent thresholds than the DNL 65 dB level and the guidelines in FAA noise regulations (14 CFR 150)

No Action

The No-Action alternative would not result in changes to noise emissions at the airport because there would be no changes to existing air traffic. The No-Action alternative would not result in noise impacts.

Proposed Action

The permanent improvements under the Proposed Action are within the actively managed airfield, aprons, and fenced perimeter on existing airport property managed by DOT&PF. There is no work proposed in the Homer Airport CHA or Kachemak Bay CHA portions of airport property. The Proposed Action will not alter the existing fleet mix, number or type of aircraft operations, air traffic, approaches, runway utilization, or flight tracks. No permanent aviation-related noise impacts or impacts to land uses would occur.

Construction activity, mobilization, and material hauling will result in temporary noise increases. Minor alterations to flight patterns may occur during runway rehabilitation, causing temporary changes to noise exposure for adjacent properties. Noise levels are anticipated to return to normal upon completion of construction.

3.9 VISUAL EFFECTS

This section discusses visual effects related to light emissions, unique or important visual resources, and visual character of the existing environment that are not protected under any special purpose laws or regulations (i.e., this section excludes Section 106 or Section 4(f) resources).

3.9.1 AFFECTED ENVIRONMENT

The Homer Airport, situated in lowlands between the Homer bluffs and Kachemak Bay, features a paved runway, taxiways, and aprons, with developed lease lots surrounding the western half of the airport. Surrounding the runway on the eastern half of the airport is cleared forest that experiences regular mowing. Sizeable undeveloped areas of airport property are within tidelands within Kachemak Bay CHA, peat bog wetlands surrounding Lampert Lake, areas within the Homer Airport CHA, and Beluga Lake. Tidelands within Kachemak Bay CHA, Homer Airport CHA, and Beluga Lake are within the airport property but outside the study area.

The runway, taxiways, aprons, and airport lease lots are existing sources of light emissions on airport property. Aviation lighting consists of a rotating beacon, visual approach slope indicators, approach lights, runway end lights, and runway and taxiway edge lighting. The south edge of the Commercial (Terminal) Apron and the helipad at Maritime Helicopters have edge lighting. Facility lighting is present at most buildings on lease lots. Nearby light emissions also originate from commercial and residential properties along Kachemak Drive and along Ocean Drive to the west of the airport.

The study area is visible from residential areas at higher elevations along the Homer bluffs to the north of the airport. A forested buffer between the study area and Kachemak Drive shields adjacent residential areas to the south side of the airport (**Figure 4**). Some areas of the airport are visible by recreationists on Lampert Lake.

The visual character of the airport and its immediate surroundings is 'semi-rural', with a low to moderate level of development. The larger viewshed encompassing the airport includes the Homer lowlands, Kachemak Bay, the Homer Spit, and the Kenai Mountains. Homer residents value the broader viewshed and natural landscape, which encompass these elements. **Figure 6** shows a view of the Homer Airport from the Homer bluffs.



Figure 6: View of Homer Airport from Homer bluffs.

Source: Google Earth.

3.9.2 ENVIRONMENTAL CONSEQUENCES

Significance Threshold

The FAA does not define a quantitative significance threshold for visual effects. The extent to which the project would have the potential to affect the following are the primary significance factors considered for this analysis:

- The nature of the visual character of the area, including the importance, uniqueness, and aesthetic value of the affected visual resources.
- Contrast with the visual resources or visual character in the project area.
- Block or obstruct views of visual resources, including whether these resources would still be viewable from other locations.

No Action

Under the No-Action alternative, there would be no change to the existing landscape or visual environment. Therefore, no effects to visual resources would result from the No Action alternative.

Proposed Action

The Proposed Action will increase light emissions at the airport as a result of new taxiways lit with edge lighting. New lighting will consist of medium intensity lights at the proposed taxiway edges that are controlled by radio frequency when signaled by pilots. The lighting is short duration, turning off when not in use. For these reasons, the new taxiway lighting is not expected to result in a more than negligible increase in overall light emissions over existing ambient light levels.

Residents above East End Road—along Skyline Drive and East Hill Road (Figure 1)—are the primary viewers of the Homer Airport and the surrounding landscape. Changes to the visual landscape for these areas resulting from the Proposed Action will include an additional taxiway within the project area. Residents of Skyline Drive and East Hill Road may notice earthwork and grading that will permanently add to the built environment. The change from existing conditions, however, is limited because the project area is largely cleared of natural vegetation and experiences regular mowing. The degree to which the project area, which is continually maintained, contrasts with adjacent natural areas of the landscape will not change significantly. The project will not block or obstruct any existing views or valued landscape features, and the overall landscape is expected to maintain its existing 'semi-rural' character. The Proposed Action will have a negligible effect on visual resources.

Measures to ensure the Proposed Action is designed and constructed to minimize impacts to the visual landscape will include limiting the width and grade of the roadway and vegetation clearing to the extent practicable to minimize the overall footprint.

3.10 WETLANDS AND SURFACE WATERS

Section 404 of the Clean Water Act (CWA) regulates discharges of dredged or fill material into wetlands and waterbodies meeting the definition of waters of the U.S. Further, Executive Order 11990, *Protection of Wetlands*, directs federal agencies to avoid, to the extent possible, adverse impacts associated with the destruction or modification of wetlands, and to avoid supporting new construction in wetlands whenever there is a practicable alternative.

3.10.1 AFFECTED ENVIRONMENT

A wetland delineation and functional assessment completed for the project by HDL Engineering Consultants, LLC (HDL) in fall 2020 indicates that approximately 32 percent (93.6 acres) of the 289-acre study area consists of wetlands or other waters of the U.S. (HDL 2020) (Appendix E). The remaining 68 percent (195.5 acres) are non-jurisdictional uplands, including paved and unpaved roadways, building pads, and other constructed surfaces. **Table 3** summarizes the wetland types present in the study area.

Туре	Habitat Classification	Mapped Area (acres)	Mapped Length (linear feet)	Percent of Study Area (%)
Emergent Wetlands	PEM1B, PEM1C, PEM1/SS1B	64.33	-	22
Scrub-Shrub Wetlands	PSS1/EM1B	29.21	-	10
Intermittent Streams	R4SBC	0.06	624	<1
	Total Wetlands and	Streams 93.60	624	32
Uplands	U	195.49	-	68
	Total Study Area I	Mapped: 289.09		100

Table 3: Mapped Wetlands

Habitat Classification Key:

PEM1B Palustrine; emergent/persistent; seasonally saturated

PEM1C Palustrine; emergent/persistent; seasonally flooded

PSS1/EM1B Palustrine; scrub-shrub/broad-leaved deciduous & emergent/persistent co-dominant; seasonally saturated

PSS1/EM1B Palustrine; emergent/persistent & scrub-shrub/broad-leaved deciduous co-dominant; seasonally saturated

R4SBC Riverine; intermittent; streambed; seasonally flooded

Palustrine emergent wetlands found in the study area are generally in low-lying, flat areas, dominated by grasses and sedges, and saturated at the ground surface. Emergent and woody species are co-dominant vegetation in palustrine emergent/scrub-shrub wetlands. These two habitat types occupy the discharge slopes along the previously forested northern and eastern portions of the study area. Palustrine scrub-shrub/emergent wetlands are those dominated primarily by dwarf woody species and secondarily by emergents, occupying the flat terrace of the Lampert Lake peatland wetland complex. Intermittent riverine habitat is present between Lampert Lake and the runway. The stream channel conveys flowing water during the snowmelt season.

All wetlands and waters in the area connect to Beluga Lake and ultimately Kachemak Bay through contiguous wetlands or culverts beneath the runway and are, therefore, considered waters of the U.S.

The following is a summary of the wetland functional assessment performed for the project (HDL 2020). The function provided by the wetlands in the study area is primarily flood control on the landscape level. Wildlife function is not significant due to the lack of plant community structure, ongoing disturbance (e.g., mowing), and the presence of the perimeter fence which prevent access by large mammals. Project area wetlands may perform some pollutant control functions, particularly in regard to adjacent sources of petroleum contamination. Resident fish may occasionally be found in the intermittent stream downstream of Lampert Lake; however, fish

habitat is not a significant function due to the intermittent nature of stream flow and the presence of a weir at the outlet of the lake which blocks passage except during overflow conditions.

3.10.2 ENVIRONMENTAL CONSEQUENCES

Significance Threshold

The FAA has established several significance thresholds for impacts waters of the U.S., including wetlands. Adverse effects to any the following may constitute a significant impact:

- Wetlands' function to protect the quality or quantity of municipal water supplies, including surface waters and sole source and other aquifers.
- Hydrology patterns needed to sustain values and functions of directly or indirectly affected wetlands.
- Wetland's ability to retain floodwaters or storm runoff, thereby threatening public health, safety, or welfare.
- Maintenance of natural systems supporting wildlife and fish habitat or economically important timber, food, or fiber resources of the affected or surrounding wetlands.
- Promote development of secondary activities or services that would cause the circumstances listed above to occur.
- Be inconsistent with applicable state wetland strategies.

No Action

The No Action alternative would have no effect on wetlands or other waters because there would be no new construction affecting existing wetlands or waterbodies. Wetlands in the project area would remain in their existing condition and would continue to provide the same level of hydrologic functioning.

Proposed Action

The Proposed Action will directly affect wetlands resulting from embankment fill for the proposed new taxiways and apron expansion (Figure 7). Table 4 summarizes direct wetland impacts by habitat type. The wetland impacts would constitute a permanent loss of the affected wetland areas and their associated functions. Remaining intact portions of the wetland complex may perform hydrologic functions of some lost wetlands where storm water runoff from impervious surfaces can be retained within the remaining wetland's storage capacity. Overall, hydrologic functions in the watershed would remain intact. Adverse effects to wetland function in the watershed resulting from the project are expected to be minor as there would be minimal down-watershed effects or changes to flood regulation capabilities.

Туре	Impacted Area (acres)
Emergent Wetlands	2.56
Scrub-Shrub Wetlands	0.35
Intermittent Streams	<0.01
Total Wetland Impact	2.91

Table 4: Wetlands Impacts



Figure 7: Wetland Impacts

Avoidance, Minimization, and Mitigation.

Executive Order 11990, Protection of Wetlands, requires avoidance of wetland impacts unless there is "no practicable alternative" and minimization of wetland impacts using all practicable measures.

Complete avoidance of wetlands is not practicable due to the prevalence of existing wetland habitats in the project area. Wetland impacts will be minimized by reducing embankment widths to the extent practicable during final design, generally resulting in embankment slopes no steeper than 4:1 horizontal:vertical.

Mitigation for unavoidable impacts to wetlands will be accomplished through maintaining high value habitat associated with Lampert Lake, which provides direct wetland/surface water connection to areas impacted by the project, as well as jurisdictional waters located downstream from the project including Palmer Creek, Beluga Lake, and Kachemak Bay. Currently the Lampert Lake outfall structure is corroded and nearing the end of its functional life. Replacement of the structure would maintain existing lake water levels and benefit the performance of several other waterbody's high-rated functions, including flood flow regulation, wildlife/waterfowl habitat, educational/scientific/recreational use, and uniqueness/special status.

Following consultation with the USACE during the Section 404 permit process, DOT&PF and FAA determined that no further compensatory mitigation was required.

3.11 WATER QUALITY

This section addresses potential impacts to the qualities of surface waters. Sections 401 and 402 of the CWA provide protections for surface water quality by regulating pollutant discharge into waters of the U.S. Section 401 provides for state review of federal CWA permits, including wetland permits issued under Section 404. Section 402 regulates pollutant discharges into waters of the U.S. from point sources through issuance of permits through the ADEC-administered Alaska Pollutant Discharge Elimination System (APDES).

Section 303(d) of the CWA requires states to identify waterbodies, known as impaired waters, which do not meet water quality standards. Impacts to water quality standards and total maximum daily loads of pollutants for impaired waters determine a project's potential impact to water quality.

3.11.1 AFFECTED ENVIRONMENT

Receiving waters for the study area include Lampert Lake, an unnamed stream at the lake outlet, adjacent wetlands, and ultimately Palmer Creek, Beluga Lake, and Kachemak Bay. The ADEC list of impaired waters and the 2018 Integrated Water Quality Monitoring and Assessment Report indicate none of the study area's receiving waters are listed as impaired under Section 303(d) of the CWA.

3.11.2 ENVIRONMENTAL CONSEQUENCES

Significance Threshold

The FAA has established several quantitative significance thresholds for impacts to surface water quality. Adverse effects to any of the following may constitute a significant impact:

- Exceed water quality standards established by Federal, state, local, and tribal regulatory agencies.
- Contaminate public drinking water supply such that public health may be adversely affected.

No Action

The No-Action alternative would have no effect on water quality because there would be no new ground disturbance or development affecting existing wetlands or waterbodies. Existing wetlands would remain in their existing condition and would continue to provide the same water quality functions as they do currently. There would be no new sources of pollution discharges into waters of the U.S. resulting from the No-Action alternative.

Proposed Action

The Proposed Action involves approximately 5.5 acres of new apron and taxiway impervious and semi-impervious surface and embankment. The impacted area will change from modified or native vegetation and soils to compacted structural fill with seeded embankment slopes driving surfaces, resulting in concentration of storm water runoff where discharges occur. However, because the surrounding landscape remains largely undisturbed, especially down gradient of the project area within the Homer Airport CHA, runoff is likely to infiltrate remaining undisturbed areas where retention will remain similar to existing conditions. The increase is not expected to have a measurable impact on receiving waters; therefore, permanent adverse effects will be negligible.

3.12 AIR QUALITY

This section describes potential impacts to air quality. Pursuant to the Clean Air Act, the U.S. Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards (NAAQS) for six "criteria" air pollutants: carbon monoxide (CO); lead (Pb); nitrogen dioxide (NO₂); ozone (O₃); particulate matter (PM) for both PM_{10} and $P_{2.5}$; and sulfur dioxide (SO₂). The State of Alaska has designated areas that are in attainment (areas that meet the NAAQS), nonattainment (areas where concentration of one or more of the criteria air pollutants is higher than the NAAQS), or maintenance (an area previously designated as nonattainment and re-designated as a maintenance area because of an improvement in air quality) for each of the criteria pollutants:

- Anchorage
 - Maintenance Area for CO
- Juneau
 - Maintenance Area for CO
- Eagle River
 - Maintenance Area for PM₁₀
- Fairbanks
 - Maintenance Area for CO

- Nonattainment Area for PM_{2.5}
- Matanuska-Susitna Valley
 - Matanuska-Susitna Valley PM_{2.5}
 - Matanuska-Susitna Valley PM₁₀
- Rural Alaska
 - o Rural Alaska PM_{2.5}
 - $\circ \quad \text{Rural Alaska} \ \text{PM}_{10}$

3.12.1 AFFECTED ENVIRONMENT

The Alaska Department of Environmental Conservation (ADEC) *Air Non-Point Mobile Sources* and EPA *Non-attainment Areas for Criteria Pollutants (Green Book)* websites indicate the City of Homer, including the project area, are located within an attainment area where the levels of all six criteria pollutants meet the NAAQS. The ADEC is currently in the process of a community-based air quality monitoring project. According to the data collected for the City of Homer, concentrations of all the criteria air pollutants are lower than the NAAQS (ADEC 2022).

3.12.2 ENVIRONMENTAL CONSEQUENCES

Significance Threshold

According to FAA's *Environmental Desk Reference for Airport Actions*, the General Conformity Rule does not apply to a Federal action located in an area that is designated attainment for all six criteria pollutants. However, potential impacts in relation to the proposed project have been assessed by evaluating whether the project would cause a new violation of a NAAQS.

No Action

The No-Action alternative would have no effect on air quality because existing airport operations would remain consistent with current airport operations. There would be no new sources of emissions as a result of the No-Action alternative.

Proposed Action

The Proposed Action will not result in changes to the airfield or in changes to the type of aircraft already operating at the airport. In addition, capacity is not anticipated to increase – thus, baseline airport operations are anticipated to remain consistent. In addition, the project will not result in changes to the airfield design that encourage the introduction of larger aircraft. The addition of a taxiway turnaround at the east end of the main runway will allow for more efficient maneuvering of aircraft by pilots, thus potentially incrementally decreasing emissions over time. Therefore, the Proposed Action is not anticipated cause a new violation of the NAAQS.

3.13 SECTION 4(F), DEPARTMENT OF TRANSPORTATION ACT

Section 4(f) of the U.S. Department of Transportation Act protects significant publicly owned parks, recreation areas, and wildlife and waterfowl refuges, as well as significant historic sites. The following sections describe impacts to areas protection by Section 4(f) of the U.S. Department of Transportation Act.

3.13.1 AFFECTED ENVIRONMENT

The U.S. National Park Service (NPS 2021), U.S. Forest Service (USFS 2021), USFWS (2021), Alaska Department of Natural Resources, Division of Parks and Outdoor Recreation (ADNR 2021), and City of Homer (2021) indicate there are no national parks, monuments, or preserves, national forests, national wild and scenic rivers, national wildlife or waterfowl refuges, state parks or recreation areas, or municipal parks within or adjacent to the project area. The Bureau of Land Management (BLM) 17(b) easement map for the Seldovia C-4 quadrangle indicates there are no 17(b) trail easement in the project area (BLM 2021).

The ADF&G online listing of State of Alaska Refuges, Critical Habitat Areas (CHAs), and Sanctuaries indicates the Kachemak Bay CHA and the Homer Airport CHA are in the vicinity of the project area (ADFG 2021). The tidal and submerged lands of Kachemak Bay were established as the Kachemak Bay CHA to preserve habitat essential to the perpetuation of fish and wildlife, and to restrict other incompatible uses. The Homer Airport CHA is located on airport land owned by the Department of Transportation & Public Facilities (DOT&PF) and managed by ADF&G, to the north of the project area. Homer Airport CHA contains 280 acres of lands (mostly wetlands) that provide habitat for birds and winter habitat for the local moose population.

3.13.2 ENVIRONMENTAL CONSEQUENCES

Significance Threshold

The FAA has established significance thresholds for impacts to Section 4(f) resources. The following may constitute a significant impact:

Physical Use: Section 4(f) use would occur if the Proposed Action or alternative(s) would involve an actual physical taking of Section 4(f) property through purchase of land or a permanent easement, physical occupation of a portion or all of the property, or alteration of structures or facilities on the property. In some cases a temporary occupancy could be considered physical use of a property.

Constructive Use: Impacts of the project on a Section 4(f) property are so severe that the activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially diminished.

No Action

The No-Action alternative would have no effect on Section 4(f) resources because there would be no new ground disturbance or development affecting those resources present in the vicinity of the Homer Airport: the Kachemak Bay and Homer Airport CHAs. Both CHAs would remain in their existing condition and would continue to provide the same functions as they do currently.

Proposed Action

The Proposed Action would not adversely impact Section 4(f) resources. Improvements associated with the Proposed Action would not involve ground disturbing work within Kachemak Bay or Homer Airport CHAs. Air traffic over the CHAs would remain consistent with current use

as the Proposed Action will not introduce airport infrastructure that encourages increases in airport capacity.

3.14 CLIMATE

In response to Executive Order 13514, Federal Greenhouse Gas Accounting and Reporting Guidance, the FAA is required to consider potential impacts associated with FAA project-level actions. This section qualitatively assesses potential climate impacts in association with the proposed project.

3.14.1 AFFECTED ENVIRONMENT

Homer is a coastal community, subject to the impacts from rising sea-levels. According to the City of Homer's Climate Action Plan the primary sources of greenhouse gas (GHG) emissions have been identified as residential (24%), commercial (36%), marine (17%), transportation (21%), and waste (2%) (City of Homer 2007). The City of Homer has identified areas where energy management could contribute to the overall reduction in GHG emissions such as new and innovative ways to generate and manage energy for city residents; upgrading the city's vehicle fleet to include hybrid vehicles; reducing waste; emphasis on land use planning/zoning; and education.

The Homer Airport experiences approximately 53,000 annual aircraft operations for all operation types including commercial (61 percent), air taxi (20 percent), general aviation (18 percent), and military (<1 percent) (AirNav 2021). Runway 04/22 is designed for Airplane Design Group III aircraft such as the DeHavilland/Bombardier Dash 8, which is the anticipated aircraft to be in use at the airport in the future.

3.14.2 ENVIRONMENTAL CONSEQUENCES

Significance Threshold

The FAA has not established significance thresholds for aviation GHG emissions, nor has the FAA identified specific factors to consider in making a significance determination for GHG emissions (FAA 2015).

No Action

Under the No-Action alternative, airport activity, while contributing to GHG emissions, would remain the same. The No-Action alternative would have no effect on GHG emissions, beyond existing conditions, because existing airport activity would remain consistent with current airport operations.

Proposed Action

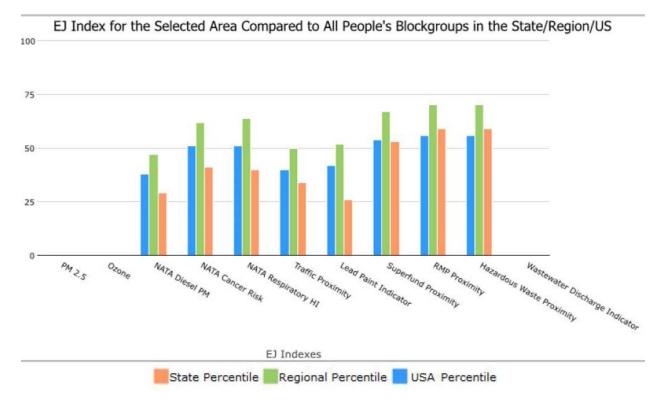
The Proposed Action will not result in a net increase in GHG emissions compared to the No Action alternative, as the proposed project will not modify the airfield to accommodate larger aircraft. In addition, aircraft demand at the airport is anticipated to remain consistent following the upgrades to existing infrastructure. Therefore, the Proposed Action is not anticipated to result in an overall increase in GHG emissions from airport related activity.

3.15 SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, directs federal agencies to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. The EPA environmental justice (EJ) screening tool, known as EJSCREEN, combines environmental and demographic indicators into eleven EJ indexes (EPA 2022). EJ indexes are used to identify minority and/or lowincome populations, environmental quality issues, and/or a combination of these. The EJ indexes surrounding a proposed project area are compared to the rest of the state, EPA region, or the nation. Four states, include Alaska, Washington, Oregon, Idaho, and 271 Tribal Nations, comprise EPA Region 10.

A review of the EPA's EJSCREEN for Homer, Alaska indicated that 84 percent of the households in the city identify as white and that at least 96 percent of households are above the Alaska poverty rate of \$37,094. Minority and low income populations would not be disproportionately affected by the proposed project.

The table below summarizes the EJ indexes for pollution sources for the Homer Airport and surrounding area (three-mile radius) compared to the state of Alaska, EPA Region 10, and the nation.



3.15.1 ENVIRONMENTAL CONSEQUENCES

Significance Threshold

The FAA has not established significance thresholds for impacts to socioeconomic conditions, environmental justice, or children's environmental health and safety risks. Rather, the FAA has identified factors to consider when evaluating potential impacts to each resource category (FAA 2015).

No Action

Under the No-Action alternative, there would be no changes to the existing airport and improvements would be confined within existing airport property. Therefore, no adverse effects to minority or low income populations would result from the No Action alternative.

Proposed Action

Adverse socioeconomic impacts are not expected as a result of the Proposed Action, which will take place within existing airport property and will not result in notable changes in the demand capacity of the airport. Therefore, the proposed project is not expected to result in a change of residential property values as the surrounding area will not change in order to accommodate rehabilitation of existing airport infrastructure. Additional details can be found in the Section 3.8 and Section 3.9 discussing noise and visual effects. The proposed project is anticipated to have a net benefit to the economy by creating jobs during construction of the proposed improvements.

3.16 CUMULATIVE IMPACTS

Cumulative environmental impacts are those which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or nonfederal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. Cumulative effects analysis considers only those resources experiencing a permanent adverse direct or indirect impact resulting from the Proposed Action. The Proposed Action has permanent adverse impacts to two environmental resource categories: Wetlands & Waters of the U.S. and Vegetation.

The Proposed Action is the only alternative addressed for cumulative effects. Because the No Action alternative would not add any new impacts to any of the resources identified in the study area, there would be no incremental contribution to cumulative impacts to resources in the region.

3.16.1 PAST, PRESENT, AND REASONABLY FORESEEABLE FUTURE ACTIONS

The first runway at the Homer Airport was constructed prior to 1940. Since then, there have been several facility expansion and development projects undertaken within the Airport's controlled area (Table 5).

Year	Description
1930s-1940s	Original runway construction.
1940s	Runway lengthened to 4,900 ft and widened to 100 ft.
1940s	Landside development on northwest end of the airport.
1958	State of Alaska assumed ownership from Federal government.
1960s-1970s	Runway lengthened and widened; taxiways, aprons, lease lots, and airside development on south side of airport expanded; Kachemak Dr. re-aligned around the airport.
Mid-1980s	Taxiways, Commercial (Terminal) Apron, lease lots, and terminal areas developed on the north side of the airport to support air carriers.
Late-1980s	Fencing constructed around perimeter of controlled area.
Mid-1990s	Terminal building constructed.
1996	Runway resurfaced; Runway Safety Area expanded.
2000	Sand Storage Building constructed; taxiways and aprons rehabilitated and expanded on south side of the airport.
2017	Floatplane ramp, dock and access road constructed.
2019	Perimeter fence replaced; Runway Safety Areas reconstructed; wind cones and segmented circle relocated; new airport rescue and firefighting (ARFF) and snow removal equipment facility constructed.

Table 5: Past Projects

The 2016 ALP identifies capital improvements for the airport over a 20-year period. **Table 6** presents those future projects located inside the airport's controlled area.

Table 6: Future Projects

Description

Expand GA Apron (900 ft x 300 ft) toward Lampert Lake.

Construct 30-space (0.4 ac) paved vehicle parking area on the south side of the airport, outside of the perimeter fence, and north of Kachemak Dr.

Construct partial parallel taxiway (800 ft x 35 ft with 10 ft shoulders) connecting the GA Apron to the south side of the runway

Relocate the rotating beacon from the northwest end of the runway to the top of the ARFF/SRE facility.

Construct full-length parallel taxiway (50 ft wide with 20 ft shoulders) on the north side of the runway.

Extend Taxiway C (50 ft wide with 20 ft shoulders) north of the runway to the Terminal Apron.

Install instrument landing system for Runway 22; remove tree and terrain within the Runway 22 primary surface.

Expand the existing terminal building to provide a 20,000 sf passenger and cargo facility.

Expand Terminal Apron west (340 ft x 250 wide) for transient aircraft parking, staging firefighting aircraft, and terminal parking.

Expand Terminal Apron east (350 ft x 350 ft) for additional lease lots.

Extend FAA Road east to serve expanded Terminal Apron.

Note: Projects already constructed or proposed under the current project excluded.

GA=General Aviation, ARFF/SRE=airport rescue and firefighting/snow removal equipment, ac=acre, ft=foot, sf=square foot.

3.16.2 CUMULATIVE EFFECTS OF THE PROPOSED ACTION

Many of the wetlands and vegetation communities present in the project area—particularly those on the north side of the runway which have experienced periodic mowing since the 1970s and those originally along the existing runway footprint which were filled for runway construction and expansion—have been impacted by prior development. Moist herbaceous and scrub-shrub dominated wetlands replaced open-canopy conifer forest habitats north of the runway. Up to 45 acres of scrub-shrub and forested habitat may have been lost cumulatively as a result of runway and RSA construction between the 1930s and 1990s⁴. Additionally, all of the wetlands in the study area, including the relatively intact dwarf scrub-shrub bog on the south side of the runway surrounding Lampert Lake, have been fenced off from surrounding wetland and wildlife habitat since the 1980s.

The remaining wetland habitat following prior development likely retains an appreciable contribution to the overall hydrologic regime in the Beluga Lake watershed and, more specifically, storm water retention down-gradient of Lampert Lake. However, functions associated with wildlife habitat and public access, recreation, and education are likely no longer present after installation of perimeter fencing.

⁴ Based on a comparison between *Cook Inlet Wetlands* and historical aerial imagery to estimate the extent of wetlands in existing developed areas of the airport.

The Proposed Action will result in a loss of 2.91 acres of wetlands out of an estimated total of 2,000 acres of wetland remaining in the Beluga Lake watershed⁵. The Proposed Action's wetland impact is an incremental reduction of hydrology/flood control functions within the larger watershed. The incremental impact is larger on the scale of the local 261-acre watershed down-gradient of Lampert Lake. In addition, future development could have greater localized wetland impacts; however, the overall reduction in function of the larger Beluga Lake watershed is likely to be minimal because of the small size of the local watershed relative to the Beluga Lake watershed and the low development potential of the large, intact wetland complex present within the Homer Airport CHA. The Homer Airport CHA is down-gradient of the project area and serves as a buffer between the project area and Beluga Lake for attenuating near-surface groundwater.

The Proposed Action would add an incremental change to vegetation communities and natural hydrology patterns when combined with past, present, and reasonably foreseeable future actions. However, the adverse impact of the combined incremental changes do not rise to the level of significance under FAA criteria defined in Orders 5050.4B and 1050.1F and as described in Sections 3.4.2 and 3.10.2.

3.17 PERMITS AND APPROVALS

The following permits and approvals will be required prior to construction of the Proposed Action:

- ADEC APDES Construction General Permit for Storm Water Discharges for Large and Small Construction Activities (CWA Section 402).
- ADEC Water Quality Certification for discharge into waters of the U.S., including wetlands (CWA Section 401).
- ADEC Contaminated Materials Management Plan for treatment of PFAS and petroleumcontaminated soils.
- ADNR Temporary Water Use Permit (11 AAC 93).
- City of Homer Development Activity Plan, Site Plan, and/or Storm Water Plan (City of Homer Code Chapter 21).
- NEPA approval (anticipated Finding of No Significant Impact).
- SHPO concurrence with *no historic properties affected* finding (NHPA Section 106).
- USACE Wetlands Permit for placement of fill or dredged material into waters of the U.S., including wetlands (CWA Section 404) (Appendix E).
- USFWS concurrence with not likely to adversely affect finding (ESA Section 7).

⁵ Estimated using *Cook Inlet Wetlands* within the Beluga Lake/Bear Creek watershed, which extends roughly from the outlet of Beluga Slough east to Millers Landing and from Kachemak Bay/Kachemak Drive north to the crest of the Homer bluffs.

4 ENVIRONMENTAL COMMITMENTS

The project's design and construction specifications will include measures and commitments to avoid, minimize, or mitigate potential or likely adverse environmental effects. **Table 7** lists standard design guidelines, operating procedures, best management practices (BMPs), and regulatory and permit requirements (e.g., design standards, erosion control measures, timing vegetation clearing) for all resources categories, including those listed in Section 3.1.

	Table 7: Environmental Commitments Incorporated into the Project.
Air Quality	BMPs such as watering, stabilizing construction entrances/exits, applying dust palliative during construction, and stabilizing disturbed ground as soon as practicable will be implemented to maintain air quality.
Eagles and Migratory Birds	Clearing and grubbing will not be permitted from May 1 to July 15, except as allowed by federal, state, and local laws and approved by the Project Engineer.
Invasive Species	 The DOT&PF will comply with Executive Order 13112 and all federal, state, and local laws regarding invasive species during construction of the proposed project. During construction, DOT&PF will minimize ground disturbing activities and revegetate disturbed areas with native soil and certified weed-free seed to minimize potential importation of new weed propagules from outside Alaska.
Hazardous Materials and Solid Waste	 Management guidelines and mitigation measures described in the approved CMMP will be incorporated into the project plans and specifications as appropriate. Note that due to the evolving regulatory landscape for PFAS, revisions to the procedures outlined in the CMMP may be required as additional guidance related to the re-use and disposal methods of PFAS becomes available. The construction contractor will be required to prepare and implement a Hazardous Materials Control Plan in accordance with ADEC requirements and DOT&PF contract specifications. If encountered, all work in the vicinity of contaminated soil will stop and ADEC will be consulted to determine the appropriate corrective action. Contaminated soil will be required, segregated, field screened, tested, and treated/disposed of in accordance with ADEC regulations and an ADEC-approved work plan. Construction waste will be disposed of in accordance with local, state, and federal laws/regulations.
Historical, Architectural, Archaeological, and Cultural Resources	If cultural, archaeological, or historic resources are discovered during project construction, all work that may impact these resources will stop until DOT&PF consults SHPO to determine the appropriate corrective action.
Section 4(f)/6(f) Properties	Access to all Section 4(f) resources will be maintained during construction. No Section 4(f) resource will be used for staging or any other construction activities.
Water Quality	 The DOT&PF will prepare an Erosion and Sediment Control Plan. A DOT&PF-approved Storm Water Pollution Prevention Plan (SWPPP), a Hazardous Materials Control Plan, and a Spill Prevention, Control, and Countermeasure Plan (if applicable) will be implemented during construction. All vehicles, trucks, and heavy equipment will be kept within construction limits and operated in a manner that limits unnecessary ground disturbance.
Wetlands and Waters of the U.S.	 Project boundaries will be staked, flagged, or otherwise clearly delineated prior to the commencement of ground disturbing activities. Fill material will be stockpiled within the project-fill footprint or upland areas to avoid impacts to wetlands. Site preparation, excavation, and fill placement will be conducted in a manner that prevents or reduces adverse hydrologic effects. Natural drainage patterns will be maintained using appropriate ditching, culverts, or other measures to prevent ponding or drying. Ground disturbance will be minimized to the maximum extent practicable. Mats for heavy equipment will be used as necessary in wetlands to minimize disturbance. Stage materials and machinery primarily in developed areas of airport property to avoid new ground disturbance. No stockpiles or staging will occur in wetlands.

Table 7: Environmental Commitments Incorporated into the Project.

5 COMMENTS AND COORDINATION

The process of soliciting comments and information from the public and agencies on the purpose and need for a project, potential alternatives, and possible issues and concerns that need to be addressed during the environmental review and design stages of a project, is called "scoping." Scoping is an integral part of the environmental documentation process required by NEPA. Refer to the Scoping Summary Report in Appendix F for documentation of all public and agency involvement, including meetings, materials, comments received from stakeholders, and DOT&PF responses to comments.

5.1 PUBLIC INVOLVEMENT

The DOT&PF began outreach for the project in 2021 to solicit comments and information from the public and other interested parties on the purpose and need for the project, potential alternatives, and possible issues to address during the environmental review and design stages of the project. Outreach included the following activities and materials:

- <u>Notice of Intent to begin Engineering and Environmental Studies</u> posted in the Anchorage Daily News, October 11, 2020.
- <u>Public scoping meetings</u>: Virtual meetings conducted via Zoom.
 - \circ May 26, 2021 (12 attendees) and online open house from May 26 June 28, 2021.
 - October 21, 2021 (27 attendees) and online open house from October 21 November 21, 2021.
- <u>Newspaper advertisements</u> in the Homer News announcing public meetings.
- <u>Postcards</u> mailed to stakeholders announcing public meetings.
- <u>Emails</u> sent to non-government organizations, airport leaseholders and tenants, elected officials, and members of the public who signed up for email updates via the project website announcing public meetings and providing general updates.
- <u>Project website</u>: (<u>https://dot.alaska.gov/creg/homerairport/</u>).
- <u>Kenai Peninsula Transportation Fair</u>: Live virtual transportation fair on February 25, 2021, with pre-recorded videos highlighting 36 DOT&PF projects on the Kenai Peninsula, including preliminary information about improvements at the Homer Airport.

Public Comments

During the comment periods following each public scoping meeting, DOT&PF received formal written comments submitted via email or through the online comment form on the project website. In addition, the project team recorded several comments during the meetings.

Issues relating to the proposed service road and pedestrian access between the GA and Terminal Aprons were the most common topics discussed during public outreach. The following is a summary of public comments:

- Concern about wetland impacts of perimeter service road. ⁶
- Add taxiway(s) on south side of runway connecting to GA Apron.

⁶ A perimeter service road was presented as a component of the project during public and agency scoping. However, it was dismissed from further evaluation after consideration of public comments and wetland impacts.

- Future Taxiway H on north side of runway would not greatly benefit most GA users.⁷
- Add pedestrian facility along Kachemak Drive or around west perimeter of airport to connect GA Apron to Commercial (Terminal) Apron.
- Add an air traffic control tower to the airport.
- Provide additional land for hangar rentals.
- Maintain or improve gravel along south edge of runway, or consider adding a dedicated gravel runway.
- Provide public restrooms.
- Ensure leaseholders have access through airport gates.
- Add a taxiway from the ramp area at Taxiway A to a location approximately mid-point down Runway 22.
- Add a holding area adjacent to Taxiway A.
- Add electric head bolt heater outlets at some tie-downs.
- Add/plan public viewing/pedestrian use area similar to Lake Hood in Anchorage.

⁷ Future Taxiway H was presented as a component of the project during public and agency scoping. However, it was dismissed from further evaluation after consideration of public comments.

5.2 AGENCY SCOPING

The DOT&PF mailed scoping letters to regulatory agencies, local governments, tribal organizations, and other stakeholder organizations on October 9 and November 4, 2020. The letters provided information on the project, a preliminary environmental overview, and an invitation to comment. The following agencies and organizations received scoping letters (**Table 8**):

Federal Agencies	EPA
	FAA
	NMFS
	USACE
	USCG
	USFWS
State Agencies	Alaska Department of Commerce, Community, and Economic Development
	ADEC, Division of Spill Prevention and Response, Contaminated Sites Program
	ADEC, Division of Water, Storm Water Program
	ADF&G, Division of Habitat
	ADF&G, Division of Habitat, Invasive Species Program
	ADF&G, Division of Wildlife Conservation
	ADNR, Division of Mining, Land, and Water
	ADNR, Division of Parks and Outdoor Recreation
	ADNR, Division of Parks and Outdoor Recreation, Land and Water Conservation Fund
	ADNR, Office of History and Archaeology, SHPO
Local Governments	City of Homer, Planning/Floodplain Administrator
	Kenai Peninsula Borough, Planning
Tribal Organizations	Ninilchick Traditional Council
·	Seldovia Village Tribe
Other	Homer Soil and Water Conservation District
	Cook Inlet Region, Inc.
	Ninilchick Native Association, Inc.

Table 8: Agency Scoping Contact List

 Table 9 contains a summary of the comments received in response to agency scoping. Refer to the Scoping Summary Report in Appendix F for documentation of DOT&PF responses.

Table 9: Summary of Agency Scoping Comments

Agency	Comment
USACE	Project has been assigned number POA-1981-00312, Beluga Lake. Based on information provided, and available to our office, portions of the proposed work may occur in waters of the U.S. and would, therefore, be within USACE jurisdiction. General concerns include a delineation of all aquatic resources potentially affected by the proposed project, a complete project description as described at 33 CFR 325.1(d)(1-10), and an analysis of alternatives.

Agency	Comment
USFWS	 Provided guidance and comments on the following topics: Wetlands: Reduce the project footprint to the maximum extent practicable, and locate associated activities in already disturbed areas to the maximum extent practicable. Avoid higher-functioning wetlands whenever possible. Isolate wetlands from construction-generated sediment and pollutants with properly installed silt fencing to avoid and minimize water quality degradation. Invasive species: Identify known invasive plant infestations within and adjacent to the project area.
	 Conduct project activities in un-infested areas first to ensure invasive species do not contaminate equipment and move to new areas. Limit movements in and out of infested areas. Ensure equipment arrives and leaves the project site clean and without visible soil clumps,
	 plant, or animal material. Use certified weed-free gravel and certified weed-free erosion control supplies. Re-vegetate bare soils with native and local plant species as soon as feasible. In addition to approved seed mixes, consider using salvaged topsoil for re-vegetation. Wherever ground disturbance cannot be avoided, salvage topsoil, if not infested with invasive
	 plant species, to topdress bare soil and other disturbed areas for more rapid re-vegetation. Salvage the maximum amount of organic material and topsoil practicable, even during winter construction, and store separately (e.g. away from overburden) for use during reclamation. Plan to sequence construction activities such that existing surface vegetation can initially be removed, followed by grubbing roots of trees and blading remaining organic and topsoil layers for stockpiling for reclamation.
	 Migratory birds and eagles: Waterfowl and raptors, including bald eagles, may nest two or more months earlier than other birds. Nests of migratory birds are protected under the Migratory Bird Treaty Act and cannot be removed without a valid permit.
	 Eagles and their nests are afforded additional protections under the Bald and Golden Eagle Protection Act. Should DOT&PF or its contractors become aware of eagles nesting within 660 feet of construction and associated activities, please contact the Service to determine whether an Eagle Take Permit is needed. This recommendation applies to both active eagle nests and nests that are thought to be inactive at the time of discovery.
Kenai Peninsula Borough	This project is located within the City of Homer and therefore out of the jurisdiction of the Kenai Peninsula Borough 21.18.
SHPO	 Recommend an archaeological investigation conducted by a professionally qualified individual (PQI) of the areas that will have ground disturbance or will have the potential for ground disturbance prior to construction activities.
	 Our office reviews federal undertakings as stipulated in 36 CFR 800. We recommend following the request form and checklist which can be found here: http://dnr.alaska.gov/parks/oha/pdf/106application.pdf
	 Our office has no concerns or comments on the proposed APE or level of effort for identification of cultural or historic properties at this early stage of project design and development. Our office recommends revisiting the APE and the need for additional historic properties identification as the project moves towards finalization, and we recommend consultation with interested tribes and parties early in the process.

Table 9: Summary of Agency Scoping Comments

Agency	Comment
ADF&G Division of Habitat	Homer Airport CHA is located 750 feet north of the monumented centerline of the airport runway and parallels the runway through Sections 15 and 22. ADF&G requests that the proposed fence line road maintain wetland and surface water connectivity between lands inside the fence and the Homer Airport CHA. We recommend installing culverts in wetlands or seasonal wet areas to maintain water connectivity. We also recommend the proposed perimeter road be located off the shores of Lampert Lake and located an adequate distance from the lake so as not to disturb birds on the lake. If possible, sloping the road away from Lampert Lake will help prevent stormwater runoff from entering the lake or its shoreline wetlands.
Homer Soil and Water Conservation District	Can you tell me the expected size and load of the road around the perimeter of the fence? Is this to be built to carry large and heavy vehicles (like water trucks or plows), ordinary vehicles (like a car or truck) or small vehicles (like four wheelers)?

Table 9: Summary of Agency Scoping Comments

5.3 DRAFT EA AVAILABILITY AND COMMENT RESOLUTION

The DOT&PF made the Draft EA available to the public, agencies, and other stakeholders for review and comment on February 2, 2022. The review period lasted 30 days, ending on March 4, 2022.

Table 10 summarizes the comments submitted to DOT&PF during the public review period.

Entity	Comment	Response/Resolution
EPA	To address concerns for encountering PFAS or petroleum contamination, EPA recommends the EA disclose locations known contaminant sources, discuss potential for contamination exposure pollutants to aquatic resources from proposed airport improvements, and discuss measures to mitigate for PFAS and petroleum contamination to support a future permit decision under the Clean Water Act.	Section 3.5 of the EA revised to include information about known contamination, further planned site characterization, and development of a CMMP.

Table 10: Comments on Draft EA

6 LIST OF PREPARERS

Staff at DOT&PF, HDL, and NLURA conducted engineering and baseline environmental studies for the project. HDL prepared this EA with supervision and review by DOT&PF and FAA. **Table 11** contains the list of contributors, their affiliation and role during EA development.

Name	Position & Affiliation	Role
Kristi Ponozzo	Environmental Protection Specialist, FAA	EA Review and Compliance
Matthew Hansen. P.E.	Project Manager, DOT&PF	Project Management, EA Review
Tadd Isaacson, P.E.	Consultant Coordinator, DOT&PF	Design Support, EA Review
Brian Elliott	Regional Environmental Manager, DOT&PF	EA Review
Heidi Zimmer	Environmental Impact Analyst, DOT&PF	Environmental Analysis, EA Review
Erik Hilsinger	Cultural Resources Specialist, PQI, DOT&PF	Cultural Resources
Morgan Merritt, P.E.	Consultant Project Manager, HDL	Project Management, Design, EA Review
Heather Campfield, AIP2	Environmental Services Manager, HDL	EA Review, Public Involvement
Owen Means, PWS	Environmental Specialist, HDL	EA Preparation, Wetlands
Brooke Therrien	Environmental Specialist, HDL	Public Involvement
Mary Ann Sweeney, RPA	Archaeologist, NLURA	Cultural Resource Survey

Table 11: List of Preparers.

7 **R**EFERENCES

- ADEC. 2022. Division of Air Quality Monitoring and Quality Assurance Community-based Air Monitoring Pilot Project. October 5, 2022. <u>https://dec.alaska.gov/air/air-monitoring/agmesh-community-based-monitoring</u>.
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Appendix A

Environmental Impact Categories not Affected

Environmental Impact Categories Not Affected

The following Federal Aviation Administration (FAA) environmental impact categories are not relevant to the project because the resource is not present in the project area¹ or there is no potential for the Proposed Action or other reasonable alternatives to result in a measurable impact.

- Biological Resources (fish, terrestrial wildlife, marine mammals)
- Coastal Resources
- Land and Water Conservation Fund Act, Section 6(f)
- Farmlands
- Natural Resources and Energy Supply
- Water Resources (floodplains, groundwater)
- Wild and Scenic Rivers

1. Biological Resources (fish, terrestrial wildlife, marine mammals) *Fish*

The Alaska Department of Fish and Game (ADF&G) Alaska Fish Resource Monitor and the National Oceanic and Atmospheric Administration's (NOAA) essential fish habitat mapper indicate there are no resident or anadromous fish-bearing waters or essential fish habitat within the project area (ADF&G, NOAA 2021). The nearest listed fish-bearing waters are Beluga Slough and Kachemak Bay, both located outside the project area. No impacts to resident or anadromous fish-bearing waters or essential fish habitat will occur as a result of the Proposed Action.

Terrestrial Wildlife

Common terrestrial wildlife in the Homer area include moose, bear, and other fur-bearing species. Large wildlife is largely excluded from airport property by the existing airfield perimeter fence. Terrestrial habitat inside the perimeter fence is limited to low shrub bog and shrub/grass meadow that experience regular mowing. No permanent adverse effects to wildlife species are anticipated.

Areas of direct impact include clearing and grading for the new taxiway at the east end of the runway, Runway Safety Area (RSA) rehabilitation, obstruction removal, drainage improvements, and where the expansion of the gravel tie-down area is proposed at the east end of the existing General Aviation (GA) Apron. Indirect impacts consist of the potential for establishment of invasive plant species in areas of disturbed ground. Both direct and indirect areas are located on land within the airport property boundary. The land is subject to the *Homer Airport Wildlife Hazard Mitigation Plan*⁴. Both direct and indirect impacts propose development resulting in the removal of terrestrial wildlife habitat, rendering the land unsuitable for wildlife use.

Marine Mammals

There are no marine habitats, no marine mammals subject to federal Marine Mammal Protection Act jurisdiction, and no state-designated endangered marine mammals occurring in the project area. No impacts to marine mammals will occur.

¹ The project area is approximately 300 acres in size and generally coincides with the limits of the project's proposed improvements and/or airfield perimeter fence (see EA, Figure 1).

Birds

The airport property boundary includes a portion of Kachemak Bay Critical Habitat Area, including Mud Bay, located at the base of the Homer Spit. In addition, Lampert and Beluga Lakes are located in close proximity to the airport property boundary. According to the Alaska Department of Fish and Game there are over 100 migratory bird species that pass through the area during the April-May migration with the bulk of the migration stopping over at Mud Bay. Because of the area designation as critical habitat, the wildlife hazard management options are limited for Mud Bay.

The Proposed Action will have a direct and an indirect effect on birds by maintaining vegetated areas within the airport property boundary to deter birds from nesting and foraging near airport infrastructure. The Proposed Action will directly impact approximately 5.5 acres of existing vegetation for development including the new taxiway at the east end of the runway, RSA rehabilitation, obstruction removal, drainage improvements, and in where the expansion of the gravel tie-down area is proposed, at the east end of the existing GA Apron. Due to the longtime use of the area as an airport it is unlikely birds will be displaced as a result of the project. The *Homer Airport Wildlife Hazard Mitigation Plan*⁴ requires increased hazing during periods of heightened bird activity to deter birds using Mud Bay, Lampert Lake, and Beluga Lake from interfering with aircraft operations.

2. Coastal Resources

The State of Alaska no longer participates in the National Coastal Zone Management Program (CZMP). The Alaska Coastal Management Program (ACMP) expired by operation of Alaska Statutes 44.66.020 and 44.66.030 on June 30, 2011. As a result, the ACMP was withdrawn from the National CZMP on July 1, 2011. Coastal resources, including coral reef ecosystems or units of the Coastal Barrier Resources System, do not occur in the project area. However, the National Oceanic and Atmospheric Administration identified a significant portion of Kachemak Bay as a National Estuarine Research Reserve (NERR). The Homer Airport property boundary overlaps the Kachemak Bay NERR (NERR 2022).

Direct and indirect impacts to the NERR are not anticipated as a result of the Proposed Action. Proposed improvements to the Homer Airport are located within the airport property boundary and are limited to areas outside the coastal boundary of the NERR.

3. Land and Water Conservation Fund Act, Section 6(f)

Section 6(f) properties are those protected by the Land and Water Conservation Fund (LWCF) Act because they were purchased with LWCF money. The list of 6(f) properties is maintained by the Alaska Department of Natural Resources. There are no 6(f) properties within or adjacent to the project area.

4. Farmlands

The U.S. Department of Agricultural (USDA), Natural Resources Conservation Service Web Soil Survey indicates there is are prime farmlands in Alaska because Alaska's soil temperatures do not meet the threshold established by Congress. In addition, no unique farmlands have been designated in Alaska (USDA 2021).

5. Natural Resources and Energy Supply

Once construction is complete, the proposed airport improvements would not have a measurable effect on the local energy supply or existing natural resources. The Proposed Action will not result in a change in the fleet mix currently using the airport, nor will the improvements result in increasing airport capacity using the current fleet mix. Energy demands would not exceed available or future energy supplies.

6. Water Resources (floodplains, groundwater, navigable waters, wild and scenic rivers)

Floodplains

Federal Emergency Management Agency (FEMA) online flood maps indicate the project area is not within a special flood hazard area (100-year floodplain) (FEMA 2021). The project area is located within Zone D (flood hazards undetermined, but possible) on flood insurance rate map 02122C2115E. The project design will minimize potential impacts to existing drainage patterns. The project is not expected to have any impact to the floodplain.

Groundwater

The Alaska Department of Environmental Conservation (ADEC) Drinking Water Program website and interactive maps indicate there are no Public Water System sources or Drinking Water Protection Areas in the project area or vicinity. Therefore, DOT&PF anticipates the project will have no effect on groundwater resources.

Navigable Waters

No navigable waters under U.S. Army Corps of Engineers (USACE), U.S. Coast Guard (USCG), or Alaska Department of Natural Resources (ADNR) (jurisdiction are located within or immediately adjacent to the project area (USACE, USCG, ADNR 2021). Two waterbodies considered navigable under Section 10 of the Rivers and Harbors Act, Beluga Lake and Kachemak Bay, are both in the project area's general vicinity. No work would take place within either water body.

Wild and Scenic Rivers

The National Park Service's (NPS) National Wild and Scenic Rivers System (WSRS) list and Nationwide Rivers Inventory (NRI) indicates there are no designated units of the WSRS or NRI-designated waters in the project area or vicinity (NWRS, NPS 2021).

ABBREVIATIONS

ADNR ADNR ADNR ADNR ADNR ADNR ADNR ADNR		Alaska Coastal Management Program Alaska Department of Environmental Conservation Alaska Department of Fish and Game
CZMP		
DOT&PFAlaska Department of Transportation & Public Facilities EJEnvironmental Justice EPAEnvironmental Protection Agency FAAFederal Aviation Administration GAGeneral Aviation LWCFCanad and Water Conservation Fund NERRNational Estuarine Research Reserve NOAANational Oceanic and Atmospheric Administration NPSNational Oceanic and Atmospheric Administration NPSNational Park Service NRINational Wild and Scenic Rivers System RSARunway Safety Area USACEUnited States Army Corps of Engineers USCG		
EJEnvironmental Justice EPAEnvironmental Protection Agency FAAFederal Aviation Administration GAGeneral Aviation LWCFGeneral Aviation LWCFGeneral Aviation NERRSate and Water Conservation Fund NERRNational Estuarine Research Reserve NOAANational Estuarine Research Reserve NOAANational Oceanic and Atmospheric Administration NPSNational Park Service NRINational Park Service NRINational Wild and Scenic Rivers System RSA		
EPA Environmental Protection Agency FAA Federal Aviation Administration GA General Aviation LWCF Addition Lunch and Water Conservation Fund NERR National Estuarine Research Reserve NOAA National Oceanic and Atmospheric Administration NPS National Park Service NRI National Park Service NRI National Wild and Scenic Rivers System RSA Runway Safety Area USACE USACE United States Army Corps of Engineers USCG United States Coast Guard	DOT&PF	Alaska Department of Transportation & Public Facilities
FAAFederal Aviation Administration GAGeneral Aviation LWCFLand and Water Conservation Fund NERRNational Estuarine Research Reserve NOAANational Oceanic and Atmospheric Administration NPSNational Park Service NRINational Park Service NRINational Wild and Scenic Rivers System RSA	EJ	Environmental Justice
GA	EPA	Environmental Protection Agency
LWCF		
NERR National Estuarine Research Reserve NOAA National Oceanic and Atmospheric Administration NPS National Park Service NRI Nationwide Rivers Inventory NWSRS National Wild and Scenic Rivers System RSA Runway Safety Area USACE United States Army Corps of Engineers USCG United States Coast Guard		
NOAANational Oceanic and Atmospheric Administration NPSNational Park Service NRINationwide Rivers Inventory NWSRSNational Wild and Scenic Rivers System RSARunway Safety Area USACEUnited States Army Corps of Engineers USCGUnited States Coast Guard		
NPS		
NRI	NOAA	National Oceanic and Atmospheric Administration
NWSRS	NPS	
RSA	NRI	Nationwide Rivers Inventory
USACE United States Army Corps of Engineers USCG United States Coast Guard	NWSRS	National Wild and Scenic Rivers System
USCG United States Coast Guard	RSA	Runway Safety Area
USCG United States Coast Guard	USACE	
COD, Control Otaco Department of Agriculture		

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Appendix B

Endangered Species Act Consultation

FAA & USFWS Correspondence regarding finding of effect	B-1
Initiation of Consultation	B-4

From:	Boldenow, Megan L
То:	Gilbertsen, Jack (FAA)
Cc:	Cooper, Douglass
Subject:	Re: [EXTERNAL] Homer Airport Section 7 ESA informal consult letter
Date:	Wednesday, July 14, 2021 4:50:46 PM

Hi, Jack.

It is our understanding that the FAA wishes to change the section 7 finding for the Homer Airport Improvements project to No Effect. For your records, you may wish to retain the below language.

Section 7(a)(2) of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.), requires Federal agencies to ensure that any actions they undertake, fund, or authorize are not likely to jeopardize the continued existence of listed species or adversely modify designated critical habitat. As an initial step in complying with section 7(a)(2), the implementing regulations require the Federal agency to determine whether its action "may affect" listed species or critical habitat (50 Code of Federal Regulations 402.14(a)). If the proposed action may affect listed species or critical habitat, the Endangered Species Act requires that the Federal agency consult with the U.S. Fish and Wildlife Service (Service). You have requested our concurrence with your determination that the proposed action would have "no effect" on any listed threatened or endangered species or designated critical habitat. The regulations implementing section 7(a)(2) of the Endangered Species Act (50 CFR 402) do not require our concurrence with a "no effect" determination made by a Federal agency. Consequently, we decline to concur with your determination regarding the proposed project. However, as described at 50 CFR 402.14(a), the Service may request that a Federal agency "enter into consultation if (the Service) identifies any action of that agency that may affect listed species or critical habitat and for which there has been no consultation." For the proposed action, we have no further comment with regard to section 7(a)(2) of the Endangered Species Act.

Based on your determination that the proposed project will have "no effect" on any listed species or critical habitat, you have completed your obligations under section 7 of the Endangered Species Act. We recommend you include documentation of your determination in your project records.

The Service does not plan to take further action on the previous section 7 request unless we hear otherwise.

Thanks, Jack. Please let me know if you have any questions.

Best regards,

Megan

From: Gilbertsen, Jack (FAA) <jack.gilbertsen@faa.gov>
Sent: Monday, July 5, 2021 4:02 PM
To: Boldenow, Megan L <megan_boldenow@fws.gov>
Subject: RE: [EXTERNAL] Homer Airport Section 7 ESA informal consult letter
I had affirmed "No Effect" to the airport's sponsor. Still waiting for them to send me the document language.
I will check back with them and let you know.
Jack L. Gilbertsen, REM
Lead Environmental Protection Specialist
Alaska Regional Office
Federal Aviation Administration
(907) 271-5453
From: Boldenow, Megan L <megan boldenow@fws.gov>

Sent: Friday, July 02, 2021 2:22 PM

To: Gilbertsen, Jack (FAA) <jack.gilbertsen@faa.gov>

Subject: Re: [EXTERNAL] Homer Airport Section 7 ESA informal consult letter

Hi, Jack.

I just wanted to check in to see whether you were planning to send a No Effect determination for this project? Please let me know either way, as I will need to respond to the NLAA sent over on the 26th May.

Thanks much, and happy holiday weekend!

Megan

From: Boldenow, Megan L <<u>megan_boldenow@fws.gov</u>>
Sent: Tuesday, June 8, 2021 10:55 AM
To: Gilbertsen, Jack (FAA) <<u>jack.gilbertsen@faa.gov</u>>
Subject: Re: [EXTERNAL] Homer Airport Section 7 ESA informal consult letter
Hi, Jack.
Thanks for taking time for a phone call today.

Thanks for taking time for a phone call today.

Having reviewed the scoping package and section 7 consultation request for the Homer Airport Improvements project, the Service does not believe listed species are likely to occur within the Action Area, or be otherwise affected by the Action as proposed. If the FAA is comfortable with a No Effect determination rather than the Not Likely to Adversely Effect determination, please send an amended letter or email to that effect. We will then send a formal response for your records indicating that we have no further comments. Kindest regards,

Megan

From: Gilbertsen, Jack (FAA) <<u>jack.gilbertsen@faa.gov</u>>
Sent: Wednesday, May 26, 2021 3:01 PM

To: Boldenow, Megan L <<u>megan_boldenow@fws.gov</u>>

Cc: Zimmer, Heidi (DOT) <<u>heidi.zimmer@alaska.gov</u>>; <u>brian.elliott@alaska.gov</u> <<u>brian.elliott@alaska.gov</u>>; Hansen, Matthew H (DOT) <<u>matthew.hansen@alaska.gov</u>> Subject: [EXTERNAL] Homer Airport Section 7 ESA informal consult letter

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Ms. Boldenow

I'm attaching a Section 7 informal consultation letter for the Homer Airport's proposed improvement project. If you have any questions, please call me. Thanks, Jack Jack Lead Environmental Protection Specialist Alaska Regional Office Federal Aviation Administration (907) 271-5453 U.S. Department of Transportation

AIRPORTS DIVISION

222 W. 7th Avenue, Box 14 Anchorage, Alaska 99513-7587

Federal Aviation Administration

In Reply Refer To: Homer Airport Improvements Project No.: CFAPT00491 / Fed # TBD Consultation Initiation (07CAAN00-2021-CPA-0005)

May 26, 2021

Megan Boldenow Fish and Wildlife Biologist Anchorage Fish and Wildlife Conservation Office U.S. Fish and Wildlife Service 4700 BLM Road, Anchorage, AK 99507 Emailed To: <u>megan_boldenow@fws.gov</u>

Dear Ms. Boldenow:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to rehabilitate and improve the Homer Airport and associated airport facilities. Pursuant to Section 7 of the Endangered Species Act (ESA), we are initiating informal consultation with you to request your concurrence that the proposed project is not likely to adversely affect listed Threatened, Endangered, or Candidate species or their designated critical habitat.

Study Area

The study area generally consists of the 281-acre fenced perimeter of the airport, of which approximately 180 acres are undeveloped. A wetland delineation within the study area in September 2020 indicates that approximately 52 percent (93.6 acres) of the airfield's undeveloped 180 acres is wetland. The proposed project is located within Sections 21 and 22, Township 6 South, Range 13 West, Seward Meridian; on USGS Quadrangle Seldovia C-4; and at Latitude 59.64126° North, Longitude 151.48856° West, in Homer, Alaska (Figure 1).

Proposed Action

The proposed project would include the following elements (Figure 2):

- Rehabilitate and resurface Runway 04/22 and portions of Taxiways A and B
- Rehabilitate Runway Safety Areas

- Seal coat the existing General Aviation (GA) Apron, Commercial Apron, and portions of Taxiways A, B, and E
- Expand and pave the eastern portion of the GA Apron
- Remove a portion of Taxiway D and reconstruct as service road
- Construct new taxiway turnaround (Taxiway G/H/J) at the east end of the runway
- Construct embankment for future parallel Taxiway H
- Construct new one-lane, gravel surface perimeter service road and connectors
- Remove terrain obstructions penetrating airspace for departing and approaching aircraft (Part 77 surfaces)
- Replace airfield and approach indicator lighting
- Improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall
- Apply dust palliative
- Clear and grub vegetation
- Adjust utilities, if required

The Proposed Action is anticipated to permanently fill approximately 30 acres of scrub-shrub and herbaceous meadow wetlands. Fill placement is a result of service road and taxiway construction, obstruction removal, drainage improvements, and apron expansion.

ESA-Listed Species

The Steller's Eider (*Polysticta stelleri*) was identified as the only ESA-listed resource within the study area. No designated or proposed critical habitat or proposed species are present in the study area.

The breeding range of the Steller's Eider is the Arctic Coastal Plain of northwestern Alaska. In the winter, Steller's Eiders are found in shallow, near-shore marine waters of the Alaska Peninsula, Aleutian Islands, Kodiak Island, Cook Inlet, and Kachemak Bay. Aerial surveys by the USFWS have observed flocks of various sizes in Kachemak Bay from the west shore of Homer Spit to Clam Gulch during the wintering season. The study area is located approximately 300 feet from Kachemak Bay, with the majority of the proposed improvements located over 1,000 feet from the Kachemak Bay shoreline.

Potential Effect on Listed Species

Under the Proposed Action, no work will occur in the vicinity of Beluga Lake or Kachemak Bay, although some work will occur within 100 feet of Lampert Lake. The Proposed Action is unlikely to cause direct or indirect impacts to listed Steller's Eiders because no work will occur in open water habitat, and erosion and sediment control measures will minimize potential impacts to Steller's Eider habitat resulting from construction-related water quality impacts. Further, the Alaska-breeding population of Steller's Eiders comprise approximately 1 percent of the total Eider population wintering in Alaska, making the probability of affecting the listed population discountable.

The contractor will develop and implement an Erosion and Sediment Control Plan and a Storm Water Pollution Prevention Plan to minimize storm water runoff from construction to reach either water body. The project design will maintain a vegetated buffer between the Lampert Lake shoreline and the proposed service road embankment to filter storm water discharging from the finished roadway surface.

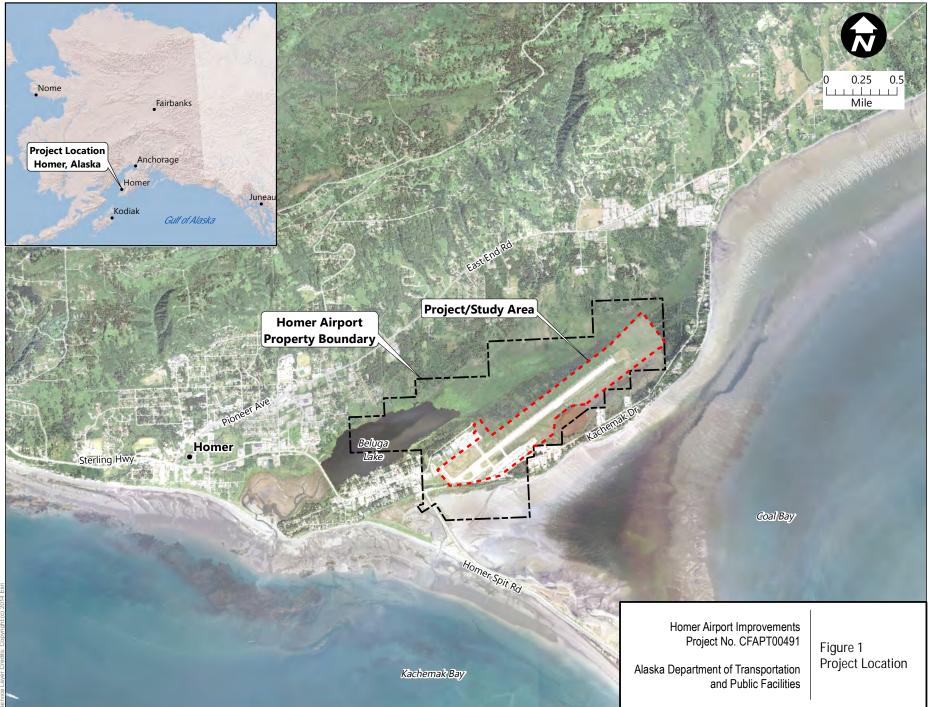
Given the small amount of habitat potentially impacted and the storm water minimization measures incorporated into project design and construction, FAA finds that the proposed action is not likely to adversely affect the Steller's Eider. The FAA requests a response from USFWS regarding concurrence with this determination within 30 days of the receipt of this letter. If you have questions about this project, please contact me at the address above, by phone at (907) 271-5453 or by email at jack.gilbertsen@faa.gov.

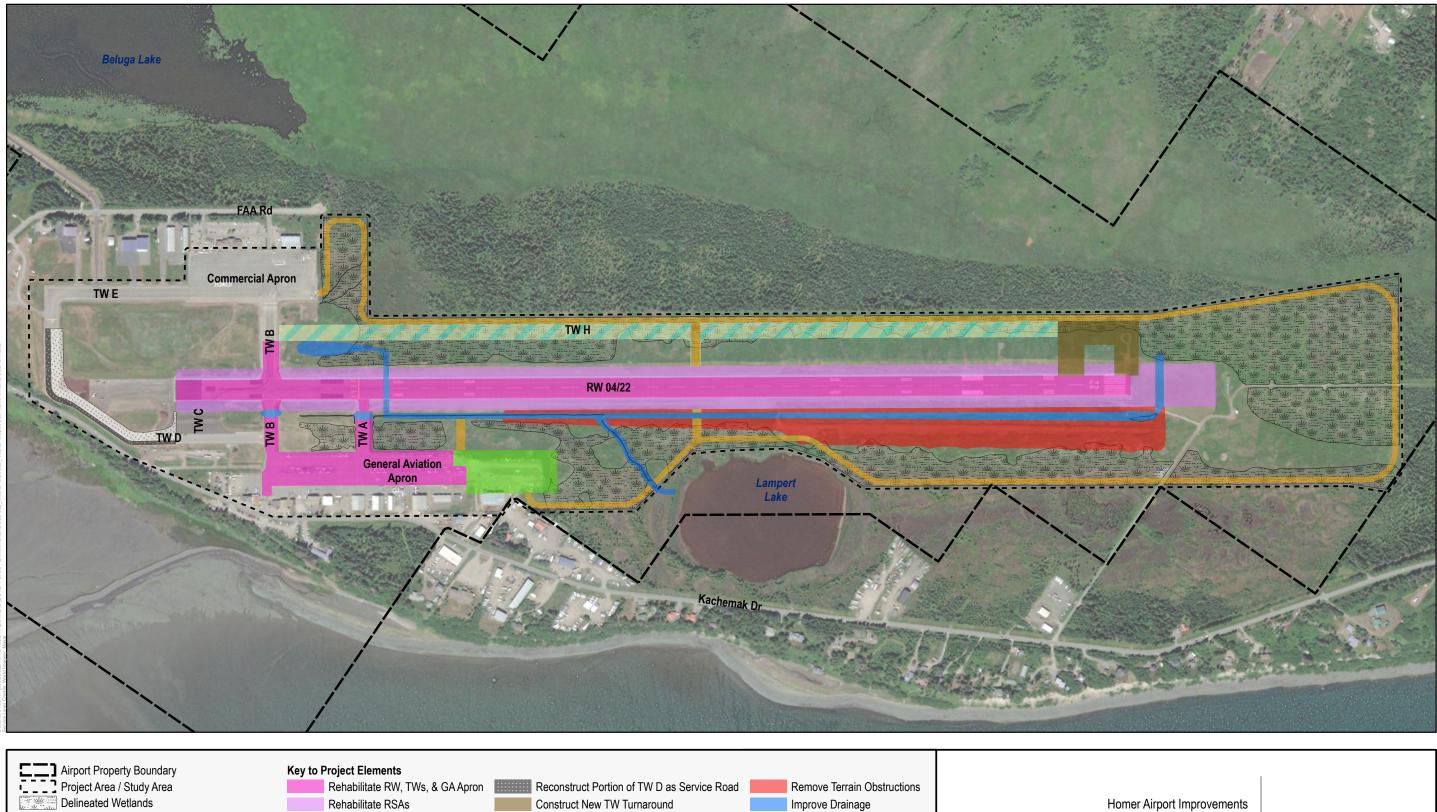
Sincerely,

Jack L. Gilbertsen, REM Lead Environmental Protection Specialist

Attachments: Figure 1: Location and Vicinity Map Figure 2: Project Overview

cc: Brian Elliott, DOT&PF, Regional Environmental Manager Matthew Hansen, P.E., DOT&PF Aviation Design, Project Manager Heidi Zimmer, DOT&PF, Environmental Impact Analyst III

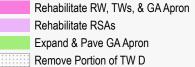


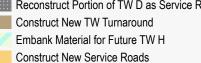




1,000

Feet





Remove Terrain Obstructions Improve Drainage

> Alaska Department of Transportation and Public Facilities

Note: Replace airfield and approach indicator lighting, reconstruct Lampert Lake outfall, apply dust palliative, clear/grub vegetation, and adjust utilities not shown because they occur within the limits of the work described above. RW = runway, TW = taxiway, RSA = Runway Safety Area, GA = General Aviation

0

500

Homer Airport Improvements Project No. CFAPT00491

Figure 2 Project Overview

Appendix C

Contaminated Materials Management

Contaminated Materials Management Plan	C-1
Field Sampling Work Plan	

Hansen, Matthew H (DOT)

From: Sent: To: Cc: Subject:	O'Connell, Bill A (DEC) Thursday, June 30, 2022 9:22 AM rose pollock; Tisdell, Shawn E (DEC) 'Morgan Merritt'; Campfield, Heather (DOT sponsored); 'Mark R. Swenson'; 'Bob Braunstein'; 'Jayne'; Hansen, Matthew H (DOT) RE: Contaminated Materials Management Plan, Homer Airport
Subject:	RE: Contaminated Materials Management Plan, Homer Airport
Categories:	PFAS

Thanks Rose, your revised CMMP is approved.

Please note that due to the evolving regulatory landscape for PFAS, DEC may need to issue additional guidance related to the re-use and disposal of PFAS-contaminated materials that may then require revision of the procedures in CMMP.

Bill

Bill O'Connell

Environmental Program Manager ADEC Contaminated Sites Program (907) 269-3057

From: rose pollock <Rose@bgesinc.com>
Sent: Wednesday, June 29, 2022 2:00 PM
To: O'Connell, Bill A (DEC) <bill.oconnell@alaska.gov>; Tisdell, Shawn E (DEC) <shawn.tisdell@alaska.gov>
Cc: 'Morgan Merritt' <MMerritt@hdlalaska.com>; Campfield, Heather (DOT sponsored) <HCampfield@hdlalaska.com>; 'Mark R. Swenson' <mswenson@hdlalaska.com>; 'Bob Braunstein' <bob@bgesinc.com>; 'Jayne' <Jayne@BGESINC.com>; Hansen, Matthew H (DOT) <matthew.hansen@alaska.gov>
Subject: RE: Contaminated Materials Management Plan, Homer Airport

Hi Bill,

The Contaminated Materials Management Plan for the Homer Airport is attached with and without tracked changes. Please let us know if you have any additional questions or concerns.

Thank you,

BGES now has offices in Anchorage and Seattle!

Rose Pollock Senior Environmental Scientist 206-569-4554 www.bgesinc.com



Check us out on Linked in:



From: O'Connell, Bill A (DEC) < bill.oconnell@alaska.gov> Sent: Monday, June 27, 2022 10:49 AM To: rose pollock <Rose@bgesinc.com>; Tisdell, Shawn E (DEC) <shawn.tisdell@alaska.gov> Cc: 'Morgan Merritt' < MMerritt@hdlalaska.com>; Campfield, Heather (DOT sponsored) < HCampfield@hdlalaska.com>; 'Mark R. Swenson' <mswenson@hdlalaska.com>; 'Bob Braunstein' <bob@bgesinc.com>; 'Jayne' <Jayne@BGESINC.com>; Hansen, Matthew H (DOT) <<u>matthew.hansen@alaska.gov</u>> Subject: RE: Contaminated Materials Management Plan, Homer Airport

Hello Rose, Shawn and I met on this last week and we have the following comments:

- Procedures Section: DEC cleanup criteria in 18 AAC 75.341 identifies human health and migration to • groundwater cleanup levels for PFOS, PFOA and petroleum chemicals that have been observed at the Homer Airport. Please revise this section to indicate that only soil with contaminant concentrations below the human health criteria will be suitable for preapproved re-use. DEC may be able to approve the re-use of soil exceeding the human health criteria on a case-by-case basis but generally soil with contaminants that exceed these criteria will have to be stockpiled for disposal or treatment.
- Procedures Section: Please provide additional details on how the foamed asphalt base course is prepared. Does this occur in-situ or is the asphalt removed and processed at another location?
- Plan Updates section: Please clarify "in the vicinity". •

Please update the CMMP and let us know if you have any questions regarding these comments.

Bill

Bill O'Connell

Environmental Program Manager ADEC Contaminated Sites Program (907) 269-3057

From: rose pollock <Rose@bgesinc.com>

Sent: Tuesday, June 21, 2022 8:21 PM

To: O'Connell, Bill A (DEC) <bill.oconnell@alaska.gov>; Tisdell, Shawn E (DEC) <shawn.tisdell@alaska.gov> Cc: 'Morgan Merritt' < MMerritt@hdlalaska.com>; Campfield, Heather (DOT sponsored) < HCampfield@hdlalaska.com>; 'Mark R. Swenson' <mswenson@hdlalaska.com>; 'Bob Braunstein' <bob@bgesinc.com>; 'Jayne' <Jayne@BGESINC.com>; Hansen, Matthew H (DOT) <matthew.hansen@alaska.gov>

Subject: Contaminated Materials Management Plan, Homer Airport

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good evening,

BGES prepared the attached Contaminated Materials Management Plan for the upcoming improvements at the Homer Airport, for your review and approval. Please note that the plan will be updated and re-submitted after we've received and evaluated the results of the soil samples that were collected last month. Your interim approval of this plan will help to keep the project moving forward.

Thank you,

BGES now has offices in Anchorage and Seattle!

Rose Pollock Senior Environmental Scientist 206-569-4554

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HOMER AIRPORT IMPROVEMENTS HOMER, ALASKA PROJECT NO. AIP 3-02-0122-020-2022/CFAPT00491

CONTAMINATED MATERIALS MANAGEMENT PLAN

JUNE 2022

Prepared by: BGES, INC. 1042 E. 6th Avenue Anchorage, Alaska 99501 Ph: (907) 644-2900 Fax: (907) 644-2901

For: HDL Engineering Consultants, LLC 3335 Arctic Boulevard, Suite 100 Anchorage, AK 99503

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C-5

PURPOSE

This Contaminated Materials Management Plan (CMMP) provides direction for managing disturbed contaminated materials during the upcoming Alaska Department of Transportation and Public Facilities (DOT&PF) Homer Airport Improvements project. The planned improvements include:

- Replace runway 04/22 and RSA crossing culverts
- Rehabilitate runway 04/22 and RSA, including new edge lighting
- Rehabilitate Taxiways A, B-South, B-North, C, and the eastern portion of Taxiway D, including new edge lighting
- Construct Taxiways G and J
- Rehabilitate and expand GA apron
- Remove obstruction, grade, and construct drainage improvements
- Expand the gravel apron
- Remove the western portion of Taxiway D and construct a service road
- Replace the Lampert Lake weir and culvert

The locations associated with these improvements are depicted on Figure 1.

BACKGROUND

There are reportedly five Aircraft Rescue and Fire Fighting (ARFF) Readiness Training Areas located throughout the Homer Airport, and per- and polyfluoroalkyl substances (PFAS) have previously been identified in the soils at each of these locations. Three of these locations are within the areas associated with the above-listed improvements (Figure 1). The fifth ARFF Readiness Training Area is approximately 300 feet northwest of the project site. Additionally, petroleum contamination has been identified in the groundwater to the northwest of runway 04/22, in the vicinity of a proposed drainage ditch.

In addition to several isolated contaminated sites at the Homer Airport, the entire airport is an Alaska Department of Environmental Conservation (ADEC)-listed Contaminated Site, identified as "ADOT&PF Homer Airport Sitewide PFAS" with File Number 2314.38.042 and Hazard ID 27309.

SCOPE

This CMMP includes procedures for the handling and storage of petroleum- and PFAScontaminated material, during soil excavation, asphalt grinding, transportation of soil and asphalt, stockpiling of soil and asphalt; equipment decontamination; health and safety; and reporting procedures. The procedures contained herein do not preclude additional site- or project-specific requirements required to protect the health and safety of workers. The contractor is responsible for performing due diligence to ensure the safety of their employees. A Qualified Environmental Professional (QEP), as defined in 18 Alaska Administrative Code (AAC) 75.333, will be onsite to provide direct field supervision during all activities involving soil disturbances in areas of known contamination, and any time the contractor suspects contamination. Any recommendations for modifications to the contractor's operations plan by the QEP will first be discussed with the DOT&PF Project Engineer.

Currently there are no available screening methods for detecting PFAS contamination in situ, therefore excavation activities within the areas of known contamination will not commence until the laboratory results of the May 2022 characterization soil samples are received. This initial document will be modified at that time to reflect the extents of identified contamination.

Plan Updates

BGES is in the process of completing a site investigation in accordance with a work plan approved by the ADEC Contaminated Sites Program on April 27, 2022. Figures 2 through 5 show the approximate areas of sampling. This CMMP will be updated with the actual soil boring locations, analytical results, and specific contaminated excavation work area boundaries. Excavation will not proceed within those work area boundaries until the CMMP update is approved by ADEC.

PROCEDURES

Soils that are disturbed during the above-described improvements in areas with contaminant concentrations that do not exceed the ADEC cleanup criteria protective of human health found in 18 AAC 75.341, may be suitable for reuse upon preapproval from ADEC. Upon ADEC approval to reuse the soils, they will be returned to the area and approximate depth from which they came. Note that ADEC may approve reuse of soils that exceed the ADEC cleanup criteria protective of human health on a case-by-case basis. Without specific ADEC approval for reuse, soils that exceed the ADEC cleanup criteria protective of human health will have to be stockpiled for treatment or disposal. If the May 2022 samples exhibit detectable contaminant concentrations, the

material will either be reused as stated above or the scope of work in that location will be eliminated from the project to avoid long-term stockpiling of contaminated material. Asphalt removed from areas adjacent to known contamination will be recycled in the same general area. All pavement will be re-used onsite by mixing into the foamed asphalt base course or as Runway and/or Taxiway Safety Area surfacing material. It may be necessary to temporarily stockpile soil or asphalt during the project that may be contaminated in order to reuse the material onsite. Asphalt will be milled into recycled asphalt pavement (RAP) and reused in its original location. The RAP may be temporarily moved aside while the contractor reshapes the subbase (where necessary), and then the RAP will be spread in the original location, infused with asphaltic foam, compacted, and capped with new asphalt concrete.

Excavation Procedures

PFAS- or petroleum-contaminated soils that are suitable for reuse will be replaced in the same excavation from which they were derived, upon approval of the Project Engineer. The placement of any contaminated soils that are reused on site will be recorded as described in the Reporting Procedures section below. Contaminated soils may also be temporarily stockpiled near where the material came from.

In areas of known or suspected petroleum contamination, soils will be screened and sampled in accordance with Specification P-170.

The following methodologies will be observed during the excavation activities.

- 1. Excavation activities shall be performed in a manner that minimizes worker exposure and protects the environment from further contamination.
- 2. A clear contaminated work area perimeter shall be established around contaminated areas that will be disturbed. This will be further designated after the May 2022 results are received.
- 3. All equipment leaving the contaminated work area will be decontaminated (see Decontamination Procedures below) before driving to the designated temporary storage area. If equipment comes into contact with contaminated soil in the temporary stockpile area, it will also be decontaminated prior to leaving the designated temporary storage area.
- 4. If contaminated soil or asphalt is to be reused and needs to be stored temporarily, it will be placed on a lined containment area near where the material came from, and flagged until it

can be used as backfill. Movement of contaminated soils will be minimized where possible.

- 5. Excavation dewatering may be required in the vicinity of HOM6 during installation of a culvert that will cross Runway 04/22, and a rock-lined drainage ditch to the northwest of the runway. If excavation dewatering is needed, the contractor will obtain an ADEC Excavation Dewatering General Permit. Because free product has been encountered in this location, any water generated from this area will be pumped into weir tanks for temporary storage and the water will be sampled in accordance with the ADEC Excavation Dewatering General Permit. Disposal of the water will be coordinated upon receipt of the laboratory analytical data. If free product is encountered, the DOT&PF Project Engineer will be notified, who will notify ADEC; and dewatering will be stopped until a plan for handling the contaminated groundwater is determined.
- 6. Operators will work from the safety of their respective equipment cabs. Manual labor to excavate soils is not expected. If manual/ground labor is necessary, personnel will wear proper personal protective equipment (PPE) and follow decontamination procedures.

Soil Handling Procedures

- 1. Dust will be controlled via the project's Stormwater Pollution Prevention Plan, which will be completed by the construction contractor.
- 2. If hauling occurs across contaminated zones, a three-inch layer of clean fill material may be placed on top of contaminated zones to prevent contamination of equipment, reduce dust produced in contaminated zones, and reduce total contamination levels in those areas. If the clean layer of fill is used, equipment does not need to be decontaminated.
- 3. Petroleum-contaminated soils that are reused will be placed in the approximate location from which they were derived, and at least 2 feet below grade, in accordance with the ADEC technical memorandum *Managing Petroleum-Contaminated Soil, Water, or Free Product during Public Utility and Right-of-Way Construction and Maintenance Projects,* dated September 2018.

Stockpile Procedures

Materials will be temporarily stockpiled near where the material came from, or in another location designated by the Project Engineer.

Soils that are suitable for reuse will be segregated according to the general area in which the soils were derived, such that they can be returned to the same locations. Soils that are not suitable for reuse will be segregated as follows:

- Any soils generated from areas of known PFAS contamination (including areas where PFAS is detected at concentrations less than ADEC cleanup criteria) will be placed in separate stockpile(s), regardless of other contaminants.
- Any soils generated from areas of known petroleum contamination, outside of areas of known PFAS contamination, and/or that are suspected of being highly contaminated (concentrations exceeding ADEC cleanup criteria) will be placed in separate stockpile(s).
- 3. Any soils generated outside of areas of known contamination, that are not suspected of being contaminated, will be placed in separate stockpile(s).

Temporary stockpiling will meet all specifications listed here, which include the specifications listed in 18 AAC 75.370 (Attachment 1):

- 1. Excavated material must be segregated based on the areas of origin, types, and concentrations of contaminants.
- 2. Temporary soil and asphalt stockpiles must be at least 100 feet from surface waters and at least 200 feet from public drinking water supply wells.
- 3. Stockpiles must be constructed to prevent effluent from migrating to clean areas by using bottom and top impermeable liners and berms. The top liner will be a minimum 6 mil product or equivalent and the bottom liner will be a minimum 10 mil product or equivalent.
- 4. Stockpiles will be constructed as described below:
 - a. Wattles (dry straw or similar commercial or locally constructed absorbents) will be
 placed along the perimeter of each stockpile, directly in contact with the soil.
 Wattles will be overlapped by two feet and tied together. The wattles become a
 part of the stockpile and will be treated as such during transportation and disposal.
 - b. Edges of the bottom liner will fold back up and over the wattle and stockpile base by a minimum of 5 feet to contain any "settlement" and subsequent leaks from within.
 - c. The top liner will overlap the bottom liner's edge by at least 3 feet.

- d. When excavation of contaminated materials is complete, stockpiles and liners will be secured with ropes, sandbags, or other non-sharp items, which will be replaced as needed.
- 5. Stockpiles will be completely covered and weighted during hours of inactivity, including evenings and weekends.
- 6. Efforts will be made to minimize water from rain or weather events from entering the stockpile at all times.
- 7. Stockpiles will be adequately marked.
 - a. Traffic safety cones or candlestick bollards are required around the perimeter of the stockpile.
 - b. Eight Public Health and Safety Signs (two per side) will be placed around the perimeter of the stockpile at equidistant spacing. The signs will have a durable backboard and be weatherproof with letters readable from 20 feet away, showing: contaminant of concern, point of contact for the contractor (name and phone number), point of contact for the DOT&PF (name and phone number), state Project Number, and generation date. Signs will be maintained in readable condition and in place for the entirety of the soil's storage. An example sign is provided in Attachment 2.
- 8. Stockpiles will be inspected daily during project activities and maintained to ensure the covers remain intact, excessive water does not accumulate, wattles remain in place, signs are legible and in place, and safety warning devices (traffic cones or bollards) are present and upright.
 - a. DOT&PF does not anticipate leachate will be generated at the stockpile during rain events because contaminated material will be securely covered. In the unlikely event that leachate does occur, it will be pumped out of the stockpile area and containerized, and the ADEC will be notified.
- 9. Stockpiled material that is not suitable for reuse may be sampled to determine acceptability for disposal at Alaska Soil Recycling in Anchorage or US Ecology's Moose Creek facility in North Pole. Only petroleum-contaminated material can be disposed at Alaska Soil Recycling, and PFAS-contaminated material can only be disposed at Moose Creek.

10. If a small volume of contaminated material is encountered, the contractor may place this material in sealed drums or super sacs instead of stockpiles. The drums and/or super sacs will be labeled as containing potentially contaminated soil with the general location of origin and contact information for the contractor.

Soil Disposal Procedures

Petroleum and/or PFAS-contaminated soils that are not suitable for reuse may be transported to one of the facilities listed above for disposal. Prior to transporting any contaminated materials off site, a Request to Transport form will be completed and submitted to the ADEC for approval. The request form will note the presence of any detected petroleum or PFAS contaminants. Approval will also be obtained from the receiving facility for accepting the soil for thermal treatment and/or disposal. It is noted that additional analyses may be required by the disposal facility.

Soils that are transported to an off-site facility, if any, will be transported in covered trucks.

Decontamination Procedures

All heavy equipment that comes into contact with contaminated material will be brushed to remove visible soil before leaving the work area boundary. If equipment comes into contact with contaminated material in the temporary stockpile area, it will also be brushed to remove visible soil prior to leaving the stockpile area. Dump truck beds will not be decontaminated between loads of contaminated material, unless contaminated material may fall from the bed while driving in/through uncontaminated zones; they will, however, be decontaminated before hauling uncontaminated loads and at the end of each day. Decontamination procedures will include brushing/sweeping material out of the bed and into an appropriate stockpile. Hand tools are not anticipated to be used in the designated work areas. If they are, they will be brushed to remove visible soil as well. Decontaminated equipment will be visually inspected for residual contamination periodically to evaluate the effectiveness of decontamination procedures.

A decontamination station will be set up near the contaminated excavation areas for personnel entering and exiting the area. When exiting the work area, personnel will brush any contaminated soil from their work clothes, boots, and PPE (if applicable). Any contaminated PPE will be placed into a covered trash receptacle within the decontamination station, and full trash bags will be disposed of as solid waste.

Health and Safety Procedures

Training will be provided prior to the start of project work for all personnel working in areas of known contamination and for any personnel new to the site after work has commenced. Training will be provided by the QEP. The contractor will keep a log of all personnel who have received training. The training will cover introduction to PFAS and petroleum compounds, potential pathways of exposure, human health effects, ecological concerns, equipment decontamination, required PPE, and proper PPE removal. Training refreshers will occur quarterly during selected weekly safety meetings during project construction.

PPE will be required for all personnel working on the ground in areas of known contamination. PPE selection will be based on work-task requirements and potential exposure. PPE that may be required include standard work clothes or cotton overalls; reflective, high visibility safety vests, shirts, or jackets; safety-toe boots; safety glasses; hard hats; work gloves; and disposable nitrile gloves (for any personnel that may have dermal contact with contaminated material).

Reporting Procedures

When the project work is complete, the QEP will submit a report to ADEC and DOT&PF that includes a summary of soil movement, including how much material was placed in the stockpiles, how much contaminated material was placed back in the ground, results of any sampling activities performed during construction, date and time of daily inspections during active construction, and any notes (accidental tears in liners, runoff from stockpiles, etc.) and photographs. DOT&PF will provide copies of disposal manifests when available. In addition, copies of the Certificates of Disposal will be provided to the ADEC when obtained from the waste disposal organization(s).

BGES, INC.

Prepared by:

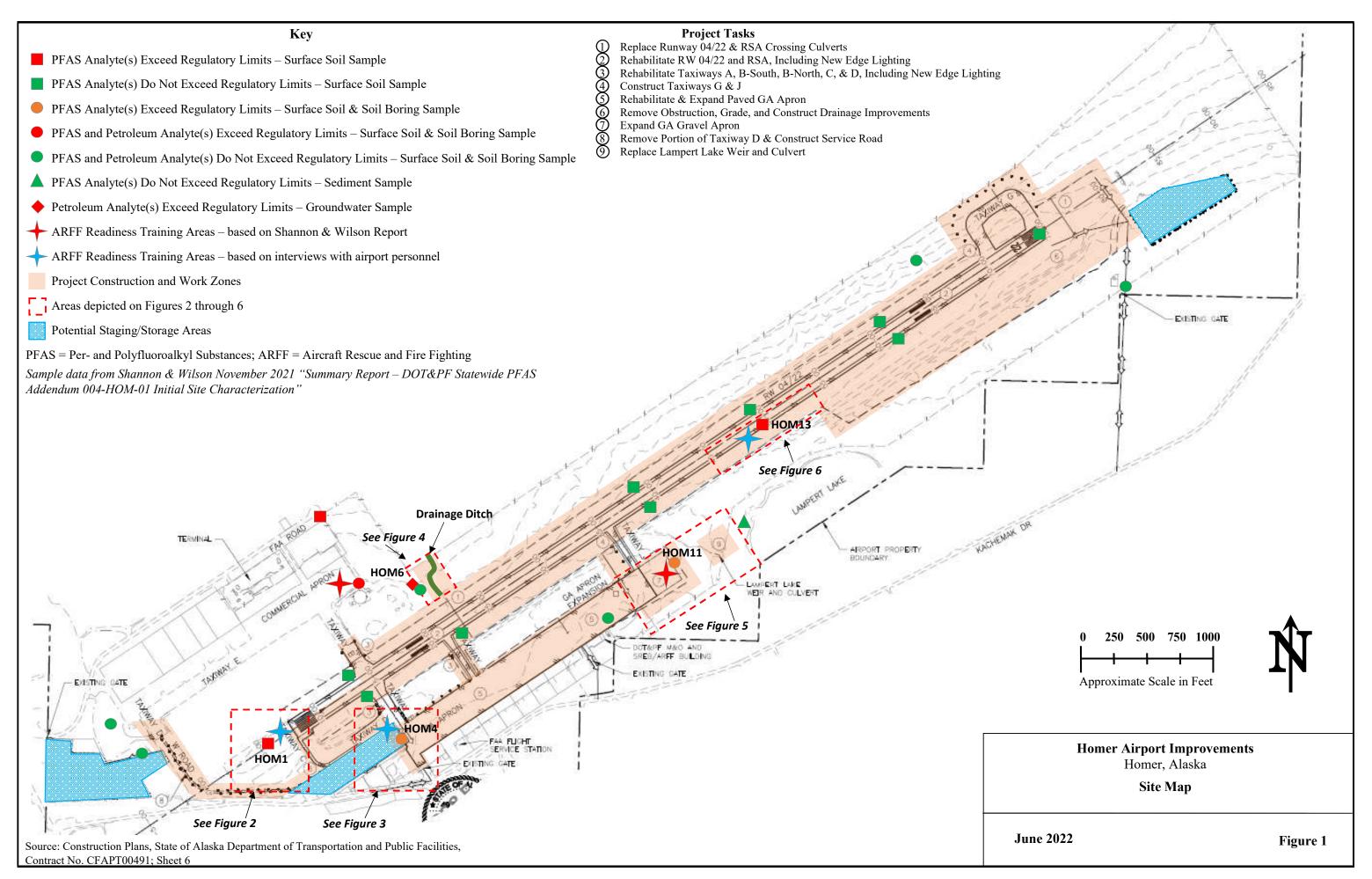
Kon Sfelloll

Rose Pollock Senior Environmental Scientist

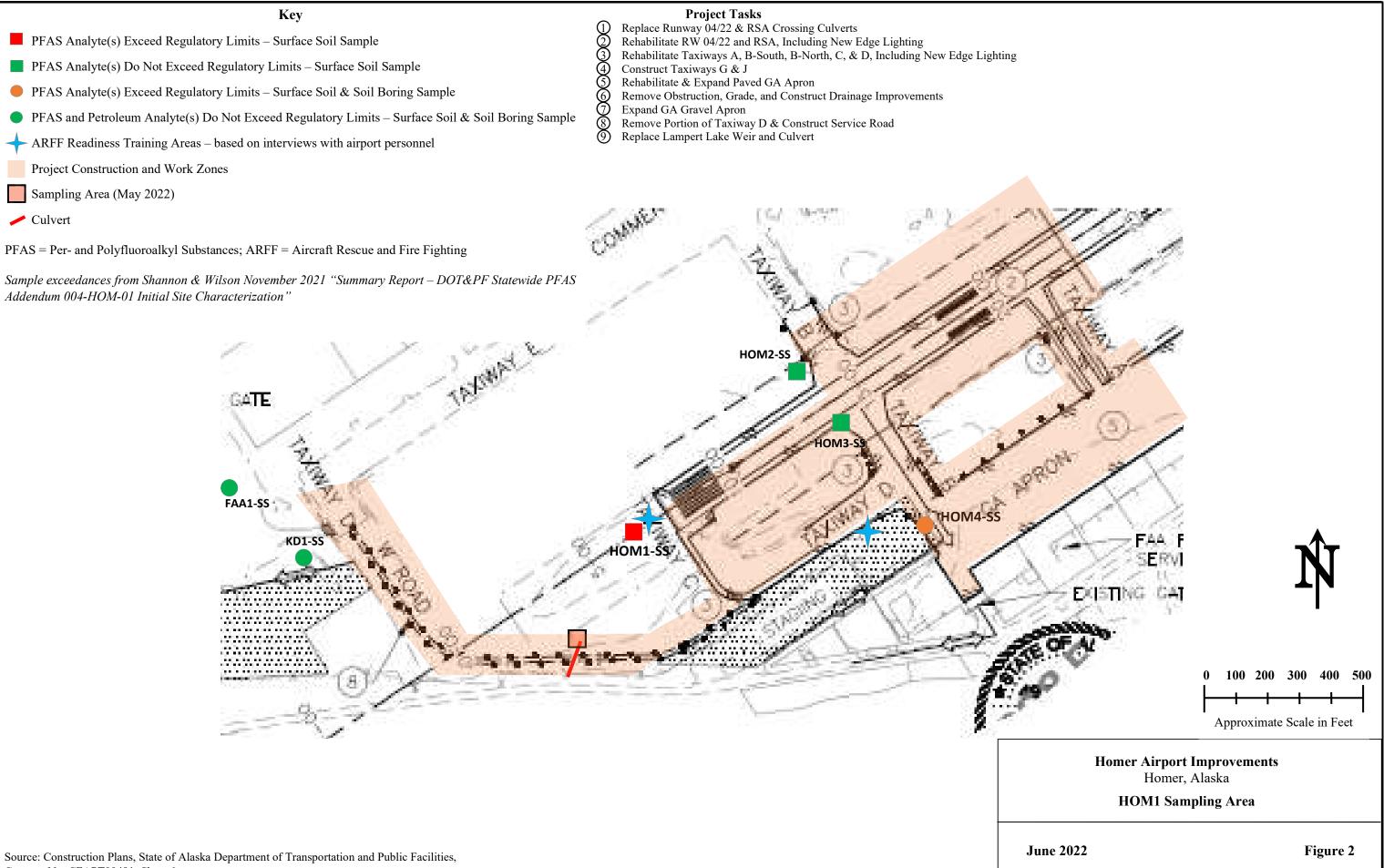
Reviewed By:

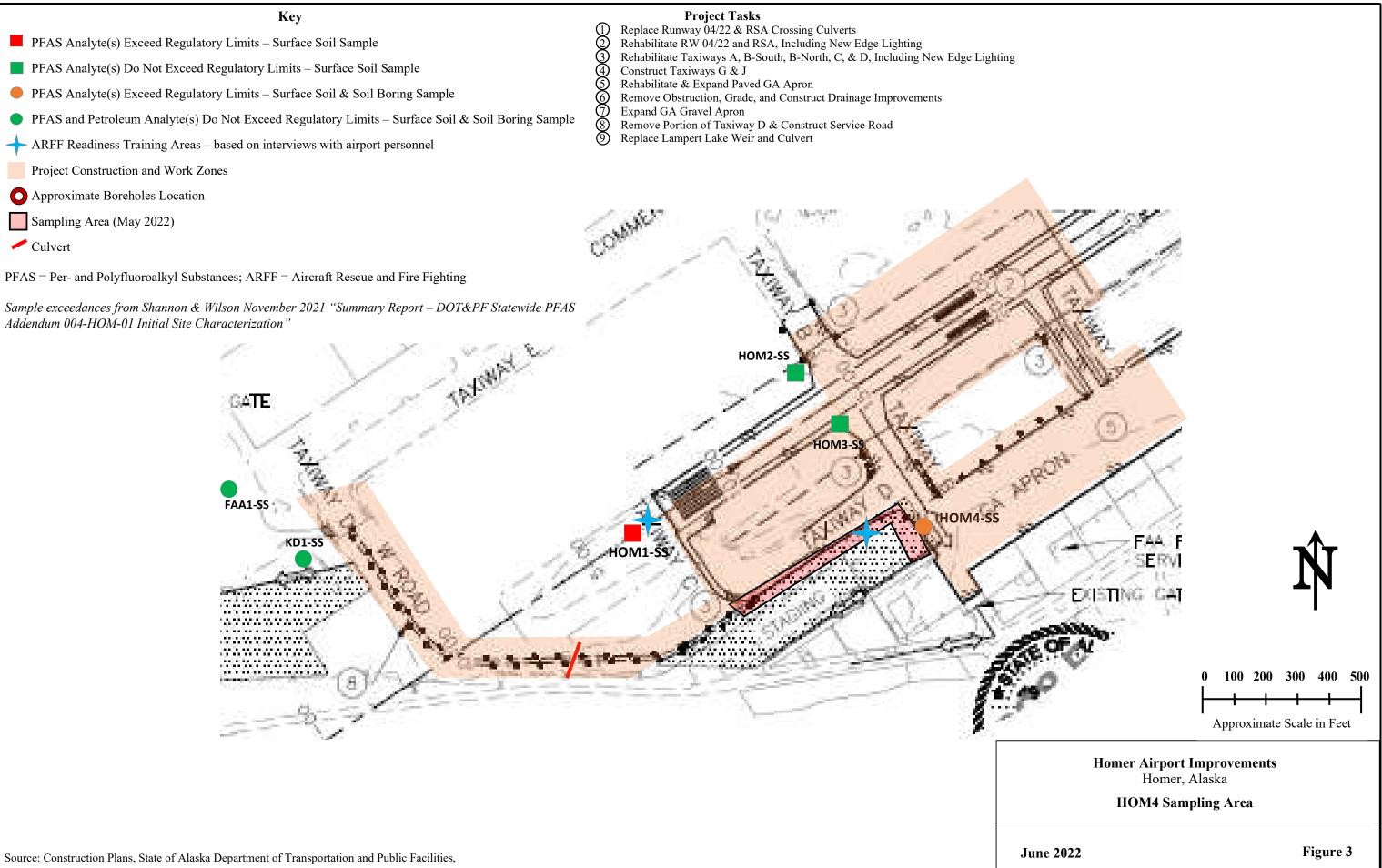
Robert h. Broumstern

Robert N. Braunstein, C.P.G.; P.G. Principal Geologist



Homer Airport Improvements EA





Contract No. CFAPT00491; Sheet 6

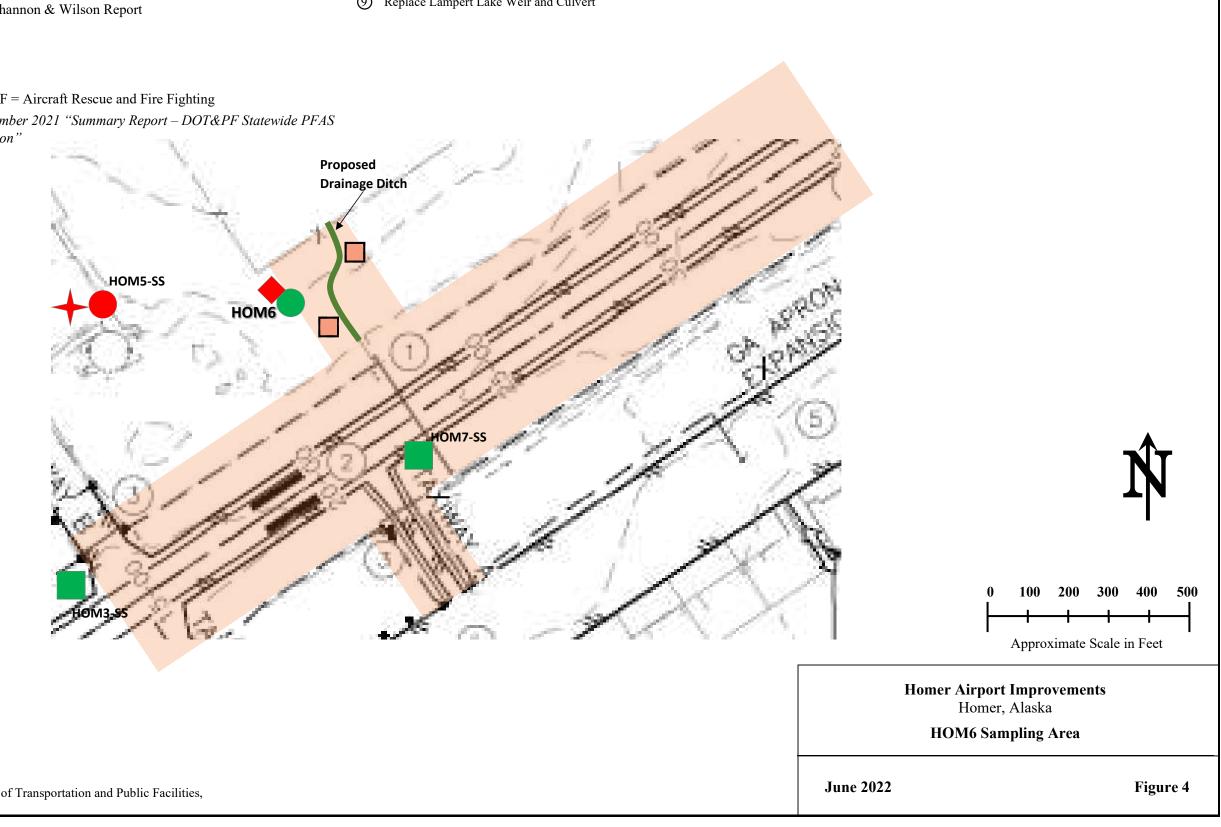
Key

- PFAS Analyte(s) Do Not Exceed Regulatory Limits Surface Soil Sample
- PFAS and Petroleum Analyte(s) Exceed Regulatory Limits Surface Soil & Soil Boring Sample
- PFAS and Petroleum Analyte(s) Do Not Exceed Regulatory Limits Surface Soil & Soil Boring Sample
- Petroleum Analyte(s) Exceed Regulatory Limits Groundwater Sample
- + ARFF Readiness Training Areas based on Shannon & Wilson Report
 - Project Construction and Work Zones
- Sampling Area (May 2022)
- PFAS = Per- and Polyfluoroalkyl Substances; ARFF = Aircraft Rescue and Fire Fighting

Sample exceedances from Shannon & Wilson November 2021 "Summary Report – DOT&PF Statewide PFAS Addendum 004-HOM-01 Initial Site Characterization"

Project Tasks

- Replace Runway 04/22 & RSA Crossing Culverts Rehabilitate RW 04/22 and RSA, Including New Edge Lighting
- Rehabilitate Taxiways A, B-South, B-North, C, & D, Including New Edge Lighting
- Construct Taxiways G & J Rehabilitate & Expand Paved GA Apron
- Remove Obstruction, Grade, and Construct Drainage Improvements
- Expand GA Gravel Apron
- Remove Portion of Taxiway D & Construct Service Road
- Replace Lampert Lake Weir and Culvert



Source: Construction Plans, State of Alaska Department of Transportation and Public Facilities, Contract No. CFAPT00491; Sheet 6

Key

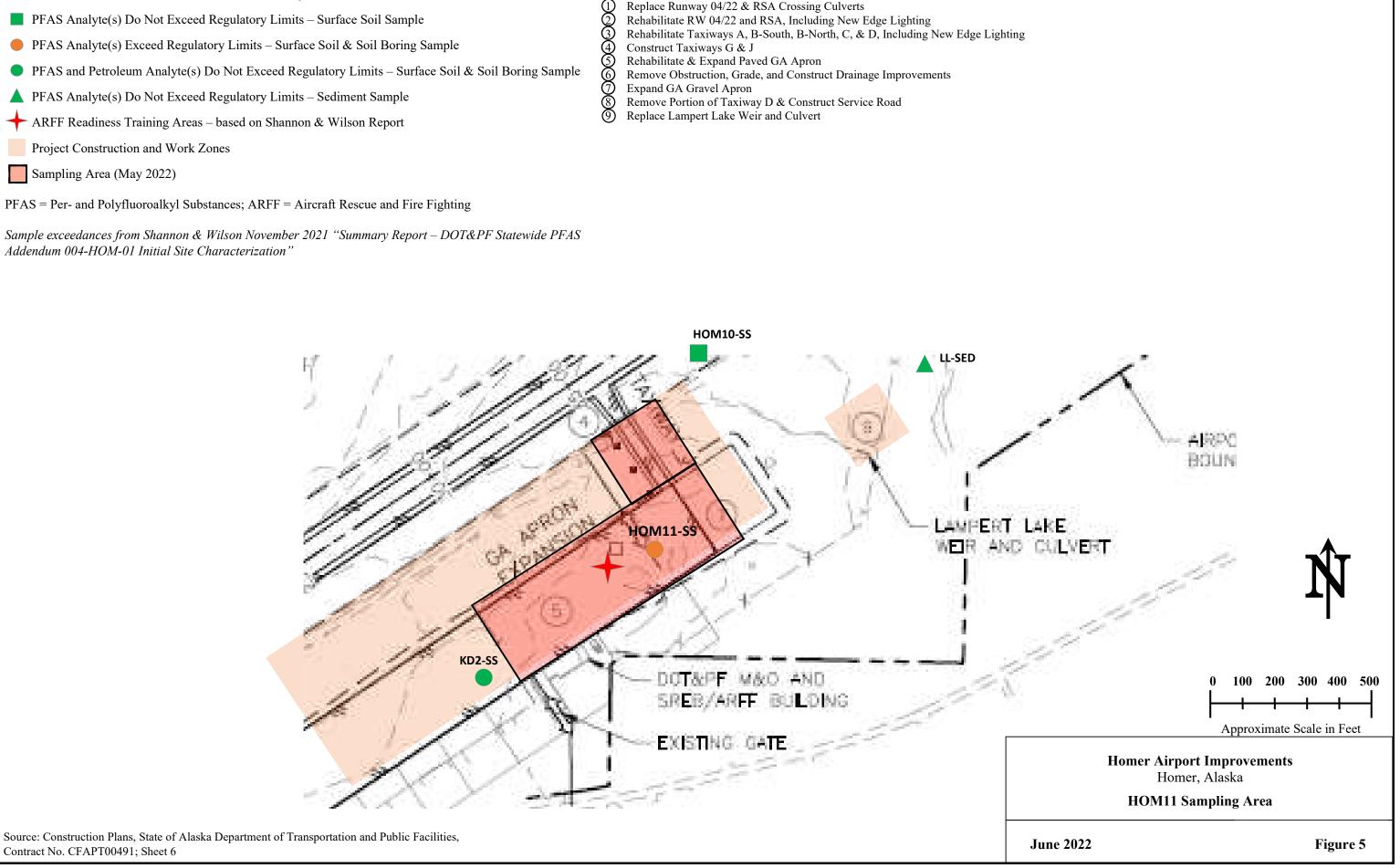
- PFAS Analyte(s) Do Not Exceed Regulatory Limits Surface Soil Sample
- PFAS Analyte(s) Exceed Regulatory Limits Surface Soil & Soil Boring Sample
- PFAS and Petroleum Analyte(s) Do Not Exceed Regulatory Limits Surface Soil & Soil Boring Sample
- A PFAS Analyte(s) Do Not Exceed Regulatory Limits Sediment Sample
- + ARFF Readiness Training Areas based on Shannon & Wilson Report
 - Project Construction and Work Zones
- Sampling Area (May 2022)

PFAS = Per- and Polyfluoroalkyl Substances; ARFF = Aircraft Rescue and Fire Fighting

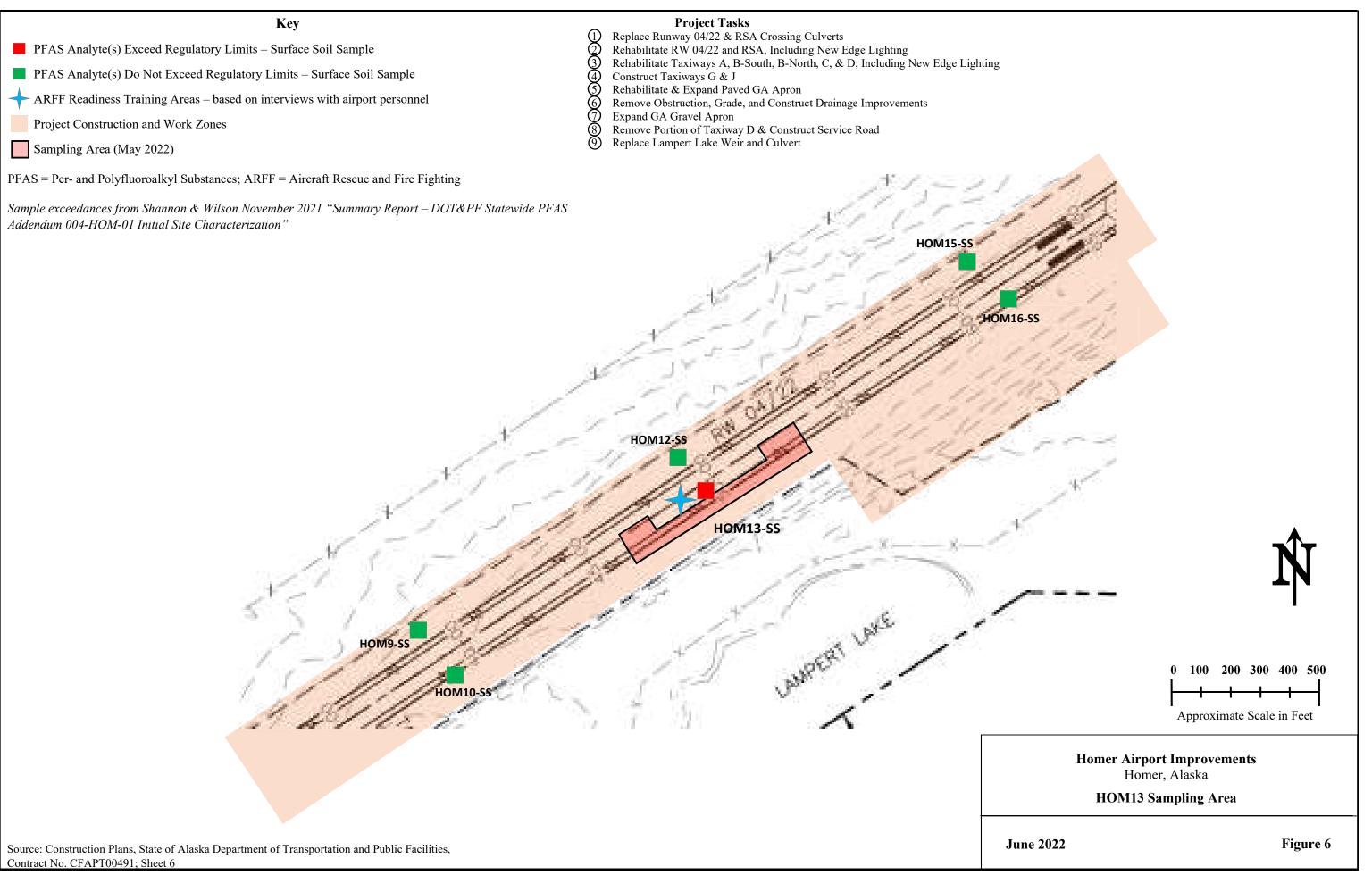
Sample exceedances from Shannon & Wilson November 2021 "Summary Report – DOT&PF Statewide PFAS Addendum 004-HOM-01 Initial Site Characterization"

Project Tasks

- Replace Runway 04/22 & RSA Crossing Culverts
- Rehabilitate RW 04/22 and RSA, Including New Edge Lighting



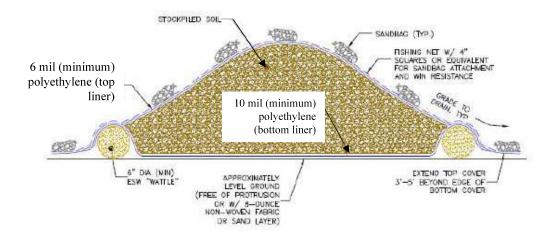
Contract No. CFAPT00491; Sheet 6



Attachment 1 Cross-Section of a Temporary Stockpile

Notes:

- 1. Stockpile must be located at least 100 feet from any stream or waterway.
- 2. Top cover and bottom liner shall meet the specifications provided in 18 AAC 75.
- 3. In windy locations and for winter storage, a cover must be secured with a tie down system using line or net and weights such as tires/sandbags.
- 4. Ground must be free of protrusions that could damage the bottom liner; or a layer of sand 2 to 3 inches thick should be laid down to cover the stockpile area.



Contaminated Materials Management Plan Homer Airport Improvements

PFAS-CONTAMINATED MATERIAL DO NOT DISTURB

[CONTRACTOR COMPANY NAME] [POC NAME] [POC PHONE #]

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES [POC NAME] [POC PHONE #]

STATE PROJECT NO. CFAPT00491

GENERATION DATE: MONTH/DATE/YEAR

Contaminated Materials Management Plan Homer Airport Improvements

Homer Airport Improvements EA

Owen L. Means

From: Sent:	Tisdell, Shawn E (DEC) <shawn.tisdell@alaska.gov> Wednesday, April 27, 2022 4:30 PM</shawn.tisdell@alaska.gov>	
То:	Bob Braunstein; Hansen, Matthew H (DOT)	
Cc:	Morgan Merritt; Owen L. Means; Brinkman, Jenelle R (DOT); Mark R. Swenson; 'rose pollock'; 'Jayne Martin'; O'Connell, Bill A (DEC); Zimmer, Heidi (DOT)	
Subject:	RE: BGES Work Plan, Homer Airport	

Hi Bob,

Thank you for responding to DEC's latest comments, updating the Field Sampling Work Plan and providing a tracked changes version. The DEC does not have additional comments on the plan. Please proceed with the work as scheduled.

Following submission of the draft report we should schedule a time to meet and discuss how the results may influence materials management decisions.

Best Regards,

-Shawn



Shawn Tisdell (he/him) Environmental Project Specialist Contaminated Sites Program Spill Prevention and Response Department of Environmental Conservation 610 University Ave, Fairbanks AK 99709 Phone: 907-451-2752 Email: Shawn.Tisdell@Alaska.gov

From: Bob Braunstein <bob@bgesinc.com>

Sent: Tuesday, April 26, 2022 5:09 PM

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 Subject: RE: BGES Work Plan, Homer Airport

Hi Shawn,

Thank you very much for your recent comments to the Homer Airport work plan. Attached is our response to your comments (see below) along with a tracked changes version (for your convenience) of the work plan to address your

comments (text only) and a "clean" copy of the complete revised work plan. We appreciate all of your assistance with this project, and we look forward to your timely approval so that we may move forward with the assessment activities. If you have any additional comments or questions, please do not hesitate to contact us.

Thanks



BGES now has offices in Anchorage and Seattle! Check our website <u>www.BGESINC.com</u> for more information.

Bob Braunstein, C.P.G.; P.G. President BGES, INC. Environmental Consultants 1042 E. 6th Avenue, Anchorage, AK 99501 Ph: (907) 644-2900 Fax: (907) 644-2901 (temporarily not used) Mobile: (907) 830-9560 www.BGESINC.com

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Subject: RE: BGES Work Plan, Homer Airport

Hi Matthew,

We have reviewed the April Field Sampling Work Plan (22-006-01R3) and have a few questions and a requested work plan update.

- Section 3.1 indicates decision units (DU) will be ¹/₄ acre or smaller if the soils are considerably heterogenous, or in areas with significant potential for fire-fighting foam impact.
 - Is that how DU's such as around the readiness area west of HOM4 were determined? The DU locations were selected based upon proposed construction areas and firefighting training areas.

- What goes into determining if the soil is "considerably heterogenous"? This statement was an inadvertent "cling-on" from the incremental sampling methodology and has been removed in the attached tracked changes version of the work plan text.
- Section 3.2; Additional ARFF Readiness Training Areas have been identified and additional sampling has been proposed in those areas where project construction has been identified.
 - In the area of HOM 1, why is only one discrete sample being collected from approximately 400 feet southwest of the HOM1-SS sampling location but no DU's are proposed? Only one boring was proposed in this location because the planned construction area located on the north side of Taxiway D is limited in extent. In this area, a 12-foot wide rock-lined ditch will be constructed to facilitate erosion control improvements. The ditch will extend approximately 20 feet beyond the toe of the existing embankment.
 - Discrete sampling has been proposed near previously-identified contamination, but why isn't it proposed around all identified readiness areas that have not yet already been previously sampled? For example, no sampling has been proposed to the west or northwest of the ARFF readiness training area near HOM13-SS or to the south and east of the readiness training area near HOM13-SS, sampling is proposed on the southeast side of the runway, since the ARFF readiness training area is limited to that side of the runway where the "elephant ear" is located. Please see Figure 4 for the four DUs to be assessed in the vicinity of HOM13, and in addition, we have included five more soil borings at the location of HOM13 and in each cardinal direction around this location. For HOM1 please see the response above.
- Section 3.4 Laboratory Analysis method should by updated from EPA 537.1 to "LCMSMS Compliant with QSM 5.3 Table B-15" or 'Draft 1633'. Please verify that the lab you chose has been approved or will be approved by the Alaska Contaminated Site Program for one of these PFAS analyses isotope dilution methods prior to field sampling. We have confirmed that our selected subcontracted laboratory, Pace Laboratories, is approved by the ADEC for the LC/MS/MS Compliant with QSM 5.3 Table B-15 methodology, which will be used for PFAS analyses for this project.

Let us know if you need to discuss this further. We will try to be as prompt as possible so you can get started with field work.

-Shawn



Shawn Tisdell (he/him) Environmental Project Specialist Contaminated Sites Program Spill Prevention and Response Department of Environmental Conservation 610 University Ave, Fairbanks AK 99709 Phone: 907-451-2752 Email: Shawn.Tisdell@Alaska.gov From: Hansen, Matthew H (DOT) <<u>matthew.hansen@alaska.gov</u>>
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Subject: RE: BGES Work Plan, Homer Airport

OK, thanks Shawn.

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<<u>OMeans@hdlalaska.com</u>>; Brinkman, Jenelle R (DOT) <<u>jenelle.brinkman@alaska.gov</u>>; Swenson, Mark R (DOT sponsored) <<u>mswenson@hdlalaska.com</u>>; 'Bob Braunstein' <<u>bob@bgesinc.com</u>>; rose pollock <<u>Rose@bgesinc.com</u>>; 'Jayne Martin' <<u>jayne@bgesinc.com</u>>; O'Connell, Bill A (DEC) <<u>bill.oconnell@alaska.gov</u>>
Subject: RE: BGES Work Plan, Homer Airport

Hi Matthew,

I looked over the work plan briefly last week and am reviewing it in more detail right now so I will be prepared to talk with Bill about it. However, the beginning of the week for a DEC response may be difficult, as we have a Contaminated Sites program meeting all day Tuesday and Wednesday. I will try talk to Bill at the program meeting with the goal of getting you a response by Thursday or Friday.

-Shawn



Shawn Tisdell (he/him) Environmental Project Specialist Contaminated Sites Program Spill Prevention and Response Department of Environmental Conservation 610 University Ave, Fairbanks AK 99709 Phone: 907-451-2752 From: Hansen, Matthew H (DOT) <<u>matthew.hansen@alaska.gov</u>>
Sent: Monday, April 18, 2022 10:35 AM
To: Tisdell, Shawn E (DEC) <<u>shawn.tisdell@alaska.gov</u>>; rose pollock <<u>Rose@bgesinc.com</u>>
Cc: Merritt, Morgan P (DOT sponsored) <<u>mmerritt@hdlalaska.com</u>>; Means, Owen L (DOT sponsored)
<<u>OMeans@hdlalaska.com</u>>; Brinkman, Jenelle R (DOT) <<u>jenelle.brinkman@alaska.gov</u>>; Swenson, Mark R (DOT
sponsored) <<u>mswenson@hdlalaska.com</u>>; 'Bob Braunstein' <<u>bob@bgesinc.com</u>>; 'Jayne Martin' <<u>jayne@bgesinc.com</u>>;
O'Connell, Bill A (DEC) <<u>bill.oconnell@alaska.gov</u>>
Subject: RE: BGES Work Plan, Homer Airport

Hey, Shawn. During the late March meeting, it sounded like the work plan was very close to acceptable and just needed some revisions regarding sampling methods, which I hope have been adequately addressed in this revised work plan.

We're eager to start field work, so would DEC be able to get us a response on this revised work plan early this week?

Thanks,

Matthew Hansen, P.E. Project Manager State of Alaska DOT&PF, Central Region Aviation Design 4111 Aviation Ave PO Box 196900 Anchorage, AK 99519-6900 Phone: 907.269.0602 Email: matthew.hansen@alaska.gov

From: Tisdell, Shawn E (DEC) <<u>shawn.tisdell@alaska.gov</u>>
Sent: Thursday, April 14, 2022 4:33 PM
To: rose pollock <<u>Rose@bgesinc.com</u>>
Cc: Merritt, Morgan P (DOT sponsored) <<u>mmerritt@hdlalaska.com</u>>; Means, Owen L (DOT sponsored)
<<u>OMeans@hdlalaska.com</u>>; Hansen, Matthew H (DOT) <<u>matthew.hansen@alaska.gov</u>>; Brinkman, Jenelle R (DOT)
<<u>jenelle.brinkman@alaska.gov</u>>; Swenson, Mark R (DOT sponsored) <<u>mswenson@hdlalaska.com</u>>; 'Bob Braunstein'
<<u>bob@bgesinc.com</u>>; 'Jayne Martin' <<u>jayne@bgesinc.com</u>>; O'Connell, Bill A (DEC) <<u>bill.oconnell@alaska.gov</u>>
Subject: RE: BGES Work Plan, Homer Airport

Thanks, Rose,

The ADEC will review the revised work plan and notify you if we have any questions or concerns.

-Shawn



Shawn Tisdell (he/him) Environmental Project Specialist **Contaminated Sites Program Spill Prevention and Response Department of Environmental Conservation** 610 University Ave, Fairbanks AK 99709 Phone: 907-451-2752 Email: Shawn.Tisdell@Alaska.gov

From: rose pollock <Rose@bgesinc.com> Sent: Thursday, April 14, 2022 4:04 PM

To: O'Connell, Bill A (DEC) <bill.oconnell@alaska.gov>; Tisdell, Shawn E (DEC) <shawn.tisdell@alaska.gov> Cc: Merritt, Morgan P (DOT sponsored) <<u>mmerritt@hdlalaska.com</u>>; Means, Owen L (DOT sponsored) <<u>OMeans@hdlalaska.com</u>>; Hansen, Matthew H (DOT) <<u>matthew.hansen@alaska.gov</u>>; Brinkman, Jenelle R (DOT) <jenelle.brinkman@alaska.gov>; Swenson, Mark R (DOT sponsored) <mswenson@hdlalaska.com>; 'Bob Braunstein' <bob@bgesinc.com>; 'Jayne Martin' <jayne@bgesinc.com> Subject: BGES Work Plan, Homer Airport

Some people who received this message don't often get email from rose@bgesinc.com. Learn why this is important

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon.

BGES' revised work plan for the Homer Airport project is attached for your review. Please note that we intend to collect only discrete samples (no incremental sampling). Please let me know if you have any questions or concerns.

Thank you,

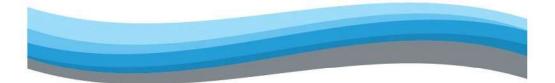
BGES now has offices in Anchorage and Seattle!

Rose Pollock Senior Environmental Scientist 206-569-4554 www.bgesinc.com



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BGES, INC.

ENVIRONMENTAL CONSULTANTS

HDL ENGINEERING CONSULTANTS, LLC HOMER AIRPORT HOMER, ALASKA PROJECT NO. AIP 3-02-0122-020-2022/CFAPT00491

REVISED FIELD SAMPLING WORK PLAN

APRIL 2022

Submitted to:

Morgan P Merritt, PE HDL Engineering Consultants, LLC 3335 Arctic Boulevard, Suite 100 Anchorage, AK 99501

Submitted by: BGES, INC. 1042 East 6th Avenue Anchorage, Alaska 99501 Phone: (907) 644-2900 Fax: (907) 644-2901 *WWW.BGESINC.COM*

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1.0 INTRODUCTION

BGES, Inc. (BGES) is pleased to present this Field Sampling Work Plan for the Alaska Department of Transportation and Public Facilities' (ADOT), Alaska Department of Environmental Conservation's (ADEC), and HDL Engineering Consultants, LLC's (HDL) approvals for advanced assessment of potentially contaminated soil that may be encountered during the rehabilitation work to be performed at the Homer Airport in Homer, Alaska (Figure 1). Project work is anticipated to occur during the late spring or summer of 2022. A Qualified Environmental Professional (QEP), as defined by the ADEC, will implement this Field Sampling Work Plan for assessing potentially contaminated soil prior to the rehabilitation activities. The QEP will provide direct field supervision for the tasks presented in this Field Sampling Work Plan.

The purpose of this Field Sampling Work Plan is to evaluate soil conditions, such that a Soil Management Plan can be developed to address the steps that will be taken in the event that any evidence of contamination is identified in advance [per- and polyfluoroalkyl substances (PFAS), which cannot be identified in the field], or encountered during site construction activities (petroleum-related); specifically, such that the environmental consultant and the selected contractor for the rehabilitation activities will have a prescription for properly characterizing, handling, and disposing of any contaminated soils.

2.0 BACKGROUND

The scope of this project includes the replacement and rehabilitation of Runway 04/22 and associated runway safety area (RSA) culverts; the rehabilitation of Taxiways A, B, and the eastern portion of D; the construction of Taxiways G and J; the rehabilitation and expansion of the GA apron and the gravel apron; the removal of the western portion of Taxiway D and the construction of a service road; obstruction removal and drainage improvements near the eastern end of Runway 04/22; and the replacement of the Lampert Lake weir and culvert (Figure 1).

Previous characterization work conducted by Shannon & Wilson in November of 2021 identified areas of contamination, including PFAS and petroleum, that are near, or within, the proposed zones of construction and rehabilitation work for this project. The report also identified areas free of PFAS and petroleum contamination.

To demonstrate Aircraft Rescue and Fire Fighting (ARFF) readiness, Airport Maintenance & Operations (M&O) for Homer Airport is required to mobilize to the runway midpoint (by HOM13-SS on Figure 1) and "show product" in a 3-minute drill. Since 2004, ARFF has used water as the "product" to be shown

Homer Airport Field Sampling Work PlanPage 1 of 822-006-01R4Homer, AlaskaHomer Airport Improvements EAC-30

during readiness drills; prior to 2004, ARFF used foam during readiness drills. This drill was conducted at the midway point to utilize the paved turnaround located on the south side of the runway and ensure that the heavy ARFF truck was not at risk of getting mired down in the mud elsewhere along the runway. The absence of PFAS contamination identified in the Shannon & Wilson report along the runway, north, northeast, and southwest of HOM13-SS, corroborates this historical knowledge.

Foam has also been utilized by M&O at the northeast end of the GA apron (near HOM11-SS on Figure 1), the paved areas at the southwest end of the apron (near HOM4-SS on Figure 1), and at the southwest end of the RSA (near HOM1-SS on Figure 1) to demonstrate equipment readiness. Foam was also used on an unoccupied, paved area on the east corner of the northern apron (near HOM5-SS on Figure 1). Foam has never been used to respond to an incident outside of readiness drills during the airport's history, according to interviews with airport personnel.

Rehabilitation and construction activities are planned within the vicinity of areas determined by Shannon & Wilson to have PFAS contamination. In areas subject to rehabilitation activities, no PFAS contamination was identified at HOM6-SS though PFAS concentrations in exceedance of ADEC cleanup criteria were identified at HOM1-SS, HOM4-SS, HOM11-SS, and HOM13-SS ranging from 7.7 to 7.9 micrograms per kilogram (μ g/Kg) at shallow depths of 1 foot below ground; however, no petroleum contamination was identified at concentrations exceeding ADEC cleanup criteria at these soil sample locations. Residual range organic (RRO) concentrations in exceedance of the ADEC cleanup criterion were identified in the Groundwater Sample HOM6-GW. PFAS and diesel range organics (DRO) levels in exceedance of ADEC cleanup criteria were identified in Soil Sample HOM5-SS; however, the planned area of work is greater than 250 feet south of this sample location.

Due to the discrete nature of the use of foam in firefighting activities at the airport, it is our understanding that any PFAS contamination does not likely extend significantly past the historical areas of use. However, the lateral extent of PFAS contamination within the above-described areas of use has not been defined; therefore, characterization activities will occur prior to rehabilitation activities for these selected areas. The construction areas and the planned sampling areas are depicted on Figures 1 through 5.

3.0 SCOPE OF WORK

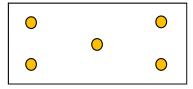
Based on the information presented above, we have developed this Field Sampling Work Plan for assessing potentially contaminated soils. This Field Sampling Work Plan was developed in general accordance with the ADEC Field Sampling Guidance (current version). BGES or HDL will coordinate

with Alaska Dig Line to have the utilities marked prior to performing any sampling activities at the project site.

3.1 Discrete Soil Sampling to Characterize Decision Units

Based on the historical use of foam at selected discrete sites around the subject property, shallow soils will be characterized using discrete sampling methodology. The ARFF Readiness Training Areas within the construction and work zones will be divided into decision units (DUs) for sample evaluation purposes. Each DU will be approximately ¹/₄ acre in size. Five discrete samples will be collected from each DU to evaluate potential contaminant constituents remaining in these soils. Three DUs are designated in the area near HOM4-SS, four DUs are designated in the area near HOM13-SS, and 27 DUs will be located in the area by HOM11-SS (Figures 2 through 4). Each DU will generally be rectangular in shape, and the five soil borings in each DU will generally be spaced in the manner depicted in the following diagram.

BGES' drilling subcontractor will advance the soil borings using a Geoprobe to a depth of 5 feet below



grade and soil samples will be collected using Macro-Core sampling methods. Soil samples will be collected from each 2.5-foot interval within each soil boring. The samples from the shallow interval (0 to 2.5 feet), plus duplicate samples (one per ten project samples with a minimum of one per day of sampling) will be submitted to the laboratory ("blindly" for the duplicate samples). The samples from the deeper interval (2.5 to 5 feet) will be submitted to the laboratory to be held for potential analysis, which will be determined upon review of the analytical results of the shallow samples.

Soil samples will be collected in PFAS-free laboratory-supplied containers, using clean, stainless-steel spoons. The sample portions collected for potential analysis of volatile compounds will be collected first and will be preserved with laboratory-supplied methanol immediately upon collection. The sample containers will be labeled and placed in a cooler with PFAS-free gel ice, and shipped or delivered to an ADEC-approved laboratory under standard chain of custody protocol. As a quality control measure, a trip blank sample will accompany the soil samples scheduled for volatile analyses during the entire sampling and handling process.

Each sample will be screened using a photoionization detector (PID) and observed for olfactory and visual evidence of petroleum contamination. The PID will be calibrated prior to use with 100 parts per

million (ppm) isobutylene calibration gas. Soil samples for field-screening will be placed in sealed plastic bags that will be labeled with appropriate identification information, agitated for approximately 15 seconds, and allowed to warm to at least 40 degrees Fahrenheit. Within no less than 10 minutes and no greater than one hour of collection, the bags will again be agitated for approximately 15 seconds, the probe of the PID will be inserted into the bags, and the greatest reading associated with each bag will be recorded in the field logbook.

The soil samples will be analyzed for PFAS. Twenty percent of the samples (including samples exhibiting PID readings, olfactory and visual observations, or historical usage indicating a potential for petroleum contamination) will also be analyzed for gasoline range organics (GRO), DRO, RRO, volatile organic compounds (VOCs), and polynuclear aromatic hydrocarbons (PAHs). If no evidence of potential hydrocarbon contamination is apparent, samples to be analyzed for petroleum constituents will be selected from topographically lower areas within the DU, or from random locations.

Because of the ubiquity of PFAS, if reusable equipment is employed, one equipment blank (prepared by pouring PFAS-free water supplied by the laboratory over the sampling equipment and collecting the effluent in laboratory-provided containers) will be submitted per day of sampling to evaluate the potential for cross-contamination of the samples.

3.2 Discrete Soil Sampling near Previously-Identified Contamination

In addition to the borings discussed in Section 3.1 above, approximately five soil borings will be advanced in the vicinity of HOM11-SS (Figure 2), five soil borings will be advanced in the vicinity of HOM4-SS (Figure 3), one soil boring will be advanced in the vicinity of HOM1-SS (Figure 3), five soil borings will be advanced in the vicinity of HOM13-SS (Figure 4), and two soil borings will be advanced in the vicinity of HOM6-SS (Figure 5). Only one soil boring is planned for the area of HOM1-SS because of the intended relatively narrow construction area located on the north side of Taxiway D. In this area, a 12-foot wide rock-lined ditch will be constructed to facilitate erosion control improvements. The ditch will extend approximately 20 feet beyond the toe of the existing embankment. The soil borings in the vicinity of HOM4-SS, HOM11-SS, and HOM13-SS will be centered around locations where PFAS contamination has previously been identified; the soil boring to the southwest of HOM1-SS will be advanced along the drainage improvement area.

BGES' drilling subcontractor will advance the soil borings using a Geoprobe to a depth of 2.5 feet below grade in the vicinities of HOM1-SS and HOM6-SS (where PFAS contamination is not suspected),

and to a depth of 5 feet below grade in the remaining borings (where PFAS contamination is expected). Soil samples will be collected using Macro-Core sampling methods from each 2.5-foot interval within each soil boring. These samples, plus duplicate samples (one per ten project samples with a minimum of one per day of sampling) will be submitted to the laboratory ("blindly" for the duplicate samples).

For the soil borings advanced closest to the locations where PFAS contamination has previously been identified in HOM4-SS, HOM11-SS, and HOM13-SS, the sample from 0 to 2.5 feet will be placed on hold and will not be submitted for PFAS analysis; only the deeper sample from 2.5 to 5 feet will initially be submitted for PFAS analysis (because PFAS contamination has previously been identified in the shallow soils in these locations). For the soil borings positioned approximately 5 to 10 feet away from the central soil boring, the samples from 0 to 2.5 feet will be placed on hold, and analyzed only if the shallower samples exhibit a PFAS concentration exceeding ADEC cleanup criteria. In addition, any of these soil samples exhibiting PID readings greater than zero, or visual or olfactory evidence of contamination, will be analyzed for GRO, DRO, RRO, VOCs, and PAHs. The samples collected from the borings in the vicinity of HOM6-SS will only be analyzed for GRO, DRO, RRO, NOCs, RRO, NOCs, and PAHs.

Soil samples for PFAS analyses will be collected in PFAS-free laboratory-supplied containers, using clean, stainless-steel spoons. The sample portions collected for potential analysis of volatile compounds will be collected first and will be preserved with laboratory-supplied methanol immediately upon collection. The sample containers will be labeled and placed in a cooler with PFAS-free gel ice, and shipped or delivered to an ADEC-approved laboratory under standard chain of custody protocol. As a quality control measure, a trip blank sample will accompany the soil samples scheduled for volatile analyses during the entire sampling and handling process.

An additional portion of each sample will be collected for heated headspace readings in the manner described above. Groundwater is not anticipated to be encountered during sampling activities.

3.3 Special Sampling Provisions Associated with the Presence of PFAS-Contaminated Soils

Sampling for PFAS analyses requires special considerations. During all soil sampling activities, the following procedures will be followed:

- On the day of sampling, the sampling personnel will not use body wash or shampoo during showering;
- Sampling personnel will wear clean clothes that have not been recently washed with detergent or softener;
- Food containers (including fast food wrappers) will not be brought on site;

Homer Airport Field Sampling Work PlanPage 5 of 822-006-01R4Homer, AlaskaC-34

- Waterproof clothing will not be worn to work;
- Products with Teflon coatings will not be utilized;
- Products with waterproof coatings (such as those treated with Gore-tex) will not be worn;
- Write-in-the-rain paper [unless it is treated with an acceptable waterproofing substance, such as polyurethane, rubber, or polyvinyl chloride (PVC)] and pens will not be used on site (ballpoint pens are acceptable for use);
- Any items with "fluoro" in their names, or their component's names, will not be used;
- Personal care products such as insect repellant, sun lotion, skin care cream, nail polish, and other cosmetics will not be used during the day of sampling;
- Gel ice packs will not be used, unless they are certified to be free of PFAS by the laboratory;
- Sample containers for PFAS analysis will be supplied by the laboratory and assured to be PFASfree. These containers will be placed in Ziploc bags to minimize the potential for PFAS samples to come into contact with cooler linings or containers of samples slated for other analyses. Whenever feasible, these samples will be submitted in a separate cooler from those carrying samples for other analyses; and
- If reusable equipment is utilized during sample collection, the equipment will be thoroughly decontaminated using PFAS-free detergent such as Alconox, followed by a PFAS-free water (supplied by the laboratory) rinse, and one equipment rinsate blank sample per day of sampling will be prepared using the PFAS-free water, and submitted for laboratory analysis.

3.4 Laboratory Analysis

Soil samples collected from the vicinities of HOM1-SS, HOM4-SS, HOM11-SS, and HOM13-SS will be analyzed for PFAS (full list) at Pace Laboratories (Pace), in West Columbia South Carolina (approved by the ADEC for the following specified analysis). The samples will be analyzed by LC/MS/MS Quality Systems Manual (QSM) 5.3 Table B-15-compliant methodology, and 20 percent of those samples will be analyzed for GRO by AK101, DRO by AK102, RRO by AK103, VOCs by SW8260D, and PAHs by SW8270. The soil samples collected from HOM6-SS will be analyzed for GRO, DRO, RRO, VOCs, and PAHs by the methods listed above. Equipment blank samples (if applicable) will be analyzed for PFAS (full list) by the method described above.

Trip blank samples will accompany all samples scheduled for volatile analyses at all times from sample collection until submission to the laboratory and will be analyzed for GRO and VOCs by the same methods described above. The soil samples will be placed in a chilled cooler (a separate cooler will be utilized for samples intended for PFAS analysis where feasible) and delivered for analysis under chain of custody protocol to Pace. A standard 10 to 15 business-day turnaround time will be requested from the laboratory for all analyses.

3.5 Reporting

A detailed report documenting the field activities will be prepared. The report will include a narrative description of the field activities, a discussion of laboratory analyses and field-screening results, tabulated analytical data, laboratory data quality checklists, a conceptual site model, and field notes. In addition, photographs taken before, during, and after the field activities, figures showing the locations of the construction, and soil sampling locations will be included in the report. The report will be submitted to HDL on or before 15 business-days after receipt of the analytical results. HDL will submit the report to ADOT, ADEC, and the Homer Airport for review and approval.

3.6 Prepare a Soils Management Plan

After receipt of the laboratory results described above, we will prepare a Soils Management Plan. This Plan will provide figures showing areas identified with PFAS and/or petroleum contamination. The plan will provide detailed instructions for the rehabilitation contractor to follow with respect to handling and disposing of contaminated soils. A request to transport and dispose of contaminated soils will be included in the Soils Management Plan for ADEC approval, to facilitate disposal of soils that cannot be reused on site, as applicable.

SCHEDULE

We have developed the following preliminary schedule for this project. This schedule is greatly dependent on the timing of notice to proceed, the review and approval of our work plan, and the availability of the subcontractor, but will provide an idea of our expected relative progress.

Submit Revised Work Plan	April 26, 2022			
Receive Approval of Work Plan by ADEC and ADOT	Day 1			
Site Characterization				
Utility Locates	Days 4 – 6			
Conduct Site Characterization	Days 7 – 14			
Laboratory Analyses	Days 15 - 30			
Reporting				
Submit Draft Report	Day 45			
Receive Comments	Day 55			
Submit Final Report	Day 60			
Submit Soils Management Plan				
Submit Draft Soils Management Plan	Day 65			
Receive Comments	Day 75			
Submit Final Revised Soils Management Plan	Day 80			

The schedule will be lengthened accordingly if any of the soil samples that are held at the laboratory are requested to be analyzed.

For convenience, we have included an approval block below. We look forward to working with you towards the successful completion of this project. If you have any questions or require any additional information regarding this work plan, please do not hesitate to contact us.

Sincerely,

BGES, INC.

Prepared by:

Reviewed By:

Lisa Vitale Environmental Scientist

Jayne Martin Senior Environmental Scientist

Approved By:

Robert h. Broumstern

Robert N. Braunstein, C.P.G.; P.G. Principal Geologist

Work Plan Approval (22-006-01):

The ADOT, ADEC, and HDL have reviewed this Field Sampling Work Plan for the Homer Airport rehabilitation project, and hereby provide our approval with the following modifications/additional comments, if applicable:

Signature, ADOT Project Manager

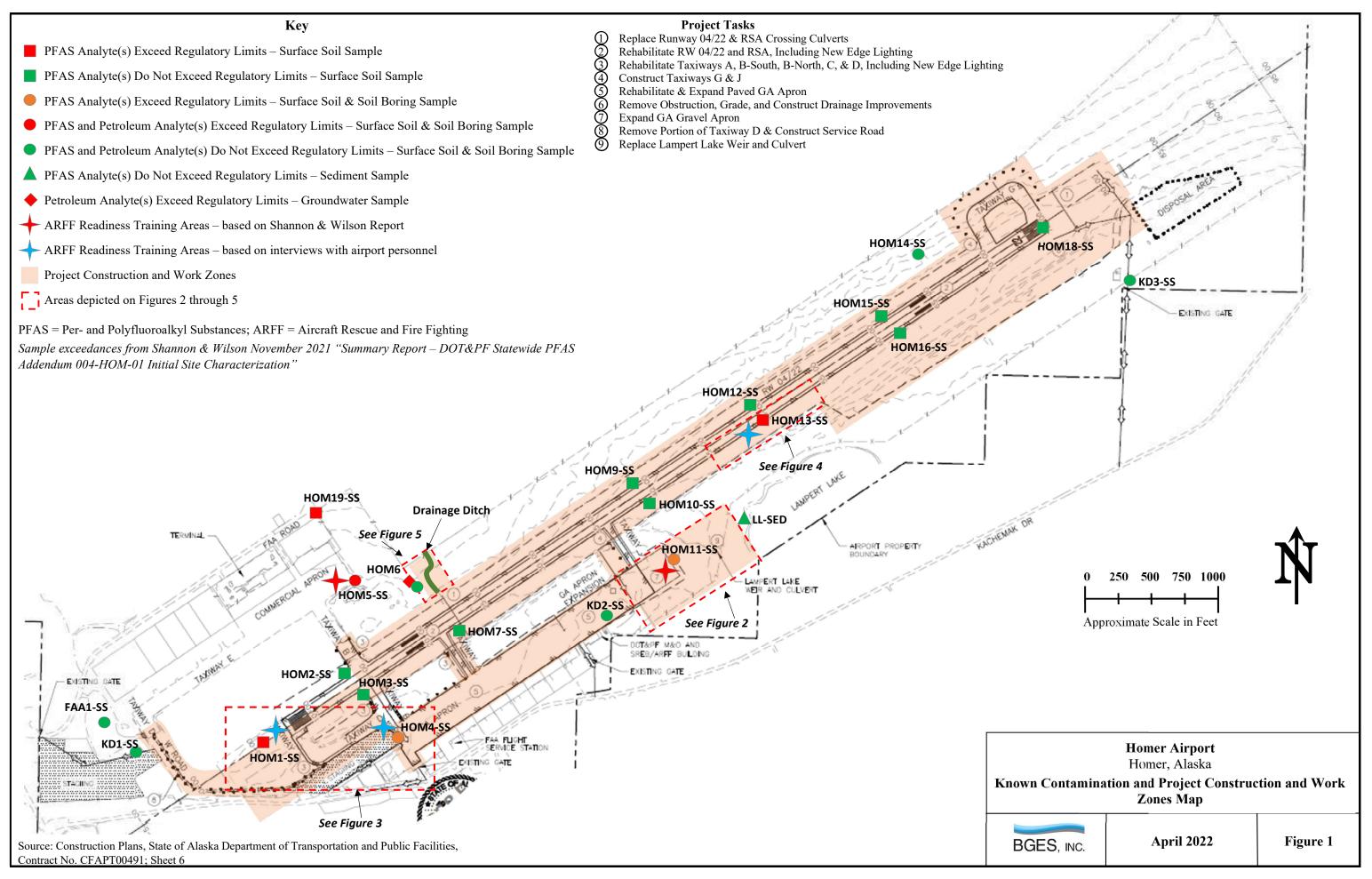
Signature, ADEC Project Manager

Signature, HDL Project Manager

Date

Date

Date



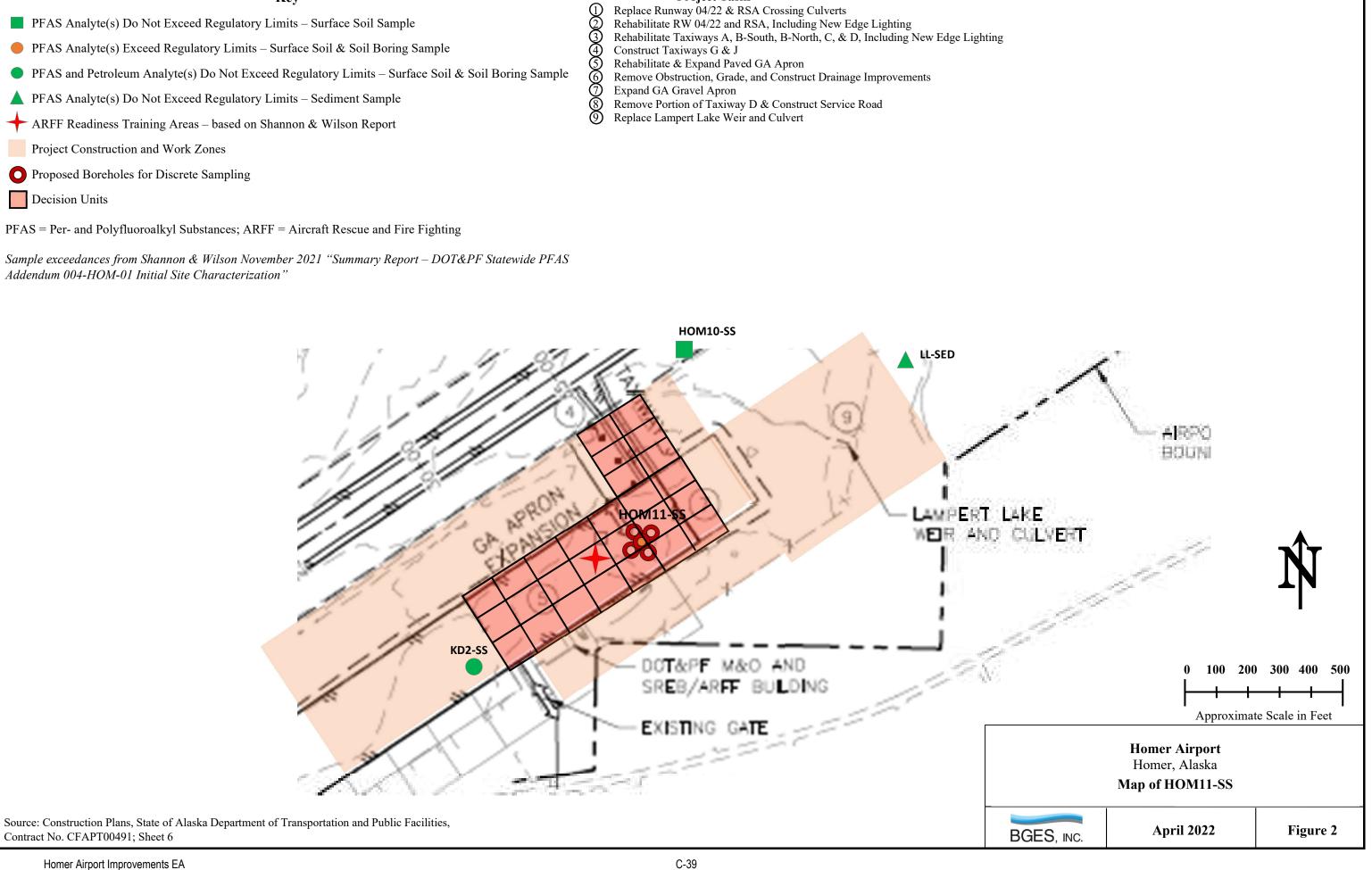
Key

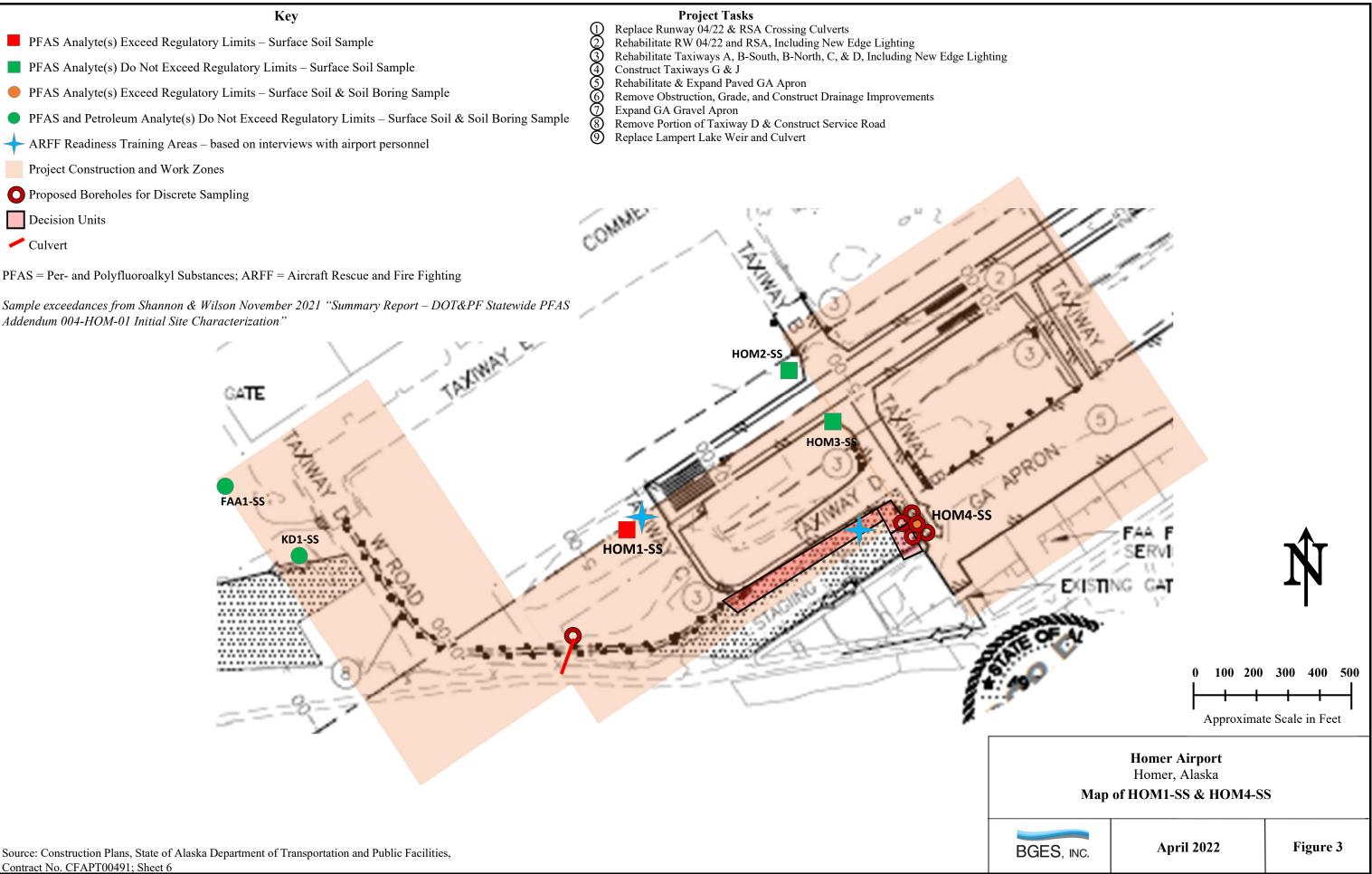
- PFAS Analyte(s) Do Not Exceed Regulatory Limits Surface Soil Sample
- PFAS Analyte(s) Exceed Regulatory Limits Surface Soil & Soil Boring Sample
- PFAS and Petroleum Analyte(s) Do Not Exceed Regulatory Limits Surface Soil & Soil Boring Sample
- FFAS Analyte(s) Do Not Exceed Regulatory Limits Sediment Sample
- + ARFF Readiness Training Areas based on Shannon & Wilson Report
 - Project Construction and Work Zones
- Proposed Boreholes for Discrete Sampling
- Decision Units

PFAS = Per- and Polyfluoroalkyl Substances; ARFF = Aircraft Rescue and Fire Fighting

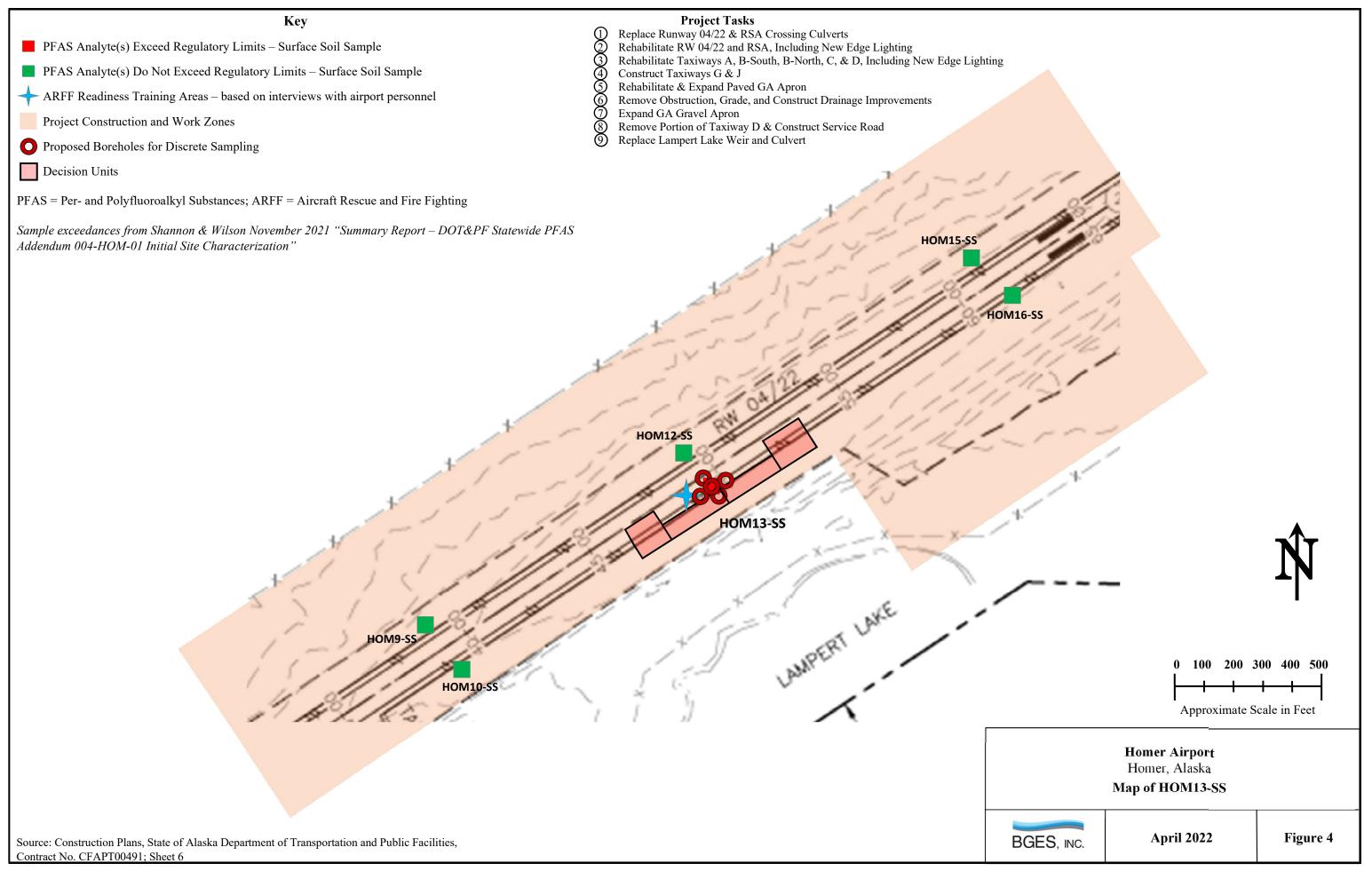
Sample exceedances from Shannon & Wilson November 2021 "Summary Report – DOT&PF Statewide PFAS Addendum 004-HOM-01 Initial Site Characterization"

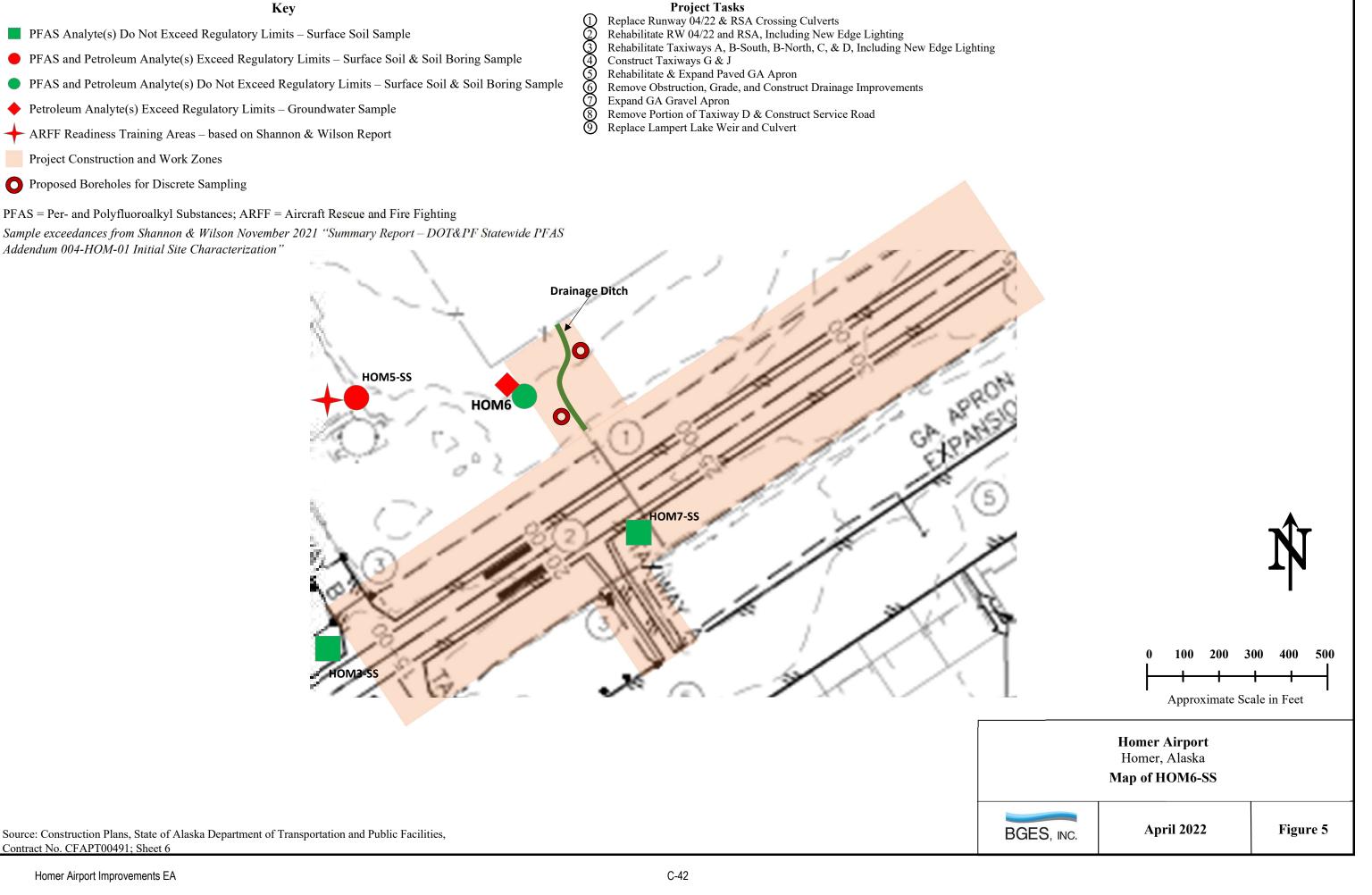
Project Tasks





Source: Construction Plans, State of Alaska Department of Transportation and Public Facilities,





Contract No. CFAPT00491; Sheet 6

Appendix D

National Historic Preservation Act Consultation

SHPO Response to Initiation	DOT&PF Initiation of Consultation Letters	D-1
•	SHPO Response to Initiation	D-27
•	Findings	D-30
SHPO Concurrence	SHPO Concurrence	

Department of Transportation and Public Facilities





GOVERNOR MIKE DUNLEAVY

DESIGN & ENGINEERING SERVICES PRELIMINARY DESIGN & ENVIRONMENTAL

> PO Box 196900 Anchorage, Alaska 99519-6900 Main: 907.269.0542 Toll Free: 800.770.5263 TDD: 907.269.0473

In Reply Refer To: Homer Airport Improvements TBD/CFAPT00414 Consultation Initiation April 1, 2021

Ms. Judith Bittner State Historic Preservation Officer Alaska Office of History and Archaeology 550 W. 7th Avenue, Suite 1310 Anchorage, Alaska 99501-3565

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaskan Region Airports Division of the Federal Aviation Administration (FAA), is proposing to to extend the service life of the Homer Airport and associated facilities, improve safety for taxiing and arriving/departing aircraft, bring Part 77 navigable airspace to current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescue operations. The Homer Airport is located at 3730 FAA St #110, in the City of Homer, Alaska (Figure 1, Table 1), two miles (3.2 kilometers [km]) east of Homer's business center in the Kenai Peninsula Borough, Alaska.

Table 1: Project location.

USGS Quad	Meridian	Township	Range	Section(s)	Latitude	Longitude	
Seldovia C-4	Seward	6S	13W	14, 15, 21, 22	59.646005	-151.482699	
Table Notes: Latitude	and longitude a	re for the center po	int of the APE	in NAD83 Alaska Alb	ers.		

For purposes of the National Historic Preservation Act, we are initiating this consultation with you to assist us in determining the Area of Potential Effect (APE) and identifying historic properties that may be affected by the proposed project.

Project Description

The Project activities include the following:

- Rehabilitate and resurface Runway 04/22, Taxiway B (south of the runway), and Taxiway A
- Expand, pave, and resurface the General Aviation apron
- Crack seal the Commercial Apron and Taxiway B (north of the runway)
- Remove terrain obstructions and trees penetrating airspace for departing and approaching aircraft (Part 77 surfaces)

- Replace airfield lighting
- Remove Taxiway D
- Construct embankment for a future parallel Taxiway H and connecting taxiways
- Construct perimeter service road
- Improve drainage, including grading of ditches and other areas subject to ponding
- Apply dust palliative
- Clear and grub vegetation
- Adjust utilities, if required

Preliminary Area of Potential Effect

The preliminary area of potential effect will be delimited by the existing fence line surrounding the airport as depicted in Figure 2. The APE will be finalized after comments are received from your agency and the consulting parties.

Identification Efforts

During consultation for the geotechnical phase of the project the SHPO requested a historic structures survey of the airport and an archaeological survey of the airport grounds potentially subject to direct effects. DOT&PF contracted Northern Land Use Research Alaska, LLC (NLURA) to conduct a cultural resource desktop review (see attachment). A review of the Alaska Heritage Resources Survey (AHRS) indicated that there are 28 AHRS sites; 25 historic buildings and 3 prehistoric archaeological sites within one mile (1.6 km) of the preliminary APE (Table 2). No AHRS sites or RS2477 trails are located within the preliminary APE. There are no buildings within the preliminary APE that are 45 years old or older.

Site No.	Site Name	Site Description	Distance from Project APE	NRHP Status
SEL-00078	Homer Spit 2	Prehistoric shell midden, site is partially destroyed.	2,576.60 ft (785.348 m)	NDE
SEL-00142	Nordby Cabin	1917 log cabin moved to current location in 2000.	3,670.463 ft (1,118.76 m)	NDE
SEL-00144	Slavin Buildings	Three buildings, one log construction, from the 1920s Slavin homestead.	3,325.973 ft (1,013.757 m)	NDE
SEL-00145	Gustav and Maren Anderson House	2.5 story log house built in 1926/7, outbuildings and well are nearby.	5,012.058 ft (1,222.875 m)	NDE
SEL-00149	Christensen/Kirkpatrick House	1.5 story log house built in 1938 on homestead.	2,682.604 ft (817.658 m)	NDE
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Table 2. AHRS sites within one mile (1.6 km) of APE.

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Table Notes:

Source = AHRS IBS and DNR RS 2477 trails database, accessed January 4, 2021.

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Consulting Parties

DOT&PF is contacting the following parties for consultation: SHPO, Cook Inlet Region Inc. (CIRI), the City of Homer, the Kenai Peninsula Borough, the City of Seldovia, the Seldovia Native Association, the Ninilchik Native Association, and the Pratt Museum/Homer Society of Natural History. FAA is directly initiating government to government consultation for the project with the Seldovia Village Tribe, Ninilchik Traditional Council and the Kenaitze Indian Tribe.

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Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

Erik D Hilsinger Cultural Resources Specialist, DOT&PF

Enclosures:

Figure 1: Location and Vicinity Figure 2: Area of Potential Effect OHA Report Cover Sheet NLURA Cultural Resources Desktop Assessment, Homer Airport Improvements (Project No. CFAPT00491)

Electronic cc w/ enclosures:

Matt Hansen, P.E., DOT&PF Central Region, Project Manager Jack Gilbertsen, FAA Environmental Protection Specialist Brian Elliott, DOT&PF Central Region, Regional Environmental Manager Kathy Price, DOT&PF Statewide Environmental Office, Cultural Resources Manager Heidi Zimmer, DOT&PF Central Region, Environmental Analyst

Department of Transportation and Public Facilities



DESIGN & ENGINEERING SERVICES PRELIMINARY DESIGN & ENVIRONMENTAL

> PO Box 196900 Anchorage, Alaska 99519-6900 Main: 907.269.0542 Toll Free: 800.770.5263 TDD: 907.269.0473

In Reply Refer To: Homer Airport Improvements TBD/CFAPT00414 Consultation Initiation April 1, 2021

Suzanne Settle, VP of Energy Land and Resources Cook Inlet Region, Inc. PO Box 93330 Anchorage, AK 99509

Dear Ms. Settle:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaskan Region Airports Division of the Federal Aviation Administration (FAA), is proposing to to extend the service life of the Homer Airport and associated facilities, improve safety for taxiing and arriving/departing aircraft, bring Part 77 navigable airspace to current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescue operations. The Homer Airport is located at 3730 FAA St #110, in the City of Homer, Alaska (Figure 1, Table 1), two miles (3.2 kilometers [km]) east of Homer's business center in the Kenai Peninsula Borough, Alaska.

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For purposes of the National Historic Preservation Act, we are initiating this consultation with you to assist us in identifying historic properties and places that may be of traditional, religious, and cultural importance to your community. Please note that we are requesting information only on such places that you believe may be impacted by the proposed project so that we may try to avoid impacts. We would be pleased to discuss project details with you or any confidential concerns you may identify.

Project Description

The Project activities include the following:

- Rehabilitate and resurface Runway 04/22, Taxiway B (south of the runway), and Taxiway A
- Expand, pave, and resurface the General Aviation apron
- Crack seal the Commercial Apron and Taxiway B (north of the runway)

- Remove terrain obstructions and trees penetrating airspace for departing and approaching aircraft (Part 77 surfaces)
- Replace airfield lighting
- Remove Taxiway D
- Construct embankment for a future parallel Taxiway H and connecting taxiways
- Construct perimeter service road
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Preliminary Area of Potential Effect

The preliminary area of potential effect will be delimited by the existing fence line surrounding the airport as depicted in Figure 2. The APE will be finalized after comments are received from the consulting parties.

Identification Efforts

During consultation for the geotechnical phase of the project the SHPO requested a historic structures survey of the airport and an archaeological survey of the airport grounds potentially subject to direct effects. DOT&PF contracted Northern Land Use Research Alaska, LLC (NLURA) to conduct a cultural resource desktop review. A review of the Alaska Heritage Resources Survey (AHRS) indicated that there are 28 AHRS sites; 25 historic buildings and 3 prehistoric archaeological sites within one mile (1.6 km) of the preliminary APE (Table 2). No AHRS sites or RS2477 trails are located within the preliminary APE. There are no buildings within the preliminary APE that are 45 years old or older.

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In Reply Refer To: Homer Airport Improvements TBD/CFAPT00414 **Consultation Initiation** April 1, 2021

Mayor Ken Castner City of Homer PO Box 558 Homer, Alaska 99603

Dear Mr. Castner:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaskan Region Airports Division of the Federal Aviation Administration (FAA), is proposing to to extend the service life of the Homer Airport and associated facilities, improve safety for taxiing and arriving/departing aircraft, bring Part 77 navigable airspace to current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescue operations. The Homer Airport is located at 3730 FAA St #110, in the City of Homer, Alaska (Figure 1, Table 1), two miles (3.2 kilometers [km]) east of Homer's business center in the Kenai Peninsula Borough, Alaska.

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Governor Mike Dunleavy

DESIGN & ENGINEERING SERVICES PRELIMINARY DESIGN & ENVIRONMENTAL

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In Reply Refer To: Homer Airport Improvements TBD/CFAPT00414 Consultation Initiation April 1, 2021

Rachel Friedlander City Manager City of Seldovia PO Drawer B Seldovia, AK 99663

Dear Ms. Friedlander:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaskan Region Airports Division of the Federal Aviation Administration (FAA), is proposing to to extend the service life of the Homer Airport and associated facilities, improve safety for taxiing and arriving/departing aircraft, bring Part 77 navigable airspace to current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescue operations. The Homer Airport is located at 3730 FAA St #110, in the City of Homer, Alaska (Figure 1, Table 1), two miles (3.2 kilometers [km]) east of Homer's business center in the Kenai Peninsula Borough, Alaska.

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Table Notes:

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GOVERNOR MIKE DUNLEAVY

DESIGN & ENGINEERING SERVICES PRELIMINARY DESIGN & ENVIRONMENTAL

> PO Box 196900 Anchorage, Alaska 99519-6900 Main: 907.269.0542 Toll Free: 800.770.5263 TDD: 907.269.0473

In Reply Refer To: Homer Airport Improvements TBD/CFAPT00414 **Consultation Initiation** April 1, 2021

Mayor Charles Pierce Kenai Peninsula Borough 144 North Binkley Street Soldotna, Alaska 99669

Dear Mr. Pierce:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaskan Region Airports Division of the Federal Aviation Administration (FAA), is proposing to to extend the service life of the Homer Airport and associated facilities, improve safety for taxiing and arriving/departing aircraft, bring Part 77 navigable airspace to current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescue operations. The Homer Airport is located at 3730 FAA St #110, in the City of Homer, Alaska (Figure 1, Table 1), two miles (3.2 kilometers [km]) east of Homer's business center in the Kenai Peninsula Borough, Alaska.

Table 1: Project location.

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Project Description

The Project activities include the following:

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- Crack seal the Commercial Apron and Taxiway B (north of the runway)

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In Reply Refer To: Homer Airport Improvements TBD/CFAPT00414 Consultation Initiation April 1, 2021

Jennifer Gibbins Executive Director Pratt Museum 3779 Bartlett Street Homer, AK 99603

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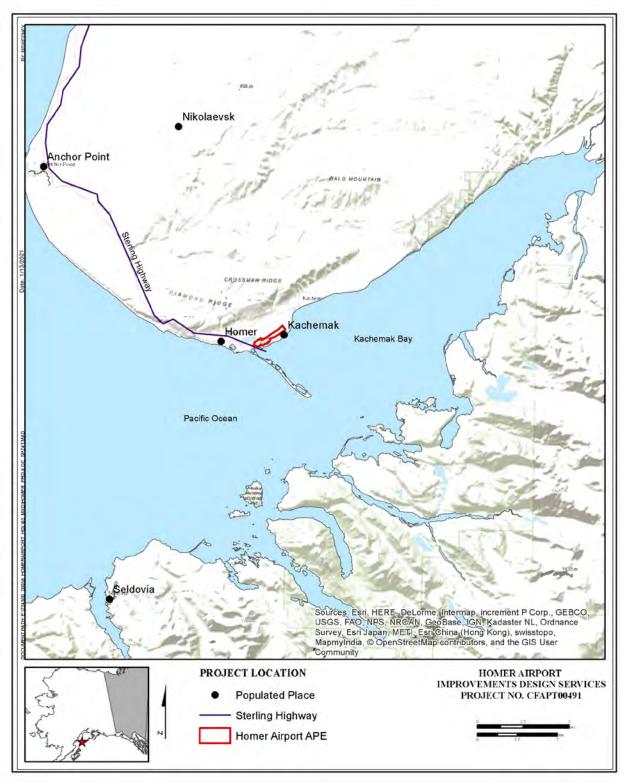
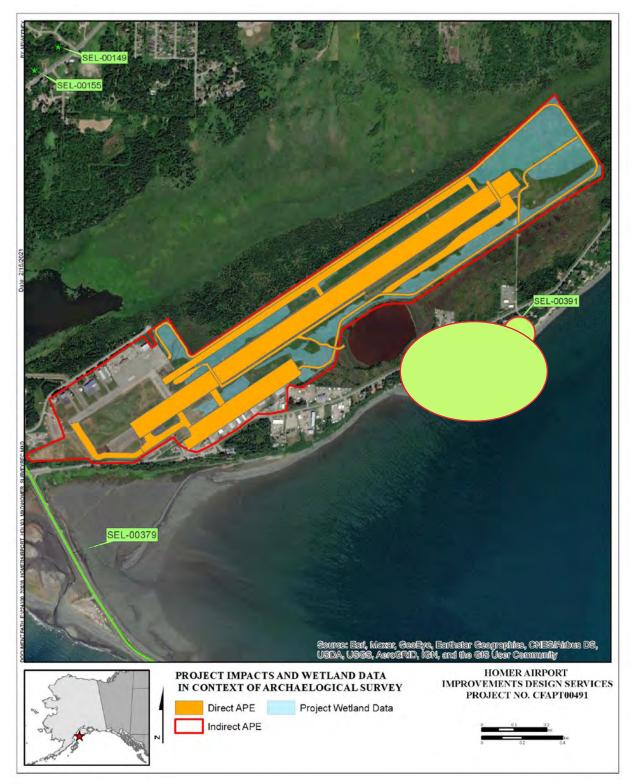


Figure 1: Location and Vicinity





Owen L. Means

From:	Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov></heidi.zimmer@alaska.gov>
Sent:	Monday, April 26, 2021 11:30 AM
То:	Owen L. Means
Subject:	Fw: CFAPT00491 Homer Airport Improvements 106 Initiation submittal

3130-1R FAA / 2020-01227

Good morning Erik,

The Alaska State Historic Preservation Office (AK SHPO) received your correspondence (dated March 31, 2021) on April 5, 2021. Following our review of the documentation provided in the initiation letter and report titled *Cultural Resources Desktop Assessment, Homer Airport Improvements,* we have no objections to the proposed area of potential effect (APE) or the level of effort proposed for further identification at this time and stage of project design and development. Our office looks forward to continued consultation on this project as it moves toward completion.

Thank you for sending a Section 106 consultation initiation letter and preliminary identification report to our office. Please contact me if you have any questions or if we can be of further assistance.

Best, Liz Ortiz

Archaeologist II - Review and Compliance Alaska State Historic Preservation Office Office of History and Archaeology Department of Natural Resources 550 W. 7th Ave, Suite 1310 Anchorage AK, 99501 (907) 269-8722 <u>liz.ortiz@alaska.gov</u> We are currently teleworking; email communication is best. Be well!

From: DNR, Parks OHA Review Compliance (DNR sponsored) <oha.revcomp@alaska.gov>
Sent: Monday, April 5, 2021 2:29 PM
To: Hilsinger, Erik D (DOT) <erik.hilsinger@alaska.gov>
Cc: Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>; Hansen, Matthew H (DOT) <matthew.hansen@alaska.gov>; Price,

Kathy E (DOT) <kathy.price@alaska.gov>; Gamza, Thomas A (DOT) <thomas.gamza@alaska.gov>; Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov> Subject: FW: CFAPT00491 Homer Airport Improvements 106 Initiation submittal

Good afternoon,

The Office of History and Archaeology/Alaska State Historic Preservation Office received your documentation, and its review has been assigned to Liz Ortiz as a continuation of 2020-01227. We may contact you if we require additional information. Our office ordinarily has 30 calendar days after receipt to complete our review, but our office has entered tolling in response to complications from COVID-19 and our review may be delayed as a result. Please contact the project reviewer or myself by email if you have any questions or concerns.

Best, Sarah

Sarah Meitl Review and Compliance Coordinator Alaska State Historic Preservation Office Office of History and Archaeology

550 West 7th Avenue, Suite 1310 Anchorage, AK 99501-3561 Direct: 907-269-8720 <u>sarah.meitl@alaska.gov</u> <u>http://dnr.alaska.gov/parks/oha</u> *Teleworking - Email is the best method of communication.*

From: Hilsinger, Erik D (DOT) <<u>erik.hilsinger@alaska.gov</u>>
Sent: Wednesday, March 31, 2021 1:14 PM
To: DNR, Parks OHA Review Compliance (DNR sponsored) <<u>oha.revcomp@alaska.gov</u>>
Cc: Zimmer, Heidi (DOT) <<u>heidi.zimmer@alaska.gov</u>>; Hansen, Matthew H (DOT) <<u>matthew.hansen@alaska.gov</u>>; Price, Kathy E (DOT) <<u>kathy.price@alaska.gov</u>>; Gamza, Thomas A (DOT) <<u>thomas.gamza@alaska.gov</u>>; Subject: CFAPT00491 Homer Airport Improvements 106 Initiation submittal

Hello,

Please find attached the submittal package initiating consultation under Section 106 of the NHPA for the proposed project CFAPT00491 Homer Airport Improvements. The initiation letter, figures, cover sheet and report reflect efforts to date to identify historic properties in the vicinity of the project in anticipation of a final delineation of the project's area of potential effects. DOT&PF has retained NLURA to conduct an archaeological field survey to supplement the identification report presented here.

Thank you for your attention,

Best,

Ε.

Erik D. Hilsinger Cultural Resources Specialist State of Alaska Department of Transportation and Public Facilities

2

Design and Engineering Services, Central Region PO Box 196900 Anchorage, AK 99519-6900 Phone: 907-269-0534 Fax: 907 243-6927



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> PO Box 196900 Anchorage, Alaska 99519-6900 Main: 907.269.0542 Toll Free: 800.770.5263 TDD: 907.269.0473

In Reply Refer To: Homer Airport Improvements AIP 3-02-0122-XXX-2022/CFAPT00491 Finding of No Historic Properties Affected August 10, 2021

Suzanne Settle, VP of Energy and Infrastructure Cook Inlet Region, Inc. PO Box 93330, Anchorage, Alaska 99509 ssettle@CIRI.com

Dear Ms. Settle:

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to extend the service life of the Homer Airport and associated facilities. The Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022) (Project) will improve safety for parking, taxiing, and departing/approaching aircraft, extend the service life of the airport and associated facilities, address terrain that does not meet the current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescues operations.

The DOT&PF on behalf of FAA finds that no historic properties would be affected by the proposed project pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(d).

Project Description

- rehabilitate Runway 04/22 and reduce width from 150 feet (ft) (45.7 meters [m]) to 100 ft (30.5 m) with paved shoulders
- rehabilitate portions of Taxiways A, B, and D, and the General Aviation (GA) Apron.
- rehabilitate Runway Safety Areas
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- expand the GA Apron 24 ft (7.3 m) north.
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- place excess excavated material (if any) to construct embankment for portions of future parallel Taxiway H if needed
- construct new one-lane, gravel-surface perimeter service road and connectors
- remove terrain obstructions penetrating the runway Object Free Area
- replace runway and taxiway edge lighting
- replace existing Visual Approach Slope Indicators with Precision Approach Path Indicators for both runway ends
- improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall
- apply dust palliative to unpaved surfaces as necessary
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No comments were received from the consulting parties regarding the preliminary area of potential effect (APE) presented in the consultation initiation letter submitted April 1, 2021. As such, the Project APE remains delimited by the existing fence line surrounding the airport (Figure 1).

Identification Efforts

During consultation for the geotechnical phase of the Project the SHPO requested a historic structures survey of the airport and an archaeological survey of the airport grounds potentially subject to direct effects. DOT&PF contracted Northern Land Use Research Alaska, LLC (NLURA) to conduct a cultural resource desktop review which indicated that no Alaska Heritage Resource Survey (AHRS) sites or RS2477 trails are located within the APE. The assessment also indicated that no buildings within the APE are 45 years old or older.

At the direction of DOT&PF, NLURA conducted a Phase I (Identification) survey of the APE (see attachment). The terrain within the APE consisted mostly of wetlands and areas disturbed during airport construction. Six localities consisting of non-wetland, undisturbed areas, were observed within the APE. These areas were subjected to intensive pedestrian survey, supplemented with shovel testing. No cultural artifacts, features, and/or sites were identified during the Phase I survey of the APE.

Finding of Effect

Based on the information presented in the attached report, DOT&PF finds **No Historic Properties Affected** for the Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022), because no historic properties were identified within the APE.

Consulting Parties

DOT&PF has contacted the following parties for consultation: SHPO, Cook Inlet Region Inc. (CIRI), the City of Homer, the Kenai Peninsula Borough, the City of Seldovia, the Seldovia Native Association, the Ninilchik Native Association, and the Pratt Museum/Homer Society of Natural History. FAA directly initiated government to government consultation for the project with the Seldovia Village Tribe, Ninilchik Traditional Council and the Kenaitze Indian Tribe. DOT&PF is submitting this finding to all the listed parties.

In Man

Erik D. Hilsinger Cultural Resources Specialist, DOT&PF

Enclosures:

Figure 1: Area of Potential Effect OHA Report Cover Sheet NLURA Phase I Survey Report, Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022)

Electronic cc w/ enclosures:



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In Reply Refer To: Homer Airport Improvements AIP 3-02-0122-XXX-2022/CFAPT00491 Finding of No Historic Properties Affected August 10, 2021

Mayor Ken Castner PO Box 558 Homer, Alaska 99603 (907) 223-6681 <u>mayor@ci.homer.ak.us</u>

Dear Mayor Castner:

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to extend the service life of the Homer Airport and associated facilities. The Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022) (Project) will improve safety for parking, taxiing, and departing/approaching aircraft, extend the service life of the airport and associated facilities, address terrain that does not meet the current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescues operations.

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In Reply Refer To: Homer Airport Improvements AIP 3-02-0122-XXX-2022/CFAPT00491 Finding of No Historic Properties Affected August 10, 2021

Mayor Jeremiah Campbell City of Seldovia PO Drawer B Seldovia, AK 99663 campbell@cityofseldovia.com

Dear Mayor Campbell:

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to extend the service life of the Homer Airport and associated facilities. The Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022) (Project) will improve safety for parking, taxiing, and departing/approaching aircraft, extend the service life of the airport and associated facilities, address terrain that does not meet the current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescues operations.

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In Reply Refer To: Homer Airport Improvements AIP 3-02-0122-XXX-2022/CFAPT00491 Finding of No Historic Properties Affected August 10, 2021

Mayor Charles Pierce Kenai Peninsula Borough 144 North Binkley Street Soldotna, Alaska 99669

Dear Mayor Pierce:

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to extend the service life of the Homer Airport and associated facilities. The Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022) (Project) will improve safety for parking, taxiing, and departing/approaching aircraft, extend the service life of the airport and associated facilities, address terrain that does not meet the current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescues operations.

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In Reply Refer To: Homer Airport Improvements AIP 3-02-0122-XXX-2022/CFAPT00491 Finding of No Historic Properties Affected August 10, 2021

President Richard Greg Encelewski Ninilchik Native Association Inc. PO Box 39130 Ninilchik, AK 99639

Dear Mr. Encelewski:

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to extend the service life of the Homer Airport and associated facilities. The Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022) (Project) will improve safety for parking, taxiing, and departing/approaching aircraft, extend the service life of the airport and associated facilities, address terrain that does not meet the current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescues operations.

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In Reply Refer To: Homer Airport Improvements AIP 3-02-0122-XXX-2022/CFAPT00491 Finding of No Historic Properties Affected August 10, 2021

Ivan Encelewski, President Ninilchik Village Tribe P.O. Box 39070 Ninilchik, AK 99639 iencelewski@ninilchiktribe-nsn.gov

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At the direction of DOT&PF, NLURA conducted a Phase I (Identification) survey of the APE (see attachment). The terrain within the APE consisted mostly of wetlands and areas disturbed during airport construction. Six localities consisting of non-wetland, undisturbed areas, were observed within the APE. These areas were subjected to intensive pedestrian survey, supplemented with shovel testing. No cultural artifacts, features, and/or sites were identified during the Phase I survey of the APE.

Finding of Effect

Based on the information presented in the attached report, DOT&PF finds **No Historic Properties Affected** for the Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022), because no historic properties were identified within the APE.

Consulting Parties

DOT&PF has contacted the following parties for consultation: SHPO, Cook Inlet Region Inc. (CIRI), the City of Homer, the Kenai Peninsula Borough, the City of Seldovia, the Seldovia Native Association, the Ninilchik Native Association, and the Pratt Museum/Homer Society of Natural History. FAA directly initiated government to government consultation for the project with the Seldovia Village Tribe, Ninilchik Traditional Council and the Kenaitze Indian Tribe. DOT&PF is submitting this finding to all the listed parties.

In Man

Erik D. Hilsinger Cultural Resources Specialist, DOT&PF

Enclosures:

Figure 1: Area of Potential Effect OHA Report Cover Sheet NLURA Phase I Survey Report, Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022)

Electronic cc w/ enclosures:



DESIGN & ENGINEERING SERVICES PRELIMINARY DESIGN & ENVIRONMENTAL

> PO Box 196900 Anchorage, Alaska 99519-6900 Main: 907.269.0542 Toll Free: 800.770.5263 TDD: 907.269.0473

In Reply Refer To: Homer Airport Improvements AIP 3-02-0122-XXX-2022/CFAPT00491 Finding of No Historic Properties Affected August 10, 2021

Don Kashevaroff, President Seldovia Native Association, Inc. P.O. Box A, Seldovia, Alaska 99663 DKashevaroff@snai.com

Dear Mr. Kashevaroff:

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to extend the service life of the Homer Airport and associated facilities. The Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022) (Project) will improve safety for parking, taxiing, and departing/approaching aircraft, extend the service life of the airport and associated facilities, address terrain that does not meet the current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescues operations.

The DOT&PF on behalf of FAA finds that no historic properties would be affected by the proposed project pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(d).

Project Description

- rehabilitate Runway 04/22 and reduce width from 150 feet (ft) (45.7 meters [m]) to 100 ft (30.5 m) with paved shoulders
- rehabilitate portions of Taxiways A, B, and D, and the General Aviation (GA) Apron.
- rehabilitate Runway Safety Areas
- expand and pave the gravel tie-down area at the east end of the GA Apron
- expand the GA Apron 24 ft (7.3 m) north.
- · remove a portion of Taxiway D and reconstruct it as a service road
- construct a new taxiway turnaround Taxiway G at the east end of the runway

- place excess excavated material (if any) to construct embankment for portions of future parallel Taxiway H if needed
- construct new one-lane, gravel-surface perimeter service road and connectors
- remove terrain obstructions penetrating the runway Object Free Area
- replace runway and taxiway edge lighting
- replace existing Visual Approach Slope Indicators with Precision Approach Path Indicators for both runway ends
- improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall
- apply dust palliative to unpaved surfaces as necessary
- clear and grub vegetation
- adjust utilities, if required

No comments were received from the consulting parties regarding the preliminary area of potential effect (APE) presented in the consultation initiation letter submitted April 1, 2021. As such, the Project APE remains delimited by the existing fence line surrounding the airport (Figure 1).

Identification Efforts

During consultation for the geotechnical phase of the Project the SHPO requested a historic structures survey of the airport and an archaeological survey of the airport grounds potentially subject to direct effects. DOT&PF contracted Northern Land Use Research Alaska, LLC (NLURA) to conduct a cultural resource desktop review which indicated that no Alaska Heritage Resource Survey (AHRS) sites or RS2477 trails are located within the APE. The assessment also indicated that no buildings within the APE are 45 years old or older.

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Consulting Parties

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In Man

Erik D. Hilsinger Cultural Resources Specialist, DOT&PF

Enclosures:

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> PO Box 196900 Anchorage, Alaska 99519-6900 Main: 907.269.0542 Toll Free: 800.770.5263 TDD: 907.269.0473

In Reply Refer To: Homer Airport Improvements AIP 3-02-0122-XXX-2022/CFAPT00491 Finding of No Historic Properties Affected August 10, 2021

Crystal Collier, President Seldovia Village Tribe Drawer L Seldovia, Alaska 99663-0250 svt@svt.org

Dear Ms. Collier:

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to extend the service life of the Homer Airport and associated facilities. The Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022) (Project) will improve safety for parking, taxiing, and departing/approaching aircraft, extend the service life of the airport and associated facilities, address terrain that does not meet the current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescues operations.

The DOT&PF on behalf of FAA finds that no historic properties would be affected by the proposed project pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(d).

Project Description

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Based on the information presented in the attached report, DOT&PF finds **No Historic Properties Affected** for the Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022), because no historic properties were identified within the APE.

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In Man

Erik D. Hilsinger Cultural Resources Specialist, DOT&PF

Enclosures:

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> PO Box 196900 Anchorage, Alaska 99519-6900 Main: 907.269.0542 Toll Free: 800.770.5263 TDD: 907.269.0473

In Reply Refer To: Homer Airport Improvements AIP 3-02-0122-XXX-2022/CFAPT00491 Finding of No Historic Properties Affected August 10, 2021 ATTENTION: This finding contains no DOEs

Ms. Judith Bittner State Historic Preservation Officer Alaska Office of History and Archaeology 550 W. 7th Avenue, Suite 1310 Anchorage, Alaska 99501-3565

Dear Ms. Bittner:

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to extend the service life of the Homer Airport and associated facilities. The Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022) (Project) will improve safety for parking, taxiing, and departing/approaching aircraft, extend the service life of the airport and associated facilities, address terrain that does not meet the current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescues operations.

The DOT&PF on behalf of FAA finds that no historic properties would be affected by the proposed project pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(d).

Project Description

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Finding of Effect

Based on the information presented in the attached report, DOT&PF respectfully requests SHPO's concurrence with a finding of **No Historic Properties Affected** for the Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022) because no historic properties are present within the APE.

Consulting Parties

DOT&PF has contacted the following parties for consultation: SHPO, Cook Inlet Region Inc. (CIRI), the City of Homer, the Kenai Peninsula Borough, the City of Seldovia, the Seldovia Native Association, the Ninilchik Native Association, and the Pratt Museum/Homer Society of Natural History. FAA directly initiated government to government consultation for the project with the Seldovia Village Tribe, Ninilchik Traditional Council and the Kenaitze Indian Tribe. DOT&PF is submitting this finding to all the listed parties.

Please direct your comments or questions to me at the address above, by telephone at (907) 269-0534, or by e-mail at erik.hilsinger@alaska.gov.

Sincerely,

In Man

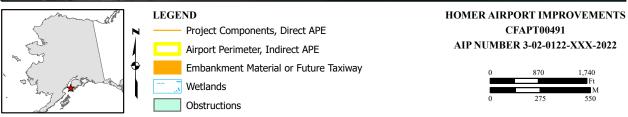
Erik D. Hilsinger Cultural Resources Specialist, DOT&PF

Enclosures:

Figure 1: Area of Potential Effect OHA Report Cover Sheet NLURA Phase I Survey Report, Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022)

Electronic cc w/ enclosures:





Μ 550

Owen L. Means

From:Owen L. MeansSent:Tuesday, October 12, 2021 3:22 PMTo:Owen L. MeansSubject:RE: CFAPT00491 Homer Airport Improvements FONHPA

From: Ortiz, Liz M (DNR) <<u>liz.ortiz@alaska.gov</u>>
Sent: Tuesday, September 7, 2021 2:33 PM
To: Hilsinger, Erik D (DOT) <<u>erik.hilsinger@alaska.gov</u>>
Cc: Ortiz, Liz M (DNR) <<u>liz.ortiz@alaska.gov</u>>
Subject: RE: CFAPT00491 Homer Airport Improvements FONHPA

3130-1R FAA / 2020-01227

Good afternoon Erik,

The Alaska State Historic Preservation Office (AK SHPO) received your correspondence (dated August 10, 2021) concerning the subject project on August 10, 2021. The AK SHPO has entered tolling in response to COVID-19. Per ACHP direction, responses received from our office should be considered by the federal agency after the 30-day time periods outlined in 36 CFR 800 until our office has returned to normal status. Following our review of the documentation provided, we concur with the finding of No Historic Properties Affected. Please note that our office may need to reevaluate our concurrence if changes are made to the project's scope or design.

As stipulated in 36 CFR 800.3, other consulting parties such as the local government and Tribes are required to be notified of the undertaking. Additional information provided by the local government, Tribes, or other consulting parties may cause our office to re-evaluate our comments and recommendations. Please note that our response does not end the 30-day review period provided to other consulting parties.

Should unidentified archaeological resources be discovered in the course of the project, work must be interrupted until the resources have been evaluated in terms of the National Register of Historic Places eligibility criteria (36 CFR 60.4), in consultation with our office. Please note that some sites can be deeply buried or underwater, and that fossils are considered cultural resources subject to the Alaska Historic Preservation Act.

This email serves as our office's official correspondence for the purposes of Section 106. Thank you for the opportunity to review and comment. Please contact Liz Ortiz at 269-8722 or <u>liz.ortiz@alaska.gov</u> if you have any questions or we can be of further assistance.

Best, Liz Ortiz

Archaeologist II - Review and Compliance Alaska State Historic Preservation Office Office of History and Archaeology Department of Natural Resources 550 W. 7th Ave, Suite 1310 Anchorage AK, 99501 (907) 269-8722 <u>liz.ortiz@alaska.gov</u> We are currently teleworking; email communication is best. Be well!

1

From: Ortiz, Liz M (DNR) <<u>liz.ortiz@alaska.gov</u>>
Sent: Tuesday, August 10, 2021 1:33 PM
To: Hilsinger, Erik D (DOT) <<u>erik.hilsinger@alaska.gov</u>>; DNR, Parks OHA Review Compliance (DNR sponsored)
<<u>oha.revcomp@alaska.gov</u>>
Cc: Ortiz, Liz M (DNR) <<u>liz.ortiz@alaska.gov</u>>
Subject: RE: CFAPT00491 Homer Airport Improvements FONHPA

Hi Erik,

Project documentation received and logged with me under file no: 2020-01227. Our office has 30 days to respond, but we will get back to you as soon as we can.

Thanks! Liz Ortiz

Archaeologist II - Review and Compliance Alaska State Historic Preservation Office Office of History and Archaeology Department of Natural Resources 550 W. 7th Ave, Suite 1310 Anchorage AK, 99501 (907) 269-8722 liz.ortiz@alaska.gov

Due to Covid-19 concerns, we are currently teleworking. Email is the best communication method. Be Well!

From: Hilsinger, Erik D (DOT) <<u>erik.hilsinger@alaska.gov</u>>
Sent: Tuesday, August 10, 2021 11:31 AM
To: DNR, Parks OHA Review Compliance (DNR sponsored) <<u>oha.revcomp@alaska.gov</u>>; Ortiz, Liz M (DNR)
<<u>liz.ortiz@alaska.gov</u>>
Subject: CFAPT00491 Homer Airport Improvements FONHPA

Hello,

Please find attached the letter, report and attachments supporting a finding of no historic properties affected for proposed work on the Homer Airport. Please let me know if you or your group have concerns regarding historic preservation associated with our project at the Homer Airport.

Best regards,

Ε.

Erik D. Hilsinger Cultural Resources Specialist State of Alaska Department of Transportation and Public Facilities Design and Engineering Services, Central Region PO Box 196900 Anchorage, AK 99519-6900

2

Phone: 907-269-0534 Fax: 907 243-6927

3

Appendix E

Wetlands

USACE Permit Application POA-1981-00312	E-1
Wetland Delineation and Functional Assessment	E-9



DEPARTMENT OF THE ARMY ALASKA DISTRICT, U.S. ARMY CORPS OF ENGINEERS REGULATORY DIVISION P.O. BOX 22270 JUNEAU, AK 99802-2270

August 22, 2022

Regulatory Division POA-1981-00312

Ms. Heidi Zimmer Alaska Department of Transportation and Public Facilities Post Office Box 196900 Anchorage, Alaska 99519

Dear Ms. Zimmer:

Enclosed is an unsigned copy of Department of the Army permit POA-1981-00312, Beluga Lake, which would authorize the discharge of fill material into waters of the United States, including wetlands, to construct Homer Airport improvements.

The project site is located within Sections 15, 21, and 22, T. 6 S., R. 13 W., Seward Meridian; USGS Quad Map Seldovia C-4; Latitude 59.64249° N., Longitude 151.48474° W.; Homer Airport, in Homer, Alaska.

The Alaska Department of Environmental Conservation has issued a Certificate of Reasonable Assurance pursuant to Section 401 of the Clean Water Act for your project and found it to be in accordance with the Alaska Water Quality Standards. This certification is attached to the Department of the Army permit and will become a part of this permit when it is finalized.

Additionally, the U.S. Army Corps of Engineers (USACE) has enclosed a Notification of Administrative Appeal Options and Process and Request for Appeal form regarding this Department of the Army Permit (see section labeled "Initial Proffered Permit").

If you accept the conditions of the enclosed permit please sign, date, and return the permit to the USACE. The permit will not be valid until the USACE has returned a finalized copy to you. This is not an authorization to commence construction. No work is to be performed in wetlands until you have received a validated copy of the permit. Nothing in this letter shall be construed as excusing you from compliance with other Federal, State, or local statutes, ordinances, or regulations which may affect this work.

Please contact me via email at Randal.P.Vigil@usace.army.mil, by mail at the address above, or by phone at (907) 201-5022, if you have questions or to request a paper copy of this letter and enclosures.

Sincerely,

Randal P. Vigil

Project Manager

Enclosures

DEPARTMENT OF THE ARMY PERMIT

Permittee: Alaska Department of Transportation and Public Facilities

Permit No.: POA-1981-00312 (Beluga Lake)

Issuing Office: U.S. Army Engineer District, Alaska

NOTE: The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the U.S. Army Corps of Engineers (Coprs) having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below.

Project Description:

Discharge fill material into waters of the United States, including wetlands for new taxiway construction, General Aviation Apron expansion, obstruction removal, and drainage improvements. Work includes excavation of existing soils within wetlands.

Sheet	Wetland	Acres	Fill	Dredge	Fill Type	Habitat	Notes
	Impact ID		cubic			Code	
7	1		yards 11,000		Borrow, Type A	PEM1/SS1B	Taxiway G; permanent loss; fill
7	2	0.11	518	0	Borrow, Type A		Obstruction Removal, drainage; ditch grading
6,7	3	0.35	0	2,179	Borrow, Type A		Obstruction Removal; excavation only
5	4	0.002			lining, pipe		Lake outfall; fill, rehabilitation
4,5	7	0.17	10	36	Class I riprap, 18" ditch lining, 12" ditch lining	PEM1C	Drainage, ditch grading
4	8	0.19	1,650	0	Borrow, Type A		GA Apron, paved portion; permanent loss; fill
4	9	0.09	147	0	Borrow, Type A	PEM1C	GA Apron, paved portion; permanent loss; fill
4	10	0.001	20	120	Class I riprap, 18" ditch lining, 12" ditch lining	PEM1/SS1B	Drainage
					Class I riprap, 18" ditch lining, 12" ditch lining; borrow type A		Drainage; Instrument approach installation
	Total	3.03	17,055	9,151			

Permanent Impacts in Waters of the United States

All work will be performed in accordance with the attached plan, sheets 1-11, dated July 6, 2022.

Project Location:

Sections 15, 21, and 22, T. 6 S., R. 13 W., Seward Meridian; USGS Quad Map Seldovia C-4; Latitude 59.64249° N., Longitude 151.48474° W.; Homer Airport, in Homer, Alaska.

ENG FORM 1721, Nov 86

EDITION OF SEP 82 IS OBSOLETE

(33 CFR 325 (Appendix A))

Permit Conditions:

General Conditions:

1. The time limit for completing the work authorized ends on <u>5 years from the end of issuing month</u>. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.

2. You must maintain the activity authorized by this permit in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.

3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and State coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.

5. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions.

6. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.

Special Conditions:

Within 60 days of completion of the work authorized by this permit, the Permittee shall complete the attached "Self-Certification Statement of Compliance" form and submit it to the Corps (U.S. Army Corps of Engineers, Regulatory Division, CEPOA-RD, Juneau Field Office, P.O. Box 22270 Juneau, AK). In the event that the completed work deviates in any manner from the authorized work, the Permittee shall describe the deviations between the work authorized by this permit and the work as constructed on the "Self-Certification Statement of Compliance" form. The description of any deviations on the "Self-Certification Statement of Compliance" form does not constitute approval of any deviations by the Corps.

Further Information:

1. Congressional Authorities: You have been authorized to undertake the activity described above pursuant to:

() Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403).

- (X) Section 404 of the Clean Water Act (33 U.S.C. 1344).
- () Section 103 of the Marine Protection, Research, and Sanctuaries Act of 1972 (33 U.S.C. 1413).
- 2. Limits of this authorization.

ENG FORM 1721, Nov 86

a. This permit does not obviate the need to obtain other Federal, State, or local authorization required by law.

b. This permit does not grant any property rights or exclusive privileges.

c. This permit does not authorize any injury to the property or rights of others.

d. This permit does not authorize interference with any existing or proposed Federal project.

3. Limits of Federal Liability. In issuing this permit, the Federal Government does not assume any liability for the following:

a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.

b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.

c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.

d. Design or construction deficiencies associated with the permitted work.

e. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. Reliance on Applicant's Data: The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

5. Reevaluation of Permit Decision. This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a revaluation include, but are not limited to, the following:

a. You fail to comply with the terms and conditions of this permit.

b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (See 4 above).

c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

6. Extensions. General Condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.

Heidi Zimmer Environmental Team Leader Alaska Department of Transportation and Public Facilities

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.

FOR (DISTRICT COMMANDER) Colonel Damon A. Delarosa Randal P. Vigil South Branch, Regulatory Division

When the structures or work authorized by this permit are still in existence at the time the property is transferred the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions have the transferee sign and date below.

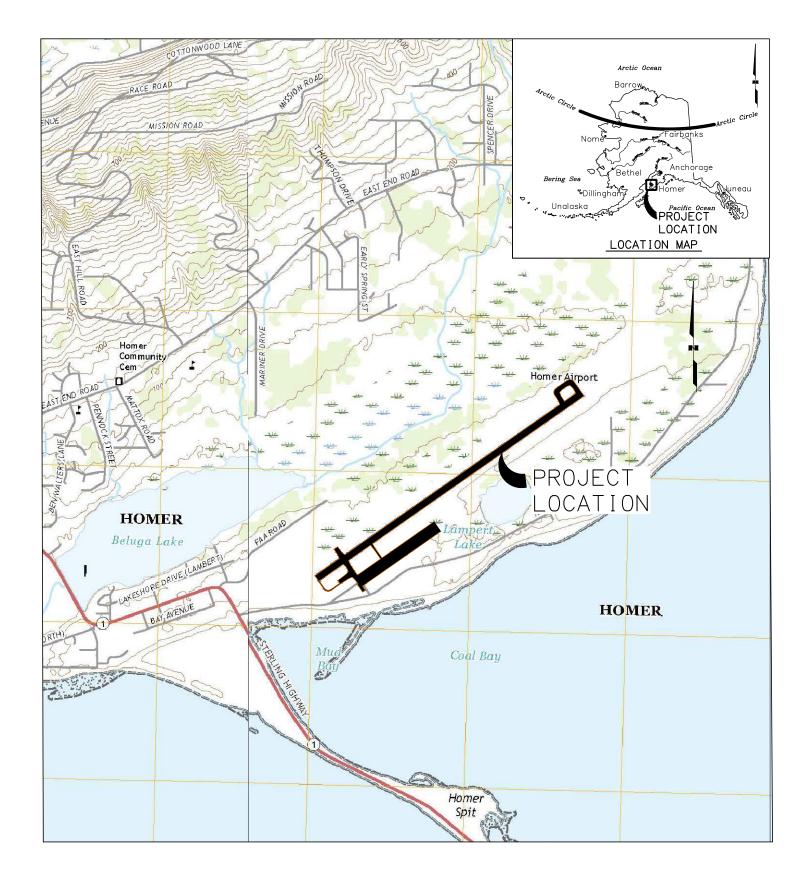
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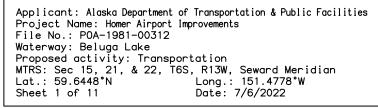
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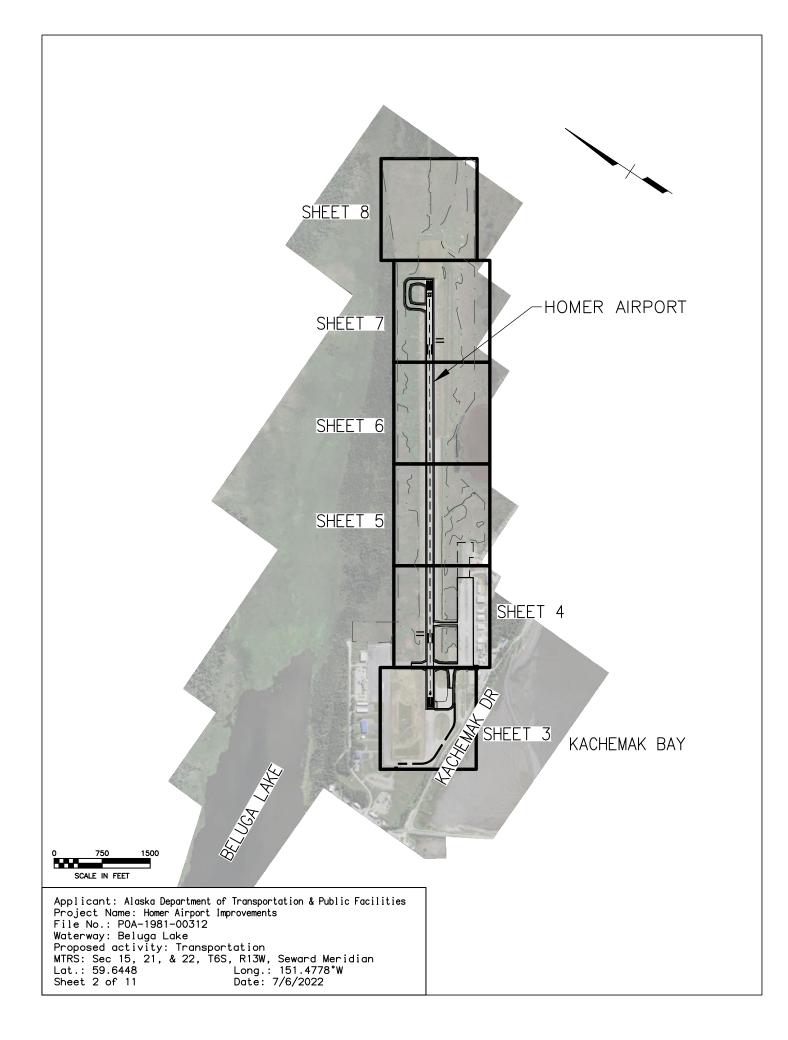
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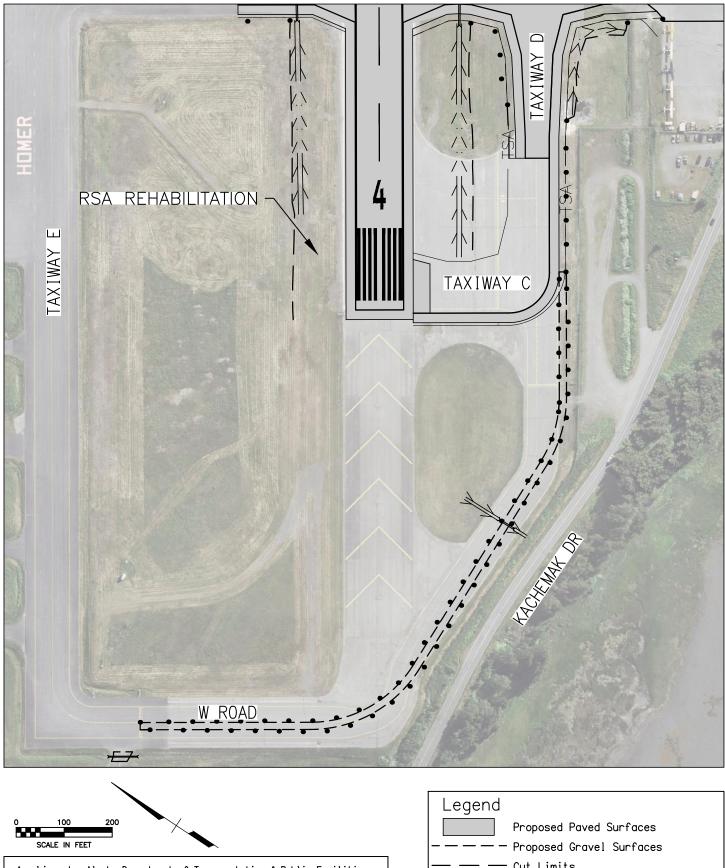


VICINITY MAP

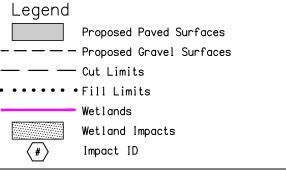


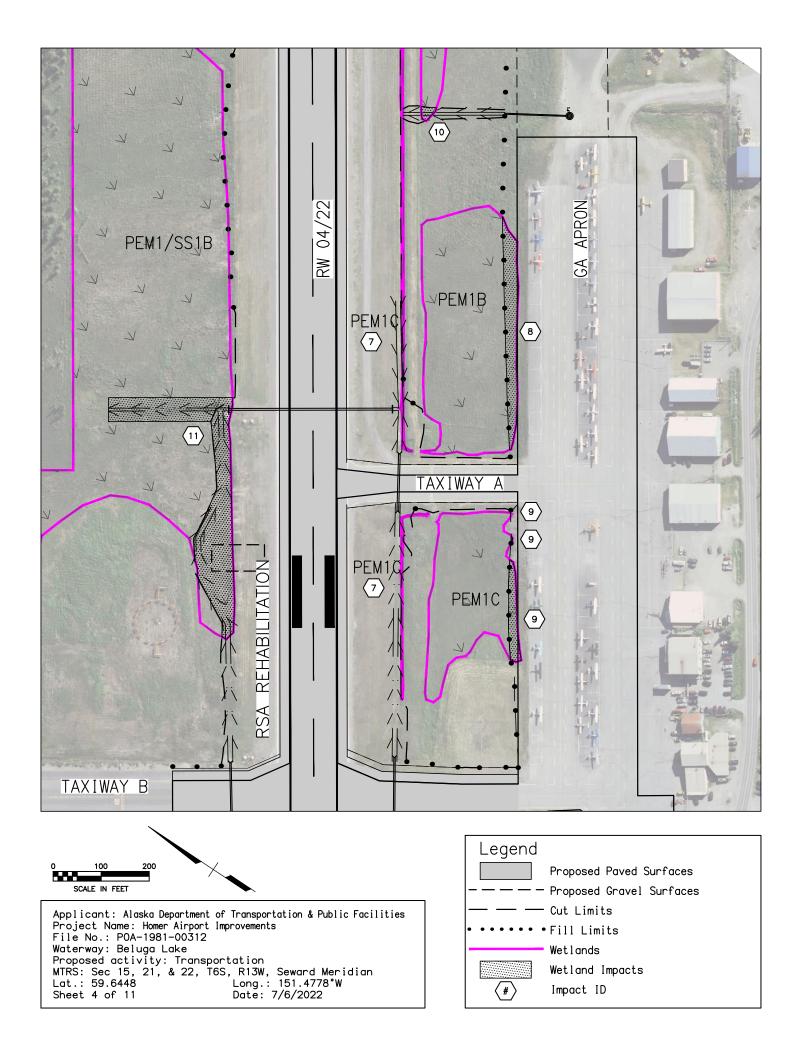


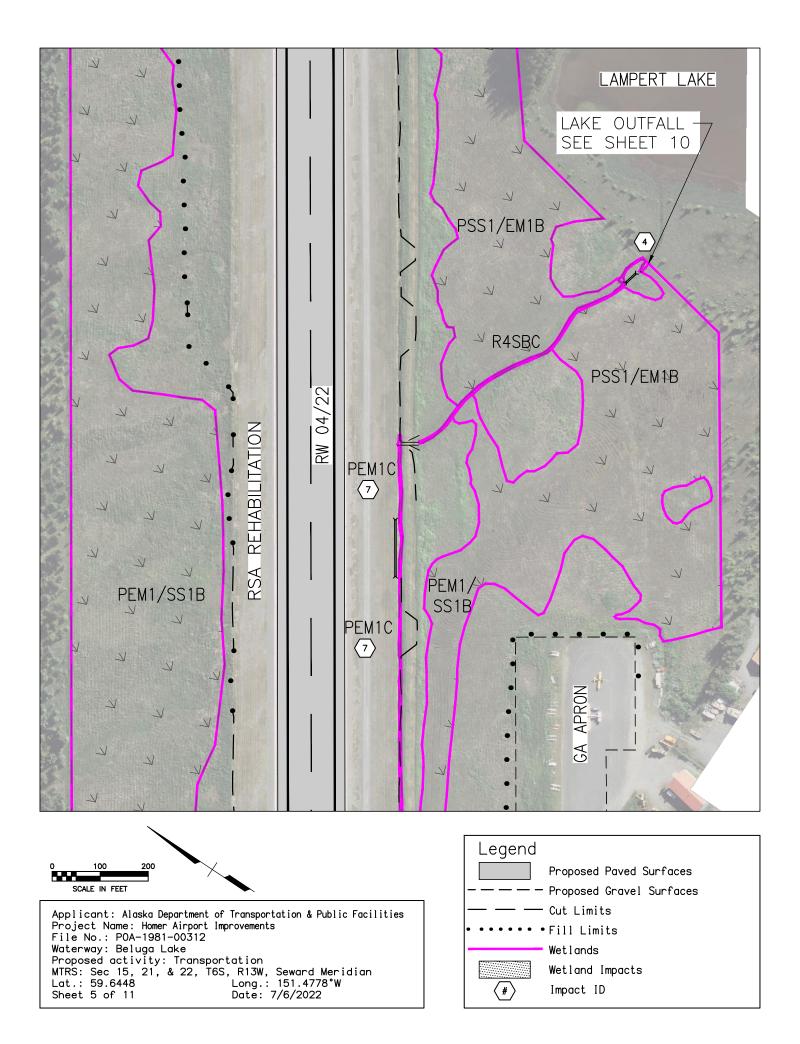


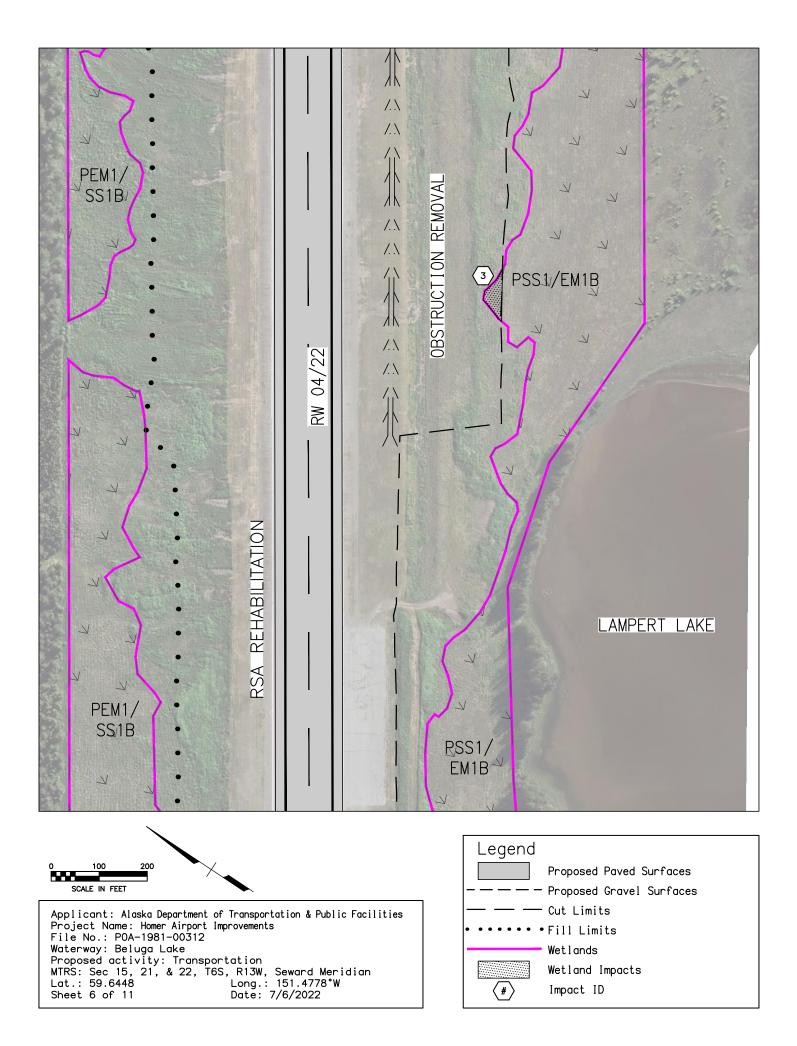


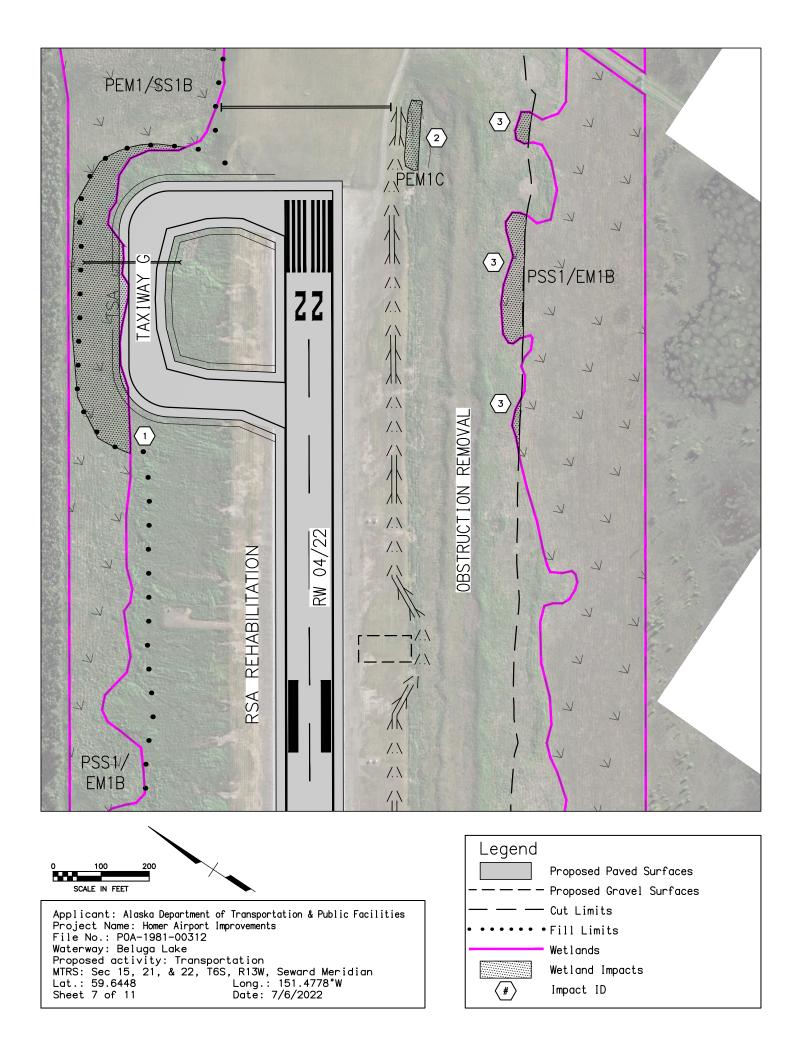
Applicant: Alaska Department of Transportation & Public Facilities Project Name: Homer Airport Improvements File No.: POA-1981-00312 Waterway: Beluga Lake Proposed activity: Transportation MTRS: Sec 15, 21, & 22, T6S, R13W, Seward Meridian Lat.: 59.6448 Sheet 3 of 11 Date: 7/6/2022

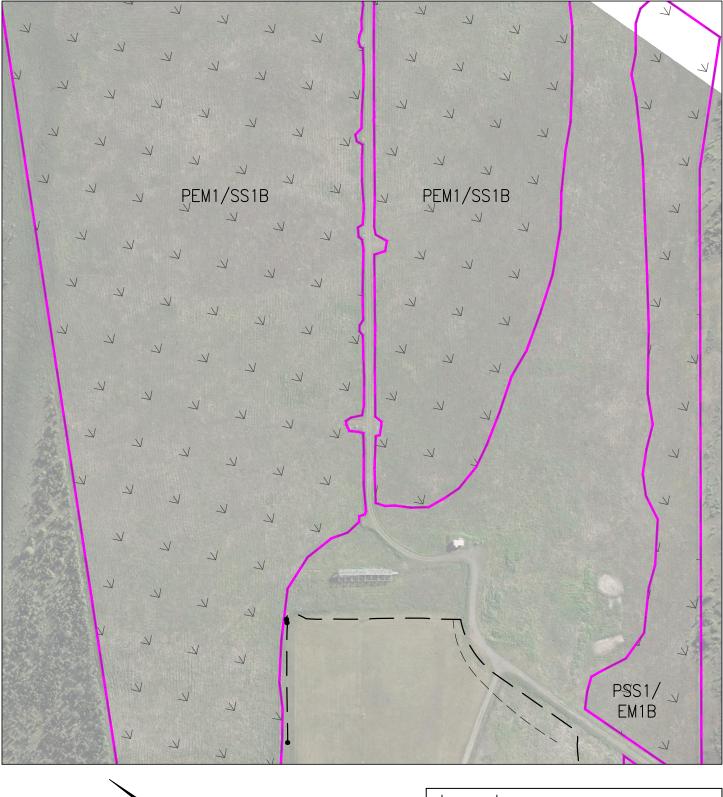






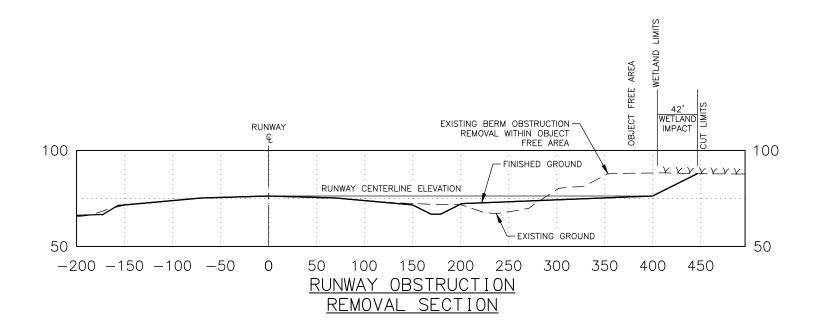


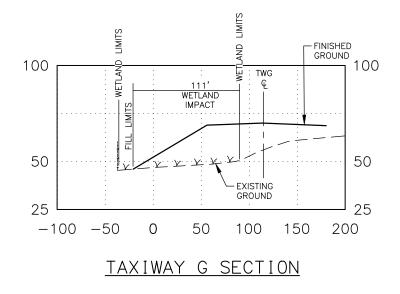




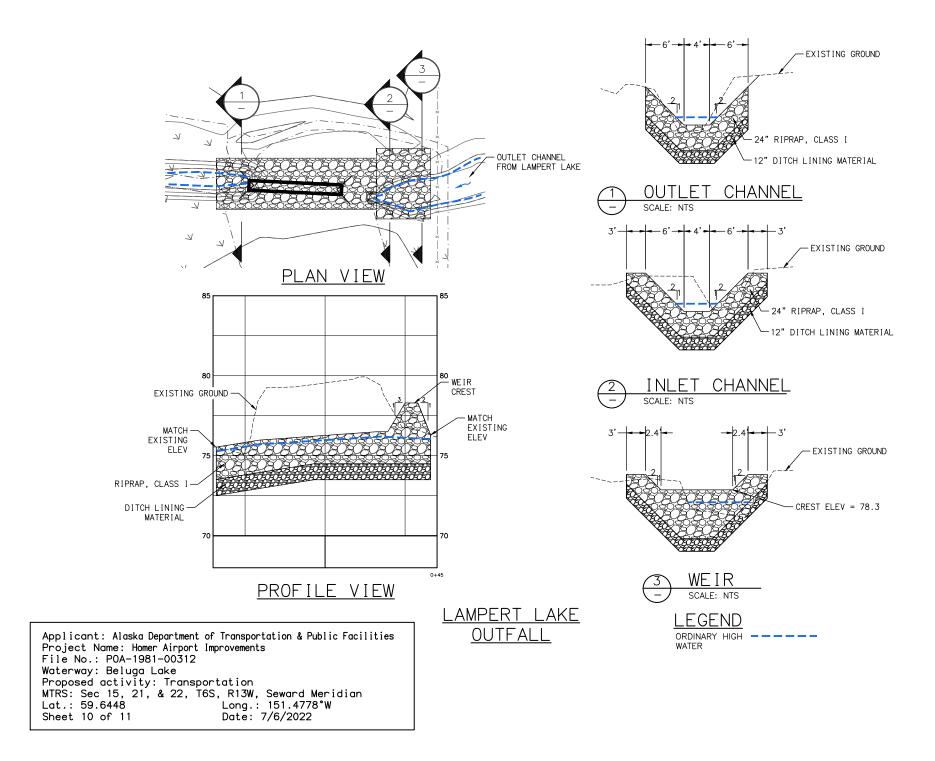


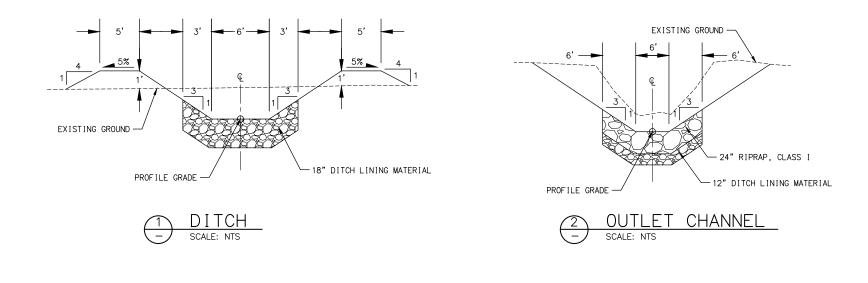
Legend	
	Proposed Paved Surfaces
	Proposed Gravel Surfaces
	- Cut Limits
••••	• Fill Limits
	Wetlands
	Wetland Impacts
#	Impact ID

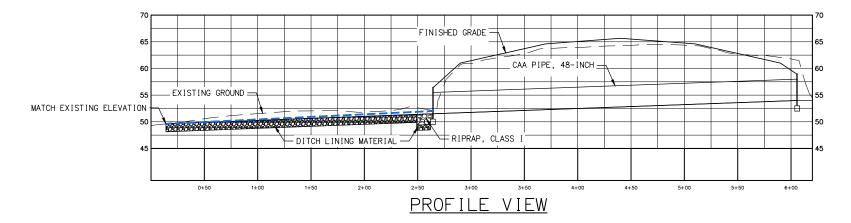




Applicant: Alaska Department of Transportation & Public Facilities Project Name: Homer Airport Improvements File No.: POA-1981-00312 Waterway: Beluga Lake Proposed activity: Transportation MTRS: Sec 15, 21, & 22, T6S, R13W, Seward Meridian Lat.: 59.6448 Sheet 9 of 11 Date: 7/6/2022







Applicant: Alaska Department of Transportation & Public Facilities Project Name: Homer Airport Improvements File No.: POA-1981-00312 Waterway: Beluga Lake Proposed activity: Transportation MTRS: Sec 15, 21, & 22, T6S, R13W, Seward Meridian Lat.: 59.6448 Sheet 11 of 11 Date: 7/6/2022

LEGEND ORDINARY HIGH -----



Department of Environmental Conservation

DIVISION OF WATER

Wastewater Discharge Authorization Program

March 2, 2022

Heidi Zimmer P.O. Box 196900 Anchorage, AK, 99519 555 Cordova Street Anchorage, Alaska 99501-2617 Main: 907.269.6285 Fax: 907.334.2415 www.dec.alaska.gov/water/wwdp

Re: Alaska Department of Transportation (ADOT&PF) Homer Airport Improvements POA-1981-00312, Beluga River

Ms. Zimmer:

In accordance with Section 401 of the Federal Clean Water Act of 1977 and provisions of the Alaska Water Quality Standards, the Department of Environmental Conservation (DEC) is issuing the enclosed water quality certification that the discharge from the proposed project will comply with water quality requirements for the placement of dredged and/or fill material in waters of the U.S., including wetlands and streams, associated with the Homer Airport improvements.

DEC regulations provide that any person who disagrees with this decision may request an informal review by the Division Director in accordance with 18 AAC 15.185 or an adjudicatory hearing in accordance with 18 AAC 15.195 – 18 AAC 15.340. An informal review request must be delivered to the Director, Division of Water, 555 Cordova Street, Anchorage, AK 99501, within 20 days of the permit decision. Visit <u>http://dec.alaska.gov/commish/review-guidance/</u> for information on Administrative Appeals of Department decisions.

An adjudicatory hearing request must be delivered to the Commissioner of the Department of Environmental Conservation, PO Box 111800, Juneau, AK 99811-1800; Location: 410 Willoughby Avenue, Suite 303, Juneau within 30 days of the permit decision. If a hearing is not requested within 30 days, the right to appeal is waived.

By copy of this letter we are advising the U.S. Army Corps of Engineers of our actions and enclosing a copy of the certification for their use. Sincerely,

James Rypkeina Program Manager, Storm Water and Wetlands

Enclosure: 401 Water Quality Certificate

cc: (with encl.) Randal Vigil, USACE, Anchorage Shawn Tisdell, DEC CSP Tony Munter, ADF&G/Habitat, Anchorage

Kenai USFWS Field Office Matthew LaCroix, EPA, AK Operations

STATE OF ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION Water Quality Certification

In accordance with Section 401 of the Federal Clean Water Act (CWA) and the Alaska Water Quality Standards (18 AAC 70), a water quality certification is issued to Alaska Department of Transportation and Public Facilities (ADOT&PF) Attn: Heidi Zimmer, P.O. Box 196900, Anchorage, AK, 99519 that the discharge from the proposed project will comply with water quality requirements for the placement of dredged and/or fill material in waters of the U.S. including wetlands and streams in association with the Homer Airport improvements.

Project Description and Location

The applicant's stated purpose is to to improve safety for runway operations, taxiing, and aircraft parking; extend the service life of airport facilities; and increase availability of leased tie-down facilities for General Aviation users. The proposed work would impact waters of the U.S. (WOTUS) resulting from the placement of 23,481 cubic yards of fill on 4.02 acres of wetlands.

The proposed activity is located within Section 15, 21, and 22, T. 6 S., R. 13 W., Seward Meridian; USGS Quad Map Seldovia C-4; Latitude 59.64249° N., Longitude 151.48474° W.; Homer Airport, in Homer, Alaska.

A state issued water quality certification is required under CWA Section 401 because the proposed activity will be authorized by a U.S. Army Corps of Engineers permit (POA-1981-00312) and a discharge of pollutants to waters of the U.S. located in the State of Alaska may result from the proposed activity. Public notice of the application for this certification was given as required by 18 AAC 15.180 in the Joint USACE & DEC Public Notice POA-1981-00312 posted from January 7, 2022 to February 7, 2022.

Antidegradation Analysis Finding

Pursuant to the Department's Antidegradation Policy and Implementation Methods at 18 AAC 70.015 and 18 AAC 70.016, DEC finds that the project would comply with the requirements for Tiers 1 and 2 regarding water quality impacts to receiving water immediately surrounding the dredge or fill material pursuant to the Corps evaluation and findings of no significant degradation under 33 U.S.C. 1344 and under 40 CFR 230. The use of appropriate best management practices and erosion and sediment control measures would adequately protect the existing water uses and the level of water quality necessary to protect existing uses. Any potential water quality degradation is expected to be temporary and limited and necessary to accommodate important social and/or economic development in the area.

Conditions Necessary to Ensure Compliance with Water Quality Standards or Other Appropriate Water Quality Requirements of State Law

The Department of Environmental Conservation (DEC) reviewed the application and certifies that there is reasonable assurance that the proposed activity, as well as any discharge which may result, will comply with applicable provisions of Section 401 of the CWA and the Alaska Water Quality Standards, 18 AAC 70, provided that the following additional measures are adhered to.

Pursuant to 18 AAC 70.020(a) and the Toxics and Other Deleterious Organic and Inorganic Substances in 18 AAC 70.020(b), the following conditions are designed to reduce pollutants from construction activity to ensure compliance with the applicable water quality standards.

Pollutants/Toxics

- The project proponent shall develop a Contaminated Materials Management Plan (CMMP) and obtain plan approval by DEC Contaminated Sites Program (CSP) to address potential per- and polyfluoroalkyl substances (PFAS). For further information, see DEC CSP's website(s) <u>https://dec.alaska.gov/spar/csp/</u> and <u>https://dec.alaska.gov/Applications/SPAR/PublicMVC/</u> <u>CSP/SiteReport/27309</u>; staff contact: Shawn Tisdell 907-451-2752, <u>shawn.tisdell@alaska.gov</u>.
- 2. Fuel storage and handling activities for equipment must be sited and conducted so there is no petroleum contamination of the ground, subsurface, or surface waterbodies.
- 3. During construction, spill response equipment and supplies such as sorbent pads shall be available and used immediately to contain and cleanup oil, fuel, hydraulic fluid, antifreeze, or other pollutant spills. Any spill amount must be reported in accordance with Discharge Notification and Reporting Requirements (AS 46.03.755 and 18 AAC 75 Article 3). The applicant must contact by telephone the DEC Area Response Team for Central Alaska at 907-269-3063 during work hours or 1-800-478-9300 after hours. Also, the applicant must contact by telephone the National Response Center at 1-800-424-8802.
- 4. Construction equipment shall not be operated below the ordinary high-water mark if equipment is leaking fuel, oil, hydraulic fluid, or any other hazardous material. Equipment shall be inspected and recorded in a log daily for leaks. If leaks are found, the equipment shall not be used and pulled from service until the leak is repaired.
- 5. Fill material (including dredge material) must be clean soil, sand, gravel or rock, free from petroleum products and toxic contaminants in toxic amounts.

Turbidity, Erosion and Sediment Control

- 6. Runoff discharged to surface water (including wetlands) from a construction site disturbing one or more acres must be covered under Alaska's General Permit for Storm Water Discharges from Large and Small Construction Activities in Alaska (CGP, AKR100000, 18 AAC 83). The CGP requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For projects that disturb more than five acres, this SWPPP must also be submitted to DEC prior to construction along with the Notice of Intent (NOI). For more information see DEC's website for the CGP at http://dec.alaska.gov/water/wastewater/stormwater/construction, or call 907-269-6285.
- 7. Excavated or fill material, including overburden, shall be placed so that it is stable, meaning after placement the material does not show signs of excessive erosion. Indicators of excess erosion include gullying, head cutting, caving, block slippage, material sloughing, etc. The material must be contained with siltation best management practices (BMPs) to preclude reentry into any waters of the U.S., which includes wetlands.
- 8. Include the following BMPs to handle storm water and total storm water volume discharges as they apply to the site:
 - a. Divert storm water from off-site around the site so that it does not flow onto the project site and cause erosion of exposed soils;
 - b. Slow down or contain storm water that may collect and concentrate within a site and cause erosion of exposed soils;

- c. Place velocity dissipation devices (e.g., check dams, sediment traps, or riprap) along the length of any conveyance channel to provide a non-erosive flow velocity. Also place velocity dissipation devices where discharges from the conveyance channel or structure join a water course to prevent erosion and to protect the channel embankment, outlet, adjacent stream bank slopes, and downstream waters.
- 9. Fill placed during winter construction within wetlands that during the summer contain surface water that is connected to natural bodies of water, must be stabilized or contained in the spring prior to breakup. This action is to ensure that silts are not carried from the fill to the natural bodies of water in the spring and summer.
- 10. Prior to fill placement in the spring or summer, a silt fence or similar structure shall be installed on a line parallel to and within five feet of the proposed fill toe of slope within all wetland areas that contain standing water that is connected to any natural body of water or where the fill toe is within 25 feet of such a water body. This structure shall remain in place until the fill has been stabilized or contained in another manner.

Vegetation Protection and Restoration

- 11. Any disturbed ground and exposed soil not covered with fill must be stabilized and re-vegetated with endemic species, grasses, or other suitable vegetation in an appropriate manner to minimize erosion and sedimentation, so that a durable vegetative cover is established in a timely manner.
- 12. All work areas, material access routes, and surrounding wetlands involved in the construction project shall be clearly delineated and marked in such a way that equipment operators do not operate outside of the marked areas.
- 13. Natural drainage patterns shall be maintained, to the extent practicable, without introducing ponding or drying.

General

- 14. DEC coordinates with several regulatory programs to review the impacts of mining operations. A Section 401 Certification does not release the applicant from obtaining all necessary federal, state, and local permits, nor does it limit more restrictive requirements set through any such program. It does not eliminate, waive, or vary the applicant's obligation to comply with all state water statutes and rules through construction, installation, and operation of the project or mitigation, including, but not limited to the APDES permitting program 18 AAC 83 and 18 AAC 72.
- 15. USACE has stated that projects shall be reviewed under the federal rules in place at the time the application is received. This project and its mitigation were reviewed under the federal and state statutes and laws in place at the time the application was received. If the USACE determines any part or condition of this Certification is not lawful or is waived and unenforceable, the determination shall apply only to the part or conditions of this Certification. The determination shall not apply to nor invalidate any remaining parts or conditions of this Certification. If the USACE makes such a determination, the applicant remains responsible for meeting state water quality statutes and rules, and if a violation occurs, may be subject to state enforcement (18 AAC 70.010).
- 16. This Certification does not release the applicant from any liability, penalty, or duty imposed by Alaska or federal statutes, regulations, rules or local ordinances, and it does not convey a property right or an exclusive privilege.

17. If your project is not completed by the time limit specified under USACE Permit and will continue, or for a modification of the USACE permit, you must submit an application for renewal of this certification at least 60 days before the expiration date or any deadline established by USACE for certification action on the modification, or 60 days before the proposed effective date of the modification, whichever is sooner. (18 AAC 15.120(b), 18 AAC 15.130, 18 AAC 15.180).

Date: 3/2/2022

James Rypkema, Program Manager

Storm Water and Wetlands



US Army Corps of Engineers Alaska District

Public Notice of Application for Permit

Juneau Field Office Regulatory Division (1145) CEPOA-RD Post Office Box 22270 Juneau, Alaska 99802-2270

PUBLIC NOTICE DATE:January 13, 2022EXPIRATION DATE:February 7, 2022REFERENCE NUMBER:POA-1981-00312-M5WATERWAY:Beluga Lake

PUBLIC NOTICE REVISION

On January 7, 2022, the Alaska District Corps of Engineers published a Public Notice for Department of the Army (DA) permit number POA-1981-00312-M5, Beluga Lake for a DA permit application from the Alaska Department of Transportation and Public Facilities, to discharge fill at the Homer Airport to improve safety for runway operations, taxiing, and aircraft parking; extend the service life of airport facilities; and increase availability of leased tie-down facilities for General Aviation users. The project site is located within Section 15, 21, and 22, T. 6 S., R. 13 W., Seward Meridian; USGS Quad Map Seldovia C-4; Latitude 59.64249° N., Longitude 151.48474° W.; Homer Airport, in Homer, Alaska.

The Public Notice comment period has been extended until February 7, 2022.

<u>Availability of Complete Public Notice</u>: A copy of the full public notice with attachments may be downloaded at https://www.poa.usace.army.mil/Missions/Regulatory/Public-Notices/Year/2022/

All other information contained in the previous notice remains the same. Please bring this announcement to the attention of anyone you know who is or may be interested. Please contact Randal Vigil at (907) 201-5022, or by email at Randal.P.Vigil@usace.army.mil if further information is desired concerning this notice.

District Engineer U.S. Army, Corps of Engineers



of Engineers Alaska District

Juneau Field Office Regulatory Division (1145) CEPOA-RD Post Office Box 22270 Juneau, Alaska 99802-2270

Public Notice of Application for Permit

PUBLIC NOTICE DATE:	January 7, 2022
EXPIRATION DATE:	January 24, 2022
REFERENCE NUMBER:	POA-1981-00312-M5
WATERWAY:	Beluga Lake

Interested parties are hereby notified that a Department of the Army permit application has been received for work in waters of the United States as described below and shown on the enclosed project drawings.

All comments regarding this Public Notice should be sent to the address noted above. If you desire to submit your comments by email, you should send it to the Project Manager's email as listed below. All comments should include the Public Notice reference number listed above.

All comments should reach this office no later than the expiration date of this Public Notice to become part of the record and be considered in the decision. Please contact Randal Vigil at (907) 201-5022, or by email at Randal.P.Vigil@usace.army.mil if further information is desired concerning this notice.

<u>APPLICANT</u>: Alaska Department of Transportation and Public Facilities (ADOT&PF) (Heidi Zimmer), PO Box 196900, Anchorage, Alaska 99519-6900.

<u>LOCATION</u>: The project site is located within Section 15, 21, and 22, T. 6 S., R. 13 W., Seward Meridian; USGS Quad Map Seldovia C-4; Latitude 59.64249° N., Longitude 151.48474° W.; Homer Airport, in Homer, Alaska.

<u>PURPOSE</u>: The applicant's stated purpose is to improve safety for runway operations, taxiing, and aircraft parking; extend the service life of airport facilities; and increase availability of leased tie-down facilities for General Aviation users.

<u>PROPOSED WORK</u>: The applicant's stated purpose is to improve safety for runway operations, taxiing, and aircraft parking; extend the service life of airport facilities; and increase availability of leased tie-down facilities for General Aviation users.

Shee	et Wetland	d Acres	s Fill	Dredge	Fill Type	Habitat	Notes
#	Impact ID		cubic yards	cubic yards		Code	
7	1	1.32	11,000	3,500	Borrow, Type A	PEM1/SS1B	3 Taxiway G; permanent loss; fill
7	2	0.11	518	0	Borrow, Type A	PEM1C	Obstruction Removal, drainage; ditch grading
6,7	3	0.35	0	2,179	Borrow, Type A	PSS1/EM1B	Obstruction Removal; excavation only
5	4	0.002	10	316	Class I riprap, 12" ditch lining, pipe	R4SBC	Lake outfall; fill, rehabilitation
5	5	1.47	8,287	4,333	Borrow, Type A	PSS1/EM1B	GA Apron, gravel portion; permanent loss; fill
5	6	0.31	1,859	507	Borrow, Type A	PSS1/EM1B	BTaxiway J; permanent loss; fill
4,5	7	0.17	10	36	Class I riprap, 18" ditch lining, 12" ditch lining	PEM1C	Drainage, ditch grading
4	8	0.19	1,650	0	Borrow, Type A	PEM1B	GA Apron, paved portion; permanent loss; fill
4	9	0.09	147	0	Borrow, Type A	PEM1C	GA Apron, paved portion; permanent loss; fill
		4 02	22 /01	10 870			

Permanent Impacts in Waters of the United States

4.02 23,481 10,870

All work would be performed in accordance with the enclosed plan (sheets 1-10), dated December 3, 2021.

<u>ADDITIONAL INFORMATION</u>: A City of Homer Development Plan authorization is needed for the proposed project.

<u>APPLICANT PROPOSED MITIGATION</u>: The applicant proposes the following mitigation measures to avoid, minimize, and compensate for impacts to waters of the United States from activities involving discharges of dredged or fill material.

a. <u>Avoidance</u>: The airport property is constrained by the Homer Airport Critical Habitat Area to the north and the high value Lampert Peatland wetland complex to the south. Within airport property, wetlands comprise a significant proportion of the undeveloped airfield. Total wetland avoidance, therefore, is not practicable while addressing the project's stated purpose and need. Partial wetland impact avoidance was achieved by dropping embankment construction for a future parallel taxiway and perimeter service road from the project's scope of work. Dropping the future parallel taxiway embankment and the perimeter road reduced the project's wetland impact by approximately 25 acres.

b. <u>Minimization</u>: Permanent and construction-related impacts would be minimized in the following ways:

- Reducing grades and steepening embankment side slope fill areas to the maximum extent practicable.
- Designing drainage facilities to maintain existing drainage patterns and reduce conversion of sheet flow to channel flow.
- Prohibiting fueling or maintenance of vehicles or construction equipment within 100 feet of water bodies.
- Implementing a Storm Water Pollution Prevention Plan prior to construction activities in accordance with the Alaska Pollutant Discharge Elimination System Construction General Permit for Large and Small Construction Activities.
- Utilizing Best Management Practices to control erosion and transport of sediment and other pollutants into waters of the U.S.
- Reseeding and stabilizing disturbed ground with seed recommended for the region by the Alaska Department of Natural Resources, Plant Materials Center's *A Revegetation Manual for Alaska*
- Implementing a Hazardous Materials Control Plan during construction.
- Construction staging areas will utilize upland areas or wetland areas planned for permanent improvements. Temporary wetland fills, where necessary for construction, will use geotextile mats or other suitable materials to facilitate removal of the fill when no longer needed for construction. Temporary wetland impact areas will be restored by revegetating with native species.

c. <u>Compensatory Mitigation</u>: The ADOT&PF is proposing to compensate for unavoidable permanent impacts to waters of the U.S. by rehabilitating the Lampert Lake outfall to maintain water levels in the lake.

<u>WATER QUALITY CERTIFICATION</u>: A permit for the described work will not be issued until a certification or waiver of certification, as required under Section 401 of the Clean Water Act (Public Law 95-217), has been received from the Alaska Department of Environmental Conservation.

<u>CULTURAL RESOURCES</u>: The lead Federal agency, U.S. Department of Transportation Federal Aviation Administration (FAA), is responsible for compliance with the requirements of Section 106 of the National Historic Preservation Act. The U.S. Army Corps of Engineers (Corps) has reviewed the Section 106 documentation from FAA and concurs with their findings and/or determinations.

<u>ENDANGERED SPECIES</u>: The project area is within the known or historic range of the Steller's Eider (*Polysticta stelleri*).

The FAA initiated the consultation procedures under Section 7 of the Endangered Species Act (ESA) with the U.S. Fish and Wildlife Service (USFWS) on May 26, 2021. The FAA determined under Section 7 of the ESA, and the USFWS concurred, that the project is not likely to adversely affect ESA-listed species or habitat. Any comments the USFWS may have concerning endangered or threatened wildlife or plants or their critical habitat will be considered in our final assessment of the described work.

<u>ESSENTIAL FISH HABITAT</u>: The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996, requires all Federal agencies to consult with the National Marine Fisheries Service (NMFS) on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH).

No EFH species are known to use the project area.

<u>TRIBAL CONSULTATION</u>: The Alaska District fully supports tribal self-governance and government-to-government relations between Federally recognized Tribes and the Federal government. Tribes with protected rights or resources that could be significantly affected by a proposed Federal action (e.g., a permit decision) have the right to consult with the Alaska District on a government-to-government basis. Views of each Tribe regarding protected rights and resources will be accorded due consideration in this process. This Public Notice serves as notification to the Tribes within the area potentially affected by the proposed work and invites their participation in the Federal decision-making process regarding the protected Tribal right or resource. Consultation may be initiated by the affected Tribe upon written request to the District Commander during the public comment period.

<u>PUBLIC HEARING</u>: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, reasons for holding a public hearing.

<u>EVALUATION</u>: The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts of the proposed activity and its intended use on the public interest. Evaluation of the probable impacts, which the proposed activity may have on the public interest, requires a careful weighing of all the factors that become relevant in each particular case. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. The outcome of the general balancing process would determine whether to authorize a proposal, and if so, the conditions under which it will be allowed to occur. The decision should reflect the national concern for both protection and utilization of important resources. All factors, which may be relevant to the proposal, must be considered including the cumulative effects thereof. Among

those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. For activities involving 404 discharges, a permit will be denied if the discharge that would be authorized by such permit would not comply with the Environmental Protection Agency's 404(b)(l) guidelines. Subject to the preceding sentence and any other applicable guidelines or criteria (see Sections 320.2 and 320.3), a permit will be granted unless the District Commander determines that it would be contrary to the public interest.

The Corps of Engineers is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

<u>AUTHORITY</u>: This permit will be issued or denied under the following authority: (X) Discharge dredged or fill material into waters of the United States – Section 404 Clean Water Act (33 U.S.C. 1344). Therefore, our public interest review will consider the guidelines set forth under Section 404(b) of the Clean Water Act (40 CFR 230).

Project drawings a Notice of Application for State Water Quality Certification are enclosed with this Public Notice.

District Commander U.S. Army, Corps of Engineers

Enclosures



A REAL PROPERTY OF

PUBLIC NOTICE

Alaska Department of Environmental Conservation (DEC) Wastewater Discharge Authorization Program/401 Certification 555 Cordova Street, Anchorage AK 99501-2617 Phone: 907-269-6285 | Email: DEC-401Cert@alaska.gov

Notice of Application for State Water Quality Certification

Any applicant for a federal license or permit to conduct an activity that might result in a discharge into navigable waters, in accordance with Section 401 of the Clean Water Act (CWA) of 1977 (PL95-217), also must apply for and obtain certification from the Alaska Department of Environmental Conservation that the discharge will comply with the CWA, the Alaska Water Quality Standards, and other applicable State laws.

Notice is hereby given that a request for a CWA §401 Water Quality Certification of a Department of the Army Permit application, Corps of Engineers' Reference Number **POA-1981-00312-M5, Beluga Lake,** has been received for the discharge of dredged and/or fill materials into waters of the United States (WOUS), including wetlands, as described in the Corps public notice and project figures/drawings (18 AAC 15.180).

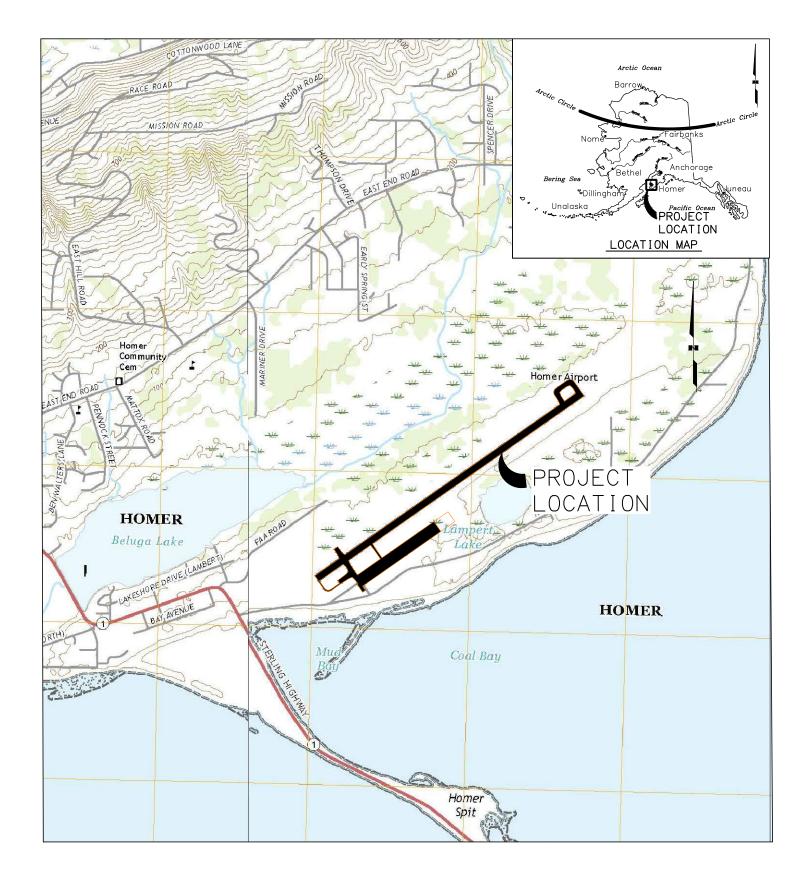
Any person desiring to comment on the project with respect to water quality, may submit comments electronically via email to <u>DEC-401cert@alaska.gov</u> by the expiration date of the Corps of Engineer's public notice. All comments need to include the Corps public notice reference number in the subject heading. Physically mailed comments must be postmarked on or before the expiration date of the public notice.

After reviewing the application, the Department may certify there is reasonable assurance the activity, and any discharge that might result, will comply with the CWA, the Alaska Water Quality Standards, and other applicable State laws. The Department also may deny or waive certification.

The permit application and associated documents are available for review. For inquires or to request copies of the documents, contact <u>dec-401cert@alaska.gov</u>, or call 907-269-6285.

Disability Reasonable Accommodation Notice

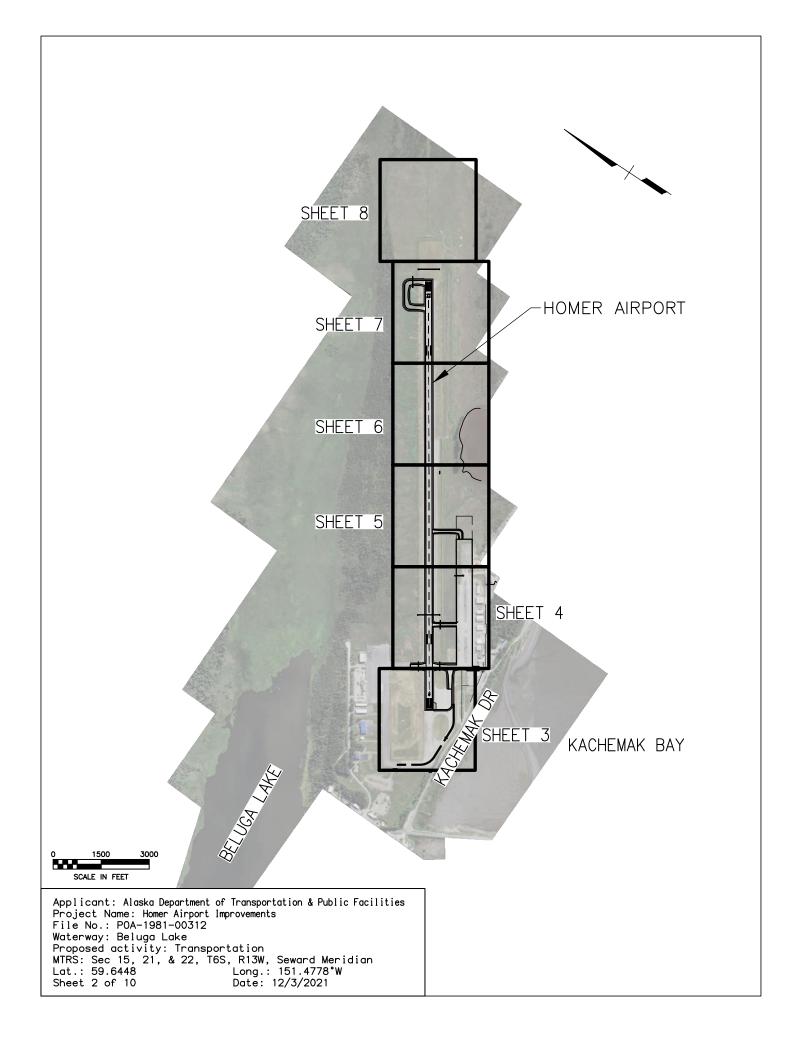
The State of Alaska, Department of Environmental Conservation complies with Title II of the Americans with Disabilities Act (ADA) of 1990. If you are a person with a disability who may need special accommodation in order to participate in this public process, please contact ADA Coordinator Brian Blessington at 907-269-6272 or TDD Relay Service 1-800-770-8973/TTY or dial 711 within 5 days of the expiration date of this public notice to ensure that any necessary accommodations can be provided.

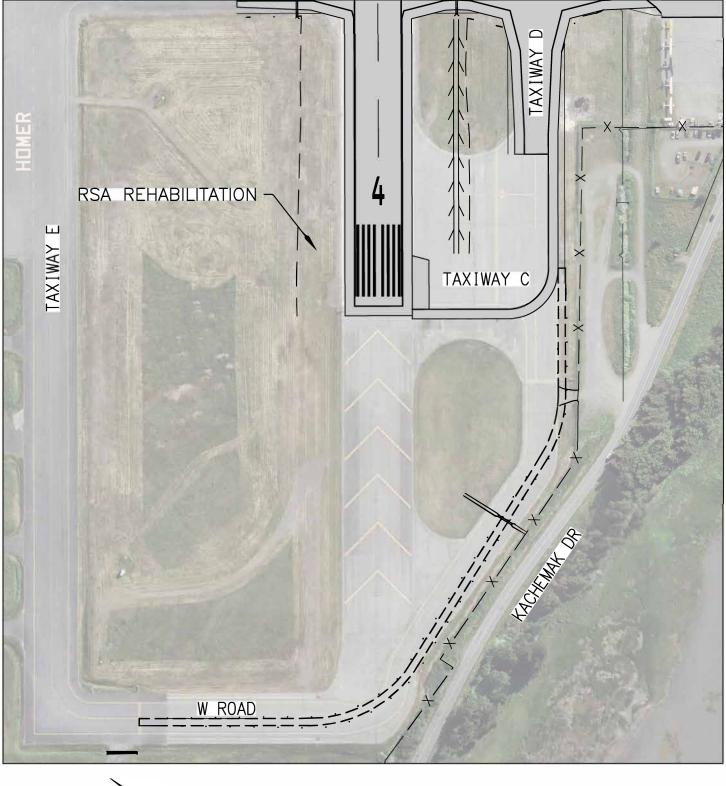


VICINITY MAP

Applicant: Alaska Department of Transportation & Public Facilities Project Name: Homer Airport Improvements File No.: POA-1981-00312 Waterway: Beluga Lake Proposed activity: Transportation MTRS: Sec 15, 21, & 22, T6S, R13W, Seward Meridian Lat.: 59.6448°N Sheet 1 of 10 Date: 12/3/2021

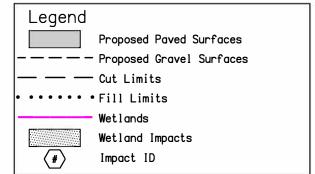


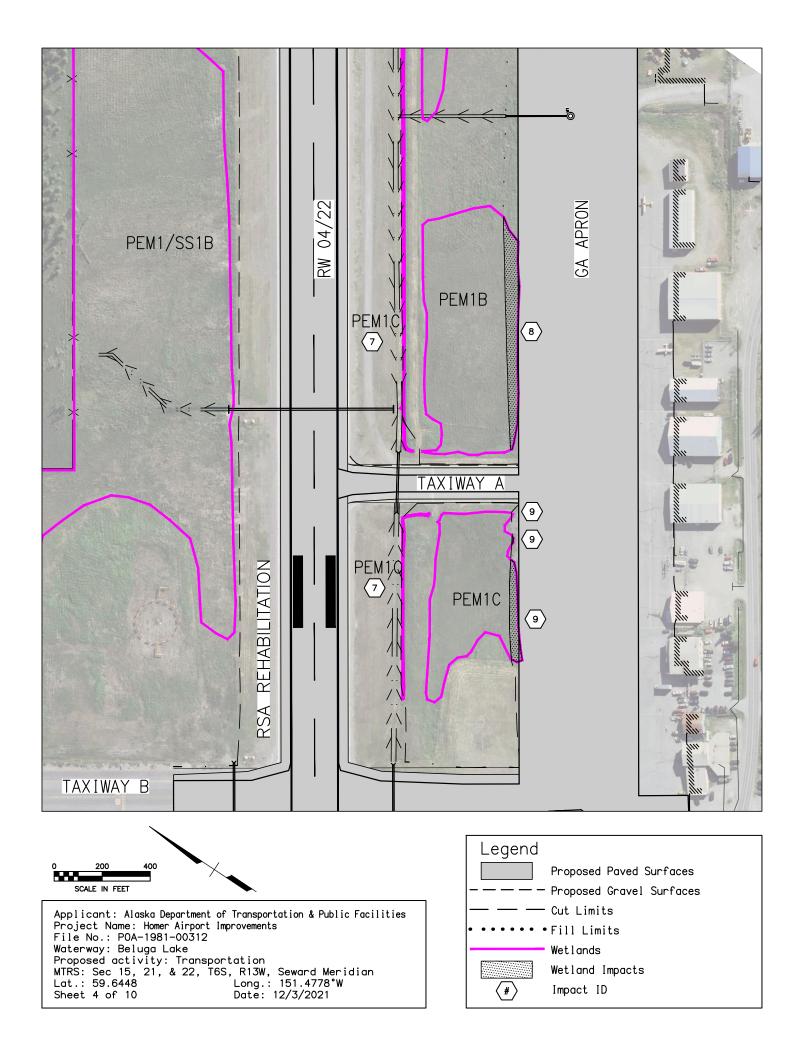


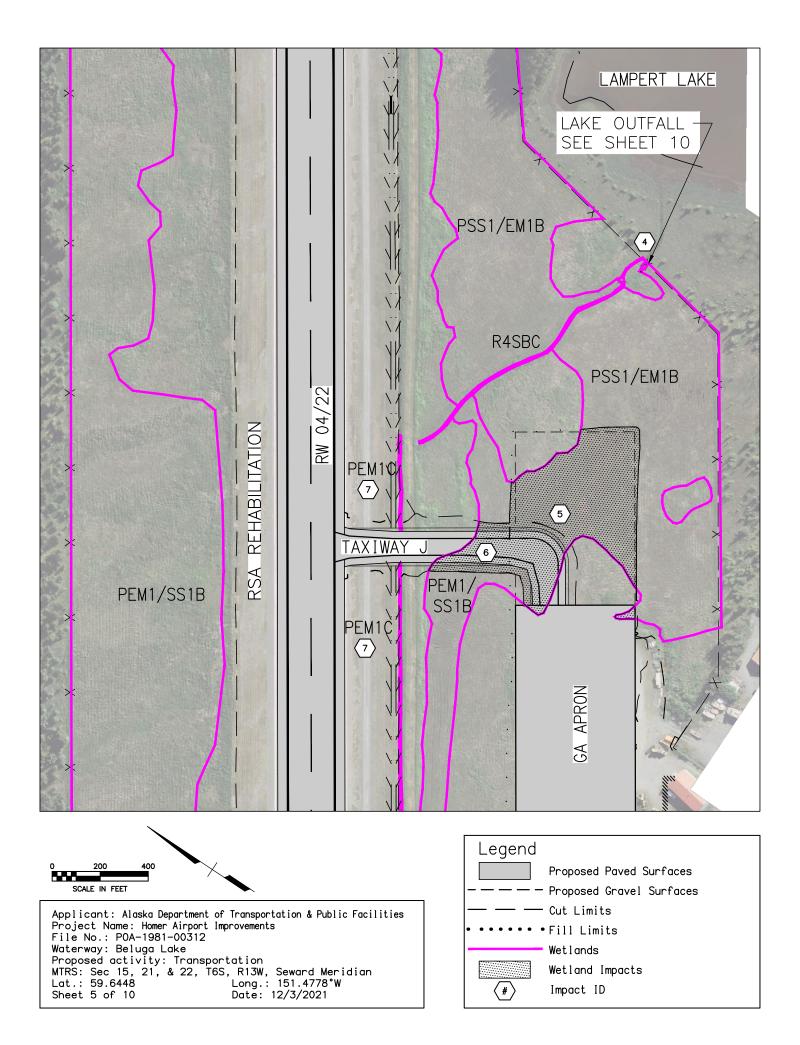


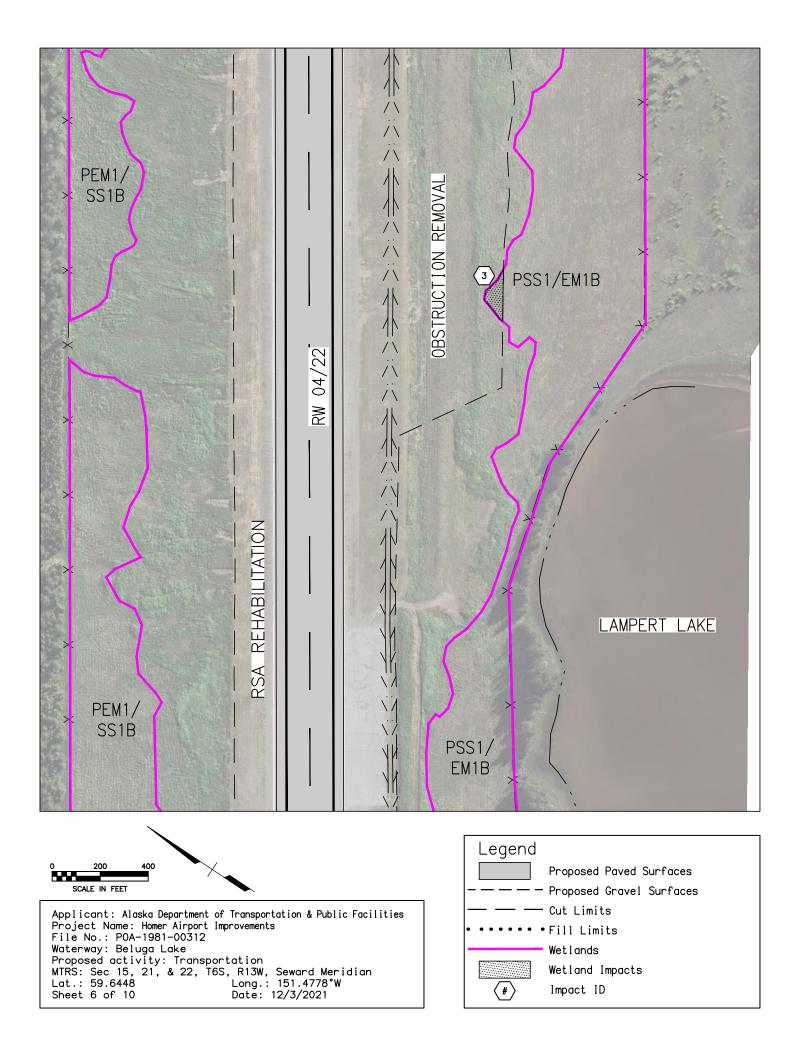


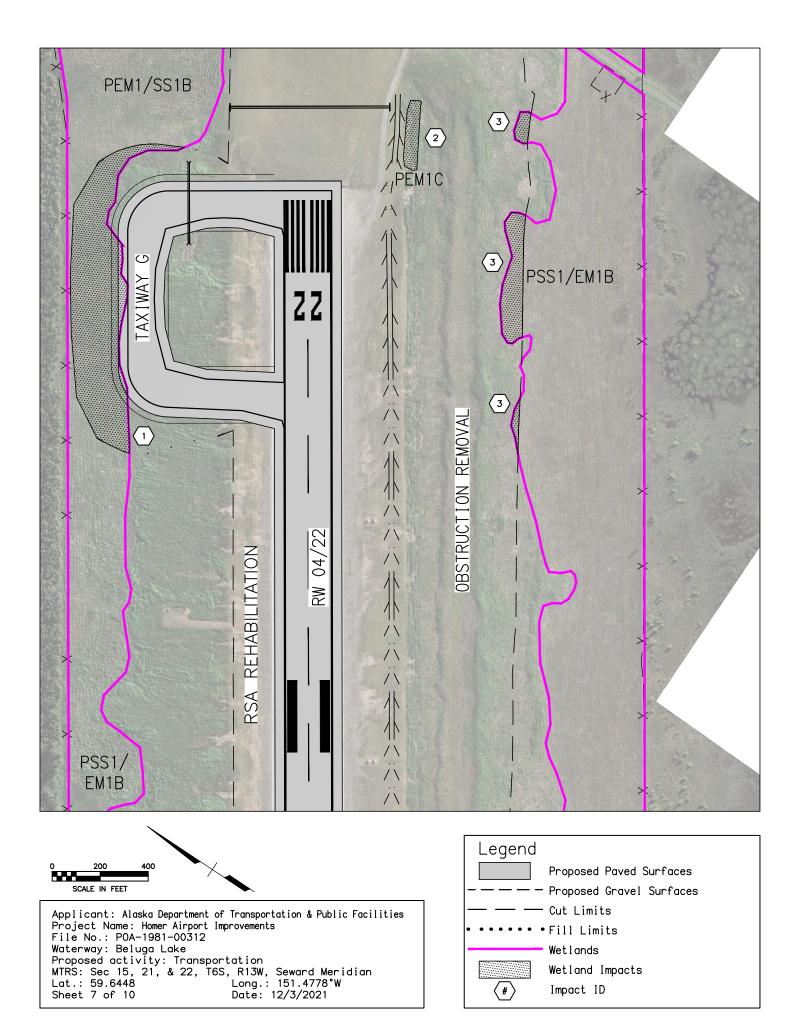
Applicant: Alaska Department of Transportation & Public Facilities Project Name: Homer Airport Improvements File No.: POA-1981-00312 Waterway: Beluga Lake Proposed activity: Transportation MTRS: Sec 15, 21, & 22, T6S, R13W, Seward Meridian Lat.: 59.6448 Sheet 3 of 10 Date: 12/3/2021

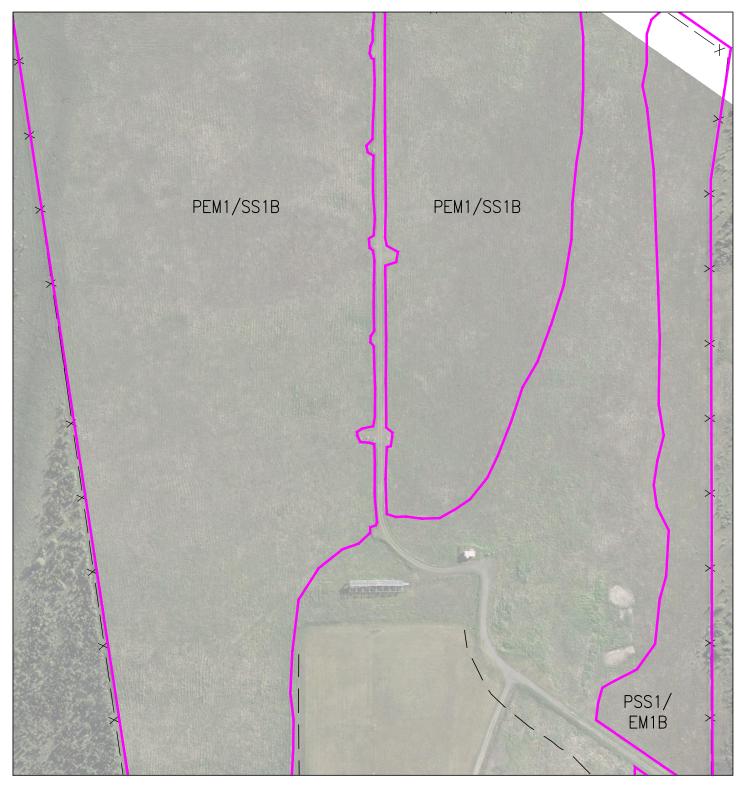


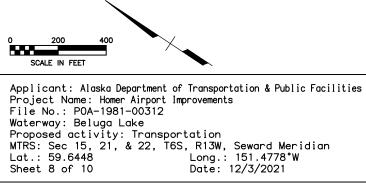




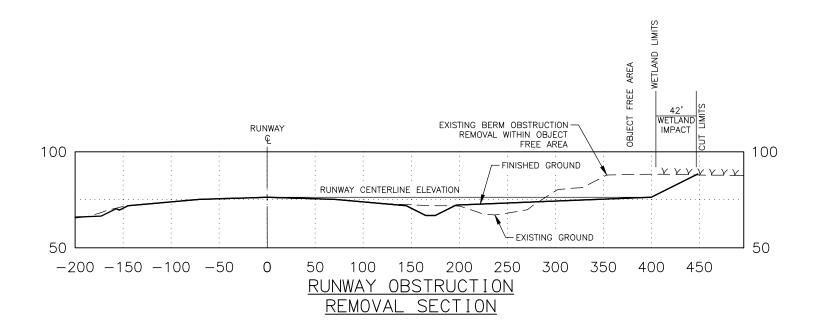


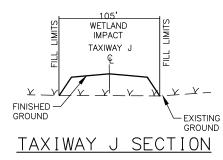




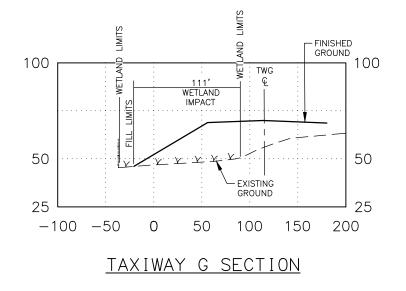


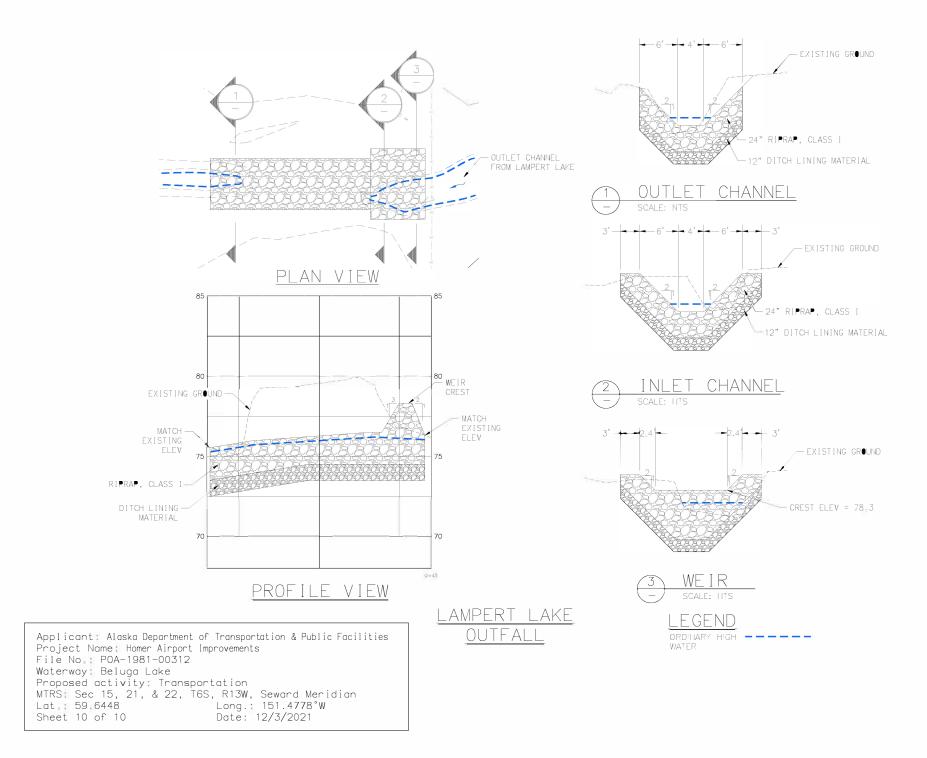
Legend	
	Proposed Paved Surfaces
	- Proposed Gravel Surfaces
	- Cut Limits
• • • • • • •	• Fill Limits
	• Wetlands
	Wetland Impacts
#	Impact ID





Applicant: Alaska Department of Transportation & Public Facilities							
Project Name: Homer Airport Impr	ovements						
File No.: POA-1981-00312							
Waterway: Beluga Lake							
Proposed activity: Transporte	ation						
MTRS: Sec 15, 21, & 22, T6S,	R13W, Seward Meridian						
	_ong.: 151.4778°W						
Sheet 9 of 10	Date: 12/3/2021						







Request for CWA §401 Water Quality Certification

Alaska Department of Environmental Conservation Division of Water - Wastewater Discharge Authorization Program 555 Cordova Street, Anchorage AK 99501 email: dec-401Cert@alaska.gov Phone: 907-269-6285

Identify the applicable federal license or permit* Ι.

Federal Agency: USACE, \Box FERC, or \Box Other: Permit License Number:

*A copy of the federal permit or license application is required to be submitted with the request for the water quality certification. (18 AAC 15.130, 18 AAC 15.180)

II. Project Proponent and Point of Contact

Applicant Ir	oformation					Point of Cont	act or Agent I	nformat	ion		
First	Middle		Last			First	Middle		Last		
Company			Title			Company			Title		
Mailing Address Str	reet or PO Box	City		State	Zip	Mailing Address or PO	Box	City		State	Zip
Email			Phone		Fax (optional)	Email			Phone		Fax (optional)

Statement of Authorization

I hereby authorize to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit/certification application.

SIGNATURE OF APPLICANT

DATE

III. Name, Location, and Description of Project or Activity

Project Name or Title						
			AK			
Project Street Address (if applicable)	City		State	Zip	Latitude (Decimal Degrees, 6 places)	Longitude (Decimal Degrees, 6 places)
Other Location Descriptions	if known:					
State Tax Parcel ID	Municipality	Section	Township	Range	Estimated Start Date	Estimated End Date
Primary Industrial Activity (if a	pplicable):					
Directions to the site:						
Nature of Activity (Description of	of project, include all featu	res)				
Project Purpose (Describe the re	eason(s) for discharge)					
For fill material, identify the	material source:					
Types of material being disch	narged and					
the amount of each type in c			yd ³		Туре	yd ³
Surface area in acres of wetla	ands or other waters	filled: Ad	cres:		Or, linear f	
(DEC 401-Cert Request Form, Apr-2021)						Page 1 of 4

Is dredging involved? 🗌 Yes, 🗌 No; If yes, how much?	acres and volume y	∕d³.
--	--------------------	------

- a. Is the dredging considered a new project, or is it maintenance? If maintenance, how frequent?
- b. Proposed Placement of dredged material: (provide center coordinates of placement area)

\Box Upland,			🗆 In	water,	□ Other:		
-	Latitude	Longitude	Latitude	Longitude	Latitude	Longitude	

c. Has a Tier analysis been conducted of the dredged prism? □ Yes, □ No; If yes, attach tier analysis and sample results.
 Note, If marked no, this may later be required upon review of request.
 (for example of Tier analysis, see EPA Inland Testing Manual or USACE Seattle District Civil Works DMMP User Manual)

Is any portion of the work already complete? \Box Yes, \Box No \Box If yes, describe the completed work:

IV. Identify the location and nature of any potential discharge that may result from the proposed project and the location of receiving waters;

Name and location of receiving waters, and geographical extent potentially affected by the proposed discharge:

Location of potential discharge (Decimal Degrees, 6 places), describe if necessary:

Activity		vity	Description	Receiving Waterbody Name	Latitude	Longitude
	Dredge	Fill	Description	Receiving waterbody Name	Latitude	Longitude
a.						
b.						
c.						
d.						
e.						

Is the project within 1,500 feet of a known contaminated site: Yes, No (see <u>DEC Contaminated Sites Program website</u>).

If yes, describe the identified contaminated site(s) or groundwater plume within 1,500 feet.

Parameter(s) of Concern: (check all that apply): Turbidity, Sediment, Petroleum Hydrocarbons, Metals, Other, Identify the parameters of concern that may be present in your discharge. Consider if other parameters may be present from past activities in the area. Describe if known respective concentrations, persistence, and potential impacts to the receiving water and data on parameters that may alter the effects of the discharge to the receiving water.:

 Impaired Waters: Does a discharge of any parameter identified above occur to an impaired waterbody listed as a

 Category 4 [304(b)] or Category 5 [303(d)] in the current EPA approved Alaska's Integrated Water Quality Monitoring and

 Assessment Report? (See http://dec.alaska.gov/water/water-quality/impaired-waters.aspx for the most recently approved report and category

 Istings.)

If determined necessary and requested by the Department, submit sufficient and credible baseline water quality information for the receiving water which meets the requirements of 18 AAC 70.016(a)(6)(A-C).

Social or Economic Importance (18 AAC 70.016(c)(5): Provide information that demonstrates the accommodation of important social or economic development. The applicant shall complete either a social OR economic importance analysis (or both) for each affected community in the area where the receiving water for the proposed discharge is located. (if additional space is needed, attach separate sheet)

(A) Social Importance Analysis:

- (select one or more areas, and describe below)
- \Box community services provided;
- □ public health or safety improvements;
- \Box infrastructure improvements;
- \Box education and training;
- □ cultural amenities;
- \Box recreational opportunities

Describe (checked items above or attach as separate document)

(B) Economic Importance Analysis:

- (select one or more areas, and describe below)
- \Box employment, job availability, and salary impacts;
- □ tax base impacts;
- □ expanded leases and royalties;
- □ commercial activities;
- \Box access to resources;
- $\hfill\square$ access to a transportation network

V. Include a description of any methods and means proposed to monitor the discharge and the equipment or measures planned to treat, control, or manage the discharge

(Example: Provide a brief explanation describing how impacts to waters of the United States are being avoided and minimized on the project site. Include best management practices (BMPs) for sediment and erosion controls that will be implemented to minimize the environmental impacts.)

VI. Include a list of all other federal, interstate, tribal, state, territorial, or local agency authorizations required for the proposed project, including all approvals or denials already received.

		Approvals/Denials received from				
Agency		Type of Approval*	Identification Number	Date Applied	Date Approved	Date Denied
	<u> </u>				·	
* Wo	ould include but is not re	estricted to zoning, building, and	flood plain permits.			
		e , e ,				
Addr	esses of Adjoining Prop	erty Owners, Lessees, Etc. Whos	se Property Adjoins the Waterb	oody (if more than can be e	ntered here, please attach a	supplemental list)
Addr	esses of Adjoining Prop Name	erty Owners, Lessees, Etc. Whos Address	se Property Adjoins the Waterb	oody (if more than can be en City	ntered here, please attach a State	supplemental list) Zip
Addr a.	, , ,		e Property Adjoins the Waterb			
	, , ,		se Property Adjoins the Waterb			
a.	, , ,		se Property Adjoins the Waterb			
a. b. c.	, , ,		se Property Adjoins the Waterb			
a. b.	, , ,		se Property Adjoins the Waterb			

- VII. Attachments: Include documentation that a prefiling meeting request was submitted to the certifying authority <u>at</u> <u>least 30 days prior</u> to submitting the certification request; and include a copy of the federal license or permit application.
- □ <u>Required</u>: Prefiling meeting request documentation. (40 CFR 121.4)
- <u>Required</u>: Copy of the federal license or permit requiring certification under 33 U.S.C. 1341 (Clean Water Act, Section 401) to include all accompanying information, contemporaneous with the submission of the application to the federal licensing or permitting agency. (18 AAC 15.130, 18 AAC 15.180)
- □ <u>Required</u>: Figures and/or Drawings/Plan Sets
- □ Tier Analysis of dredged material
- □ Sampling Results
- □ Baseline Water Quality Information

□ Other

VIII. Certification Statement:

As per 18 AAC 15.030 signing of applications, all permit or approval applications must be signed as follows:

- 1) in the case of corporations, by a principal executive officer of at least the level of vice president or his duly authorized representative, if the representative is responsible for the overall management of the project or operation;
- 2) in the case of a partnership, by a general partner;
- 3) in the case of a sole proprietorship, by the proprietor; and
- 4) in the case of a municipal, state, federal or other public facility, by either a principal executive officer, ranking elected official, or other duly authorized employee.

The project proponent hereby certifies that all information contained herein is true, accurate, and complete to the best of my knowledge and belief. The project proponent hereby requests that the certifying authority review and take action on this CWA 401 certification request within the applicable reasonable period of time.

Company or Organization:		Name:		Title:			
Phone: Fa		Fax (o	optional): Email:				
Mailing Address:	Street (PO Box):						
Applicants Info	City:			State:		Zip:	
Heidi Zimmer							

Submit the CWA §401 Certification Request to DEC-401Cert@alaska.gov.

Date

Include in the subject line the following:

"CWA §401 Certification Request - <Insert Federal Agency and permit number or license number> - <insert project title>".

Signature

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

App	licant: Alaska Department of Transportation and Public Facilities File Number: POA-1981-00312	Date: 08/22/2022
Atta	ached is:	See Section below
X	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	Α
	PROFFERED PERMIT (Standard Permit or Letter of permission)	В
	PERMIT DENIAL	С
	APPROVED JURISDICTIONAL DETERMINATION	D
	PRELIMINARY JURISDICTIONAL DETERMINATION	Е
deci <u>http</u> A:	CTION I - The following identifies your rights and options regarding an administrative ision. Additional information may be found at <u>c://www.usace.army.mil/CECW/Pages/reg_materials.aspx</u> or Corps regulations at 33 Cl INITIAL PROFFERED PERMIT: You may accept or object to the permit. ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the dist	FR Part 331.
•	authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is a signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entire to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated of the permit be modified accordingly. You must complete Section II of this form and return the form to the Your objections must be received by the district engineer within 60 days of the date of this notice, or you to appeal the permit to address all of your concerns, (b) modify the permit to address some of your objection the permit having determined that the permit should be issued as previously written. After evaluating you district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.	ty, and waive all rights ciated with the permit. , you may request that e district engineer. a will forfeit your right jections and may: (a) ons, or (c) not modify pur objections, the
3:	PROFFERED PERMIT: You may accept or appeal the permit	
	ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the dist authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entire to appeal the permit, including its terms and conditions, and approved jurisdictional determinations asso	authorized. Your ty, and waive all rights
	APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by comple form and sending the form to the division engineer. This form must be received by the division engineer date of this notice.	ting Section II of this
by c	PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administ ompleting Section II of this form and sending the form to the division engineer. This form must be recei neer within 60 days of the date of this notice.	
	APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the vide new information.	approved JD or
	ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps w of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the ap	
	APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of E Appeal Process by completing Section II of this form and sending the form to the division engineer. This by the division engineer within 60 days of the date of this notice.	
rega	PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respon arding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may roved JD (which may be appealed), by contacting the Corps district for further instruction	request an

approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - F	REQUEST FOR	APPEAL or	OBJECTIONS '	TO AN INITL	AL PROFFERED	PERMIT
SECTION II - P	VLQULSI FOR	ALL DI	ODJECTIONS		AL I KOITEKED	I LINIIII

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.						
POINT OF CONTACT FOR QUESTIONS OR INFOR	MATION:					
If you have questions regarding this decision and/or the appeal process you may contact:	If you only have questions regard also contact:	ling the appeal process you may				
Randal Vigil Alaska District Corps of Engineers Juneau Regulatory Field Office (CEPOA-RD-SE) Post Office Box 22270 Juneau, Alaska 99802-2270 (907) 790-4491	Regulatory Program Manager U.S. Army Corps of Engineers, Pacific Ocean Division CEPOD-PDC, Bldg 525 Fort Shafter, HI 96858-5440					
RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.						
	Date:	Telephone number:				
Signature of appellant or agent.						



DEPARTMENT OF THE ARMY ALASKA DISTRICT, U.S. ARMY CORPS OF ENGINEERS REGULATORY DIVISION 44669 STERLING HIGHWAY, SUITE B SOLDOTNA, AK 99669

July 22, 2021

Regulatory Division POA-1981-00312

Alaska Department of Transportation & Public Facilities Attention: Ms. Heidi Zimmer Post Office Box 196900 Anchorage, Alaska 99519

Dear Ms. Zimmer:

This letter is in response to your request for a Department of the Army (DA) Jurisdictional Determination (JD) for your department's proposed improvements to the Homer Airport. The project is located within Sections 15, 21, and 22, T. 6 S., R. 13 W., Seward Meridian; at Latitude 59.6448° N., Longitude 151.4778° W.; Kenai Peninsula Borough parcel 179-40-001, at 2320 Kachemak Drive in Homer, Alaska. Your project has been assigned number POA-1981-000312, Beluga Lake, which should be referred to in all correspondence with us.

Based on our review of the information you provided and available to our office, we have preliminarily determined the subject property contains waters of the U.S., and/or wetlands, under the Corps of Engineers (Corps) regulatory jurisdiction. See the attached Preliminary Jurisdictional Determination (PJD) Form. Please sign and return the form to our office. A PJD is not appealable, however, if you have additional information you would like the Corps to consider you may submit that information at any time. In addition, at any time you have the right to request and obtain an Approved Jurisdictional Determination (AJD), which can be appealed. If it is your intent to request an AJD, we recommend that work not commence until one is obtained.

Department of the Army authorization is required if you propose to place dredged and/or fill material into waters of the U.S., including. You can find a copy of the DA permit application online at www.poa.usace.army.mil/Missions/Regulatory.

Section 404 of the Clean Water Act requires that a DA permit be obtained for the placement or discharge of dredged and/or fill material into waters of the U.S., including jurisdictional wetlands (33 U.S.C. 1344). The Corps defines wetlands as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. That enclosed map is for planning purposes only.

Section 10 of the Rivers and Harbors Act of 1899 requires that a DA permit be obtained for structures or work in or affecting navigable waters of the U.S. (33 U.S.C. 403). Section 10 waters are those waters subject to the ebb and flow of the tide shoreward to the mean high water mark, and/or other waters identified by the Alaska District. Beluga Lake and Kachemak Bay are the closest waterways subject to Section 10.

Nothing in this letter excuses you from compliance with other Federal, State, or local statutes, ordinances, or regulations.

If you have questions or to request a hard copy of the DA permit application, please contact me via email at Benjamin.L.Polley@usace.army.mil, by mail at the address above, or by phone at (907) 753-2627. For more information about the Regulatory Program, please visit our website at www.poa.usace.army.mil/Missions/Regulatory.

Sincerely,

Ben Volley

Ben Polley Regulatory Specialist

Enclosures

<u>CC:</u>

ADEC ADEC ADF&G-DH (Kenai R. Center) ADNR–DMLW ADNR–DMLW ADNR-Parks & Rec SHPO-ADNR OHA EPA NMFS, Anchorage USFWS, Kenai

FAA

City of HOMER-Planning Department AKDOT&PF Kenai Peninsula Borough james.rypkema@alaska.gov angela.hunt@alaska.gov Tony Munter@alaska.gov Clifford.larson@alaska.gov mike.walton@alaska.gov pamela.russell@alaska.gov oha.revcomp@alaska.gov LaCroix.Matthew@epa.gov nmfs.akr.habitat@noaa.gov R7 Kenai Fish Comment@fws.gov; FW7_POANotices@fws.gov keith.gordon@faa.gov; Jack.gilbertsen@faa.gov planning@ci.homer.ak.us Matthew.hansen@alaska.gov KenaiRivCenter@borough.kenai.ak.us

-3-

			Pre	elimina	ary Jur	risdict	ional De	term	ination	Form		Pag	ge 1 of 2
This pre	liminary J[) find that there	"may be"				tes on the s following ir			e that could	l be affect	ted by the p	roposed
Distric	t Office	Kenai Field Of	fice	File/OI	RM #	POA-	1981-00312	2		PJD Date	Ju	lly 20, 2021	
State	АК	City/County	Home	r									
Neare	st Waterbo	ody Palmer Cree	ek/Beluga	I Lake/Ka	chemak	Bay	Name and Address o		· ·	Fransportatio	on and Pı	ublic Facilitie	es
Projec Locati	C+:	on(s) 15, 21, 22	Tc	ownship	6	S	Person Requestin PJD	g	Central R PO Box 1 Anchorag		9519		
Merid	ian Sewai	ď	Ra	ange	13	W							
USGS	Quad Map	Seldovia C-4		Latitude	59.6448	83°		N	Long	itude 151.4	7774°		W
	vision Nam ions to Pro	ne, Block, Lot, K nject Site	PB Parcel Iomer Air		-01								
ldent	ify (Estima ⁻	te) Amount of V <u>Non-Wetland</u>		he Revie:	w Area	Strea	am Flow	Name Water	of Any Bodies on	Tidal:			
624	Linea	ar ft 4.2	Width 0.	.06	Acres	Interm	ittent	as Sec	e Identifie tion 10	ed Non-Tida	al:		
			Wetland	d <u>s</u>	_			Water:) Determinat			
See T	able 1 (atta	ached) Acres C	owardin (Class:					eld Determ		Date	e of Visit:	
		DATA: Data Re ested, appropriate				(check al	ll that apply -	- checke	d items sho	ould be includ	led in case	e file and, whe	re
		s, plots or plat s				of the ap	oplicant/cor	nsultan	t: Oct 2020	0, JDR prepared	by HDL		
X	Data sheet	s prepared/sub	mitted by	or on be	half of t	he appli	cant/consu	ltant.]
	🗙 Offic	e concurs with	data shee	ets/deline	eation re	port.							
	🗌 Offic	e does not con	cur with c	lata shee	ts/deline	eation re	eport.						
	Data Sheet	prepared by th	e Corps										
	Corps navi	gable waters' st	udy:										
	🗌 USG	S NHD Data.											
	🗌 USG	S 8 and 12 digit	HUC map	os.									
	U.S. Geolog	gical Survey ma	p(s) Cite c	quad nam	ne:								
	USDA Natu	ıral Resources C	onservati	on Servio	e Soil Su	urvey. Ci	tation:						
	National W	etlands Invento	ory map(s):			L						
	State/Loca	l Wetland Inven	tory map	(s):									
	FEMA/FIRM	1 map(s):								J			
	100-year Fl	oodplain Eleva	tion:										
	Photograp	hs:											
	🗌 Aeri	al (Name & Date) (د										
	Othe	er (Name & Date	(د										
	Previous d	etermination(s)	. File # and	d date of	respons	e letter:]	
	Other Infor	mation:					L						

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

July 20, 2021

Signature and Date of Regulatory Project Manager (REQUIRED)

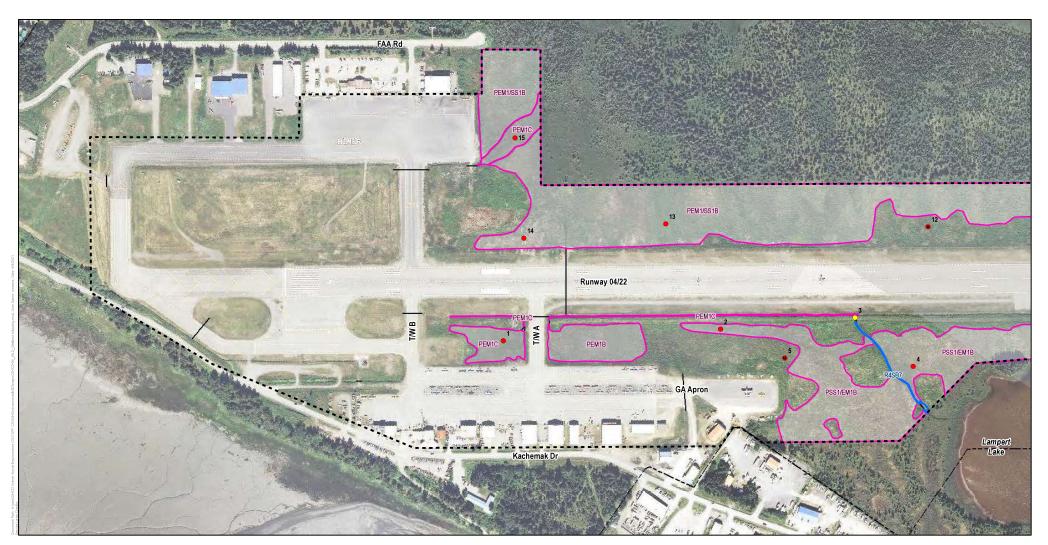
Signature and Date of Person Requesting Preliminary JD (REQUIRED, unless obtaining the signature is impracticable)

EXPLANATION OF PRELIMINARY AND APPROVED JURISDICTIONAL DETERMINATIONS: 1. The Corps of Engineers believes that there may be jurisdictional waters of the United States on the subject site, and the permit applicant or other affected party who requested this preliminary JD is hereby advised of his or her option to request and obtain an approved jurisdictional determination (JD) for that site. Nevertheless, the permit applicant or other person who requested this preliminary JD has declined to exercise the option to obtain an approved JD in this instance and at this time. 2. In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "preconstruction notification" (PCN), or requests verification for a nonreporting NWP or other general permit, and the permit applicant has not requested an approved JD for the activity, the permit applicant is hereby made aware of the following: (1) the permit applicant has elected to seek a permit authorization based on a preliminary JD, which does not make an official determination of jurisdictional waters; (2) that the applicant has the option to request an approved JD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an approved JD could possibly result in less compensatory mitigation being required or different special conditions; (3) that the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) that the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) that undertaking any activity in reliance upon the subject permit authorization without requesting an approved JD constitutes the applicant's acceptance of the use of the preliminary JD, but that either form of JD will be processed as soon as is practicable; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a preliminary JD constitutes agreement that all wetlands and other water bodies on the site affected in any way by that activity are jurisdictional waters of the United States, and precludes any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an approved JD or a preliminary JD, that JD will be processed as soon as is practicable. Further, an approved JD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 C.F.R. 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether CWA jurisdiction exists over a site, or to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable.

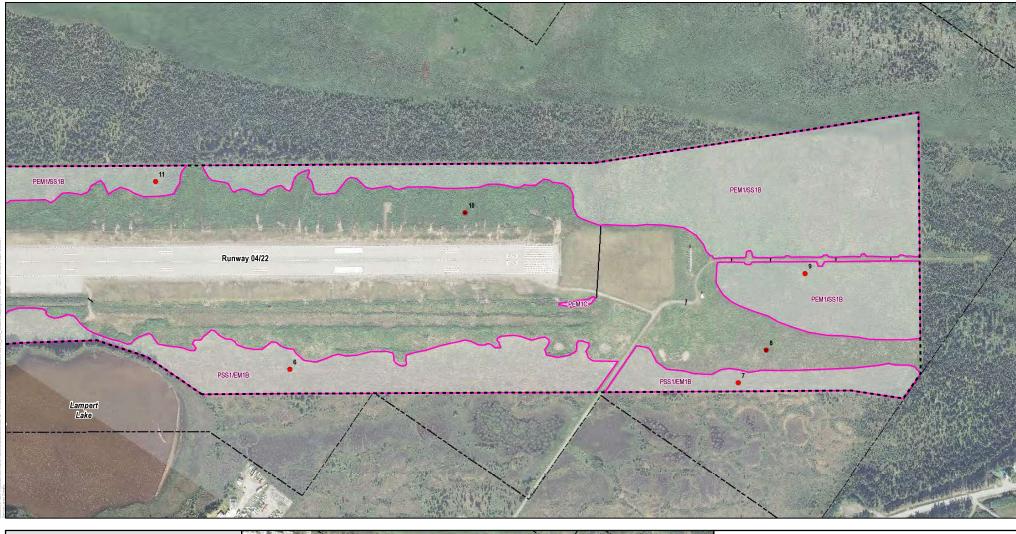
Table 1: Preliminarily jurisdictional waters of the U.S.

Cowardin/NW	/I Classification	Associated Field San	Associated Field Sampling Points				
Subsystem or Class	Code	Full Determination Photo Points Points		Acres		Linea Feet	
Wetlands – Palust	<u>rine</u>						
Emorgont	PEM1B	-	-	2.15	ac		
Emergent	PEM1C	1,2,15	-	2.19	ac		
Emergent/Scrub- Shrub	PEM1/SS1B	9,11,13,14	-	59.99	ac		
Scrub- Shrub/Emergent	PSS1/EM1B	4,6,7	-	29.21	ac		
Waterbodies – Riv	rerine						
Intermittent	R4SB7	-	3	0.06	ac	624	ft
<u>Summary</u>							
	93.60	ac					
		Total Stu	dy Area Acreage:	289.09	ac		
	Percent of Study Ar	aters of the U.S.:	32.4	%			

(Adapted from Oct. 2020 JDR by HDL)









Wetland Delineation and Functional Assessment

for

Homer Airport Improvements Homer, Alaska

DOT&PF Project No. CFAPT00491

Prepared for:



State of Alaska Department of Transportation and Public Facilities Central Region P.O. Box 196900 Anchorage, Alaska 99519

Prepared by:

HDL Engineering Consultants, LLC 3335 Arctic Blvd., Ste. 100 Anchorage, AK 99503

October 2020

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.

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APPENDICES

Appendix A: Preliminary Wetland Mapping

Appendix B: Data Forms and Site Photos

Appendix C: Final Wetland Mapping

Appendix D: Functional Assessment and Waterbody Characterization Forms

ABBREVIATIONS

ADF&G	Alaska Department of Fish and Game
FAC	Facultative neutral plants
	Facultative upland plants
	Federal Geographic Data Committee
	Alaska Department of Transportation and Public Facilities
GIS	Geographic Information System
NRCS	Natural Resources Conservation Service
NWI	National Wetlands Inventory
	Obligate wetland plants
TNW	Traditional Navigable Water
U.S	United States
USACE	U.S. Army Corps of Engineers
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey

1.0 INTRODUCTION

HDL Engineering Consultants, LLC (HDL) is under contract with the Central Region Alaska Department of Transportation and Public Facilities (DOT&PF) to perform a wetland delineation and functional assessment for the federally-funded Homer Airport Improvements project. The work performed for this wetland delineation includes field wetland determinations, classification and mapping of wetlands and waterbodies, preliminary jurisdictional determination, and a functions and values assessment.

This report is intended for use in preparation of National Environmental Policy Act documentation, to support planning for avoidance and minimization of wetland impacts during the project's design phase, and to provide the necessary wetland data to the U.S. Army Corps of Engineers (USACE) to make a formal jurisdictional determination under Section 404 of the Clean Water Act (CWA). This report was prepared following the guidelines for jurisdictional determination reports contained in Special Public Notice 2020-00399 (USACE 2020).

Executive Order 11990 requires federal agencies to "minimize the destruction, loss, or degradation of wetlands" for federally-funded transportation projects. The USACE defines wetlands as "areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (USACE 1987).

1.1 **Project Location and Study Area**

The study area for this project is located at the Homer Airport in Homer, Alaska (Figure 1). The approximate center of the study area is located at latitude 59.64483°N, longitude 151.47774°W, and is within U.S. Geological Survey (USGS) Quadrangle *Seldovia C-4*. The study area is approximately 289 acres in size and generally coincides with the limits of the project's proposed improvements and/or airfield perimeter fence. The study area boundary is shown on preliminary wetland maps in Appendix A.

The study area is located in the Coastal Western Hemlock-Sitka Spruce Forests ecological region (Gallant et al. 1995). The region is characterized by glacial moraine deposits, mild temperatures, and widespread western hemlock and spruce forests. The study area lies entirely within the Beluga Lake watershed.

Alaska Department of Transportation & Public Facilities Wetland Delineation and Functional Assessment

Homer Airport Improvements

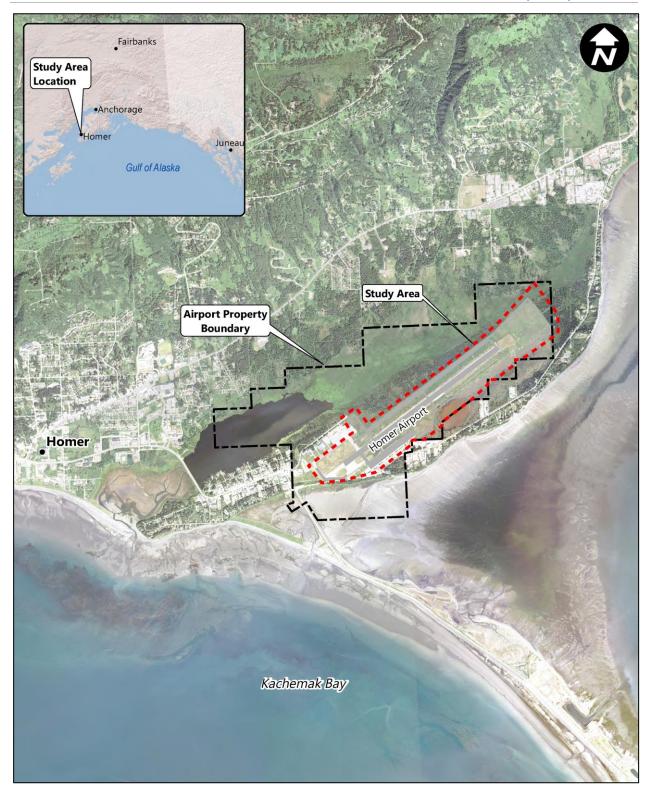


Figure 1: Project Location

2.0 METHODS

2.1 Preliminary Mapping

HDL wetland scientists conducted initial research and inventory of wetlands by compiling existing environmental data and wetlands mapping available within the study area. This information was used to prepare maps of the project area using ArcMap Geographic Information Systems (GIS) containing known and potential wetland and waterbody locations (Appendix A). Sources of environmental data and other geographic information included the following:

- Cook Inlet Wetlands (Gracz 2013). Cook Inlet Wetlands is the most current and accurate wetland base mapping for the Kenai Peninsula and is shown on preliminary wetland mapping in Appendix A.
- U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) (USFWS 2020). NWI wetland polygons were used for preliminary research; however, due to the greater age and lesser accuracy of the dataset compared to other sources, NWI mapping is not shown on preliminary mapping.
- Ortho-rectified 2014 aerial image provided by DOT&PF.
- Relevant environmental and hydrologic GIS layers and shapefiles provided by the Alaska Department of Natural Resources (Alaska State Geo-spatial Data Clearinghouse 2020).
- Alaska Department of Fish and Game (ADF&G) Anadromous Waters Catalog (ADF&G 2020).
- Digital Elevation Models provided by the Alaska Department of Natural Resources and USGS (Aero-Metric, Inc. 2010).
- Previous wetland reports completed for the Homer Airport (DOT&PF 2008, 2017)

Wetland scientists identified and planned sampling points at areas known, or having the potential, to contain wetlands using the resources presented above. Planned sampling point locations included areas with vegetation communities and geomorphology representative of the various habitats present in the study area.

2.2 Field Survey

HDL wetland scientists, Owen Means and Heather Campfield, accompanied by DOT&PF Environmental Analyst, Heidi Zimmer, conducted a field study on September 9-10, 2020 to determine wetland status at the planned sampling point locations, and at other locations where scientists determined additional data was necessary based on field conditions. Information was collected on vegetation communities, soil characteristics, and hydrological conditions at 15 sampling points. Sampling points were divided between full wetland determinations and photo points.

2.2.1 Full Wetland Determination Points

Full wetland determinations were performed at 14 sites and followed the three-parameter approach described in the USACE Wetlands Delineation Manual (USACE 1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Alaska Region, Version 2.0 (USACE 2007a). To be classified as wetland using USACE methods, a site must exhibit wetland

hydrology, support hydrophytic vegetation, and have hydric soils. Data sheets following the USACE Routine Wetland Determination methodology were used to record vegetation, hydrologic, and soil characteristics observed at each determination site. Wetland determination data forms are included in Appendix B. The locations where full wetland determinations were performed are shown on final wetland mapping in Appendix C.

Vegetation was assessed by estimating percent live areal cover of plant species in the tree, shrub, and herbaceous vegetation stratums. Taxonomic nomenclature (common and scientific plant names) and wetland indicator status for all plant species followed the 2018 National Wetland Plant List (USACE 2018). Dominant species were determined for each stratum using standard USACE 50/20 methods. The dominance test and prevalence index indicators were used for each site to determine the presence of hydrophytic vegetation.

Guidebooks used to identify plant species included the following:

- Wetland Sedges of Alaska (Tande and Lipkin 2003).
- A Field Guide to Alaska Grasses (Skinner et al. 2012).
- Alaska Trees and Shrubs (Viereck and Little 2007).
- Plants of the Western Forest: Alaska to Minnesota, Boreal and Aspen Parkland (Johnson et al. 1995).
- Willows of Southcentral Alaska (Collet 2002).
- Flora of Alaska and Neighboring Territories: A Manual of the Vascular Plants (Hultén 1968).

Soil characteristics were documented at sites where no standing water was observed by digging soil pits deep enough to observe hydric soil indicators or a restrictive layer—generally to a maximum of 22 inches below the soil surface. Soil layers and characteristics were described, including texture, color, saturation, depth to water table, and the presence of hydric soil indicators. Soil color was determined using Munsell Soil Color Charts (Munsell 2009).

Hydrology characteristics were assessed by recording the presence of wetland hydrology indicators, including but not limited to standing water, soil saturation, depth to water table, or the presence of hydrogen sulfide odor.

2.2.2 Photo Points

One photo point was recorded where the subject habitat contained a stream channel. Site conditions were documented with photos and notes describing visible surface hydrology observations, dominant vegetation, local relief, and landscape position. A photo point documentation form is included in Appendix B.

2.3 Habitat Classification and Final Wetland Mapping

Wetland scientists classified wetland and waterbody habitats according to the Cowardin Classification System (Federal Geographic Data Committee [FGDC] 2013), which is also the classification scheme used by the NWI. An evaluation of each habitat's landscape position, local geomorphology, plant community composition and structure, bottom substrate, and general

hydrology characteristics provided information needed to determine the classification of each habitat. Palustrine habitats were classified to the subclass level, while Riverine habitats were classified to the class level. Water regime and special modifier codes were applied to all habitats where applicable following the code definitions in FGDC 2013 and the NWI Wetlands and Deepwater Map Code Diagram (NWI 2015).

Wetland boundaries identified during preliminary mapping were modified at sampling point locations based on wetland determinations and observations made at the site. Wetland boundaries were then extrapolated to the remainder of the wetland or wetland complex within the study area by interpreting color signature, visible water patterns, and topographic relief from 2014 aerial imagery and other spatial data, including 1-foot elevation contours obtained for the project. Wetland map polygons were drawn digitally and their acreages were calculated in ArcMap GIS.

2.4 **Preliminary Jurisdiction Determination**

Wetlands and water bodies identified in the study area during the field study were preliminarily evaluated for jurisdiction under Section 404 of the CWA. The evaluation followed the revised definition of Waters of the U.S. contained in the April 2020 *Navigable Waters Protection Rule* and in Code of Federal Regulations Title 33, Part 328. Waters of the U.S. under USACE jurisdiction include the following:

- The territorial seas, and waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including waters which are subject to the ebb and flow of the tide.
- Tributaries.
- Lakes and ponds, and impoundments of jurisdictional waters.
- Adjacent wetlands.

2.5 Assessing Wetland Function and Value

Wetland scientists conducted an assessment of the function and value provided by waters preliminarily determined to be subject to USACE jurisdiction. The assessment used a best professional judgment characterization based on field observations and office-based research. The result of the assessment is categorization of all jurisdictional waters mapped in the study area in accordance with the wetland categories and mitigation ratios described in USACE Alaska District's May 2014 guidance (USACE 2014).

In addition to vegetation community, landscape position, landform, and water regime, the noted functions and values each group exhibits broadly define the group. The rated functions and values typically include hydrological function, water quality function, habitat function, and other functions including a combination of subsistence, recreational, educational, and scientific uses. Function and value ratings for each group, and the rationale used to assign ratings, were recorded on best professional judgment forms in Appendix D.

Waterbodies are rated generally for their degree of naturalization and capability to support fish. Waterbody ratings were recorded on waterbody assessment forms in Appendix D.

3.0 FIELD CONDITIONS

3.1 Ground Disturbance

The study area contains areas where fill has been placed for construction of airport facilities. Excluding these areas, the degree of disturbance observed ranged from relatively undisturbed to significantly disturbed. Some areas likely experience only occasional mowing and closely resemble their natural condition, while vegetation clearing and regular mowing of the majority of the airfield has altered the vegetation community from one that was largely forested to grass- and shrub- dominated. Airport facilities such as the runway, taxiways, aprons, and drainage ditches appear to have altered near-surface groundwater migration, especially north of the runway. Disturbance to vegetation and soils from mowing equipment has resulted in vegetation communities, hydrological patterns, and soil conditions that differed from adjacent undisturbed areas. Where possible, wetlands data and observations were gathered in undisturbed areas and extrapolated if there were no significant changes in topography or other factors.

3.2 Climatic Conditions

Climatic conditions that can influence the hydrology portion of field wetland determinations include above or below normal precipitation during the period preceding the field survey. Above normal precipitation can result in episaturated conditions or seasonal flooding of some wetlands or uplands that may not occur during normal conditions. Below normal precipitation can result in absence of surface water in stream channels. Either condition may result in inaccurately estimating the limits of wetland boundaries or the ordinary high water mark of streams, or incorrectly assessing the jurisdictional status of some waters.

In order to determine whether precipitation amounts were normal, above normal, or below normal for the time of year, and whether recent climatic conditions could have affected hydrology observations in the field, a comparison between the historical precipitation amounts for the previous ten-year period (2010-2019) and the current year (2020) for June, July, and August was completed following the methods outlined in the Natural Resources Conservation Service (NRCS) Engineering Field Handbook (NRCS 1997). The comparison uses a formula based on the average precipitation over the given time period, with a higher weight placed on the most recent preceding month and a lower weight placed on the least recent month used in the comparison (e.g., rainfall amounts during the month of August are a greater factor than June in determining whether hydrological conditions were normal during the September field effort).

Precipitation data was taken from the Homer Airport, AK weather station (NRCS 2020). Precipitation totals were below average in June, above average in July, and within the 10-year average range for August compared to the previous 10-year average (Figure 2).

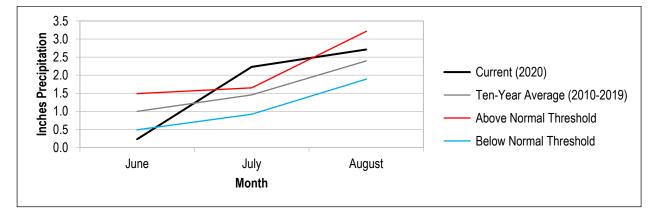


Figure 2: Current versus 10-year Monthly Precipitation Averages

An additional precipitation assessment conducted for the partial month of September also indicated the current year month-to-date rainfall for September is within or below normal compared to the 10-year average. As of September 9, 2020, the monthly total precipitation was 0.17 inch. The average of the previous 10 years is 1.04 inches.

Using the NRCS formula (Table 1) and month-to-date precipitation, climatic conditions were determined to be normal during the field survey.

	Precipitation Thresholds (inches)		Current	Condition	Condition	Month Condition x			
Month	Below	Normal		Above	Precipitation	Condition	Value	Weight	Weight
June	< 0.49	0.49 - 1.49	>	1.49	0.23	Dry	1	1	1
July	< 0.92	0.92 - 1.65	>	1.65	2.23	Wet	3	2	6
August	< 1.89	1.89 - 3.21	>	3.21	2.71	Normal	2	3	6
	If sum is								
6-9: then period has been drier than normal					rmal	Condition Value:	Dry=1	Cum	40
10-14: then period has been normal 15-18: then period has been wetter than n					Normal=2 Wet=3		Sum	13	
				ormal					

Table 1: Precipitation Worksheet

Precipitation calculations per NRCS Engineering Field Handbook, Figure 19-7, Rainfall documentation worksheet (NRCS 1997).

3.3 Vegetation

Indicators of hydrophytic vegetation are the dominance or prevalence of plant species rated as obligate wetland plants (OBL), facultative wetland plants (FACW), and/or facultative plants (FAC). Plant species rated as facultative upland (FACU) or upland (U) are typically not present or are present in low cover values in wetlands.

Sites exhibiting hydrophytic vegetation typically included communities dominated by Barclay's willow (*Salix barclayi* [FAC]), livid sedge (*Carex livida* [OBL]), tussock cotton-grass (*Eriophorum vaginatum* [FACW]), bluejoint (*Calamagrostis canadensis* [FAC]), and horsetails (*Equisetum* spp. [FAC/FACW]). Scrub-shrub communities were dominated by *Salix barclayi*, dwarf birch (*Betula*

nana [FAC]), alpine blueberry (*Vaccinium uliginosum* [FAC]), black crowberry (*Empetrum nigrum* [FAC]), or Labrador tea (*Rhododendron* spp. [FAC/FACW]). Persistent emergent communities within saturated or flooded areas were typically co-dominated by *Calamagrostis canadensis*, *Eriophorum vaginatum*, or *Carex livida*.

Uplands within the study area generally consisted of gradual slopes downhill of the runway, dominated by thick stands of *Calamagrostis canadensis*; or higher elevation terraces dominated by *Calamagrostis canadensis*, narrowleaf fireweed (*Chamaenerion angustifolium* [FACU]), and common yarrow (*Achillea millefolium* [FACU]).

3.4 Soil

Indicators of hydric soil are physical or chemical conditions that occur when a soil experiences saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part of the soil profile (U.S. Department of Agriculture 1994). Soils throughout the study area were predominantly composed of thick layers of organics in wetlands and 5-6 inches of organics over clay loam and silty clay in uplands. The most common observed hydric soil indicators were indicator A1 (histosol), A2 (histic epipedon), and A4 (hydrogen sulfide). In general, determination sites where wetlands were identified featured thick layers of saturated organic soils.

3.5 Hydrology

Indicators of wetland hydrology are intended to reflect a site's medium- to long-term hydrological history (USACE 2007a). There was little surface water or inundation visible on aerial imagery. The only surface water present was in ditches or toe-of-slope locations below discharge slopes. At full determination points where wetlands were identified, indicator A3 (saturation) was the most common indicator observed. Saturation was most commonly associated with histosols and a water table immediately below the saturated zone; however, the indicator was also observed in association with a silty clay restrictive layer immediately below the saturated zone without a high water table present.

Wetlands data, photos, and observations recorded in the field for each sampling point are included in data forms located in Appendix B.

4.0 RESULTS AND DISCUSSION

4.1 Wetland Habitat Classification

The sections below present the rationale for classifying wetlands and other waters found in the study area into their respective habitat types. Table 2 defines the habitat and vegetation classifications used in this report.

Cowardin/NWI Classification				
Code	Description			
PEM1B	Palustrine; emergent/persistent; seasonally saturated			
PEM1C	Palustrine; emergent/persistent; seasonally flooded			
PSS1/EM1B	Palustrine; scrub-shrub/broad-leaved deciduous & emergent/persistent co-dominant; seasonally saturated			
R4SBC	Riverine; intermittent; streambed; seasonally saturated			

Table 2: Wetland and Waterbody Habitat Types found Within the Study Area

4.1.1 Wetlands

Emergent Wetland

Emergent wetland habitats are mesic to wet marshes containing primarily herbaceous vegetation. Species found dominating these habitats in the study area were bluejoint (*Calamagrostis canadensis*), livid sedge (*Carex livida*), horsetails (*Equisetum* spp.), and tussock cotton-grass (*Eriophorum vaginatum*). Most of these wetlands exhibited a high water table or saturation up to the ground surface. They were commonly found adjacent to apron and taxiway embankments.

Scrub-Shrub/Emergent Wetland

Wetlands with vegetation communities co-dominated by species in the shrub/sapling and herbaceous stratums were assigned compound NWI codes (e.g., PSS1/EM1B). These wetlands were common throughout the study area where soil saturation is present. Dominant vegetation observed in scrub-shrub wetlands included Barclay's willow (*Salix barclayi*), dwarf birch (*Betula nana*), alpine blueberry (*Vaccinium uliginosum*), black crowberry (*Empetrum nigrum*), or Labrador tea (*Rhododendron groenlandicum*, *Rhododendron tomentosum*).

Intermittent Stream

Intermittent streams exhibit flowing water for only part of the year or only during periods of above normal precipitation and runoff. Habitats judged to contain flowing water driven only by seasonal runoff or precipitation, or that had a discontinuous surface water connection, have been classified as intermittent streams. One intermittent stream channel within the study area has been classified according to NWI/Cowardin as R4SBC. The stream channel flows from Lampert Lake outside the study area into a ditch where the channel transitions to palustrine wetland.

4.2 Preliminary Jurisdictional Determination

Wetlands in the northern half of the study area (north of the runway) have a direct wetland connection to Palmer Creek, Beluga Lake, and ultimately Kachemak—a territorial sea. The remainder of the wetlands in the study area (south of the runway) are connected through culvert beneath the runway or other service roads on the airfield. For these reasons, all of the wetlands and waters mapped within the study area are subject to USACE's jurisdiction under Section 404 of the CWA.

4.3 Mapping Summary

The study area for this report was 289.09 acres in size. The total area of jurisdictional waters in the study area—including wetlands—is 93.60 acres, comprising 32.4 percent of the study area. Waterbodies included 624 linear feet of stream channel. The remaining 195.49 acres are non-jurisdictional uplands, including paved and unpaved roadways, building pads, and other constructed surfaces. A summary of wetland habitat acreage is shown in Table 3.

Cowardin/NWI Classification		Associated Field Sam	Associated Field Sampling Points				
Subsystem or Class	Code	Full Determination Points	Photo Points	Acı	Acres		ar t
Wetlands – Palustr	ine						
Emorgont	PEM1B	-	-	2.15	ac		
Emergent	PEM1C	1,2,15	-	2.19	ac		
Emergent/Scrub- Shrub	PEM1/SS1B	9,11,13,14	-	59.99	ac		
Scrub- Shrub/Emergent	PSS1/EM1B	4,6,7	-	29.21	ac		
Waterbodies – Rive	erine						
Intermittent	R4SBC	-	3	0.06	ac	624	ft
Upland							
Upland	U	5,8,10,12	-	195.49	ac		
<u>Summary</u>							
Total Jurisdictional Wetlands and Waters of the U.S.:					ac		
Total Study Area Acreage:					ac		
Percent of Study Area that is Wetlands or other Waters of the U.S.:					%		
Percent of Study Area that is Uplands:					%		

Compared to preliminary mapping, this delineation mapped a greater proportion of the study area as wetland than did NWI, and a smaller proportion than did Cook Inlet Wetlands. A large majority of the airfield that has been cleared of vegetation was mapped as upland by NWI. Later mapping by Cook Inlet wetlands classified the cleared airfield areas outside constructed embankments as lakebed, kettle, or discharge slope wetlands. For final mapping, this delineation modified Cook Inlet Wetland mapping to reflect site conditions. Based on wetland determinations and site observations, high elevation areas relative to surrounding terrain were mapped as upland. These areas included a long, linear mound situated between the runway and Lampert Lake and undulating ridges on the north side of the runway. The mound to the south of the runway separated flat, shrub-scrub wetlands (Cook Inlet Wetlands classified as lakebed) along the southern boundary of the study area from the discharge slope on the northern half of the study area. The mapped area of wetlands within the study area is 250 percent greater than shown on the NWI and 65 percent smaller than that shown on Cook Inlet Wetlands. Final wetland mapping in Appendix C contains the locations of sampling points and the delineated wetland/upland boundaries.

4.4 Habitat Functions and Values

The function and value of all waters preliminarily determined to be subject to USACE's jurisdiction have been evaluated using a best professional judgment characterization. The result is categorization of those waters corresponding with the wetland categories and mitigation ratios outlined in USACE Alaska District's May 2014 mitigation guidance (USACE 2014). Ratings and rationale for waterbodies are presented below and in Table 4, along with descriptions of the two assessment groups.

Waterbodies

Group 1

Assessment Group 1 is comprised of one intermittent stream where water is flowing for only part of the year. When water is not flowing, it may remain in isolated pools or surface water may be absent. The stream does not support anadromous or resident fish. Waters in assessment Group 1 have been assigned USACE mitigation category III.

Wetlands

Group 2

Lowland and discharge slope wetlands that directly abut, are adjacent with a groundwater connection, or have a surface water or wetland connection to downstream waters comprise assessment Group 2. This group includes Palustrine wetlands, including bogs and discharge slopes. A moderate functional assessment rating is assigned based on connectivity to Beluga Lake that provides important flood control functions. Wetlands in assessment Group 2 have been rated moderate and assigned mitigation category II.

Function	Assessment Group		
Function	1	2	
Flood Flow Regulation	-	Low	
Sediment, Nutrient, and Toxicant Removal	-	Moderate	
Erosion Control and Shoreline Stabilization	-	Not rated	
Production of Organic Matter and its Export	-	Moderate	
General Habitat Suitability	-	Low	
General Fish Habitat	-	Not rated	
Native Plant Richness	-	Moderate	
Educational, Scientific, Recreational, or Subsistence Use	-	Moderate	
Uniqueness and Special Status	-	Low	
Acres	0.06	93.60	
Overall Qualitative Rating	Low	Mod	
USACE Mitigation Category	III	I	

Table 4: Function and Value Ratings

Function and value ratings, and the rationale used to assign ratings, have been recorded on a best professional judgment form for each assessment group (Appendix D).

5.0 CONSLUSION AND SUMMARY

This report was prepared following the guidelines for jurisdictional determination reports contained in USACE Alaska District's Special Public Notice 2020-00399. Wetland determinations were performed in accordance with the USACE Wetlands Delineation Manual and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Alaska Region, Version 2.0.

HDL wetland scientists conducted a field survey of the study area, located generally within the fenced boundary of the Homer Airport, September 9-10, 2020. Hydrological conditions were normal for the time of year. Wetlands data and observations were collected at 15 sampling points. Following the field survey, wetlands were mapped in GIS and analyzed for their jurisdictional status under the CWA. The functions and values of those wetlands preliminarily determined to be subject to CWA jurisdiction were then assessed.

The total acreage of jurisdictional wetlands, including water bodies classified as waters of the U.S., was 93.60 acres, equaling 32.4 percent of the study area. This report is considered preliminary until verified or modified by USACE in a formal Jurisdictional Determination.

6.0 **REFERENCES**

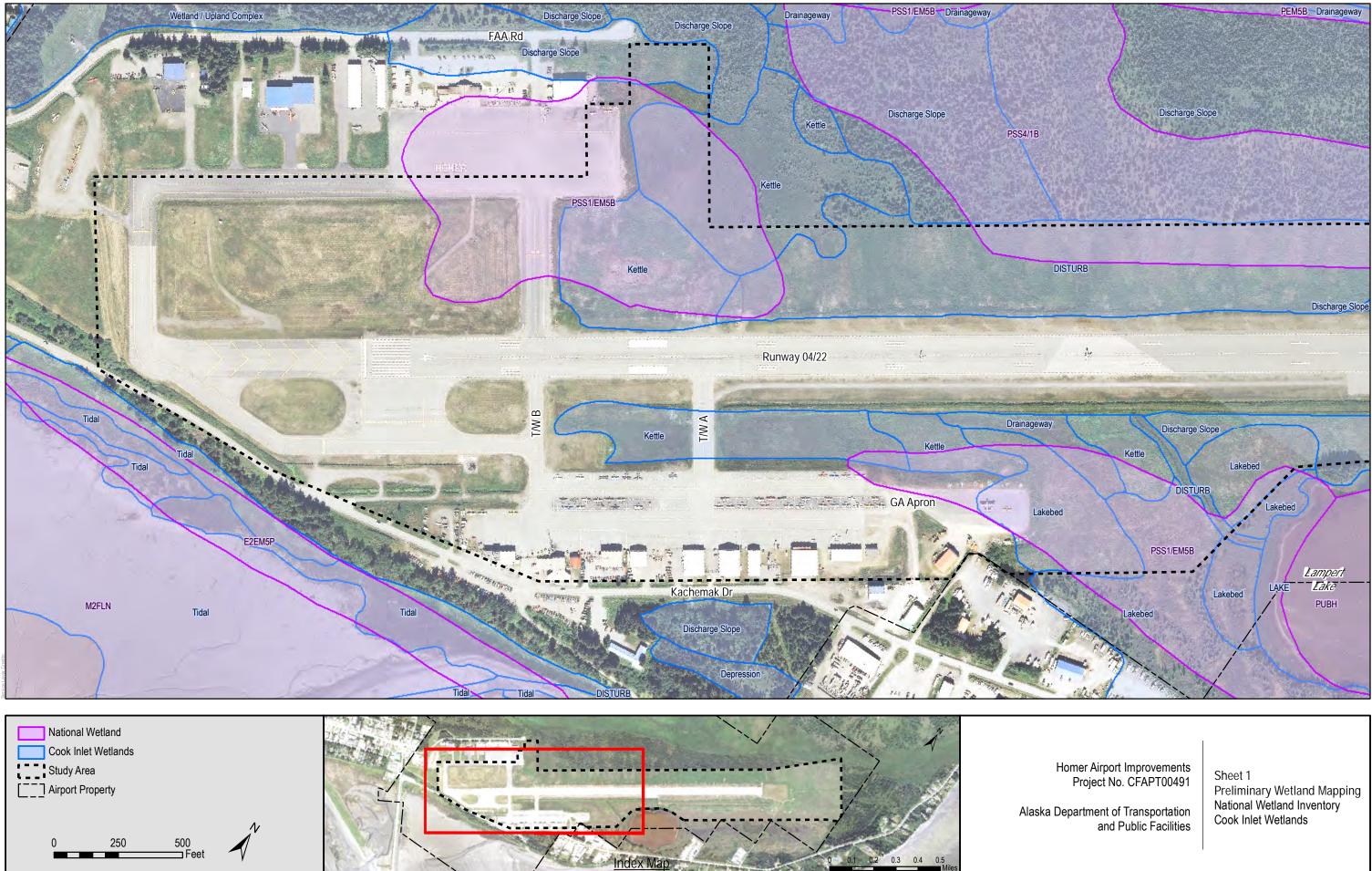
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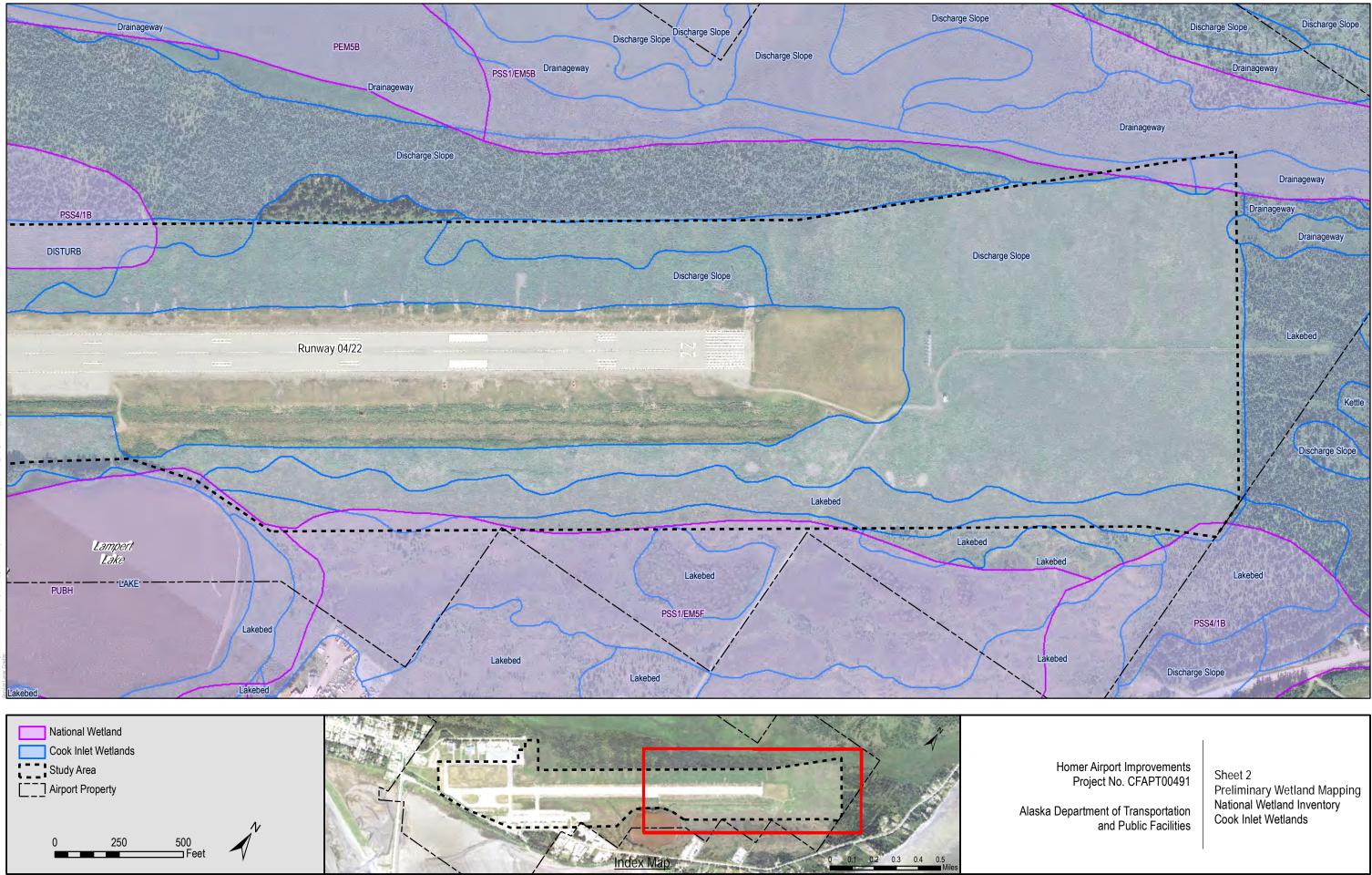
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Appendix A

Preliminary Wetland Mapping





Appendix B

Data Forms and Site Photos

FULL DETERMINATION POINT

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site:	Homer Airport Improvements		Borough/Cit	y:Hor	ner, Alaska	Sampling Date: 9/9	/2020
Applicant/Owner:		Alaska D				Sampling Point:	
Investigator(s):	O. Means, H. Campfield, H. Zim	mer	Landform (h	illside, terra	ace, hummocks, etc.):	Lowland	
Local relief (concave, conv	vex, none): <u>None</u>		Slope (%): _				
Subregion: Coastal	Western Hemock-Sitka Spruce Forests Lat:		59.64139	Lon	ıg:151.48540	Datum:	NAD83
Soil Map Unit Name:	Urban	land (704)		NWI classifica	ation:PEM1C	,
Are climatic / hydrologic co	onditions on the site typical for this	time of yea	ar? Yes <u>X</u>	No	(If no, explain in Re	emarks.)	
Are Vegetation <u>X</u> , So	oil, or HydrologyX sig	gnificantly	disturbed?	Are "	Normal Circumstances" pr	resent? Yes	_ No _X
Are Vegetation, So	oil, or Hydrology na	aturally pro	blematic?	(If ne	eded, explain any answer	s in Remarks.)	
SUMMARY OF FIND	DINGS – Attach site map sho	owing sa	mpling po	oint locati	ons, transects, impor	tant features, et	tc.
Hydrophytic Vegetation I	Present? Yes <u>X</u> No		ls th	e Sampled	Area		
Hydric Soil Present?	Yes X No			in a Wetlar		X No	
Wetland Hydrology Pres	ent? Yes X No						
Remarks: Vegeta	ation experiences periodic mowin	g.					
VEGETATION – Use	e scientific names of plants.	List all s	species in	the plot.			
-			Dominant		Dominance Test works	sheet:	
Tree Stratum 1 None		% Cover	Species?	Status	Number of Dominant Sp	() ()	(4)
					That Are OBL, FACW, o	r FAC: <u>2</u>	(A)
					Total Number of Domina		
4.					Species Across All Strat	.a	(B)
	Total Cover:	0			Percent of Dominant Sp That Are OBL, FACW, o		(A/B)
	50% of total cover:0	20% o	of total cover	: 0		· · · AO.	(77.6)
Sapling/Shrub Stratum					Prevalence Index work	sheet:	
1salfus	Salix fuscescens	1	Yes	FACW	Total % Cover of:		oy:
						x 1 = <u>41</u>	
					FACW species <u>11</u>		
						$x_3 = 60$	
5					ACO species	x = 40 x 5 = 0	
0	Total Cover:	1			UPL species 0 Column Totals: 82	(A) <u>163</u>	(B)
			f total cover:	0.2		1.99	(B)
<u>Herb Stratum</u>		_			Prevalence Index	= B/A =	
1. erivag	Eriophorum vaginatum	10	No	FACW	Hydrophytic Vegetatio	n Indicators:	
2. carliv	Carex livida	40	Yes	OBL	P Dominance Test is	>50%	
3. calcan	Calamagrostis canadensis	10	No	FAC FAC	Y Prevalence Index is		
4. descae	Deschampsia caespitosa Poa pratensis	10	No No	FAC	Morphological Adap	otations ¹ (Provide su or on a separate sh	pporting
5. poapra	Comarum palustre	10	No	OBL	Problematic Hydrop		,
0	· · · · · · · · · · · · · · · · · · ·				¹ Indicators of hydric soil		• •
					be present unless distur		ogy must
9 10.							
10	Total Cover:	81					
	50% of total cover: <u>40.5</u>		f total cover	16.2			
Plot size (radius, or leng		_ % Bare (0	Hydrophytic Vegetation		
% Cover of Wetland Bry (Where applicable)	,	er of Bryo		0		δ <u>χ</u> Νο	_
Remarks:					1		

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SOIL						•	Sampling Po	int:1
Profile Desc	ription: (Descril	be to the depth	n needed to docun	nent the indicator	or confirm	n the absence of	indicators.)	
Depth	Matrix			x Features				
(inches)	Color (moist)	%	Color (moist)	<u>%</u> Type ¹	_Loc ²	Texture	Remark	s
0-10				·		Organic		
10-12	10YR 3/2	100		· ·	Lo	amy sand		
12-22						Organic		
				·				
				·				
				·				
	ncontration D=D		Poducod Matrix CS	S=Covered or Coate	d Sand Gr		on: PL=Pore Lining	M-Matrix
Hydric Soil				Problematic Hydric		ans. Location		
-	or Histel (A1)			or Change (TA4)⁴		Alaska Gl	eyed Without Hue 5	Y or Redder
X Histic Ep	pipedon (A2)			ne Swales (TA5)			ing Layer	
Hydroge	n Sulfide (A4)		Alaska Red	ox With 2.5Y Hue		Other (Ex	plain in Remarks)	
	ark Surface (A12)							
	Bleyed (A13)						of wetland hydrology	1,
	Redox (A14)			priate landscape po color change in Ren		t be present.		
	Bleyed Pores (A18	-	Give details of a	color change in Ren	larks.	1		
	ayer (if present)	-						
Type: Depth (ind	shes).					Hydric Soil Pr	esent? Yes <u>X</u>	No
Remarks:						Tryane con Th		
HYDROLO	GY							
Wetland Hyd	drology Indicato	's:				Secondary Indica	ators (2 or more req	uired)
Primary Indic	ators (any one in	dicator is suffic	ient)			Water-staine	ed Leaves (B9)	
X Surface	Water (A1)	_	_ Inundation Visibl	e on Aerial Imagery	(B7)	Drainage Pa	atterns (B10)	
	ter Table (A2)	_	_ Sparsely Vegeta	ted Concave Surfac	e (B8)	Oxidized Rh	izospheres along Li	ving Roots (C3)
X Saturatio		_	_ Marl Deposits (B	(15)		Presence of	Reduced Iron (C4)	
	arks (B1)	_	_ Hydrogen Sulfide			Salt Deposit		
	nt Deposits (B2)	_	_ Dry-Season Wat				Stressed Plants (D1)	
· ·	oosits (B3)	_	_ Other (Explain in	n Remarks)			Position (D2)	
Algal Ma	t or Crust (B4)					Shallow Aqu		
· ·	Soil Cracks (B6)					X FAC-Neutral	aphic Relief (D4) LTest (D5)	
Field Observ								
Surface Wate		Yes X N	o Depth (ind	ches): 2				
Water Table		Yes X N	o Depth (ind	ches): 13	-			
Saturation P		Yes X N	o Depth (ind o Depth (ind o Depth (ind	ches):	Wetla	and Hydrology P	resent? Yes X	No
(includes cap	oillary fringe)							
Describe Red	corded Data (strea	am gauge, mor	nitoring well, aerial p	ohotos, previous ins	pections),	it available:		
Derroration								
Remarks:								

Project/Site:	Homer Airp	oort Improvements	Sampling Date:	9/9/2020
Applicant/Ov		Alaska DOT&PF	Sampling Point:	1
		Watershed/Stream (N/A if upland):	Beluga Lake	
Remarks:	Wetland area between Taxiways	A and B.		
	Subject:	Vegetation	in the second	
	Subject:	Soil		
	,			

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site:	Homer Airport Improvem	ents	_ Borough	/City: Ho	mer, Alaska	_ Sampling Date: 9	/9/2020
		Alask	a DOT&PF			_ Sampling Point: _	
Investigator(s):	O. Means, H. Campfield, H.	Zimmer	Landfor	m (hillside, terr			
Local relief (concave, conv			Slope (%				
	Vestern Hemock-Sitka Spruce Forests		59.64		- ng: -151.48059	Datum:	NAD83
	Salamatof peat,		cent slopes		NWI classific		
	onditions on the site typical for						
	il, or HydrologyX				"Normal Circumstances"		No X
	il, or Hydrology				eeded, explain any answe		
	INGS – Attach site map				ions, transects, impo	ortant features,	etc.
Hydrophytic Vegetation P	Present? Yes X	No		41 - O 1			
Hydric Soil Present?	Yes X		- ¹	s the Sampleo vithin a Wetla		x No	
Wetland Hydrology Prese	ent? Yes X	No	_		nur tes	, NO	
Remarks: Veneta	tion experiences periodic mo	wina	ł				
-	scientific names of plan	-		s in the plot			
VEGETATION - Use			· .	ant Indicator	Dominance Test work	(shoot)	
Tree Stratum				es? <u>Status</u>	Number of Dominant S		
1. None.					That Are OBL, FACW,	· /	(A)
2					Total Number of Domir	hant .	
3					Species Across All Stra	4	(B)
4					Percent of Dominant S	pecies 4000	
	Total Co			0	That Are OBL, FACW,		^{/0} (A/B)
Sapling/Shrub Stratum	50% of total cover:	0 20	% of total co	over: <u>0</u>	Prevalence Index wor	rksheet:	
1. betnan	Betula nana	1	0 No	FAC	Total % Cover of:		v bv:
2. myrgal	Myrica gale	2	5 Yes	OBL		× 1 =35	
3. vaculi	Vaccinium uliginosum	1	0 No	FAC		x 2 = 50	
4. andpol	Andromeda polifolia	1	0 No	FACW		x 3 = <u>90</u>	
5					FACU species	x 4 =0	
6					UPL species 0	x 5 =0	
	Total Co			44	Column Totals: 90	(A) <u>175</u>	
Harb Stratum	50% of total cover:	27.5 20%	% of total co	over:	Prevalence Index	1.94 <= B/A =	-
Herb Stratum 1. equpra	Equisetum pratense	5	5 No	FACW	Hydrophytic Vegetati		
2. erivag	Eriophorum vaginatum	1	0 Yes	FACW	Y Dominance Test is		
3. carliv	Carex livida	1	0 Yes	OBL	Y Prevalence Index		
4. calcan (Calamagrostis canadensis	1	0 Yes	FAC	Morphological Ada	aptations ¹ (Provide s	supporting
5.						s or on a separate s	,
6					Problematic Hydro	phytic Vegetation ¹ ((Explain)
7					¹ Indicators of hydric so		
8					be present unless distu	Irbed or problematio	D.
9							
10							
	Total Co			7			
	50% of total cover: <u>17</u>				Hydrophytic		
Plot size (radius, or lengt			re Ground		Vegetation		
% Cover of Wetland Bryo (Where applicable)	phytes Total	Cover of B	ryophytes _	10	Present? Ye	esX No	
Remarks:							

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SOIL			Sampling Point: <u>2</u>
Profile Description: (Descril	be to the depth needed to document	the indicator or confirm	the absence of indicators.)
Depth <u>Matrix</u>		atures	
(inches) Color (moist)	<u>%</u> Color (moist)	% Type ¹ Loc ²	Texture Remarks
0-22		0	Organic
		· ·	
	Depletion, RM=Reduced Matrix, CS=Cc		ins. ² Location: PL=Pore Lining, M=Matrix.
Hydric Soil Indicators:	Indicators for Prob	lematic Hydric Soils ³ :	
X Histosol or Histel (A1)	Alaska Color Ch	ange (TA4) ⁴	Alaska Gleyed Without Hue 5Y or Redder
Histic Epipedon (A2)	Alaska Alpine Sv		Underlying Layer
Hydrogen Sulfide (A4)	Alaska Redox W	/ith 2.5Y Hue	Other (Explain in Remarks)
Thick Dark Surface (A12)			
Alaska Gleyed (A13)	-		rimary indicator of wetland hydrology,
Alaska Redox (A14)	,	e landscape position must b	pe present.
Alaska Gleyed Pores (A1	•	change in Remarks.	
Restrictive Layer (if present)):		
Туре:			Y
Depth (inches):			Hydric Soil Present? Yes <u>X</u> No
Remarks:			
HYDROLOGY			
Wetland Hydrology Indicator	rs:		Secondary Indicators (2 or more required)
Primary Indicators (any one in		-	Water-stained Leaves (B9)
Surface Water (A1)	Inundation Visible on	Aerial Imagery (B7)	Drainage Patterns (B10)
High Water Table (A2)		Concave Surface (B8)	Oxidized Rhizospheres along Living Roots (C3)
X Saturation (A3)	Marl Deposits (B15)		Presence of Reduced Iron (C4)
Water Marks (B1)	Hydrogen Sulfide Od	or (C1)	Salt Deposits (C5)
Sediment Deposits (B2)	Dry-Season Water Ta		Stunted or Stressed Plants (D1)
Drift Deposits (B3)	Other (Explain in Rer		Geomorphic Position (D2)
Algal Mat or Crust (B4)			Shallow Aquitard (D3)
Iron Deposits (B5)		-	X Microtopographic Relief (D4)
Surface Soil Cracks (B6)			X FAC-Neutral Test (D5)
Field Observations:			
Surface Water Present?	Yes No X Depth (inches):	
Water Table Present?	Yes No Depth (inches); 19	
Saturation Present?	Yes No X Depth (inches Yes X No Depth (inches Yes X No Depth (inches): 4 Wetlar	nd Hydrology Present? Yes No
(includes capillary fringe)			
Describe Recorded Data (strea	am gauge, monitoring well, aerial photo	os, previous inspections), if	available:
Remarks:			

Project/Site: Homer	Airport Improvements	Sampling Date: 9/9/20)20
Applicant/Owner:	Alaska DOT&PF	Sampling Point: 2	
Investigator(s): O. Means, H. Campfield, H. Zin	mmer Watershed/Stream (N/A if upland):	Beluga Lake	
Remarks: Low-lying area at toe of slope	between GA Apron and ridge.		
Subject:	Vegetation		
Subject:	Soil		

ΡΗΟΤΟ ΡΟΙΝΤ

Project/Site: Ho	mer Airport In	nrovements			Sampli	ng Date:	9/9/2020
Applicant/Owner:		DOT&PF			-	ng Point:	3
			000	-151.47	•	Datum:	NAD83
			ong:			_	
Watershed/Stream (N/A if upland):		eluga Lake			ssification:		R4SB7
If Still Water, Approximate Size (acres):	N/A	&		•	at deepest:	N/A	
If Flowing Water, Average Width (ft):	<u> </u>	Avg. depth (ft)	: 0.5	&	Substrate:	Vegetate	ed/organic/mud
Remarks: Densely vegetated intemittent/ culverts under a berm and the							es of
Subject:	Stre	am channel					

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site:	Homer Airport Improvements	S I	Borough/Cit	y: Hor	ner, Alaska	Sampling Date: 9	/9/2020
Applicant/Owner:		Alaska D		·		Sampling Point:	
Investigator(s):	O Massa II Osmafiald II 7im	nmer	Landform (h	illside, terra	ace, hummocks, etc.):		
Local relief (concave,			Slope (%):				
Subregion: Coa	astal Western Hemock-Sitka Spruce Forests Lat:		59.64442	Lon	g:151.47536	Datum:	NAD83
Soil Map Unit Name:	Salamatof peat, 0 to	o 4 percen	t slopes (68		NWI classific	ation: PSS1/E	M1B
Are climatic / hydrolog	gic conditions on the site typical for this	time of yea	ar? Yes <u>X</u>				
Are Vegetation	_, Soil, or Hydrology sig	gnificantly	disturbed?	Are "	Normal Circumstances" p	present? Yes X	No
Are Vegetation	_, Soil, or Hydrology na	aturally pro	blematic?	(lf ne	eded, explain any answe	rs in Remarks.)	
SUMMARY OF F	INDINGS – Attach site map sho	owing sa	mpling po	oint locati	ons, transects, impo	rtant features,	etc.
Hydrophytic Vegetat	tion Present? Yes <u>X</u> No	,			-		
Hydric Soil Present?				e Sampled		XNo	
Wetland Hydrology	Present? Yes X No)		in a Wetlar			
ritoritarito.	getation likely experiences occassional b	•	•	•			
	ruce. Lack of stunted, mature spruce in th	ne plot area	is assumed	a result of	airfield mowing. Vegetatior	1 is disturbed, but no	ot
	nificantly. Use scientific names of plants.	List all s	species in	the plot.			
			Dominant	· ·	Dominance Test work	sheet:	
Tree Stratum		% Cover	Species?	Status	Number of Dominant S	pecies	
1. <u>None</u>					That Are OBL, FACW,	or FAC: 3	(A)
2					Total Number of Domin	ant 3	
3					Species Across All Stra	ita:	(B)
4	Total Cover:	0			Percent of Dominant S		6
	50% of total cover: <u>0</u>		f total cover	- 0	That Are OBL, FACW,	or FAC:	(A/B)
Sapling/Shrub Stratu	um				Prevalence Index wor	ksheet:	
1. betnan	Betula nana	15	Yes	FAC	Total % Cover of:		by:
2. myrgal	Myrica gale	5	No	OBL		x 1 = <u>5</u>	
3. vaculi	Vaccinium uliginosum	5	No	FAC	FACW species 6		
4. rhogro	Rhododendron groenlandicum Empetrum nigrum	<u> </u>	No Yes	FAC FAC	0	x 3 = <u></u>	
rhotom	Rhododendron tomentosum	5	No	FACW	FACU species	x 4 = 0 x 5 = 0	
6					UPL species 0 Column Totals: 81		
	Total Cover: 25		f total cover:	10		$(A) \frac{227}{2.80}$	(B)
Herb Stratum		_			Prevalence Index	= B/A =	
1. equsyl	Equisetum sylvaticum		Yes	FAC	Hydrophytic Vegetatio	on Indicators:	
2. rubcha	Rubus chamaemorus	1	No	FACW	Y Dominance Test is	>50%	
3					Y Prevalence Index i		
4					Morphological Ada	ptations' (Provide s s or on a separate s	supporting
					Problematic Hydro		
					¹ Indicators of hydric so		
					be present unless distu		
	Total Cover:	31					
	50% of total cover: <u>15.5</u>		f total cover:	6.2			
Plot size (radius, or l	length x width) 15 foot radius	% Bare (Ground	0	Hydrophytic Vegetation		
% Cover of Wetland (Where applicab	Bryophytes <u>10</u> Total Cov le)	ver of Bryo	phytes	0		sX No	
Remarks:					1		

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SOIL		Sampling Point:4
Profile Description: (Describ	be to the depth needed to document the indicator or	confirm the absence of indicators.)
Depth <u>Matrix</u>		
(inches) Color (moist)	%Color (moist)%Type ¹	Loc ² Texture Remarks
0-22		Organic
·		
	epletion, RM=Reduced Matrix, CS=Covered or Coated S	
Hydric Soil Indicators:	Indicators for Problematic Hydric Se	oils ³ :
X Histosol or Histel (A1)	Alaska Color Change (TA4) ⁴	Alaska Gleyed Without Hue 5Y or Redder
Histic Epipedon (A2)	Alaska Alpine Swales (TA5)	Underlying Layer
X Hydrogen Sulfide (A4)	Alaska Redox With 2.5Y Hue	Other (Explain in Remarks)
Thick Dark Surface (A12)	—	
Alaska Gleyed (A13)	³ One indicator of hydrophytic vegetatic	on, one primary indicator of wetland hydrology,
Alaska Redox (A14)	and an appropriate landscape positi	
Alaska Gleyed Pores (A15		
Restrictive Layer (if present)	-	
Type:		
Depth (inches):		Hydric Soil Present? Yes X No
Remarks:		
Remarks.		
HYDROLOGY		
Wetland Hydrology Indicator		Secondary Indicators (2 or more required)
Primary Indicators (any one ind		Water-stained Leaves (B9)
Surface Water (A1)	Inundation Visible on Aerial Imagery (B	
High Water Table (A2)	Sparsely Vegetated Concave Surface (
X Saturation (A3)	Marl Deposits (B15)	Presence of Reduced Iron (C4)
Water Marks (B1)	X Hydrogen Sulfide Odor (C1)	Salt Deposits (C5)
Sediment Deposits (B2)	Dry-Season Water Table (C2)	X Stunted or Stressed Plants (D1)
Drift Deposits (B3)	Other (Explain in Remarks)	Geomorphic Position (D2)
Algal Mat or Crust (B4)		Shallow Aquitard (D3)
Iron Deposits (B5)		Microtopographic Relief (D4)
Surface Soil Cracks (B6)		FAC-Neutral Test (D5)
Field Observations:		
Surface Water Present?	Yes No X Depth (inches): Yes No X Depth (inches): Yes X No Depth (inches): Yes X No Depth (inches):	
Water Table Present?	Yes No Depth (inches):	
Saturation Present?	Yes X No Depth (inches): 8	Wetland Hydrology Present? Yes X No
(includes capillary fringe)		
Describe Recorded Data (strea	am gauge, monitoring well, aerial photos, previous inspe	ctions), if available:
Remarks:		

Project/Site:	Homer Airp	ort Improvements		Sampling Date:	9/9/2020
Applicant/Owne	er:	Alaska DOT&PF		Sampling Point:	4
Investigator(s):		Watershed/Stream (N/A if upland):	Beluga Lake	
• • • • •			,	·	
Remarks: B	og adjacent to Lampert Lake.				
	SubjectSubjectSubjectSubject		<image/>		
	Subject:	Soil			

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site:	Homer Airport Improvemen	ts e	Borough/Cit	y:Hor	mer, Alaska	Sampling Date: Dat	e
Applicant/Owner:		Alaska D					5
). Means, H. Campfield, H. Zi		_andform (h	nillside, terr	ace, hummocks, etc.):	Terrace	
Local relief (concave, conve	x, none): Conve	xs	Slope (%): _		-		
	stern Hemock-Sitka Spruce Forests Lat		59.64346		ng: -151.47858	Datum:	NAD83
Soil Map Unit Name:	Salamatof peat, 0	to 4 percent	t slopes (6	51)	NWI classific	ation: Upland	
Are climatic / hydrologic con	ditions on the site typical for this	s time of yea	ar? Yes <u>X</u>	<u></u> No	(If no, explain in Re	emarks.)	
Are Vegetation <u>X</u> , Soil	, or Hydrology <u>X</u> s	ignificantly o	disturbed?	Are '	"Normal Circumstances" p	resent? Yes	No X
Are Vegetation, Soil	, or Hydrology r	aturally prob	blematic?	(lf ne	eeded, explain any answer	s in Remarks.)	
	NGS – Attach site map sh			oint locat	ions, transects, impo	rtant features, et	C.
Hydrophytic Vegetation Pr	esent? Yes N	oX_	le th	e Sampled	Aroa		
Hydric Soil Present?	Yes N	oX		in a Wetlar		No X	
Wetland Hydrology Preser	t? Yes N	oX	with		165	NO	
Remarks: Vegetati	on experiences periodic mowi	ng.					
VEGETATION – Use s	cientific names of plants.	List all s	pecies in	the plot.			
			Dominant		Dominance Test works	sheet:	
Tree Stratum		<u>% Cover</u>	Species?	Status	Number of Dominant Sp	0	
1					That Are OBL, FACW, o	or FAC: 2	(A)
					Total Number of Domina	n	
3					Species Across All Strat	ia:	(B)
4	Total Cover	. 0			Percent of Dominant Sp		
	50% of total cover:0		f total cover	- 0	That Are OBL, FACW, o	or FAC:	(A/B)
Sapling/Shrub Stratum					Prevalence Index work	(sheet:	
1betpap	Betula papyrifera	5	Yes	FACU	Total % Cover of:	Multiply by	<u>y:</u>
2. spiste		5	_Yes	FACU	· ·	x 1 =0	
з. vaculi	Vaccinium uliginosum	5	Yes	FAC	FACW species 0	x 2 =	
4. salbar	Salix barclayi		No	FAC	· ·	× 3 = <u>78</u>	
5						× 4 =0	
6					UPL species	x 5 = 0	
	Total Cover	r: <u>16</u> 20% of		32	Column Totals: 70	(A) <u>278</u> 3.66	(B)
Herb Stratum	50% of total cover:0	20% of	total cover	0.2	Prevalence Index	= B/A =	
1. achmil	Achillea millefolium	20	Yes	FACU	Hydrophytic Vegetatio		
Z .	alamagrostis canadensis	20	Yes	FAC	No Dominance Test is	>50%	
3. chaang Ch	amaenerion angustifolium	20	Yes	FACU	NO Prevalence Index is	s ≤3.0	
4					Morphological Adap	otations ¹ (Provide su	pporting
5						or on a separate sh	
6					Problematic Hydrop	ohytic Vegetation ¹ (E	xplain)
7					¹ Indicators of hydric soi		ogy must
8					be present unless distur	bed of problematic.	
9							
10							
	Total Cover			40			
		20% of			Hydrophytic		
		% Bare 0		0	Vegetation		
% Cover of Wetland Bryop (Where applicable)	hytes Total Co	over of Bryop	ohytes	0	Present? Yes	s NoX	_
Remarks:							

US Army Corps of Engineers

Donth	(to the dept	h needed to docu	ment the	indicator	or conf	irm the absence	e of malcators.)
Depth	Matrix			x Feature		. 2		
inches)	Color (moist)	%	Color (moist)	%	Type ¹	_Loc ²		Remarks
0-5							Organic	·
5-10	7.5YR 4/2	60	7.5YR 2.5/3	40	RM	Μ	_Clay loam	
10-22	2.5YR 2.5/2	100					Gravelly sand	
					·			·
		·						
	oncentration, D=Dep	oletion, RM=						cation: PL=Pore Lining, M=Matrix.
•	Indicators: or Histel (A1)		Indicators for			Solls':		a Cloved Without Hue 5V or Redder
	or Hister (A1) bipedon (A2)		Alaska Col Alaska Alpi					a Gleyed Without Hue 5Y or Redder lerlying Layer
	n Sulfide (A4)		Alaska Rec		. ,			(Explain in Remarks)
_ / 0	ark Surface (A12)				.011100			
	Gleyed (A13)		³ One indicator of	of hydroph	vtic veget	ation, or	ne primary indica	tor of wetland hydrology,
	Redox (A14)			• •			ust be present.	,,
	Gleyed Pores (A15)		⁴ Give details of	color chai	nge in Rer	narks.		
estrictive I	_ayer (if present):							
_								
Туре:	,						Hydric Soi	I Present? Yes No _X
Туре:							Hydric Soi	I Present? Yes No _X
Type: Depth (inc							Hydric Soi	I Present? Yes No _X
Type: Depth (inc							Hydric Soi	l Present? Yes No _X
Type: Depth (inc							Hydric Soi	l Present? Yes No _X
Type: Depth (inc							Hydric Soi	I Present? Yes No _X
Type: Depth (ind emarks:	ches):						Hydric Soi	l Present? Yes No _X
Type: Depth (ind emarks: ′DROLO	Ches):							
Type: Depth (ind emarks: //DROLO	ches): GY drology Indicators:						Secondary Ir	ndicators (2 or more required)
Type: Depth (ind emarks: //DROLO /etland Hyd rimary Indic	GY GY Grology Indicators: ators (any one indic		zient)	le on Aeri	al Imagen	(87)	Secondary Ir	ndicators (2 or more required) tained Leaves (B9)
Type: Depth (ind emarks: //DROLO /etland Hyd rimary Indic Surface	GY drology Indicators: cators (any one indic Water (A1)		cient)		• •	, ,	Secondary Ir Water-st Drainage	ndicators (2 or more required) tained Leaves (B9) e Patterns (B10)
Type: Depth (ind emarks: //DROLO /etland Hyd rimary Indic Surface High Wa	GY drology Indicators cators (any one indic Water (A1) tter Table (A2)		cient) Inundation Visib Sparsely Vegeta	ated Conc	• •	, ,	Secondary Ir Water-st Drainage Oxidized	ndicators (2 or more required) tained Leaves (B9) e Patterns (B10) d Rhizospheres along Living Roots (C3
Type: Depth (ind emarks: //DROLO /etland Hyd rimary Indic Surface High Wa Saturatic	GY drology Indicators: cators (any one indic Water (A1) tter Table (A2) on (A3)		cient) Inundation Visib Sparsely Vegeta Marl Deposits (I	ated Conc 315)	ave Surfac	, ,	Secondary Ir Water-st Drainage Oxidized Presenc	ndicators (2 or more required) tained Leaves (B9) e Patterns (B10) d Rhizospheres along Living Roots (C3 e of Reduced Iron (C4)
Type: Depth (ind emarks: / / / / / / / / / / / / / / / / / / /	GY drology Indicators: cators (any one indic Water (A1) iter Table (A2) on (A3) arks (B1)		cient) Inundation Visib Sparsely Vegeta Marl Deposits (f Hydrogen Sulfid	ated Conc 315) e Odor (C	ave Surfac	, ,	Secondary Ir Water-st Drainage Oxidized Presenc Salt Dep	ndicators (2 or more required) tained Leaves (B9) e Patterns (B10) d Rhizospheres along Living Roots (C3 e of Reduced Iron (C4) posits (C5)
Type: Depth (ind emarks: (DROLO /etland Hyd rimary Indio Surface High Wa Saturatio Water M Sedimer	GY drology Indicators: cators (any one indic Water (A1) iter Table (A2) on (A3) larks (B1) it Deposits (B2)		cient) Inundation Visib Sparsely Vegeta Marl Deposits (f Hydrogen Sulfid Dry-Season Wa	ated Conc 315) e Odor (C ter Table	ave Surfac 1) (C2)	, ,	Secondary Ir Water-st Drainage Oxidized Presenc Salt Dep Stunted	ndicators (2 or more required) tained Leaves (B9) e Patterns (B10) d Rhizospheres along Living Roots (C3 e of Reduced Iron (C4) posits (C5) or Stressed Plants (D1)
Type: Depth (inc emarks: //DROLO //etland Hyo rimary Indic Surface High Wa Saturatic Water M Sedimer Drift Dep	GY drology Indicators: cators (any one indic Water (A1) tter Table (A2) on (A3) larks (B1) nt Deposits (B2) posits (B3)		cient) Inundation Visib Sparsely Vegeta Marl Deposits (f Hydrogen Sulfid	ated Conc 315) e Odor (C ter Table	ave Surfac 1) (C2)	, ,	Secondary Ir Water-st Drainage Oxidized Presenc Salt Dep Stunted Geomor	ndicators (2 or more required) tained Leaves (B9) e Patterns (B10) d Rhizospheres along Living Roots (C3 e of Reduced Iron (C4) posits (C5) or Stressed Plants (D1) phic Position (D2)
Type: Depth (ind emarks: //DROLO //etland Hyo rimary Indic Surface Surface Saturatic Saturatic Saturatic Sedimer Drift Dep Algal Ma	GY drology Indicators: cators (any one indic water (A1) ther Table (A2) on (A3) larks (B1) nt Deposits (B2) posits (B3) at or Crust (B4)		cient) Inundation Visib Sparsely Vegeta Marl Deposits (f Hydrogen Sulfid Dry-Season Wa	ated Conc 315) e Odor (C ter Table	ave Surfac 1) (C2)	, ,	Secondary Ir Water-st Drainage Oxidized Presenc Salt Dep Stunted Geomor Shallow	ndicators (2 or more required) tained Leaves (B9) e Patterns (B10) d Rhizospheres along Living Roots (C3 e of Reduced Iron (C4) posits (C5) or Stressed Plants (D1) phic Position (D2) Aquitard (D3)
Type: Depth (ind emarks: // // // // // // // // // // // // //	GY drology Indicators: cators (any one indic water (A1) ther Table (A2) on (A3) larks (B1) nt Deposits (B2) posits (B3) at or Crust (B4)		cient) Inundation Visib Sparsely Vegeta Marl Deposits (f Hydrogen Sulfid Dry-Season Wa	ated Conc 315) e Odor (C ter Table	ave Surfac 1) (C2)	, ,	Secondary Ir Water-st Drainage Oxidized Presenc Salt Dep Stunted Geomor Shallow Microtop	ndicators (2 or more required) tained Leaves (B9) e Patterns (B10) d Rhizospheres along Living Roots (C3 e of Reduced Iron (C4) posits (C5) or Stressed Plants (D1) phic Position (D2)
Type: Depth (ind emarks: // // // // // // // // // // // // //	GY drology Indicators: cators (any one indic Water (A1) ther Table (A2) on (A3) larks (B1) ht Deposits (B2) posits (B3) at or Crust (B4) posits (B5) Soil Cracks (B6)		cient) Inundation Visib Sparsely Vegeta Marl Deposits (f Hydrogen Sulfid Dry-Season Wa	ated Conc 315) e Odor (C ter Table	ave Surfac 1) (C2)	, ,	Secondary Ir Water-st Drainage Oxidized Presenc Salt Dep Stunted Geomor Shallow Microtop	ndicators (2 or more required) tained Leaves (B9) e Patterns (B10) d Rhizospheres along Living Roots (C3 e of Reduced Iron (C4) posits (C5) or Stressed Plants (D1) phic Position (D2) Aquitard (D3) pographic Relief (D4)
Type: Depth (ind emarks: // // // // // // // // // // // // //	GY drology Indicators: cators (any one indic Water (A1) ther Table (A2) on (A3) larks (B1) nt Deposits (B2) posits (B3) at or Crust (B4) posits (B5) Soil Cracks (B6) vations:	cator is suffic 	cient) Inundation Visib Sparsely Vegeta Marl Deposits (f Hydrogen Sulfid Dry-Season Wa Other (Explain i	ated Conc 315) e Odor (C ter Table n Remarks	ave Surfac 1) (C2) \$)	ce (B8)	Secondary Ir Water-st Drainage Oxidized Presenc Salt Dep Stunted Geomor Shallow Microtop	ndicators (2 or more required) tained Leaves (B9) e Patterns (B10) d Rhizospheres along Living Roots (C3 e of Reduced Iron (C4) posits (C5) or Stressed Plants (D1) phic Position (D2) Aquitard (D3) pographic Relief (D4)
Type: Depth (ind temarks: YDROLO Yetland Hyd Yetland Hyd Yetland Hyd Saturatic Saturatic Water M Saturatic Water M Sedimer Drift Dep Algal Ma Iron Dep Surface Surface Water	GY drology Indicators: cators (any one indic Water (A1) ther Table (A2) on (A3) larks (B1) nt Deposits (B2) posits (B3) at or Crust (B4) posits (B5) Soil Cracks (B6) vations:	cator is suffic 	cient) Inundation Visib Sparsely Vegeta Marl Deposits (f Hydrogen Sulfid Dry-Season Wa Other (Explain i	ated Conc 315) e Odor (C ter Table n Remarks	ave Surfac 1) (C2) \$)	ce (B8)	Secondary Ir Water-st Drainage Oxidized Presenc Salt Dep Stunted Geomor Shallow Microtop	ndicators (2 or more required) tained Leaves (B9) e Patterns (B10) d Rhizospheres along Living Roots (C3 e of Reduced Iron (C4) posits (C5) or Stressed Plants (D1) phic Position (D2) Aquitard (D3) pographic Relief (D4)
Type: Depth (ind temarks: TOROLO Vetland Hyd Trimary Indic Surface High Wa Saturatio Saturatio Water M Sedimer Drift Dep Algal Ma Iron Dep Surface ield Obser Furface Water	GY drology Indicators: cators (any one indic Water (A1) ther Table (A2) on (A3) larks (B1) nt Deposits (B2) posits (B3) at or Crust (B4) posits (B5) Soil Cracks (B6) vations:	cator is suffic 	cient) Inundation Visib Sparsely Vegeta Marl Deposits (f Hydrogen Sulfid Dry-Season Wa Other (Explain i	ated Conc 315) e Odor (C ter Table n Remarks	ave Surfac 1) (C2) \$)	ce (B8)	Secondary Ir Water-st Drainage Oxidized Presenc Salt Dep Stunted Geomor Shallow Microtop FAC-Ne	ndicators (2 or more required) tained Leaves (B9) e Patterns (B10) d Rhizospheres along Living Roots (C3 e of Reduced Iron (C4) bosits (C5) or Stressed Plants (D1) phic Position (D2) Aquitard (D3) bographic Relief (D4) utral Test (D5)
Type: Depth (inc emarks: /DROLO /etland Hyo rimary Indic Surface High Wa Saturatio Water M Sedimer Drift Dep Algal Ma Iron Dep Surface Iron Dep Surface Uriface Water /ater Table aturation Pro Surface	GY drology Indicators: cators (any one indic Water (A1) ther Table (A2) on (A3) larks (B1) nt Deposits (B2) posits (B3) at or Crust (B4) posits (B5) Soil Cracks (B6) vations:	cator is suffic 	cient) Inundation Visib Sparsely Vegeta Marl Deposits (f Hydrogen Sulfid Dry-Season Wa	ated Conc 315) e Odor (C ter Table n Remarks	ave Surfac 1) (C2) \$)	ce (B8)	Secondary Ir Water-st Drainage Oxidized Presenc Salt Dep Stunted Geomor Shallow Microtop FAC-Ne	ndicators (2 or more required) tained Leaves (B9) e Patterns (B10) d Rhizospheres along Living Roots (C3 e of Reduced Iron (C4) posits (C5) or Stressed Plants (D1) phic Position (D2) Aquitard (D3) pographic Relief (D4)

Applicant/Owner: Aaska DOT&PF Sampling Point: 5 Investigator(s): 0. Heans, H. Campfeld, H. Zimmer Watershed/Stream (N/A if upland): N/A Remarks: Higher elevation area adjacent to GA Apron. Subject: Vegetation Subject: Vegetation	Project/Site:	Homer Airpo	ort Improvements	Sampling Date:	9/9/2020
Investigator(s): O. Means, H. Campfield, H. Zimmer Watershed/Stream (N/A if upland): N/A Remarks: Higher elevation area adjacent to GA Apron.				Sampling Point:	5
		H. Campfield, H. Zimmer	Watershed/Stream (N/A if upland):		
<image/> <image/>	Remarks: Higher elevat	tion area adjacent to (GA Apron.		
Subject: Soil					

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site:	Homer Airport Improvement		Borough/Cit	y:Hor	ner, Alaska	Sampling Date: <u>9/</u>	10/2020
Applicant/Owner:		Alaska D				Sampling Point: _	6
Investigator(s):					ace, hummocks, etc.):	Flat	
Local relief (concave,			Slope (%): _				
	astal Western Hemock-Sitka Spruce Forests Lat:				_{ig:} 151.46619		
Soil Map Unit Name:	Salamatof peat, 0 to	o 4 percen	nt slopes (6	51)	NWI classific	ation: <u>PSS1/EN</u>	M1B
Are climatic / hydrolog	ic conditions on the site typical for this	time of ye	ar?Yes_X	(No	(If no, explain in R	emarks.)	
Are Vegetation	_, Soil, or Hydrology sig	gnificantly	disturbed?	Are "	Normal Circumstances" p	present? Yes X	No
Are Vegetation	_, Soil, or Hydrology na	aturally pro	blematic?	(lf ne	eded, explain any answe	rs in Remarks.)	
SUMMARY OF F	INDINGS – Attach site map she	owing sa	mpling po	oint locati	ons, transects, impo	rtant features, e	etc.
Hydrophytic Vegetat	ion Present? Yes <u>X</u> No)		e Sampled	A		
Hydric Soil Present?	Yes X No		1	in a Wetlar		XNo	
Wetland Hydrology F							
r tornanto.	getation likely experiences occassional b	•	-	•	•		
	ruce. Lack of stunted, mature spruce in th nificantly.	he plot area	a is assumed	a result of	aimeid mowing. vegetatior	1 IS disturbed, but no	t
VEGETATION -	Use scientific names of plants.	List all s	species in	the plot.			
	-	Absolute	Dominant	Indicator	Dominance Test work	sheet:]
Tree Stratum		% Cover	Species?	Status	Number of Dominant S	pecies	
1					That Are OBL, FACW,	or FAC: 2	(A)
2					Total Number of Domin	ant 2	
3					Species Across All Stra	ita:	(B)
4	Total Course	0			Percent of Dominant Sp		,
	Total Cover: 50% of total cover: <u>0</u>		of total cover	r: 0	That Are OBL, FACW,	or FAC:	(A/B)
Sapling/Shrub Stratu	im				Prevalence Index wor	ksheet:	
1betnan	Betula nana	10	No	FAC	Total % Cover of:	Multiply	by:
2rhogro	Rhododendron groenlandicum	40	Yes	FAC		x 1 =0	
3. rhotom	Rhododendron tomentosum	10	No	FACW		x 2 = <u>86</u>	
4. vaculi	Vaccinium uliginosum	10	No	FAC	<u>– – – – – – – – – – – – – – – – – – – </u>	x 3 = <u></u>	
5. empnig	Empetrum nigrum Salix myrtillifolia	10	No No	FAC	FACO species	× 4 =	
6. salmyr	y		110	TAGW		x 5 = 0	
	Total Cover: 40.5			16.2	Column Totals: 110	(A) <u>305</u> 2.63	(B)
Herb Stratum	50% of total cover:40.3	20% 0	f total cover:	10.2	Prevalence Index	= B/A =	
1. rubcha	Rubus chamaemorus	30	Yes	FACW	Hydrophytic Vegetation	on Indicators:	
2. calcan	Calamagrostis canadensis	1	No	FAC	Y Dominance Test is	>50%	
з. erivag	Eriophorum vaginatum	2	No	FACW	Y_ Prevalence Index is	s ≤3.0	
4. equsyl	Equisetum sylvaticum	2	No	FAC		ptations ¹ (Provide s	
5						s or on a separate s	,
6						phytic Vegetation ¹ (. ,
7					¹ Indicators of hydric so be present unless distu		
10	Tatal Queen	35					
	Total Cover: 50% of total cover: _17.5		f total any any	. 7			
Plot size (radius ar	ength x width) <u>15 foot radius</u>			0	Hydrophytic		
	Bryophytes() Total Cov	_		-	Vegetation Present? Ye	sX No	
(Where applicab		SI SI BIYO	prijtes				
Remarks:							

SOIL								Sampling Po	oint:6
Profile Desc	ription: (Descril	be to the dep	th needed to docu	ment the i	indicator	or confi	rm the absence	of indicators.)	
Depth	Matrix			x Feature		2		5	
(inches)	Color (moist)	%	Color (moist)	%	_Type ¹	_Loc ²		Remar	KS
0-16					·		Organic		
16-22	7.5YR 3/2	95	7.5YR 5/2	5		Μ	Silty clay loam		
					·				
					·				
					·				
		anlation DM-	Baducad Matrix C		d or Coate	d Cand			a M-Motrix
Hydric Soil		epletion, RIVI=	Reduced Matrix, C: Indicators for I				Grains. Loc	ation: PL=Pore Linin	g, m=matrix.
N N	or Histel (A1)		Alaska Colo		•		Alaska	Gleyed Without Hue	5Y or Redder
	pipedon (A2)		Alaska Alpi					rlying Layer	
	n Sulfide (A4)		Alaska Rec				Other (Explain in Remarks)	
Thick Da	ark Surface (A12)								
	Bleyed (A13)			• •				or of wetland hydrolog	IY,
	Redox (A14)			•			ust be present.		
	Bleyed Pores (A1	-	⁴ Give details of	color char	nge in Ren	narks.			
	_ayer (if present)	Clay							
		23					Hydric Soil	Present? Yes	X No
Depth (ind Remarks:							Hyune Son	Fresentr Tes	
i temanto.									
HYDROLO	GY								
	drology Indicator	rs:					Secondary Inc	licators (2 or more re	quired)
-	ators (any one in		cient)					ined Leaves (B9)	
	Water (A1)	_	Inundation Visib	le on Aeria	al Imagery	(B7)		Patterns (B10)	
High Wa	ter Table (A2)	_	Sparsely Vegeta			. ,		Rhizospheres along L	iving Roots (C3)
X Saturatio	on (A3)	-	Marl Deposits (E	315)			Presence	of Reduced Iron (C4)
	arks (B1)	-	X Hydrogen Sulfid	e Odor (C	1)		Salt Depo		
	nt Deposits (B2)	-	Dry-Season Wa		. ,			r Stressed Plants (D1)
· ·	oosits (B3)	-	Other (Explain in	n Remarks	5)		— ·	hic Position (D2)	
	it or Crust (B4) oosits (B5)						v	quitard (D3) graphic Relief (D4)	
· ·	Soil Cracks (B6)						v	tral Test (D5)	
Field Observ									
Surface Wate	er Present?	Yes	No X Depth (in	ches):					
Water Table	Present?	Yes I	No X Depth (in	ches):					
Saturation P	resent?	Yes X	No X Depth (in No X Depth (in No Depth (in	ches):	4	_ We	etland Hydrology	Present? Yes X	No
(includes cap									
Describe Rec	Jorded Data (strea	an yauye, mo	nitoring well, aerial	priotos, pr	evious ins	pections	, ii avaliable:		
Remarks:									
, tomarko.									

Project/Site:	Homer Airpo	ort Improvements	Sampling Date:	9/9/2020
Applicant/Owner:		Alaska DOT&PF	Sampling Point:	6
Investigator(s): O. Means, H.	. Campfield, H. Zimmer	Watershed/Stream (N/A if upland):	Beluga Lake	
Remarks: Bog adjacent to	o Lampert Lake.			
	Subject:			
	Subject:			

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site:	Homer Airport Improvements		Borough/Cit	y:Hor	mer, Alaska	Sampling Date: <u>9/</u>	/10/2020
Applicant/Owner:		Alaska D				Sampling Point: _	7
Investigator(s):					ace, hummocks, etc.):	Flat	
			Slope (%):				
	astal Western Hemock-Sitka Spruce Forests Lat:				ng:151.45554		
Soil Map Unit Name:	Salamatof peat, 0 to	o 4 percer	nt slopes (68	51)	NWI classific	ation: <u>PSS1/E</u>	<u>M1B</u>
Are climatic / hydrolog	gic conditions on the site typical for this	time of ye	ar? Yes <u>X</u>	No	(If no, explain in R	emarks.)	
Are Vegetation	_, Soil, or Hydrology sig	gnificantly	disturbed?	Are '	'Normal Circumstances" p	resent? Yes X	No
Are Vegetation	_, Soil, or Hydrology na	aturally pro	blematic?	(lf ne	eeded, explain any answe	rs in Remarks.)	
SUMMARY OF F	INDINGS – Attach site map sho	owing sa	mpling po	oint locati	ons, transects, impo	rtant features, e	etc.
Hydrophytic Vegetat	tion Present? Yes <u>X</u> No)			A		
Hydric Soil Present?			1	e Sampled in a Wetlar		X No	
Wetland Hydrology							
r tornanto.	egetation likely experiences occassional b	•	-	•			
	ruce. Lack of stunted, mature spruce in th	he plot area	a is assumed	a result of	airfield mowing. Vegetation	i is disturbed, but no	it
	nificantly. Use scientific names of plants.	List all s	species in	the plot.			
			Dominant	· · ·	Dominance Test work	sheet:]
Tree Stratum			Species?		Number of Dominant Sp	pecies	
1. None					That Are OBL, FACW, o	or FAC: 5	(A)
2					Total Number of Domin	ant c	
3					Species Across All Stra	ita: 5	(B)
4		0			Percent of Dominant Sp	becies 100%	
	Total Cover:			0	That Are OBL, FACW, o	or FAC: 1007	0 (A/B)
Sapling/Shrub Strate	50% of total cover: <u>0</u>	20% c	of total cover	:	Prevalence Index worl	ksheet:	
1. betnan	Betula nana	30	Yes	FAC	Total % Cover of:	Multiply	by:
2. rhotom	Rhododendron tomentosum	30	Yes	FACW	OBL species 3	x 1 = <u>3</u>	
з. vaculi	Vaccinium uliginosum	10	_No	FAC	FACW species 38	x 2 = <u>76</u>	
4. empnig	Empetrum nigrum	60	Yes	FAC		x 3 = <u>315</u>	
5					FACU species	x 4 =	
6					UPL species 0	x 5 = 0	
	Total Cover:			26	Column Totals: 146	(A) <u>394</u> 2.70	(B)
Herb Stratum	50% of total cover:03	20% o	f total cover:	20	Prevalence Index	= B/A =	I
1. erivag	Eriophorum vaginatum	3	No	FACW	Hydrophytic Vegetatio		
2. equsyl	Equisetum sylvaticum	5	Yes	FAC	Y Dominance Test is		
3. rubcha	Rubus chamaemorus	5	Yes	FACW	Y Prevalence Index is	s ≤3.0	
4. carliv	Carex livida	3	No	OBL	Morphological Ada		
5.						s or on a separate s	· ·
6					Problematic Hydror	phytic Vegetation' (Explain)
7					¹ Indicators of hydric soit be present unless disturble		
8							
9							
10							
	Total Cover:			2 0			
	50% of total cover: <u>8</u>			~	Hydrophytic		
	•	_		<u>0</u>	Vegetation Present? Yes	sXNo	
Where applicab	l Bryophytes0 Total Cov ole)	er of Bryo	pnytes	0	Tesent: Tes	»/ NO	—
Remarks:					1		

SOIL							Sampling Point:	
Profile Desc	ription: (Descril	be to the dept	h needed to docum	nent the indicator	or confirm	the absence of in	dicators.)	
Depth	Matrix			x Features	. 2			
(inches)	Color (moist)	%	Color (moist)	<u>%</u> Type ¹	_Loc ²		Remarks	
0-16					(Organic		
16-17	7.5YR 4/2	100			Silty	y clay loam		
					,			
¹ Type: C=Co	ncentration, D=D	epletion, RM=	Reduced Matrix, CS			ains. ² Location	: PL=Pore Lining, M	=Matrix.
Hydric Soil I				roblematic Hydric	: Soils ³ :			
	or Histel (A1)			r Change (TA4) ⁴			ved Without Hue 5Y o	r Redder
	ipedon (A2)			e Swales (TA5)		Underlying	• •	
	n Sulfide (A4)		Alaska Redo	ox With 2.5Y Hue		Other (Expl	ain in Remarks)	
	rk Surface (A12) Bleyed (A13)		³ One indicator of	f hydrophytic yogot	ation one n	primary indicator of	wotland bydrology	
	edox (A14)			priate landscape po		•	welland hydrology,	
	Bleyed Pores (A1	5)		color change in Rer		be present.		
	ayer (if present)	-		9				
Type:	,,							
Depth (inc	hes):					Hydric Soil Pres	ent? Yes X	No
Remarks:								
HYDROLO	GY							
Wetland Hyd	Irology Indicato	rs:				Secondary Indicato	ors (2 or more require	<u>d)</u>
Primary Indic	ators (any one in	dicator is suffic	ient)			Water-stained	Leaves (B9)	
Surface	Water (A1)	_	_ Inundation Visible	e on Aerial Imagery	(B7)	Drainage Patte	erns (B10)	
High Wa	ter Table (A2)	_	_ Sparsely Vegetat	ted Concave Surfac	ce (B8)	Oxidized Rhize	ospheres along Living	J Roots (C3)
X Saturatio	on (A3)	_	_ Marl Deposits (B	15)		Presence of R	educed Iron (C4)	
	arks (B1)	_	_ Hydrogen Sulfide			Salt Deposits ((C5)	
	t Deposits (B2)	_	_ Dry-Season Wate				essed Plants (D1)	
· ·	osits (B3)	_	_ Other (Explain in	Remarks)		Geomorphic P		
•	t or Crust (B4)					Shallow Aquita		
· ·	osits (B5) Soil Crocks (B6)					Microtopograp		
Field Observ	Soil Cracks (B6)					FAC-Neutral T	est (D5)	
Surface Wate			X Depth (inc	hes).				
Water Table		X X	lo X Depth (inc lo Depth (inc lo Depth (inc	$\frac{17}{17}$				
Saturation Pr		Yes X N	lo Depth (inc	thes): 4		and Hydrology Pre	sent? Yes X	No
(includes cap					_ / /////	ina nyarology i re		
Describe Rec	corded Data (strea	am gauge, mor	nitoring well, aerial p	photos, previous ins	spections), if	f available:		
Remarks:								

Project/Site: Home	er Airport Improvements	Sampling Date:	9/9/2020
Applicant/Owner:	Alaska DOT&PF	Sampling Point:	7
Investigator(s): O. Means, H. Campfield, H. Z	Zimmer Watershed/Stream (N/A if upland):	Beluga Lake	
Remarks: Bog on southeast end of airf	field near Lampert Lake.		
Subject:	Vegetation		
	23450700		
Subject:	Soil		

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Ir	nprovements	Borough/City	: Horr	ner, Alaska	Sampling Date: 9/10	/2020
Applicant/Owner:	Alaska D				Sampling Point:	
	ofield, H. Zimmer	Landform (hi	llside, terra	ace, hummocks, etc.):		
Local relief (concave, convex, none):		Slope (%): <u>1</u>				
Subregion: Coastal Western Hemock-Sitka Spru		59.65144		g:151.45544	Datum:	NAD83
Soil Map Unit Name: Spena						1/1000
				NWI classifica		
Are climatic / hydrologic conditions on the site ty						
Are Vegetation X, Soil , or Hydrolog			Are "I	Normal Circumstances" pr	esent? Yes X	No
Are Vegetation, Soil, or Hydrolog	gy naturally pro	blematic?	(If ne	eded, explain any answers	s in Remarks.)	
SUMMARY OF FINDINGS – Attach si	te map showing sa	mpling poi	int locatio	ons, transects, impor	tant features, etc) .
Hydrophytic Vegetation Present? Yes	NoX	ls tho	Sampled	Aroa		
Hydric Soil Present? Yes	No <u>X</u>		n a Wetlan		No X	
Wetland Hydrology Present? Yes	NoX	within		ur res_	NO	_
Remarks: Vegetation experiences pe	riodic mowing					
	-					
VEGETATION – Use scientific names	•	Dominant I	· .	Dominance Test works	heet:	
Tree Stratum		Species?		Number of Dominant Sp		
1. None				That Are OBL, FACW, or		(A)
2				Total Number of Domina	unt .	
3				Species Across All Strata		(B)
4				Deveent of Development On		
	Total Cover:0			Percent of Dominant Spe That Are OBL, FACW, or		(A/B)
	over: <u>0</u> 20% c	of total cover:	0			
Sapling/Shrub Stratum	10	Vee	FACU	Prevalence Index work		
1. <u>betpap Betula papyrifer</u>				Total % Cover of:		<u>: </u>
2. <u>rhotom</u> Rhododendron tomer			FACW		x 1 =	
3. vacvit Vaccinium vitis-ida			FAC		x 2 = <u>14</u>	
4. rhogro Rhododendron groenla	$\frac{1101cuttt}{3}$		FAC FAC		3 = 60	
5			FAC	FACU species	× 4 = <u>64</u>	
0				UFL species	x 5 = 0	
	Total Cover: 31		6.2	Column Totals: 43	(A) <u>138</u> 3.21	(B)
50% of total co Herb Stratum	over: <u>15.5</u> 20% o	f total cover:_	0.2	Prevalence Index	= B/A =	
chaang Chamaenerion angus	tifolium 5	Yes	FACU	Hydrophytic Vegetation		
2. equpra Equisetum prater			FACW	No Dominance Test is >		
3. equarv Equisetum arven			FAC	No Prevalence Index is	≤3.0	
equsyl Equisetum sylvation			FAC	Morphological Adap		porting
5. calcan Calamagrostis canad			FAC		or on a separate she	
6. achmil Achillea millefoliu			FACU	Problematic Hydropl	hytic Vegetation ¹ (Ex	plain)
7				¹ Indicators of hydric soil	and wetland hydrolo	av must
				be present unless disturb		3)
8 9						
10	Total Cover: 12					
50% of total co		f total cover:_	24			
Plot size (radius, or length x width) 15 foot				Hydrophytic		
% Cover of Wetland Bryophytes()				Vegetation Present? Yes	No <u>X</u>	_
(Where applicable) Remarks:						
Nemaria.						

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SOIL								Sampling Point:	8
Profile Desc	ription: (Descril	be to the dep	th needed to docun	nent the i	ndicator	or confi	rm the absenc	e of indicators.)	
Depth	Matrix			x Features			_		
(inches)	Color (moist)	%	Color (moist)	%	Type ¹	_Loc ²		Remarks	
0-11	5YR 4/2	95	2.5Y 5/4	5		M	Clay		
11-22	10YR 4/4	95	2.5Y 5/2	5	_D	Μ	Clay loam		
								-	
								_	
1			De des ed Matrix 00				2		1 1 - 1 - 1 - 1
Hydric Soil		epletion, RM=	Reduced Matrix, CS Indicators for P					ocation: PL=Pore Lining, M	=Matrix.
-	or Histel (A1)		Alaska Colo		-	cono .		ka Gleyed Without Hue 5Y c	or Redder
	pipedon (A2)		Alaska Alpir	•	. ,			derlying Layer	
Hydroge	n Sulfide (A4)		Alaska Redo				Othe	er (Explain in Remarks)	
Thick Da	ark Surface (A12)								
Alaska G	Bleyed (A13)		³ One indicator of	f hydrophy	tic veget	ation, on	e primary indica	ator of wetland hydrology,	
Alaska F	Redox (A14)		and an approp	oriate land	lscape po	sition mu	ust be present.		
Alaska G	Bleyed Pores (A18	5)	⁴ Give details of c	color chan	ge in Ren	narks.			
Restrictive I	_ayer (if present)	:							
Туре:									v
	ches):						Hydric So	oil Present? Yes	No
Remarks:									
	<u></u>								
HYDROLO							Casandanu	Indiantara (O an mana na min	1)
-	drology Indicato							Indicators (2 or more require stained Leaves (B9)	<u>3a)</u>
	ators (any one in	alcator is sum				(D7)		()	
	Water (A1) iter Table (A2)	-	Inundation Visible Sparsely Vegetat					ge Patterns (B10) ed Rhizospheres along Living	a Poots (C3)
Saturatio		-	Marl Deposits (B		ive Suriad	е (во)		ce of Reduced Iron (C4)	J ROOIS (C3)
	arks (B1)	-	Hydrogen Sulfide	1	1)		Salt De		
	nt Deposits (B2)	-	Dry-Season Wate		,			d or Stressed Plants (D1)	
	oosits (B3)	-	Other (Explain in					orphic Position (D2)	
Algal Ma	t or Crust (B4)						Shallow	v Aquitard (D3)	
Iron Dep	osits (B5)						Microto	pographic Relief (D4)	
Surface	Soil Cracks (B6)						FAC-Ne	eutral Test (D5)	
Field Observ	vations:		v						
Surface Wate	er Present?	Yes I	No X Depth (inc No X Depth (inc No X Depth (inc	ches):		_			
Water Table	Present?	Yes I	No Depth (ind	ches):		_			v
Saturation Pr		Yes I	No Depth (inc	ches):		_ We	etland Hydrolo	ogy Present? Yes	No
(includes cap Describe Red		am daude, mo	nitoring well, aerial p	hotos, pre	evious ins	pections	s), if available:		
	,						,		
Remarks:									

		Alaska DOT&PF Watershed/Stream (N/A if upland): h of discharge slope.	Sampling Point:	8
Investigator(s):	O. Means, H. Campfield, H. Zimmer	Watershed/Stream (N/A if upland):		
Remarks: Ric	dge north of bog and above/sout	h of discharge slope.		
	Subject:	Vegetation		
	Subject:	<image/>		

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site:	Homer Airport Improvements	SE	Borough/Cit	y: <u>Hor</u>	ner, Alaska	Sampling Date: 9/10/2020
Applicant/Owner:		Alaska D	OT&PF			Sampling Point:9
Investigator(s):	O. Means, H. Campfield, H. Zim	imer i	Landform (h	illside, terra		
Local relief (concave, conve	-		Slope (%):	4		
	estern Hemock-Sitka Spruce Forests Lat:		59.65265		g:151.45576	Datum: NAD83
· ·	Spenard peat, 4 to		slopes (67		NWI classifica	
	nditions on the site typical for this					
	, or Hydrology sig					resent? Yes X No
-	, or Hydrology na				eded, explain any answer	
	NGS – Attach site map sho					,
Hydrophytic Vegetation Pr	esent? Yes X No					
Hydric Soil Present?	Yes X No			e Sampled		X
Wetland Hydrology Preser			with	in a Wetlar	nd? Yes	X No
Remarks:						
Vegetat	ion experience periodic mowing					
VEGETATION – Use	scientific names of plants.		·	· ·		
Tree Stratum			Dominant Species?		Dominance Test works	
1		<u>_/0 00ver</u>	opecies:		Number of Dominant Sp That Are OBL, FACW, o	· · · · · · · · · · · · · · · · · · ·
2.						
					Total Number of Domina Species Across All Strat	
4.						
	Total Cover:	0			Percent of Dominant Sp That Are OBL, FACW, o	
	50% of total cover: 0		f total cover	. 0		(A/B)
Sapling/Shrub Stratum					Prevalence Index work	sheet:
1. betnan	Betula nana	10	No	FAC	Total % Cover of:	Multiply by:
2. vaculi	Vaccinium uliginosum	5_	_No	FAC		x 1 =0
з. empnig	Empetrum nigrum		No	FAC		x 2 =0
4. salbar	Salix barclayi	50	Yes	FAC	FAC species 116.5	× 3 = <u>.349.5</u>
5					FACU species 10.5	× 4 = <u>42</u>
6					UPL species 0	x 5 =
	Total Cover:			40.0	Column Totals: <u>127</u>	(A) <u>391.5</u> (B)
	50% of total cover: <u>33</u>	_ 20% of	total cover	13.2	Drevelence Index	3.08
Herb Stratum	amaenerion angustifolium	10	No	FACU	Hydrophytic Vegetatio	= B/A =
	Equisetum arvense	10	No	FAC	Y Dominance Test is	
	alamagrostis canadensis	40	Yes	FAC	No Prevalence Index is	
arex sp.		5	No			otations ¹ (Provide supporting
rubarc	Rubus arcticus	0.5	No	FAC		or on a separate sheet)
sollen	Solidago lepida	0.5	No	FACU	Problematic Hydrop	hytic Vegetation ¹ (Explain)
0					¹ Indicators of hydric soil	and wetland hydrology must
					be present unless distur	
10	Total Cover:	66				
	50% of total cover: <u>33</u>		total cover:	13.2		
Plot size (radius, or length		_ 20% 0 _ % Bare 0		0	Hydrophytic	
% Cover of Wetland Bryop		-		0	Vegetation Present? Yes	X No
(Where applicable) Remarks:						

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SOIL								Sampling Point:9	
Profile Desc	ription: (Descrit	e to the dept	h needed to docun	nent the i	ndicator	or confi	rm the absence	of indicators.)	
Depth	Matrix			x Features	s		_		
(inches)	Color (moist)	%	Color (moist)	%	Type ¹	_Loc ²	Texture	Remarks	
0-12							Organic		
12-18	5YR 2.5/2	95	2.5YR 3/6	5	С	PL	Silty clay		
<u> </u>									
<u> </u>									
		epletion, RM=	Reduced Matrix, CS				Grains. ² Loo	cation: PL=Pore Lining, M=Matrix.	
Hydric Soil I			Indicators for P			Soils':			
	or Histel (A1)		Alaska Colo	•	. ,			a Gleyed Without Hue 5Y or Redde	er
	pipedon (A2)		Alaska Alpin					erlying Layer	
	n Sulfide (A4) ark Surface (A12)		Alaska Redo	ox With 2.	5Y Hue		Other	(Explain in Remarks)	
	Bleyed (A13)		³ One indicator of	f hydroph	vtic veget	ation one	e primary indicat	or of wetland hydrology,	
	Redox (A14)						ust be present.	or or wettand hydrology,	
	Bleyed Pores (A15)	⁴ Give details of c						
	ayer (if present)	-			<u> </u>				
Type:									
Depth (inc	ches):						Hydric Soil	Present? Yes X No	
Remarks:							_		
HYDROLO	GY								
	drology Indicator	s:					Secondary In	dicators (2 or more required)	
-	ators (any one inc		ient)					ained Leaves (B9)	
	Water (A1)		_ Inundation Visible	e on Aeria	al Imagerv	(B7)		e Patterns (B10)	
High Wa	ter Table (A2)	_	_ Sparsely Vegetat					Rhizospheres along Living Roots	(C3)
X Saturatio	on (A3)	_	Marl Deposits (B					e of Reduced Iron (C4)	
Water M	arks (B1)	_	_ Hydrogen Sulfide	e Odor (C	1)		Salt Dep	osits (C5)	
Sedimer	nt Deposits (B2)	_	_ Dry-Season Wate	er Table (C2)		Stunted of	or Stressed Plants (D1)	
Drift Dep	oosits (B3)	_	Other (Explain in	Remarks	;)		Geomorp	phic Position (D2)	
v	t or Crust (B4)							Aquitard (D3)	
· ·	osits (B5)							ographic Relief (D4)	
	Soil Cracks (B6)						FAC-Neu	utral Test (D5)	
Field Observ		¥	X Darth (inc) .					
Surface Wate		Yes X	lo X Depth (inc lo Depth (inc lo Depth (inc	cnes):	18	-			
Water Table		Yes N	lo Depth (ind	ches):	4	-			
Saturation Pr (includes cap		Yes N	lo Depth (inc	ches):		_ we	etland Hydrolog	y Present? Yes X No	
		im gauge, moi	nitoring well, aerial p	photos, pr	evious ins	pections), if available:		
Remarks:									

Project/Site:	Homer Ai	rport Improvements	Sampling Date:	9/9/2020
Applicant/Owner:		Alaska DOT&PF	Sampling Point:	9
	Campfield, H. Zimme	er Watershed/Stream (N/A if upland):	Beluga Lake	
Remarks: Discharge slope	e adjacent to serv	vice road at east end of airfield.		
	Subject:			
	Subject:	<image/>		

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site:	Homer Airport Improvement	S	Borough/Ci	ty: Hor	ner, Alaska	Sampling Date: <u>9/1</u>	0/2020
Applicant/Owner:		Alaska D				Sampling Point:	
	O. Means, H. Campfield, H. Zim	nmer	Landform (hillside, terra	ace, hummocks, etc.):		
Local relief (concave, conve			Slope (%):	4			
	estern Hemock-Sitka Spruce Forests Lat:		59.6505		g:151.46450	Datum:	NAD83
Soil Map Unit Name:		Land (704)		NWI classific		ł
	ditions on the site typical for this	time of yea	ar? Yes				
	, or HydrologyX si				Normal Circumstances" p		No
-	, or Hydrology na				eded, explain any answe		
	NGS – Attach site map sho					,	tc.
Hydrophytic Vegetation Pr	esent? Yes X No)					
Hydric Soil Present?	Yes No			e Sampled		X	
Wetland Hydrology Preser			with	in a Wetlar	nd? Yes	No X	_
Remarks: Site is d	ownslope of runway which likel		hydrology				
VEGETATION – Use s	scientific names of plants.		Dominant		Dominanaa Taat wark	abaati	
Tree Stratum			Species?		Dominance Test work		
1. None					That Are OBL, FACW, o	· · · · · · · · · · · · · · · · · · ·	(A)
3					Total Number of Domin Species Across All Stra		(B)
4					Dereent of Deminent Sr		、 /
	Total Cover:	0			Percent of Dominant Sp That Are OBL, FACW, of		(A/B)
	50% of total cover: <u>0</u>	20% o	of total cove	er: <u>0</u>	Describer of laster over	ha ha a ta	
Sapling/Shrub Stratum	Salix barclayi	1	Yes	FAC	Prevalence Index worl Total % Cover of:	KSneet: Multiply b	
2						x 1 = 0	<u>. </u>
3						$x^{2} = 0$	
						x 3 = <u>288</u>	
					FACU species 16	x 4 = 64	
6.					UPL species 0	x 5 = 0	
	Total Cover:	1			Column Totals: 112	(A) 352	(B)
			f total cover	. 0.2		3.14	(=)
Herb Stratum		1	No	FACU		= B/A =	
1. angluc	Angelica lucida		No	FACU	Hydrophytic Vegetatio		
	amaenerion angustifolium	5	No		Y Dominance Test is		
0	alamagrostis canadensis Agrostis scabra	80	Yes No	FAC FAC	NO Prevalence Index is		
4. agrsca	Achillea millefolium	10	No	FACU		ptations ¹ (Provide su s or on a separate sh	
J	Equisetum arvense	5	No	FAC		phytic Vegetation ¹ (E	,
6. equarv	Galeopsis tetrahit		No	NI			. ,
7					¹ Indicators of hydric soi be present unless distu		
8							
10		111.5					
	:Total Cover 50% of total cover: <u>55.75</u>			22.3			
Distains (redius, or logath					Hydrophytic		
Plot size (radius, or length	/	_	Ground		Vegetation Present? Yes	sX No	
% Cover of Wetland Bryop (Where applicable)	ohytes Total Cov	er of Bryo	priytes	U		<u>۷۸ ۱۱۵</u>	_
Remarks:							

SOIL								Sampling Po	nt: <u>10</u>
Profile Desc	ription: (Descril	be to the dept	h needed to docur	nent the	indicator	or confi	rm the absence o	of indicators.)	
Depth	Matrix			x Feature			_		
(inches)	Color (moist)	%	Color (moist)	%	Type ¹	_Loc ²	Texture	Remark	s
0-6							Organic		
6-10	7.5YR 3/2	100					Clay loam		
10-22	10YR 2/2	90	5YR 3/4	10	CS	PL	Clay loam		
<u> </u>									
	oncentration. D=D	epletion, RM=	Reduced Matrix, CS	S=Covere	d or Coate	d Sand	Grains. ² Loca	tion: PL=Pore Lining	M=Matrix
Hydric Soil			Indicators for F						,
Histosol	or Histel (A1)		Alaska Colo	r Change	(TA4) ⁴		Alaska (Gleyed Without Hue 5	Y or Redder
· ·	oipedon (A2)		Alaska Alpir					lying Layer	
	n Sulfide (A4)		Alaska Red	ox With 2	.5Y Hue		Other (E	xplain in Remarks)	
	ark Surface (A12) Gleyed (A13)		³ One indicator e	fbudroph	utio vonsta	tion on	o primory indicator	of water a budgeter	
	Redox (A13)			• •			le primary indicator ust be present.	of wetland hydrology	',
	Gleyed Pores (A15	5)	⁴ Give details of e				ust be present.		
	_aver (if present)	-			0				
Type:									
Depth (ind	ches):						Hydric Soil P	Present? Yes	X
Remarks:									
HYDROLO	GY								
Wetland Hyd	drology Indicato	's:					Secondary Indi	cators (2 or more req	uired)
Primary Indic	ators (any one in	dicator is suffic	ient)				Water-stair	ned Leaves (B9)	
	Water (A1)	_	_ Inundation Visibl			. ,		Patterns (B10)	
	ter Table (A2)	-	_ Sparsely Vegeta		ave Surfac	æ (B8)	v	hizospheres along Li	ving Roots (C3)
Saturatio		-	_ Marl Deposits (B		1)			of Reduced Iron (C4)	
	arks (B1) nt Deposits (B2)	-	_ Hydrogen Sulfide _ Dry-Season Wat				Salt Depos	Stressed Plants (D1)	
Drift Dep	,	-	Other (Explain in					ic Position (D2)	
	t or Crust (B4)	_			,			quitard (D3)	
Iron Dep	osits (B5)						Microtopog	graphic Relief (D4)	
Surface	Soil Cracks (B6)						FAC-Neutr	al Test (D5)	
Field Observ			Y						
Surface Wate		Yes N	lo Depth (ind lo Depth (ind lo Depth (ind	ches):	22	-			
Water Table		Yes N	lo Depth (ind	ches):	14	-			Х
Saturation Pr (includes cap		Yes N	lo Depth (inc	ches):		_ We	etland Hydrology	Present? Yes	No
		am gauge, mo	nitoring well, aerial p	ohotos, pr	evious ins	pections	s), if available:		
Remarks:	A-A test pos	itive for reduc	ed iron.						
			-						

Applicant/Owner: Alaska DOT&PF Sampling Point: 11 Investigator(s): 0. Means, H. Campfield, H. Zimmer Watershed/Stream (N/A if upland): N/A Remarks: Slope on north side of runway. Subject: Vegetation Subject: Vegetation	Project/Site:	Homer Airpo	ort Improvements	Sampling Date:	9/9/2020
Investigator(s): O. Means, H. Campfield, H. Zimmer Watershed/Stream (N/A if upland): N/A Remarks: Slope on north side of runway.	Applicant/Owner:				10
	Investigator(s): O. Means, H.	Campfield, H. Zimmer	Watershed/Stream (N/A if upland):		
Subject: Yegetation	Remarks: Slope on north s	ide of runway.			
		Subject:			
Subject: Soil		Subject:	<image/> <section-header></section-header>		

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9 Applicant/Owner: Alaska DOT&PF Sampling Point: Sampling Point: <th>10/2020</th>	10/2020
Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Hillside	
Local relief (concave, convex, none): Concave Slope (%): 4	
Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.64846 Long: -151.47245 Datum:	NAD83
Soll Map Unit Name: Spenard peat, 4 to 8 percent slopes (674) NVI classification:PEM1/S	
	510
Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If no, explain in Remarks.)	N
Are Vegetation X, Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes X	NO
Are Vegetation, Soil, or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)	
SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features,	etc.
Hydrophytic Vegetation Present? Yes X No Is the Sampled Area	
Hydric Soil Present? Yes X No within a Wetland? Yes X No	
Wetland Hydrology Present? Yes X No	
Remarks: Site is near bottom of discharge slope.	
VEGETATION – Use scientific names of plants. List all species in the plot.	
Absolute Dominant Indicator Dominance Test worksheet:	
Tree Stratum <u>% Cover</u> Species? Status Number of Dominant Species	
1 That Are OBL, FACW, or FAC:4	(A)
2 Total Number of Dominant	
3. Species Across All Strata: 4	(B)
4 Percent of Dominant Species 1000	1
Total Cover: That Are OBL, FACW, or FAC:0	^{/0} (A/B)
Sapling/Shrub Stratum 50% of total cover: 0 Prevalence Index worksheet:	
\sim colfus Saliv fuscoscops 5 Voc EACW	by:
2. betnan Betula nana 5 Yes FAC OBL species 0 x 1 = 0	<u></u>
3. salbar Salix barclayi 10 Yes FAC FACW species 5 x 2 = 10	
4. FAC species 76 x 3 = 228	
5 FACU species 10 40	
6 UPL species 0 x 5 = 0	
Total Cover: 20 Column Totals: 91 (A) 278	(B)
50% of total cover:1020% of total cover: _43.08	5
Herb Stratum chaang Chamaenerion angustifolium 5 No FACU Hydrophytic Vegetation Indicators:	
4 Working and Adaptations (Trovide -	
5 Problematic Hydrophytic Vegetation ¹	,
7 1 Indicators of hydric soil and wetland hydr	
8	
9	
10 Total Cover: 71	
Total Cover: <u>71</u> 50% of total cover: <u>35.5</u> 20% of total cover: <u>14.2</u>	
bl/% of total cover: July 20% of total cover: 147	
Hydrophytic	
Plot size (radius, or length x width) 15 foot radius % Bare Ground 0 Vegetation	
Plot size (radius, or length x width) 15 foot radius % Bare Ground 0 Vegetation	

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SOIL		Sampling Point: <u>11</u>
Profile Description: (Describe to	the depth needed to document the indicator or c	onfirm the absence of indicators.)
Depth <u>Matrix</u>	Redox Features	
(inches) Color (moist)	<u>%</u> Color (moist) <u>%</u> Type ¹ L	oc ² Texture Remarks
0-16		Organic
·		
¹ Type: C=Concentration, D=Deple	tion, RM=Reduced Matrix, CS=Covered or Coated Sa	and Grains. ² Location: PL=Pore Lining, M=Matrix.
Hydric Soil Indicators:	Indicators for Problematic Hydric Soi	ils ³ :
X Histosol or Histel (A1)	Alaska Color Change (TA4) ⁴	Alaska Gleyed Without Hue 5Y or Redder
Histic Epipedon (A2)	Alaska Alpine Swales (TA5)	Underlying Layer
X Hydrogen Sulfide (A4)	Alaska Redox With 2.5Y Hue	Other (Explain in Remarks)
Thick Dark Surface (A12)		
Alaska Gleyed (A13)	³ One indicator of hydrophytic vegetation	n, one primary indicator of wetland hydrology,
Alaska Redox (A14)	and an appropriate landscape positio	n must be present.
Alaska Gleyed Pores (A15)	⁴ Give details of color change in Remark	S.
Restrictive Layer (if present):		
Туре:		
Depth (inches):		Hydric Soil Present? Yes <u>X</u> No
Remarks:		
HYDROLOGY		
		Secondary Indicators (2 or more required)
Wetland Hydrology Indicators:		
Primary Indicators (any one indicate		Water-stained Leaves (B9)
Surface Water (A1)	Inundation Visible on Aerial Imagery (B7	
	Sparsely Vegetated Concave Surface (E	
X Saturation (A3)	Marl Deposits (B15)	Presence of Reduced Iron (C4)
Water Marks (B1)	X Hydrogen Sulfide Odor (C1)	Salt Deposits (C5)
Sediment Deposits (B2)	Dry-Season Water Table (C2)	Stunted or Stressed Plants (D1)
Drift Deposits (B3) Algal Mat or Crust (B4)	Other (Explain in Remarks)	 Geomorphic Position (D2) Shallow Aquitard (D3)
Iron Deposits (B5) Surface Soil Cracks (B6)		Microtopographic Relief (D4) FAC-Neutral Test (D5)
Field Observations:		
	No X Dopth (inches):	
Weter Table Present?	X No Depth (inches):	
Water Table Present? Yes	x No X Depth (inches):	Wetland Hydrology Present? Yes X No
Saturation Present? Yes (includes capillary fringe)	; No Depth (inches):	Wetland Hydrology Present? Yes No
	auge, monitoring well, aerial photos, previous inspec	tions), if available:
Remarks:		

Project/Site:	Homer Airpo	ort Improvements	Sampling Date:	9/9/2020
Applicant/Owner:		Alaska DOT&PF	Sampling Point:	11
Investigator(s): O. Means	, H. Campfield, H. Zimmer	Watershed/Stream (N/A if upland):	Beluga Lake	
Remarks: Toe of slope	on north side of airfiel	d.		
	Subject:	Vegetation		
	Subject:	Soil		

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site:	Homer Airport Improvemer	nts	Borough/Cit	ty: Hor	ner, Alaska	Sampling Date: 9/	/10/2020
Applicant/Owner:		Alaska D	-		· · ·	_ Sampling Point: _	
). Means, H. Campfield, H. Zi	mmer	Landform (I	nillside, terra	ace, hummocks, etc.):	Hillside	
Local relief (concave, convex			Slope (%):				
	stern Hemock-Sitka Spruce Forests Lat		59.64622		g: -151.47732	Datum:	NAD83
Soil Map Unit Name:	Spenard peat, 4 t	o 8 percent	t slopes (67	(4)	NWI classific	cation: Uplan	nd
Are climatic / hydrologic cond	ditions on the site typical for thi	s time of ye	ar?Yes	K No	(If no, explain in F	(emarks.)	
Are Vegetation <u>X</u> , Soil _	, or Hydrology Xs	significantly	disturbed?	Are "	Normal Circumstances"	present? Yes X	No
Are Vegetation, Soil _	, or Hydrology r	naturally pro	blematic?	(lf ne	eded, explain any answe	ers in Remarks.)	
SUMMARY OF FINDIN	IGS – Attach site map sh	nowing sa	ampling po	oint locati	ons, transects, impo	ortant features, e	etc.
Hydrophytic Vegetation Pre	esent? Yes <u>x</u> N	lo					
Hydric Soil Present?	Yes N			e Sampled		No X	
Wetland Hydrology Present			with	in a Wetlar	id? Yes	NO	—
Remarks: Site is do	wnslope of runway which like	elv impacts	hvdroloav.				
	cientific names of plants	• •					
			Dominant		Dominance Test work	sheet:	
Tree Stratum			Species?		Number of Dominant S		
1. None					That Are OBL, FACW,	or FAC:4	(A)
2					Total Number of Domir	nant 4	
3					Species Across All Stra	ata: <u> </u>	(B)
4	Total Cove	r: 0			Percent of Dominant S		6
	50% of total cover: <u>0</u>		- of total cove	r: 0	That Are OBL, FACW,	or FAC:	(A/B)
Sapling/Shrub Stratum					Prevalence Index wor	ksheet:	
1. betnan	Betula nana		Yes	FAC	Total % Cover of:		by:
2. rubarc	Rubus arcticus	5	Yes	FAC	OBL species 0	x 1 =	
3. salfus	Salix fuscescens	10	_Yes	FACW		x 2 = <u>20</u>	
4					· · · · ·	x = 303 x 4 = 8	
5					FACU species 2 UPL species 0	x 4 = 8 x 5 = 0	
0	Total Cove	r: 20			Column Totals: 113	(A) <u>331</u>	(B)
	50% of total cover:10		- f total cover	4		2.93	
Herb Stratum					Prevalence Index	c = B/A =	
1.	lanagi oollo oanaaonolo		Yes	FAC	Hydrophytic Vegetati		
L .	amaenerion angustifolium	2	No	FACU FAC	Y Dominance Test is		
3. equarv	Equisetum arvense		No		Prevalence Index		
					Morphological Ada data in Remark	aptations ¹ (Provide s is or on a separate s	supporting sheet)
						phytic Vegetation ¹ (
					¹ Indicators of hydric so		
					be present unless distu		
10							
	Total Cove	r: 93					
	50% of total cover: 46.5		- f total cover	18.6			
Plot size (radius, or length a	width) 15 foot radius				Hydrophytic Vegetation		
% Cover of Wetland Bryopl (Where applicable)	nytes Total Co					esX No	
Remarks:							

SOIL								Sampling Point: <u>12</u>
Profile Desc	ription: (Describ	e to the dept	h needed to docur	nent the	indicator	or confi	rm the absence o	f indicators.)
Depth	Matrix			x Feature		. 2		
(inches)	Color (moist)	%	Color (moist)	%	Type	_Loc ²		Remarks
0-2							Organic	
2-16	7.5YR 2.5/1	70	7.5YR 4/2	30	<u>C</u>	Μ	_Silty clay	
16-22	10YR 4/2	100					Clay	
	1011(4/2							
					·			
¹ Type: C=Co	oncentration, D=D	epletion, RM=	Reduced Matrix, CS				Grains. ² Loca	tion: PL=Pore Lining, M=Matrix.
Hydric Soil	Indicators:		Indicators for F	Problema	tic Hydric	Soils ³ :		
	or Histel (A1)		Alaska Colo				Alaska 0	Gleyed Without Hue 5Y or Redder
· — ·	oipedon (A2)		Alaska Alpi					lying Layer
	n Sulfide (A4)		Alaska Red	ox With 2	.5Y Hue		Other (E	Explain in Remarks)
	ark Surface (A12)		30	6 1 1 1 1				for the design of the second
Alaska C	Gleyed (A13)			• •				r of wetland hydrology,
	Gleyed Pores (A15		⁴ Give details of	•			ist be present.	
	Layer (if present)	-	Give details of		ige in Rei	laiks.		
							Hydric Soil P	Present? Yes No _X
Depth (ind Remarks:							Hyune Soli P	
Remarks.								
HYDROLO								
-	drology Indicator							cators (2 or more required)
	cators (any one inc	licator is suffic						ned Leaves (B9)
	Water (A1)	_	_ Inundation Visib		• •	• •		Patterns (B10)
×	iter Table (A2)	_	_ Sparsely Vegeta		ave Surfac	е (ва)		Rhizospheres along Living Roots (C3)
Saturatio	arks (B1)	_	_ Marl Deposits (E _ Hydrogen Sulfid		1)		Salt Depos	of Reduced Iron (C4)
	nt Deposits (B2)	_	Dry-Season Wat				<u> </u>	Stressed Plants (D1)
	posits (B3)	_	_ Other (Explain ir		,			ic Position (D2)
· ·	at or Crust (B4)	_		- reentaine	~/			quitard (D3)
Iron Dep								graphic Relief (D4)
· ·	Soil Cracks (B6)						v	al Test (D5)
Field Obser								
Surface Wate	er Present?	Yes N	lo X Depth (in lo X Depth (in lo X Depth (in	ches):		_		
Water Table	Present?	Yes N	lo Depth (in	ches):				
Saturation P	resent?	Yes N	lo X Depth (in	ches):		We	tland Hydrology	Present? Yes No X
(includes cap	pillary fringe)							
Describe Re	corded Data (strea	am gauge, mor	nitoring well, aerial	pnotos, pr	evious ins	pections), if available:	
Remarks:								

Project/Site:	Homer Airpo	ort Improvements	Sampling Date:	9/9/2020
Applicant/Owner:		Alaska DOT&PF	Sampling Point:	12
Investigator(s): O. Means, H. (Campfield, H. Zimmer	Watershed/Stream (N/A if upland):	N/A	
Remarks: Slope on north s	ide of runway.			
	Subject:	Vegetation		
	Subject:	<image/> <image/>		

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site:	Homer Airport Improvement	ts	Borough/Cit	v: Hor	ner, Alaska	Sampling Date: <u>9/10</u>	/2020
Applicant/Owner:	· · ·	Alaska D	•			Sampling Point:1	
	O. Means, H. Campfield, H. Zir	nmer	Landform (h	nillside, terra	ace, hummocks, etc.):	Hillside	
Local relief (concave, conve			Slope (%):	•	· · · · ·		
	estern Hemock-Sitka Spruce Forests Lat:		59.64409			Datum:	VAD83
Soil Map Unit Name:	Spenard peat, 0 to	4 percent	slopes (67		NWI classifica	ation: PEM1/SS1	В
	nditions on the site typical for this				(If no, explain in Re	emarks.)	
Are Vegetation X_, Soil	, or Hydrology X s	ignificantly	disturbed?	Are "	Normal Circumstances" p	resent? Yes X	No
Are Vegetation, Soil	, or Hydrology n	aturally pro	blematic?	(lf ne	eded, explain any answer	s in Remarks.)	
SUMMARY OF FINDI	NGS – Attach site map sh	lowing sa	mpling po	oint locati	ons, transects, impo	rtant features, etc	
Hydrophytic Vegetation Pr	resent? Yes X_ No	0					
Hydric Soil Present?	Yes X No			e Sampled		XNo	
Wetland Hydrology Preser	nt? Yes X No	o 0	with	in a Wetlar	nd? Yes	NO	_
Remarks: Site is d	lownslope of runway which like	lv impacts	hvdrology.				
	scientific names of plants.			the plot			
			Dominant	· · ·	Dominance Test works	sheet:	
Tree Stratum			Species?		Number of Dominant Sp		
1. None					That Are OBL, FACW, o		(A)
					Total Number of Domina	ant 2	
3					Species Across All Strat	ta: <u> </u>	(B)
4	Tatal Carro	0			Percent of Dominant Sp		
	Total Cover 50% of total cover: <u>0</u>		- of total cover	- 0	That Are OBL, FACW, o	or FAC:	(A/B)
Sapling/Shrub Stratum		20%0			Prevalence Index work	(sheet:	
1. rubarc	Rubus arcticus	1	No	FAC	Total % Cover of:	Multiply by	:
2salbar	Salix barclayi	10	Yes	FAC		x 1 =0	
3					· · · · · · · · · · · · · · · · · · ·	x 2 =0	
4						x 3 = <u></u>	
5						× 4 = <u>8</u>	
6					UPL species	x 5 = 0	
	Total Cover			22	Column Totals: 109	(A) <u>329</u> 3.02	(B)
Herb Stratum	50% of total cover:	20% o	f total cover		Prevalence Index	= B/A =	
1. calcan C	Calamagrostis canadensis	95	Yes	FAC	Hydrophytic Vegetatio		
2. polacu	Polemonium acutiflorum	1	No	FAC	Y Dominance Test is		
_{з.} achmil	Achillea millefolium	2	No	FACU	NO Prevalence Index is	s ≤3.0	
4						otations ¹ (Provide sup	
5						or on a separate she	,
6						ohytic Vegetation ¹ (Ex	• •
7					¹ Indicators of hydric soi be present unless distur		gy must
8		·					
10	Tatal Oawar	98					
	Total Cover 50% of total cover: <u>49</u>		f total accord	19.6			
Plot size (radius, or lar oth		20% o % Bare		0	Hydrophytic		
	phytes () To total Co			<u> </u>	Vegetation Present? Yes	sX Νο	
(Where applicable)		ver of bryo	priytes	J			-
Remarks:							

US Army Corps of Engineers

SOIL							Sampling F	Point: <u>13</u>	
Profile Desc	ription: (Descrit	e to the depth	n needed to docum	nent the indicator	or confirm	the absence of i	ndicators.)		
Depth	Matrix			x Features					
(inches)	Color (moist)	%	Color (moist)	<u>%</u> Type ¹	Loc ²		Rema	irks	
0-10						Organic			
10-12	7.5YR 2.5/1	100			5	Silty clay			
12-13	7.5YR 3/1	100				<u>Sand</u>			
13-17	7.5YR 2.5/2	100			5	Silty clay			
				·					
1									
Type: C=Co Hydric Soil I		epletion, RM=F		S=Covered or Coate Problematic Hydric		ains. ² Locatio	on: PL=Pore Lini	ng, M=Matrix	ζ.
-	or Histel (A1)			or Change (TA4) ⁴	30115 .	Alaska Gle	eyed Without Hue	5V or Redd	lor
	bipedon (A2)			ne Swales (TA5)			ng Layer	, or or redu	
· · ·	n Sulfide (A4)			ox With 2.5Y Hue		•	plain in Remarks)		
	ark Surface (A12)						,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
Alaska G	Gleyed (A13)		³ One indicator o	f hydrophytic vegeta	ation, one p	orimary indicator o	f wetland hydrolo	gy,	
Alaska F	Redox (A14)		and an approp	priate landscape po	sition must	be present.			
Alaska G	Bleyed Pores (A15)	⁴ Give details of o	color change in Ren	narks.				
Restrictive L	_ayer (if present)	:							
Type:								v	
Depth (ind Remarks:	ches):					Hydric Soil Pre	esent? Yes	<u>No</u>	
HYDROLO	GY								
Wetland Hyd	drology Indicator	s:				Secondary Indica	tors (2 or more re	equired)	
Primary Indic	ators (any one ind	licator is suffici	ient)			Water-staine	d Leaves (B9)		
	Water (A1)	_	Inundation Visibl	e on Aerial Imagery	(B7)	Drainage Pat	tterns (B10)		
	ter Table (A2)			ted Concave Surfac	ce (B8)	Oxidized Rhi	izospheres along	Living Roots	s (C3)
X Saturatio		<u> </u>	_ Marl Deposits (B				Reduced Iron (C4	4)	
	arks (B1)	_	_ Hydrogen Sulfide			Salt Deposits			
	nt Deposits (B2)	_	Dry-Season Wat				tressed Plants (D	1)	
· — ·	oosits (B3) It or Crust (B4)	_	_ Other (Explain in	Remarks)		Geomorphic Shallow Aqui	Position (D2)		
	osits (B5)						aphic Relief (D4)		
· ·	Soil Cracks (B6)					FAC-Neutral			
Field Observ									
Surface Wate		Yes N	o X Depth (ind	ches):					
Water Table		Yes X N	o Depth (ind	ches): 17					
Saturation Pr		Yes X N	o Depth (ind o Depth (ind o Depth (ind	ches):0	Wetla	and Hydrology Pr	resent? Yes _	XNo	
(includes cap Describe Red		ım gauge, mon	iitoring well, aerial p	ohotos, previous ins	pections),	if available:			
Remarks:									

Project/Site:	Homer Airp	ort Improvements	Sampling Date:	9/9/2020
Applicant/Ow		Alaska DOT&PF	Sampling Point:	13
Investigator(s		Watershed/Stream (N/A if upland):		
U V			Ŭ	
Remarks:	Toe of slope on north side of airfie	d.		
		-		
			and a second stated stated	
	ADIA AN IS	A CALLER AND A CAL	State of the second state	
	Thereas in the state		The second s	
			A REPART	
	- Advisor and			
	and the		Contract of the second se	
		and the second of the		
		and a second of		
	Subject:	Vegetation		
			Mar Andrew	
		The second second	The second	
		STATE TAX	SCOTTON I	
			N SALES	
		Contraction of the second s		
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	Contraction in the			
	a state the			
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		AREA IN REEN		
		L CALL SAL		
	Subject:	Soil		
	000/001.			

FULL DETERMINATION POINT

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site:	Homer A	irport Improvemen	ts	Borou	gh/City:	Homer,	Alaska	Sampling Date:	9/10/2020
Applicant/Owner:								Sampling Point:	
	O. Means, H			Landf	orm (hillside	, terrace, l	hummocks, etc.):		
	ave, convex, none):								
	Coastal Western Hemock-						-151.48658	Datum:	NAD83
	ne:								
Are climatic / hydr	Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If no, explain in Remarks.)								
	X_, Soil, or						nal Circumstances" p		X No
Are Vegetation	, Soil, or	Hydrology n	aturally pr	oblema	atic?	(If needed	d, explain any answer	rs in Remarks.)	
SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.									etc.
Hydrophytic Veg	getation Present?	Yes <u>x</u> No	00		Is the Sam	nlod Aro	2		
Hydric Soil Pres	ent?	Yes X N	o 0		within a W	•		X No	
Wetland Hydrold	ogy Present?	Yes X N	o		within a vv	ettanur	165		
Remarks:									
VEGETATION – Use scientific names of plants. List all species in the plot.									
Absolute Dominant Indicator Dominance Test worksheat:									

Tree & Otreeture			Dominant		Dominance Test worksneet:
Tree Stratum		% Cover	Species?	Status	Number of Dominant Species
1. None					That Are OBL, FACW, or FAC:3 (A)
2					Total Number of Dominant
					Species Across All Strata: 3 (B)
A					
ч	Tatal Qaura	0			Percent of Dominant Species 100%
	Total Cover:			•	That Are OBL, FACW, or FAC:(A/B)
Carling (Charle Otratum	50% of total cover: <u>0</u>	20% of	total cover	:0	Prevalence Index worksheet:
Sapling/Shrub Stratum salfus	Salix fuscescens	2	Yes	FACW	
L		<u> </u>			Total % Cover of:Multiply by:
2. salbar	Salix barclayi	1	<u>Yes</u>	FAC	OBL species x 1 =
3.					FACW species <u>2</u> x 2 = <u>4</u>
					FAC species 101 x 3 = 303
					FACU species U $x = 0$
-					
6					
	Total Cover:			0.0	Column Totals: 103 (A) 307 (B)
	50% of total cover:1.5	_ 20% of	total cover:	0.6	2.98
Herb Stratum	Colomographia considencia	100	Vaa		Prevalence Index = B/A =
1. calcan	Calamagrostis canadensis	100	Yes	FAC	Hydrophytic Vegetation Indicators:
2.					Y Dominance Test is >50%
					Y Prevalence Index is ≤3.0
					Morphological Adaptations ¹ (Provide supporting
					data in Remarks or on a separate sheet)
5					Problematic Hydrophytic Vegetation ¹ (Explain)
6					
7					¹ Indicators of hydric soil and wetland hydrology must
8					be present unless disturbed or problematic.
10.		100			
	Total Cover:			20	
	50% of total cover: <u>50</u>				Hydrophytic
Plot size (radius, or leng	gth x width) 15 foot radius	% Bare G	Bround)	Vegetation
% Cover of Wetland Bry (Where applicable)	vophytes Total Cov	er of Bryop	hytes)	Present? YesX No
Remarks:					

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FULL DETERMINATION POINT

SOIL								S	Sampling Point:	14
Profile Desc	ription: (Describe	e to the dept	h needed to docun	nent the in	dicator or	confirm	n the abser	nce of indicate	ors.)	
Depth	Matrix			x Features					_	
(inches)	Color (moist)	%	Color (moist)		Type ¹	Loc ²	Texture		Remarks	
0-10							Organic	Saturated		
10-20	7.5YR 2.5/2	100					Silty clay	Unsaturated	d; restrictive la	iyer
1										
Type: C=Co Hydric Soil		pletion, RM=	Reduced Matrix, CS Indicators for P				irains.	Location: PL=	Pore Lining, N	I=Matrix.
-						0115 .	A.I.a	aka Claved W	lithout Huo EV	or Poddor
<u> </u>	or Histel (A1) Dipedon (A2)		Alaska Colo Alaska Alpir	-				Inderlying Laye	/ithout Hue 5Y o	JI Reddel
· — ·	n Sulfide (A4)		Alaska Redo					her (Explain in		
	ark Surface (A12)			7X WITH 2.5	/ Hue		0		Kelharks)	
	Gleyed (A13)		³ One indicator of	f hydrophy	tic vegetati	on one	primary ind	icator of wetlar	nd hydrology	
	Redox (A14)		and an approp		-					
	Gleyed Pores (A15)		⁴ Give details of o							
Restrictive I	_ayer (if present):				-					
Type:		Silty clay laye	er							
Depth (ind	ches):	10					Hydric S	Soil Present?	Yes X	No
Remarks:										
	Silty clay min	eral layer be	gins immediately b	elow satu	rated zone	and ap	opears to be	e resulting in e	episaturated se	oil
	conditons.									
	GY									
Wetland Hv	drology Indicators	•					Secondar	v Indicators (2	or more require	ed)
-	ators (any one indi		ient)					r-stained Leave		
	Water (A1)		_ Inundation Visibl	e on Aerial	Imagery (F	37)		age Patterns (I	. ,	
	iter Table (A2)	_	_ Sparsely Vegeta					•	eres along Livin	a Roots (C3)
X Saturatio		_	_ Marl Deposits (B		ve oundee	(20)		ence of Reduce	-	g (0000 (000)
	arks (B1)	_	_ Hydrogen Sulfide)			Deposits (C5)		
	nt Deposits (B2)		_ Dry-Season Wat					ed or Stressed	Plants (D1)	
	posits (B3)	_	Other (Explain in		,			norphic Positio		
	at or Crust (B4)							ow Aquitard (D		
Iron Dep	oosits (B5)						Micro	topographic Re	elief (D4)	
Surface	Soil Cracks (B6)						v	Neutral Test (E		
Field Obser										
Surface Wate	er Present?	Yes N	lo <u>X</u> Depth (ind	:hes):		.				
Water Table	Present?	Yes N	lo X Depth (ind lo X Depth (ind lo Depth (ind	hes):)" h <i>c</i> -					
Saturation P	resent?	Yes X N	lo Depth (ind	;hes):	n bgs	Wet	land Hydro	logy Present?	? Yes X	No
(includes cap	oillary fringe)						if available			
Describe Re	corded Data (streat	n gauge, mor	nitoring well, aerial p	notos, pre	vious inspe	ections),	, ii avallable			
Pomerkei	.									
Remarks:	Saturation ap	pears precip	itation-driven rathe	r than gro	undwater-	driven b	pecause it i	s not associat	ed with a high.	water table.

FULL DETERMINATION POINT PHOTO DOCUMENTATION FORM

Project/Site:	Homer Airp	ort Improvements	Sampling Date:	9/9/2020
Applicant/Owner:		Alaska DOT&PF	Sampling Point:	14
Investigator(s): O. Means, H. C	Beluga Lake			
Remarks: Slope on north s	ide of runway and	south of segmented circle.		
	Subject:	Vegetation		
	Subject:	Soil		

FULL DETERMINATION POINT

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site:	Homer Airport Improvements	<u>Б</u>	Borough/Cit	y: Hon	ner, Alaska	Sampling Date: 9	/10/2020	
Applicant/Owner:		Alaska D	OT&PF			Sampling Point:		
). Means, H. Campfield, H. Zim	imer i	_andform (h	illside, terra	ace, hummocks, etc.):	Lowland		
Local relief (concave, convex			Slope (%):	•				
	stern Hemock-Sitka Spruce Forests Lat:		59.64388		g:151.48840	Datum:	NAD83	
	Salamatof peat, 0 to		t slopes (65		NWI classific			
	ditions on the site typical for this					-		
	, or Hydrology <u>X</u> sig				Normal Circumstances" p		No	
	, or Hydrology na				eded, explain any answe			
	IGS – Attach site map sho					,	etc.	
Hydrophytic Vegetation Pre	esent? Yes <u>X</u> No		le th	Sampled	A.r.o.			
Hydric Soil Present?	Yes X No		1	e Sampled in a Wetlar		XNo		
Wetland Hydrology Present	t? Yes <u>X</u> No		with			NO		
Remarks: Site is dov conditions	wn-gradient from an airport apron :	storm wate	r outfall and	likely receiv	ves greater surface water in	put than under nat	ural	
	cientific names of plants.	List all s	pecies in	the plot.				
		Absolute	Dominant	Indicator	Dominance Test work	sheet:		
Tree Stratum		% Cover	Species?	Status	Number of Dominant S	pecies		
1. <u>None</u>					That Are OBL, FACW, o	or FAC: 5	(A)	
					Total Number of Domin	ant 5		
3					Species Across All Stra	ta: 0	(B)	
4		0			Percent of Dominant Sp	becies 100	V _a	
	Total Cover: 50% of total cover: <u>0</u>		ftatal aquar	. 0	That Are OBL, FACW, o	or FAC:	(A/B)	
Sapling/Shrub Stratum	50% of total cover: 0	20% 0	t total cover	:	Prevalence Index wor	ksheet:		
1. betnan	Betula nana	5	Yes	FAC	Total % Cover of:	Multiply	by:	
2. salfus	Salix fuscescens	5	Yes	FACW	OBL species 0	x 1 =0		
з. vacvit	Vaccinium vitis-idaea	5	Yes	FAC	FACW species 25	× 2 =50		
4					FAC species 60	x 3 = <u>180</u>)	
5					FACU species	x 4 =0		
6					UPL species 1	x 5 = <u>5</u>		
	Total Cover:			•	Column Totals: <u>86</u>	(A) <u>235</u> 2.73	(B)	
	50% of total cover:7.5	20% of	total cover:	3				
Herb Stratum calcan Ca	alamagrostis canadensis	50	Yes	FAC		= B/A =		
erivag l	Eriophorum vaginatum	20	Yes	FACW	Hydrophytic Vegetatio			
tarcer Ta	araxacum ceratophorum	1	No	UPL	Dominance Test is			
J	,	<u>·</u>			Prevalence Index is Morphological Ada		unnorting	
					data in Remarks	s or on a separate	sheet)	
					Problematic Hydro			
					¹ Indicators of hydric so	il and wetland hydi	ology must	
					be present unless distu			
9 10								
10	Total Cover:	71						
	50% of total cover: <u>35.5</u>		total cover	14.2				
Plot size (radius, or length >	AF ()	_ 20% 0 % Bare 0		0	Hydrophytic			
	% Cover of Wetland Bryophytes 10 Total Cover of Bryophytes 10 YesX No							
Remarks:								
Sparse h	orned dandelion growing in mi	crotopogra	aphic highs	within plot	t area.			

US Army Corps of Engineers

FULL DETERMINATION POINT

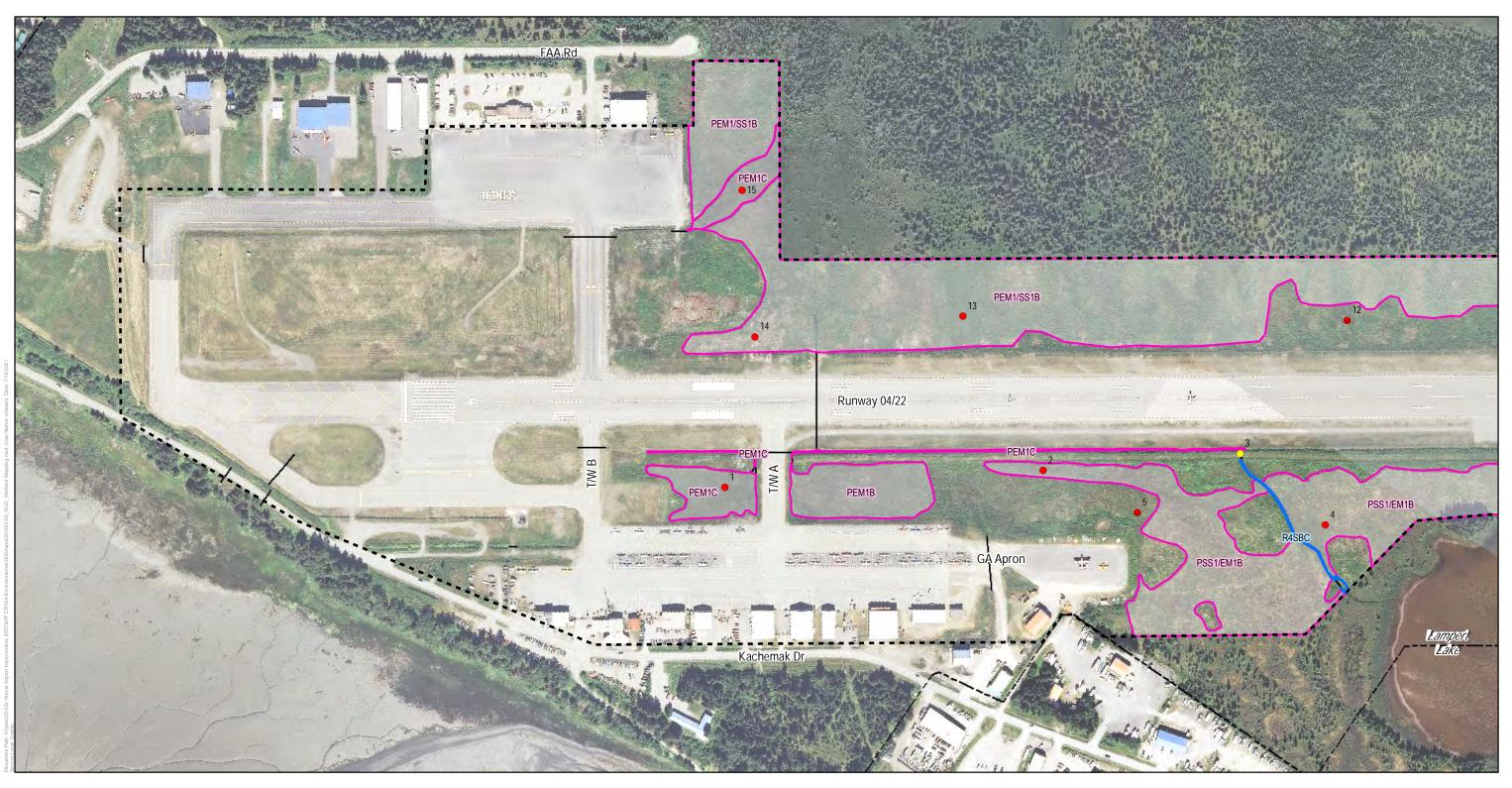
SOIL		Sampling Point: <u>15</u>	_
Profile Description: (Describe	e to the depth needed to document the indicator or o	confirm the absence of indicators.)	
Depth <u>Matrix</u>	Redox Features		
(inches) Color (moist)	%Color (moist)%Type ¹ l	Loc ² Texture Remarks	_
			_
			_
			_
			-
			_
			-
			_
¹ Type: C=Concentration, D=Dep	pletion, RM=Reduced Matrix, CS=Covered or Coated S	Sand Grains. ² Location: PL=Pore Lining, M=Matrix.	-
Hydric Soil Indicators:	Indicators for Problematic Hydric So		
Histosol or Histel (A1)	Alaska Color Change (TA4) ⁴	Alaska Gleyed Without Hue 5Y or Redder	
Histic Epipedon (A2)	Alaska Alpine Swales (TA5)	Underlying Layer	
Hydrogen Sulfide (A4)	Alaska Redox With 2.5Y Hue	Other (Explain in Remarks)	
Thick Dark Surface (A12)			
Alaska Gleyed (A13)	³ One indicator of hydrophytic vegetatio	on, one primary indicator of wetland hydrology,	
Alaska Redox (A14)	and an appropriate landscape position	ion must be present.	
Alaska Gleyed Pores (A15)	⁴ Give details of color change in Remarl	rks.	
Restrictive Layer (if present):			
Туре:			
Depth (inches):		Hydric Soil Present? Yes X No	
Remarks:			
Surface water	r present; no soil pit.		
HYDROLOGY			
Wetland Hydrology Indicators	•	Secondary Indicators (2 or more required)	
Primary Indicators (any one indic		Water-stained Leaves (B9)	
Surface Water (A1)	Inundation Visible on Aerial Imagery (B		
High Water Table (A2)	Sparsely Vegetated Concave Surface (· · <u> </u>	
Saturation (A3) Water Marks (B1)	Marl Deposits (B15) Hydrogen Sulfide Odor (C1)	Presence of Reduced Iron (C4) Salt Deposits (C5)	
Sediment Deposits (B2)	Dry-Season Water Table (C2)	Stunted or Stressed Plants (D1)	
Drift Deposits (B3)	Other (Explain in Remarks)	Geomorphic Position (D2)	
Algal Mat or Crust (B4)		Shallow Aquitard (D3)	
Iron Deposits (B5)		Microtopographic Relief (D4)	
Surface Soil Cracks (B6)		FAC-Neutral Test (D5)	
Field Observations:			
	Yes X No Depth (inches):		
Water Table Present?	X No Depth (inches): 1 Yes X No Depth (inches): 0 Yes X No Depth (inches): 0		
Saturation Present?	Yes X No Depth (inches): 0	Wetland Hydrology Present? Yes X No	
(includes capillary fringe)	Tes No Depth (inches)		
	n gauge, monitoring well, aerial photos, previous inspec	ctions), if available:	
Remarks:			

FULL DETERMINATION POINT PHOTO DOCUMENTATION FORM

Project/Site:	Homer Airport Improvements	Sampling Date:	9/9/2020
Applicant/Owner:	Alaska DOT&PF	Sampling Point:	15
nvestigator(s): O. Means, H. C	ampfield, H. Zimmer Watershed/Stream (N/A if upland):	Beluga Lake	
Remarks: Low-lying area ne	ear east end of FAA Road on north side of airfield.		
	na Marina dhu ann a' an Annan - ann annan fhàirin Mhaitheath An Ionna 1		
	and got and the second s		
	anount and a said as an the second to see	the office	
	and the state of the state of the	Stranger Ada	
	0		
	THE REAL PROPERTY IN	The second	
		and the second s	
		A The	
	Subject: Vegetation		

Appendix C

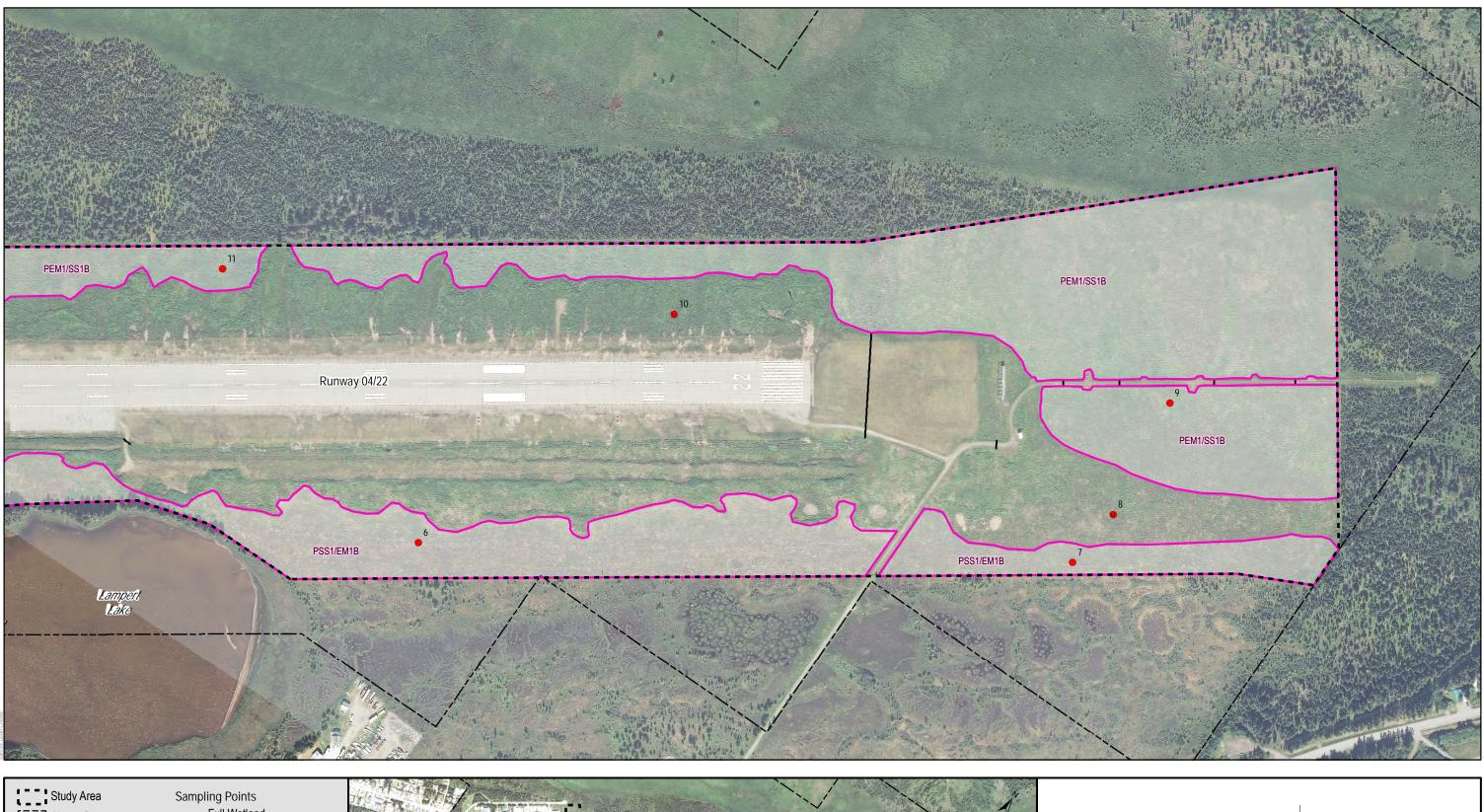
Final Wetland Mapping





Homer Airport Improvements Project No. CFAPT00491

Alaska Department of Transportation and Public Facilities Sheet 1 Final Wetland Mapping





Homer Airport Improvements Project No. CFAPT00491

Alaska Department of Transportation and Public Facilities Sheet 2 Final Wetland Mapping

Appendix D

Functional Assessment and Waterbody Characterization Forms

Wetland Functions Data Form – Alaska Regulatory Best Professional Judgment Characterization

(Modified by HDL, September 2015)

Project: <u>Homer Airport Improvements</u> Date: <u>9/14/2020</u> Wetland Assessment Group ID: <u>2</u> Assessor: <u>O. Means</u> Approximate Location: <u>North and south of runway</u> Watershed/Nearest Stream: <u>Beluga Lake watershed</u> Approximate Size (acres): Approximately 94 acres in study area Percent (%) Wetland/Waterbody: <u>99.9/<0.1</u>

A. Flood Flow Regulation (storage and desynchronization)	Rating: <u>LOW</u>
 Wetland is capable of retaining much higher volumes of water during storm events than under normal rainfall conditions. Wetland is a closed (depressional) system subject to flooding or shows evidence of flooding. If flow-through, wetland has constricted outlet with signs of fluctuating water levels, algal mats, and/or lodged debris. Wetland has dense (>40% cover) woody vegetation. Wetland receives floodwater from an adjacent water course at least once every 10 years. Floodwaters enter and flow through wetland predominantly as sheet flow rather than channel flow. 	Likely or not likely to Provide (Y or N) 1. Y N⊠ 2. Y N⊠ 3. Y N⊠ 4. Y N⊠ 5. Y N⊠ 6. Y N # of Attributes: <u>1</u> > 4 attributes (Y)—High Function 2-4 attributes (Y)—Hoderate Function 0-1 attributes (Y)—Low Function
B. Sediment, Nutrient (N and P), Toxicant Removal	Rating: MODERATE
 Sediment, nutrients and/or toxicants (from tillage, mining, construction or other sources of pollution) appear to be or are likely to be entering the wetland. Slow-moving or still water is present or occurs during flooding that happens at least once every 10 years. Dense (≥50% cover) herbaceous vegetation is present. At least moderate interspersion of vegetation and water is present or occurs during flooding that happens at least once every 10 years. Sediment deposits are present (evidence of deposition during floods). Thick surface organic horizon and/or abundant fine organic litter is present. 	Likely or not likely to Provide (Y or N) 1. Y N N 2. Y N N 3. Y N 1. Industrial land use present on south side of airport. 4. Y N 5. Y N 5. Y N 6. Y N 4 attributes: 3 4 attributes: Y 4 attributes (Y)—High Function 2-4 attributes (Y)—Low Function 0-1 attributes (Y)—Low Function
C. Erosion Control and Shoreline Stabilization (only assess if wetland directly abuts permanent or relatively permanent water)	Rating: Not Rated
 Wetland has dense, energy absorbing vegetation (trees, shrubs) bordering the water course and no evidence of erosion. An at least moderately dense herbaceous layer is present. 	Likely or not likely to Provide (Y or N) 1. Y N 2. Y N # of Attributes: 1-2 attributes (Y)—High Function None—Low Function
D. Production of Organic Matter and its Export	Rating: MODERATE
 Wetland has at least 30% cover of herbaceous vegetation. Woody plants in wetland are mostly deciduous. High degree of plant community structure, vegetation density, and species richness present. Interspersion of vegetation and water is at least moderate. Wetland is flooded at least once every 10 years. A more than minimal amount of organic matter is flushed from the wetland by water flow at least once every 10 years.** 	Likely or not likely to Provide (Y or N) 1. Y N N 2. Y N 3. Y N 4. Y N 5. Y N 6. Y N 4. Y N 5. Y N 5. Y N 6. Y N 7. N 7. Attributes (Y)—High Function 7. 4 attributes (Y)—High Function 7. 4 attributes (Y)—Low Function 7. 1 attributes (Y)—Low Function **If Function 5 or 6 is N, then automatically Low function

Wetland Functions Data Form – Alaska Regulatory Best Professional Judgment Characterization

(Modified by HDL, September 2015) E. General Habitat Suitability Rating: LOW Likely or not likely to Provide (Y or N) Wetland is not fragmented by development. 1. 2. Upland surrounding wetland is undisturbed. 1. Y N Y N 3. Diversity (evenness of cover) of plant species is moderately high (>5 2. species with at least 10% cover each). 3. Y N N 4. Plant community has two or more strata, with at least two of those 4. YX N strata having >10% total cover. 5. Y N N Wetland has at least a moderate degree of Cowardin Class 5. 6. Y N interspersion. # of Attributes: 1 6. Evidence of wildlife use (e.g., nests, tracks, scat, gnawed stumps, survey data) is present. > 4 attributes (Y)—High Function 2-4 attributes (Y)—Moderate Function 0-1 attributes (Y)-Low Function F. General Fish Habitat (must be associated with a fish-bearing Rating: Not Rated water) Likely or not likely to Provide (Y or N) 1. Wetland has perennial or intermittent surface water connection to a Y N Y N fish-bearing water body. 1. 2. Wetland has sufficient size and depth of open water so as not to 2. Y N freeze completely during winter. 3. Y N 3. Fish are present or are known to be present. 4. 4. Herbaceous and/or woody vegetation is present in wetland and/or 5. Y N buffer to provide cover, shade, and/or detrital matter. 6. Y N 5. Spawning areas are present (aquatic vegetation and/or gravel beds # of Attributes: 6. Juvenile rest areas present (e.g. pools with organic debris or overhanging vegetation). > 4 attributes (Y)—High Function 3-4 attributes (Y)-Moderate Function 0-2 attributes (Y)—Low Function **G. Native Plant Richness** Rating: MODERATE At least 20 native plant species occur in the wetland. Likely or not likely to Provide (Y or N) 1. 2 Wetland contains two or more Cowardin Classes. 1. Y□ N⊠ YX N Wetland has three or more strata of vegetation with at least 10% 2. Y N cover in each stratum. 3. # of Attributes: 1 > 2 attributes (Y)—High Function 1-2 attributes (Y)-Moderate Function None—Low Function H. Educational, Scientific, Recreational, or Subsistence Use Rating: MODERATE Likely or not likely to Provide (Y or N) 1. Site has documented scientific or educational use. 2. Wetland is in public ownership. 1. Y🗌 N🖂 Adjacent to state-designated critical habitat 3. Accessible trails are available. Y⊠ N□ 2. areas, but isolated by fence for wildlife Wetland supports subsistence activities (e.g., hunting, fishing, berry 3. Y N 4. hazard management. Y N picking). 4. # of Attributes: 1 > 2 attributes (Y)—High Function 1 attribute (Y)-Moderate Function None—Low Function I. Uniqueness and Special Status Rating: LOW Likely or not likely to Provide (Y or N) 1. Wetland contains documented occurrence of a state or federally listed threatened or endangered species.** 1 Y N X Adjacent to state-designated critical habitat 2. Wetland contains documented critical habitat, high quality Y□ N⊠ 2. areas, but isolated by fence for wildlife ecosystems, or priority species, respectively designated by the U.S. 3. Y N N hazard management. Fish and Wildlife Service. Y N N 4. Wetland has biological, geological, or other features that are 3. # of Attributes: 0 determined to be rare. Wetland has been determined significant because it provides 4. > 2 attributes (Y)—High Function functions scarce for the area. 1 attribute (Y)-Moderate Function None—Low Function **If attribute 1 is Y, then automatically High Function

Approximate Lo Natershed/Stre	ocation: <u>South side of</u> eam(s): <u>Beluga Lake w</u>	runway, between Lampert /atershed.	Id Assessment Group ID: <u>1</u> Lake and runway. e. Not known to support fish.	Assessor: O. Means				
Waterbody Type		Waterbody Characteristics Category						
	Any flowing waterbook Rivers System).	ly that has a special status	designation (i.e., component of	of the National Wild and Scenic	1			
	Any flowing waterboo threatened or endang	pitat for listed or candidate	1					
		ly that is secondary habitat It for other species of conce		ned or endangered species or	2			
	Supports Salmon							
		Open Channel: perennial.	Natural (undisturbed) or naturalized (recovered from disturbance, with natural-like	Supports resident and other non-salmon fish species	2			
		seasonal intermittent, temporary, or ephemeral	banks, sinuosity, substrate)	Not known or thought to support fish	3	\boxtimes		
	Stroom		Channelized and not	Supports salmon	1			
	Stream		naturalized	Does not support salmon	3			
		Originally a stream; now in a culvert/pipe	Fish passage rating of "no	Supports salmon	2			
Flowing			impact on fish passage"	Does not support salmon	3			
Waterbody			Fish passage rating of "may	Supports salmon	3			
			impact fish passage" or "likely impacts fish passage"	Does not support salmon	4			
	Ditch (originally		2					
	formed by excavation; did not originally replace a stream)	Ν	laturalized; does not support s	almon	3			
		No	4					
	,	Seasonal	Same as active channel					
			Cate	1				
	Inactive (abandoned	Irregularly (less than	Cate	2				
	channel)	annually) connected to active channel that is:	Cate	3				
			Cate	4				
		No existing co	4					
	Any still waterbody th threatened or endang		cted critical or primary habitat	for listed or candidate	1			
		at is secondary habitat for at for other species of conce	listed or candidate threatened ern.	or endangered species or	2			
		Supports salmon	Spawning or	rearing habitat	1			
Still Watarbady			Migratory	2				
Waterbody	Other still	Supports resident and other non-salmon fish	Spawning or	rearing habitat	1			
	waterbodies	species used for subsistence or recreation	Migratory	2				
			Supports fish not used by hur	nans	3			
		1	Not known or thought to suppo	ort fish	3			

Appendix F

Public and Agency Involvement

Public and Agency Scoping Summary	F-1
General Project Outreach Materials	
Meeting Summary – Public Meeting #1	F-16
Meeting Summary – Public Meeting # 2	F-43
Public Comment-Response Summary	F-85
Agency Scoping Packet, Agency Comments, and DOT&PF Responses	F-96
Comments Received on Draft EA	F-123

MEMORANDUM

Date: November 22, 2021

Subject:Public and Agency Scoping SummaryHomer Airport Improvements (Project No: CFAPT00491)

The purpose of this Scoping Summary is to document public and agency involvement undertaken to inform and seek input from affected stakeholders, the general public, and regulatory and resources agencies. This memorandum, with its appendices, summarizes the scoping methods used, identifies issues and concerns, and compiles comments received along with DOT&PF responses.

Solicitation efforts targeted two main groups: 1) the public, including but not limited to airport users, elected officials, non-governmental organizations, and other stakeholder organizations and members of the general public with an interest in the project and 2) local, state, and federal agencies.

Public Scoping

Public scoping for the project includes general project outreach and public meetings.

General Project Outreach

General project outreach to notify and inform the public about the project included advertisements, participation in DOT&PF-sponsored transportation fairs, project email updates, and creation of a project website. Copies of general project outreach materials are attached.

- Notification of Intent to Begin Engineering and Environmental Studies (NOI). The DOT&PF published NOIs in the Anchorage Daily News, Homer News, and the State of Alaska Online Public Notices website.
- Transportation Fair. The DOT&PF hosted a virtual transportation fair on February 25, 2021 from 5 to 7pm. The event was hosted live but had pre-recorded videos. The meeting highlighted 36 DOT&PF projects on the Kenai Peninsula. The virtual meeting recorded 554 attendees and received 209 comments. Preliminary information was provided to attendees regarding DOT&PFs intent to complete improvements at the Homer Airport.
- **Project Email Updates.** Email updates to the project stakeholder email list were sent to advertise public meetings and to provide general project updates. The stakeholder email list was developed to include interested organizations and individuals, including public officials, community service organizations, special interest groups, business and property owners, elected officials, and regulatory and

permitting agencies. Members of the public were able to sign up for email updates via the project website.

• **Project Website (https://dot.alaska.gov/creg/homerairport/).** The DOT&PF hosts a project website, providing current information about the project, schedule, opportunities to provide input, and how to contact project team members. The website allows submission of comments to the project team and provide an opportunity for the public to sign up for email updates.

Public Meetings

The DOT&PF hosted virtual publics meeting on May 26 and October 21, 2021. Meeting announcements included public notices in the Homer News and State of Alaska Online Public Notices website, postcard mailed to Homer addresses, and an email to the project stakeholder list.

Documentation for public meetings are included in the attached meeting summaries.

Issues and Concerns Raised by the Public

During comment periods following each meeting, the public provided input on several issue categories, summarized below.

- The airport lacks a safe pedestrian facility or route connecting the GA Apron to the passenger terminal at the Commercial Apron.
- The airport lacks a public restroom on the GA Apron for air taxi and charter customers.
- A new parallel taxiway on the north side of the runway would not serve the majority of aircraft and, therefore, would not significantly improve safety.
- What can be done to preserve the gravel road on the south side of the runway that is used by bush planes? The airport lacks a dedicated gravel runway.
- Preserving existing wetlands within airport property should be prioritized over airport expansion.

A detailed comment-response summary is attached.

Agency Scoping

Agency scoping letters were emailed to agency staff representatives on October 9 and November 2, 2021. Seven agencies provided comments. Primary comments from agencies included the following:

- Maintain buffer around Lampert Lake and direct storm water away from the Lake
- Maintain hydrologic connectivity with Homer Airport Critical Habitat Area
- Locate new facilities in already-disturbed areas when possible
- Avoid higher value wetlands when possible

Copies of agency scoping documentation, including DOT&PF responses, are attached.

Attached: 1) General Project Outreach Materials

- 2) Meeting Summary Public Meeting #1
- 3) Meeting Summary Public Meeting #2
- 4) Public Comment-Response Summary
- 5) Agency Scoping Packet, Agency Comments, and DOT&PF Responses

1) General Project Outreach Materials

Notice of Intent to Begin Engineering and Environmental Studies: Homer Airport Improvements / Project CFAPT00491

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration, is soliciting comments and information on a proposal to rehabilitate and resurface Runway 04/22, Taxiway B (south of the runway), and Taxiway A, resurface the General Aviation apron, remove obstructions to Part 77 imaginary surfaces, replace airfield lighting, remove Taxiway D, construct an embankment for future parallel Taxiway H, and construct a perimeter service road.

The proposed project may include improvements to the following:

Drainage improvements, if required

Dust palliative

Vegetation clearing and grubbing

Utility adjustments, if required

This proposed project will comply with Section 106 of the National Historic Preservation Act; Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 11593 (Historic Preservation), 13084 (Consultation and coordination with Indian Tribal Governments), the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, and U.S. DOT Act Section 4(f).

Construction for the proposed project is anticipated to begin in Summer 2022. To ensure that all possible factors are considered, please provide written comments to the following address by November 15, 2020.

Brian Elliott, Regional Environmental Manager DOT&PF Preliminary Design & Environmental P.O. Box 196900 Anchorage, Alaska 99519-6900

If you have any questions or require additional information, please contact Matthew Hansen, P.E., Project Manager, at 269-0602 or Heidi Zimmer, Environmental Analyst, at 269-0529.

It is the policy of the Alaska Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.

Attachments, History, Details

Attachments None

Revision History Created 10/14/2020 12:40:24 PM by radowd

Details

Department: Category: Sub-Category: Location(s): Project/Regulation #: CFAPT00491

Transportation and Public Facilities **Public Notices**

Central Region, Homer

10/14/2020 Notice of Intent to Begin Engineering and Environmental Studies: Homer Airport Improvements / Project CFAPT00491 - Alaska Online ...

Publish Date:	10/14/2020
Archive Date:	11/15/2020

Events/Deadlines:

ANCHORAGE DAILY NEWS AFFIDAVIT OF PUBLICATION

Account #: 270217

P O BOX 196900, ANCHORAGE, AK 99519

Order #: W0018390

Cost: \$298.84

STATE OF ALASKA THIRD JUDICIAL DISTRICT

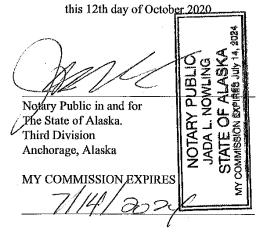
Lisi Misa being first duly sworn on oath deposes and says that she is a representative of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

10/11/2020

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed

Subscribed and sworn to before me



NOTICE OF INTENT TO BEGIN ENGINEERING AND ENVIRONMENTAL STUDIES

Project Title: Homer Airport Improvements Project No.: CFAPT00491

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration, is soliciting comments and information on a proposal to rehabilitate and resurface Runway 04/22, Taxiway B (south of the runway), and Taxiway A, resurface the General Aviation apron, remove obstructions to Part 77 imaginary surfaces, replace airfield lighting, remove Taxiway D, construct an embankment for future parallel Taxiway H, and construct a perimeter service road.

The proposed project may include improvements to the following: • Drainage improvements, if required

- Dust palliative
- Vegetation clearing and grubbing
- Utility adjustments, if required

This proposed project will comply with Section 106 of the National Historic Preservation Act; Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 11593 (Historic Preservation), 13084 (Consultation and coordination with Indian Tribal Governments), the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, and U.S. DOT Act Section 4(f).

Construction for the proposed project is anticipated to begin in Summer 2022. To ensure that all possible factors are considered, please provide written comments to the following address by November 15, 2020.

> Brian Elliott, Regional Environmental Manager DOT&PF Preliminary Design & Environmental P.O. Box 196900 Anchorage, Alaska 99519-6900

If you have any questions or require additional information, please contact Matthew Hansen, P.E., Project Manager, at 269-0602 or Heidi Zimmer, Environmental Analyst, at 269-0529.

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The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.

Published: October 11, 2020

PUBLISHER'S AFFIDAVIT

UNITED STATES OF AMERICA, STATE OF ALASKA

SS:

Jeff Hayden being first duly sworn, on oath deposes and says: That I am and was at all times here in this affidavit mentions, Supervisor of Legals of the Sound Publishing / Homer News, a newspaper of general circulation and published at Kenai, Alaska, that the advertisement, a printed copy of which is hereto annexed was published in said paper on the dates listed below:

> Notice of intent to begin engineering October 15, 2020

SUBSCRIBED AND SWORN before me on this

27 day of Oct , 2020.

NOTARY PUBLIC in favor for the State of Alaska. My commission expires 34-24

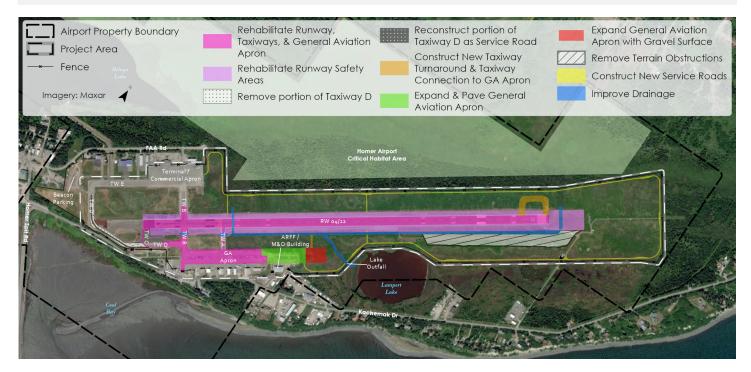
Elizabeth A. McDonald Notary Public, State of Alaska Commission #200306009 My Commission Expires March 6, 2024

NOTICE OF INTENT TO BEGIN ENGINEERING AND ENVIRONMENTAL STUDIES Project Title: Homer Airport Improvements Project No.: CFAPT00491 The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration, is soliciting comments and information on a proposal to rehabilitate and resurface Runway 04/22, Taxiway B (south of the runway), and Taxiway A, resurface the General Aviation apron, remove obstructions to Part 77 imaginary surfaces, replace airfield lighting, remove Taxiway D, construct an embankment for future parallel Taxiway H, and construct a perimeter service The proposed project may include improvements to the following: Drainage improvements, if required Dust pallative Vegetation clearing and grubbing Utility adjustments, if required This proposed project will comply with Section 106 of the National Historic Preservation Act; Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 11593 (Historic Preservation), 13084 (Consultation and coordination with Indian Tribal Governments), the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, and U.S. DOT Act Section 4(f). Construction for the proposed project is anticipated to begin in Summer 2022. To ensure that all possible factors are considered, please provide written comments to the following address by November Brian Elliott, Regional Environmental Manager DOT&PF Preliminary Design & Environmental P.O. Box 196900 Anchorage, Alaska 99519-6900 If you have any questions or require additional information, please contact Matthew Hansen, P.E., Project Manager, at 268-0602 or Heidl Zimmer, Environmental Analyst, at 269-0529. It is the policy of the Alaska Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds. The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.

Homer Airport Improvements: Fact Sheet

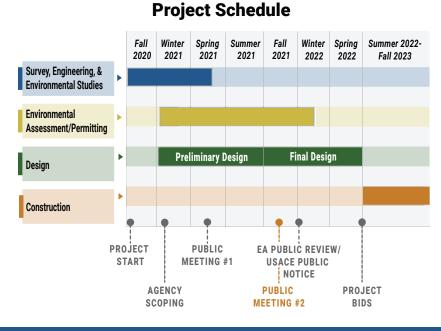
Project Description

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to rehabilitate and improve the Homer Airport and associated airport facilities to extend the service life of the airport, improve safety, and improve airport perimeter access for airport security, maintenance, wildlife hazard management, and airfield rescue operations.



Project Status and Schedule

The project team considered comments received from the public and regulatory and resource agencies during the preliminary design phase and during the public meeting #1 comment period. Based on feedback the team received, the team incorporated new and revised project elements into the Proposed Action. The team is currently completing the Environmental Assessment under the National Environmental Policy Act, and final design of the Proposed Action is underway.



For More Information on the Project: http://dot.alaska.gov/creg/homerairport

Matthew Hansen, P.E. | DOT&PF Project Manager matthew.hansen@alaska.gov | 907-269-0602

Comments and Questions

The following are comments and questions we've received so far:

Q. What improvements are proposed, and why are they needed?

A. The project involves several elements. The major work includes improvements to the runway, taxiways, General Aviation (GA) Apron, lighting, and drainage structures; construction of new taxiways and a perimeter service road; and removal of obstructions to the runway Object Free Area (OFA).

- The runway, portions of taxiways A, B, and D, and portions of the GA Apron will be rehabilitated and/or reconfigured to correct deteriorated pavement surfaces or subgrades and comply with current FAA standards.
- The GA Apron will be expanded to the east to accommodate the demand for additional aircraft parking.
- Two new taxiways will be constructed: a taxiway turnaround at the east end of the runway and connecting taxiway between the runway at midfield and the GA Apron. The new taxiways will relieve congestion and improve safety for taxiing and departing/approaching aircraft.
- A one-lane, gravel service road around the perimeter of the airport will be constructed to improve access for airport security operations, maintenance, wildlife hazard management, and airfield rescue operations.
- High terrain along the south side of the runway will be removed to meet FAA obstruction standards.

Q. The airport lacks sufficient aircraft parking, lease lots, and hangars. Can DOT&PF make additional land available for lease facilities?

A. Development of landside facilities such as lease lots is included in the Ultimate Layout in the 2017 Airport Layout Plan. However, these facilities are ineligible for Airport Improvement Program funding and are outside the scope of this project.

Q. The airport lacks a safe pedestrian facility or route connecting the GA Apron to the passenger terminal at the Commercial Apron. What is DOT&PF doing about this?

A. The DOT&PF recognizes the safety issues experienced by airport users traveling on foot between the GA Apron and the passenger terminal on the north side of the airport. The level of planning and design needed to develop a pathway such as this precludes it from being added to this project at this stage. A project to construct a pathway along Kachemak Drive is identified as Need ID 2353 on the Statewide Transportation Improvement Program's Needs List. However, funding for that project has not been programmed for design or construction. While a pedestrian facility is not possible within the scope of this project, the next Airport Master Plan update (anticipated in 2024) could address this issue.

Q. Can DOT&PF provide a public restroom on the GA Apron for air taxi and charter customers?

A. A public restroom is not within the scope of the project.

Q. A new parallel taxiway on the north side of the runway would not serve the majority of aircraft and, therefore, would not significantly improve safety. Will DOT&PF consider a taxiway connecting the runway at midfield to the GA Apron instead? This would allow the majority of aircraft that use the runway (GA users) to exit the runway without back-taxiing. A. The DOT&PF appreciates the input received on the proposed future parallel Taxiway H, as described in the Airport Layout Plan. Taxiway H has been dropped from further consideration at this time, and DOT&PF is moving forward with the design of a new taxiway connecting the runway near mid-field to an expanded GA Apron.

Q. What can be done to preserve the gravel road on the south side of the runway that is used by bush planes? The airport needs a dedicated gravel runway.

A. The gravel area currently used by aircraft along the south side of the runway is within the Runway Safety Area (RSA). The RSA will be rehabilitated to current RSA standards. However, it is not intended to be used for taxiing, takeoffs, or landings. The addition of a parallel gravel runway is beyond the scope of this project and would be a subject for the next Airport Master Plan update.

Q. Preserving existing wetlands within airport property should be prioritized over airport expansion.

A. The DOT&PF and FAA are aware of the importance of wetlands on the health of the Beluga Lake watershed. The project will first avoid and/or minimize wetland impacts to the greatest extent practicable in accordance with FAA's requirements under Executive Order 11990 (Wetland Protection). The proposed service road remains the only practicable alternative that meets the stated purpose and need of improving access to airport perimeter areas, which are difficult or impossible to reach safely.



DOT&PF Online Transportation Fairs Summary

March 2021



Online Events

Mat-Su: October 15, 2020, 4 to 7 pm, Online Anchorage: November 18, 2020, 4 to 7 pm, Online Kenai Peninsula: February 25, 2021, 5 to 7 pm, Online

Highlights:

- The Kenai Peninsula event was the best format of the three fairs, with pre-recorded videos at one live meeting.
- There was a huge increase in the number of viewers compared to previous years.
- Attendees submitted hundreds of comments about specific projects.

+ Plus:

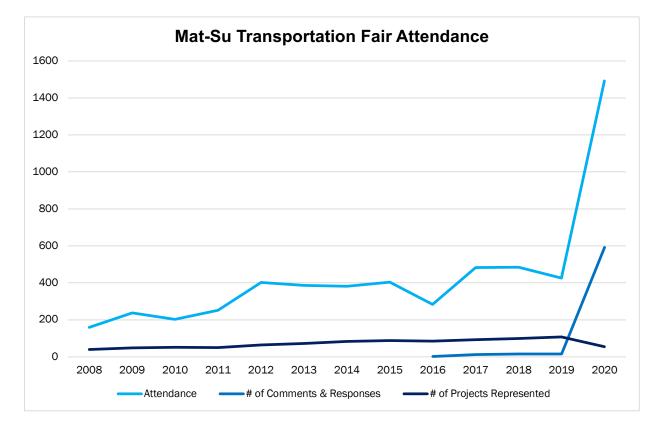
- The event and project interface were intuitive for most people.
- It was easy for the public to submit comments on specific projects.
- The online format reduced drive time and set-up time for staff.

- Minus:

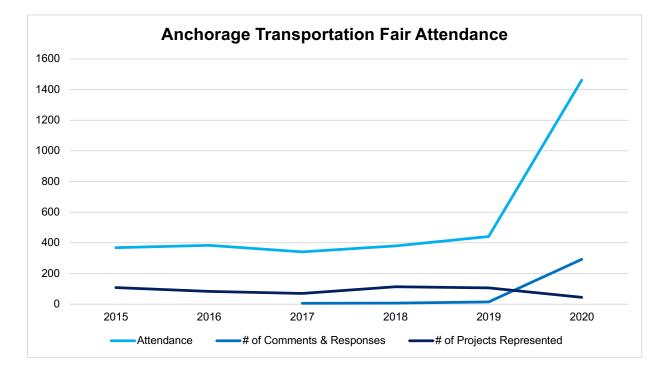
- Some people found the online format difficult to navigate.
- Few people filled out the Title VI demographic information.
- Things that can't be online:
 - Public social interactions.
 - Large roll plots on tables.
 - Giveaways.

> Delta:

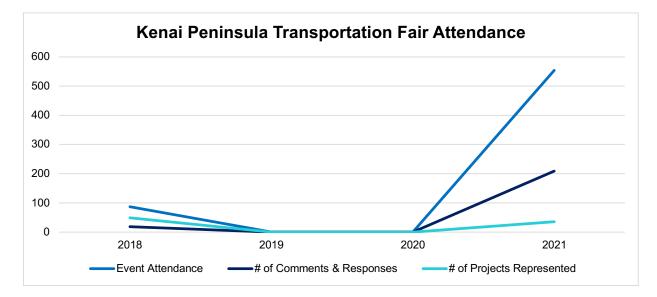
- In presentations, tell a story starting with the problem, i.e. don't be boring.
- Consider using videos for all projects and live representatives only for bigger projects.
- Start the event during business hours to limit staff overtime.
- Include automatic closed captioning.



Mat-S	Mat-Su Transportation Fair Attendance								
Year	Attendance	# of Comments & Responses	# of Projects Represented	Notes					
2008	159		40	Attendance = # signed in					
2009	237		48	Attendance = # signed in					
2010	202		52	Attendance = # signed in					
2011	252		50	Attendance = # signed in					
2012	402		64	Attendance = # signed in					
2013	386		73	Attendance = # signed in					
2014	381		83	Attendance = # signed in					
2015	404		88	Attendance = # signed in					
2016	283	2	85	Attendance = # signed in					
2017	482	13	93	Attendance = # signed in					
2018	485	15	100	Attendance = # signed in					
2019	425	16	108	Attendance = # signed in					
2020	1,492	592	55	Attendance = estimated live event viewers					



Anchorage Transportation Fair Attendance							
Year	Attendance	# of Comments & Responses	# of Projects Represented	Notes			
2015	368		109	Attendance = # signed in			
2016	383		83	Attendance = # signed in			
2017	341	6	70	Attendance = # signed in			
2018	379	7	114	Attendance = # signed in			
2019	441	14	107	Attendance = # signed in			
2020	1462	293	45	Attendance = live event viewers			



Kenai Peninsula Transportation Fair Attendance							
Year	Attendance	# of Comments & Responses	# of Projects Represented	Notes			
2018	87	18	49	Attendance = # signed in			
2019	0	0	0	N/A			
2020	0	0	0	N/A			
2021	554	209	36	Attendance = live event viewers			

2) Meeting Summary – Public Meeting #1

MEMORANDUM

Subject:Meeting Summary – Public Meeting #1Homer Airport Improvements (Project No: CFAPT00491)

Date/Time

of Meeting: May 26, 2021, 5:30 p.m. to 7:30 p.m.

Location: Virtual

On May 26, 2021, the Alaska Department of Transportation and Public Facilities (DOT&PF) held a virtual public meeting for the Homer Airport Improvements project. The purpose of the meeting was to present the project, solicit input, and answer questions from stakeholders. The meeting was held using the virtual meeting platform Zoom from 5:30 p.m. to 7:30 p.m.

Public notice of the meeting event included:

- Newspaper advertisement in the Homer News
- Meeting postcard mailed to zip code 99603 addresses
- Meeting notice sent via email
- Notification on the project website (https://dot.alaska.gov/creg/homerairport/)

Representatives from DOT&PF and HDL Engineering Consultants (HDL) attending the meeting included the following individuals:

- Matthew Hansen, P.E., Project Manager, DOT&PF
- Tadd Isaacson, P.E., Consultant Coordinator, DOT&PF
- Heidi Zimmer, Environmental Analyst, DOT&PF
- Morgan Merritt, P.E., Project Manager, HDL
- Heather Campfield, Public Involvement Coordinator, HDL
- Owen Means, Environmental Specialist, HDL

Twelve stakeholders joined the meeting. The virtual meeting lasted approximately 2.5 hours with the first 45 minutes spent presenting the project and the remaining time spent in an open question and answer (Q&A) discussion. During the Q&A discussion, eleven questions or comments were asked and answered live. A video and audio recording of the meeting is available on the project website.

Presentation materials included slides presented live during the meeting and an online open house website where participants could all of the meeting materials and submit comments in one place. The online open house website was available for the duration of the public comment period following the live presentation (May 26, 2021 to June 28, 2021). The following comments were received during the meeting and the public comment period that followed:

- Concern about wetland impacts of perimeter service road.
- Add taxiway(s) on south side of runway connecting to GA Apron.
- Future Taxiway H on north side of runway would not greatly benefit most GA users.
- Add pedestrian facility along Kachemak Drive or around west perimeter of airport to connect GA Apron to Commercial (Terminal) Apron.
- Add an air traffic control tower to the airport.
- Provide additional land for hangar rentals.
- Maintain or improve gravel along south edge of runway, or consider adding a dedicated gravel runway.
- Provide public restrooms.
- Ensure leaseholders have access through airport gates.
- Add a taxiway from the ramp area at Taxiway A to a location approximately mid-point down Runway 22.
- Add a holding area adjacent to Taxiway A.
- Add electric head bolt heater outlets at some tie-downs.
- Add/plan public viewing/pedestrian use area similar to Lake Hood in Anchorage.

Copies of the meeting notifications, presentation slides, and online open house website content are attached.

Attached: 1) Meeting notifications (State of Alaska Online Public Notice, Homer News advertisements, email to stakeholders, and postcard)

- 2) Live presentation slides
- 3) Online open house website

Virtual Public Meeting and Online Open House Notice Homer Airport Improvements

Join us for a virtual public meeting to learn about the Homer Airport Improvements project and provide your input. Questions submitted prior to the meeting are encouraged. A Q&A session following the presentation will feature questions submitted prior to the meeting. Wednesday, May 26, 2021 5:30 p.m. - 7:30 p.m.

To join the meeting, go to: http://dot.alaska.gov/creg/homerairport

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is soliciting comments and input on a proposal to rehabilitate and improve the Homer Airport and associated airport facilities. Preliminary engineering and environmental assessment activities began in fall 2020 and will continue in 2021. The DOT&PF is considering the following improvements:

- Rehabilitate Runway 04/22 and reduce width from 150 feet to 100 feet with paved shoulders
- Rehabilitate portions of Taxiways A, B, and D, and the General Aviation (GA) Apron
- Rehabilitate Runway Safety Areas
- Expand and pave the gravel tie-down area at the east end of the GA Apron
- · Remove a portion of Taxiway D and reconstruct as a service road
- Construct new taxiway turnaround at the east end of the runway
- Place excess excavated material (if any) to construct embankment for portions of future parallel Taxiway H
- Construct new one-lane, gravel-surface perimeter service road and connectors
- Remove terrain obstructions penetrating the runway Object Free Area (OFA)
- Replace runway and taxiway edge lighting
- Replace existing Visual Approach Slope Indicators (VASI) with Precision Approach Path Indicators (PAPI) for both runway ends
- Improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall
- · Apply dust palliative to unpaved surfaces as necessary
- Clear and grub vegetation
- · Adjust utilities, if required

For any questions on how to connect to the meeting, please email Owen Means at omeans@hdlalaska.com. If you have any questions or require additional information about the project, please contact Matthew Hansen, P.E., Project Manager, at 269-0602 or matthew.hansen@alaska.gov.

This proposed project will comply with Section 106 of the National Historic Preservation Act; Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 11593 (Historic Preservation), 13084 (Consultation and Coordination with Indian Tribal Governments), the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, and U.S. DOT Act Section 4(f).

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Attachments, History, Details

Attachments None **Details** Department:

Transportation and Public

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https://aws.state.ak.us/OnlinePublicNotices/Notices/View.aspx?id=202468

10/13/21, 8:26 AM

Virtual Public Meeting and Online Open House Notice Homer Airport Improvements - Alaska Online Public Notices

Revision History Created 5/11/2021 4:28:34 PM by mlbyrd

Facilities Category: **Public Notices** Sub-Category: Location(s): Central Region, Homer CFAPT00491 / AIP 3-02-Project/Regulation #: 0122-XXX-2022 Publish Date: 5/11/2021 Archive Date: 6/15/2021 Events/Deadlines: Virtual Public Meeting and Online Open House Notic 5/26/2021 5:30pm - 7:30pm

View on Map

	Notice of Public Meeting
PUBLISHER'S AFFIDAVIT	Homer Airport Improvements Project No. CFAPT00491 / AIP 3-02-0122-XXX-2022
UNITED STATES OF AMERICA, STATE OF ALASKA SS:	The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is soliciting comments and input on a proposal to rehabilitate and improve the Homer Airport and associated airport facilities. Preliminary engineering and envi- ronmental assessment activities began in fall 2020 and will continue in 2021. The DOT&PF is considering the following improvements:
Jeff Hayden being first duly sworn, on oath deposes and says: That I am and was at all times here in this affidavit mentions, Supervisor of Legals of the Sound Publishing / Homer News, a newspaper of general circulation and published at Kenai, Alaska, th the advertisement, a printed copy of which is hereto annexed was published in said paper on the dates listed below:	 Rehabilitate Runway 04/22 and reduce width from 150 feet to 100 feet with paved shoulders Rehabilitate portions of Taxiways A, B, and D, and the General Aviation (GA) Apron Rehabilitate Runway Safety Areas Expand and pave the gravel tie-down area at the east end of the GA Apron Remove a portion of Taxiway D and reconstruct as a service road Construct new taxiway turnaround at the east end of the runway Place excess excavated material (if any) to construct embankment for portions of future parallel Taxiway H Construct new one-lane, gravel-surface perimeter service road and connectors Remove terrain obstructions penetrating the runway Object Free Area (OFA)
Notice of Public Meeting May 13, 2021	 Replace runway and taxiway edge lighting Replace existing Visual Approach Slope Indicators (VASI) with Precision Approach Path Indicators (PAPI) for both runway ends Improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall Apply dust palliative to unpaved surfaces as necessary Clear and grub vegetation Adjust utilities, if required
SUBSCRIBED AND SWORN before me on this	Join us for a virtual public meeting to learn about the project and provide your input. Questions submitted prior to the meeting are encouraged. A Q&A session following the presentation will feature questions submitted prior to the meeting. Wednesday, May 26, 2021 5:30 p.m. – 7:30 p.m. http://dot.alaska.gov/creg/homerairport
	For any questions on how to connect to the meeting, please email Owen Means at omeans@hdlalaska.com. If you have any questions or require additional information about the project, please contact Matthew Hansen, P.E., Project Manager, at 269-0602 or Heidi Zimmer, Environmental Impact Analyst, at 269-0529.
	Submit written comments or questions for the virtual meeting to: homerairport@hdlalaska.com http://dot.alaska.gov/creg/homerairport or Homer Airport Improvements Project c/o HDL Engineering Consultants, LLC 3335 Arctic Blvd., Ste. 100 Anchorage, AK 99503
	This proposed project will comply with Section 106 of the National Historic Preservation Act; Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 11593 (Historic Preservation), 13084 (Consultation and Coordination with Indian Tribal Governments), the Clean Air Act, Clean Water Act, Fish and Wildlife Coor- dination Act, and U.S. DOT Act Section 4(f).
	It is the policy of the DOT&PF that no person shall be excluded from par- ticipation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Adminis- tration and State of Alaska Funds.
	The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.
Ŀ	Pub: May 13, 2021 926992

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Project Description

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to rehabilitate and improve the Homer Airport and associated airport facilities to extend the service life of the airport, improve safety, and improve airport perimeter access for airport security, maintenance, wildlife hazard management, and airfield rescue operations.

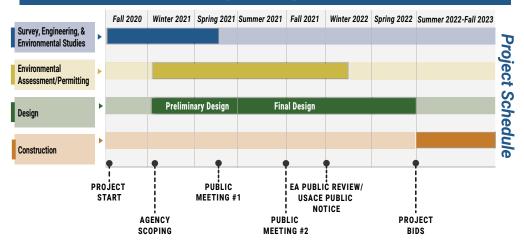
Project Status & Updates

- Preliminary engineering and environmental assessment activities began in fall 2020 and will continue in 2021.
- Sign up for electronic project updates at http://dot.alaska.gov/creg/homerairport

Submit Your Comments/Questions:

- To homerairport@hdlalaska.com
- To DOT&PF Project Manager Matthew Hansen: matthew.hansen@alaska.gov
- At http://dot.alaska.gov/creg/homerairport

Homer Airport Improvements



How to Participate:

Refer to the opposite side of this postcard for instructions on how to attend the open house. The meeting will begin with a presentation from the project team. **Questions submitted prior to the meeting are encouraged. A Q&A session following the presentation will feature questions submitted prior to the meeting.** If you are unable to attend, a recording of the presentation and Q&A session may be viewed on the project website following the meeting.

For More Information on the Project:

Matthew Hansen, P.E. | DOT&PF Project Manager matthew.hansen@alaska.gov | 907-269-0602

Homer Airport Improvements

Notice of Public Meeting

Project Open House

Join DOT&PF for a virtual public meeting to learn about the project and provide your input during the project's preliminary design and environmental phase.

Public Meeting #1 Wednesday, May 26, 2021 | 5:30 p.m. – 7:30 p.m.

To participate, visit: http://dot.alaska.gov/creg/homerairport

Questions about participating via Zoom? Contact Owen Means | HDL | 907.564.2143

Public Meeting #2 Anticipated fall 2021 Homer Airport Improvements C/O HDL Engineering Consultants, LLC 3335 Arctic Boulevard, Suite 100 Anchorage, AK 99503



Owen L. Means

From:	Homer Airport Improvements Project
Sent:	Monday, May 17, 2021 3:02 PM
Subject:	May 26, 2021: Homer Airport Improvements Virtual Public Meeting
Attachments:	HAI_Postcard_Mtg#1_Revised.pdf

Good afternoon,

You have been identified as a potential stakeholder for the **Homer Airport Improvements** project. The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend the first of two planned public meetings to learn about the project and share your feedback. The following are ways you can participate:

- <u>Project Website</u> The project website contains information about the project, schedule, opportunities to be involved and comment, how to sign up for email updates and how to contact the project team. Please share the website with anyone interested in the project: <u>http://dot.alaska.gov/creg/homerairport/</u>.
- Public Meeting #1: May 26, 2021, 5:30 p.m. to 7:30 p.m. The DOT&PF will be hosting a live virtual public meeting featuring a presentation from the project team followed by a Q&A session. Questions submitted prior to the meeting at homerairport@hdlalaska.com or via the project website are encouraged and will be featured during the Q&A. Visit the project website to participate in the meeting. If you are unable to attend, a recording of the presentation and Q&A session may be available for viewing on the project website following the meeting. In addition, please visit the Online Open House Website to view all the public meeting information in one place. The online open house website will be available via the project website starting May 26, 2021.

We look forward to hearing from you. You may also contact the **DOT&PF Project Manager, Matt Hansen**, <u>matthew.hansen@alaska.gov</u>, 907-269-0602, with questions or concerns.

Sincerely,

Heather Campfield Homer Airport Improvements Public Involvement Coordinator HDL Engineering Consultants, LLC homerairport@HDLalaska.com

1

Homer Airport Improvements Online Public Meeting



Open House #1 May 26, 2021

Thank you for joining us. The presentation will begin shortly.

Meeting Structure & Guidelines

- Introductions
- Purpose and need for the project
- Improvements under consideration
- Next steps and schedule
- o Q&A
 - Type question or "Raise Hand" to speak
 - Be respectful
 - Be specific
 - Be clear and concise
 - Share your feedback

2/10 Meeting Structure & Guidelines

Zoom settings in use for this meeting:

- Video and audio is recording
- Attendee video and audio muted
- Questions typed into the Q&A will be visible to everyone when they are answered
- Chat disabled

Project Team



FAA



Alaska DOT&PF

Matthew Hansen, P.E. Project Manager

Tadd Isaacson, P.E. Consultant Coordinator

Heidi Zimmer Environmental Impact Analyst



HDL Engineering Consultants, LLC

Morgan Merritt, P.E. Project Manager

David Darrington, P.E. Project Engineer

Heather Campfield Public Involvement Coordinator

> **Owen Means** Environmental Specialist

3/10 Project Team

Known Deficiencies

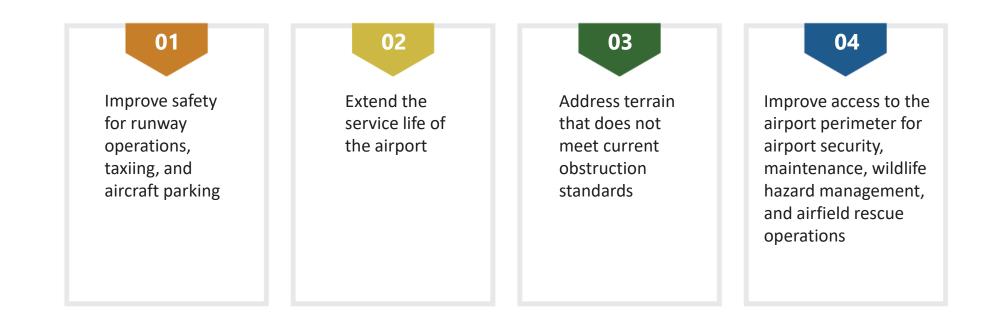
- Deteriorated pavement & gravel surfaces
- Culverts and drainage facilities in poor condition
- Terrain obstructions within runway Object
 Free Area (OFA)
- Limited/difficult access to airport perimeter to perform security operations, fence maintenance, wildlife hazard management, and airfield rescues
- Inadequate line of sight on runway and no parallel taxiway





4/10 Known Deficiencies

Project Purpose



5/10 Project Purpose

Improvements Under Consideration

Runway, Apron, and Taxiway Improvements

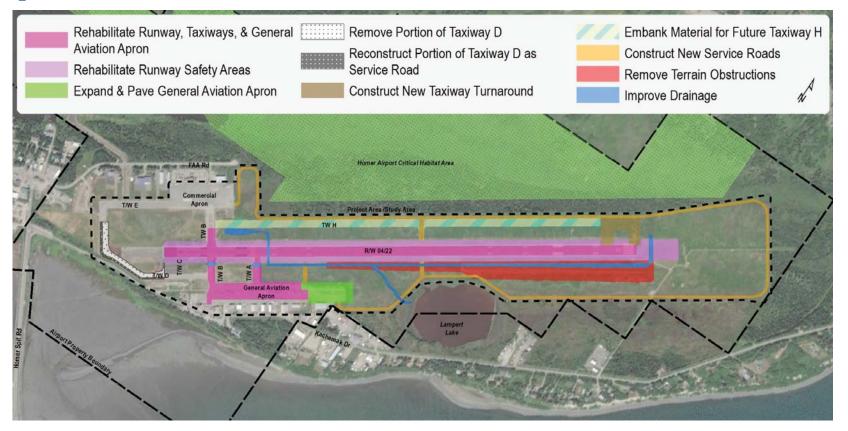
- Rehabilitate Runway 04/22 and reduce width from 150 feet to 100 feet with paved shoulders
- Rehabilitate Taxiway A and the General Aviation (GA) Apron and portions of Taxiways B and D
- Rehabilitate Runway Safety Areas
- Expand and pave the gravel tie-down area at the east end of the GA Apron
- Remove a portion of Taxiway D and reconstruct as a service road
- Construct new taxiway turnaround at the east end of the runway
- Place excess excavated material (if any) to construct embankment for portions of future parallel Taxiway H

Other Improvements

- Construct new one-lane, gravel-surface perimeter service road and connectors
- Remove terrain obstructions penetrating the runway Object Free Area (OFA)
- Replace runway and taxiway edge lighting
- Replace existing Visual Approach Slope Indicators (VASI) with Precision Approach Path Indicators (PAPI) for both runway ends
- o Improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall

6/10 Improvements Under Consideration

Improvements Under Consideration



7/10 Improvements Under Consideration

Studies and Input

Completed and Ongoing Activities

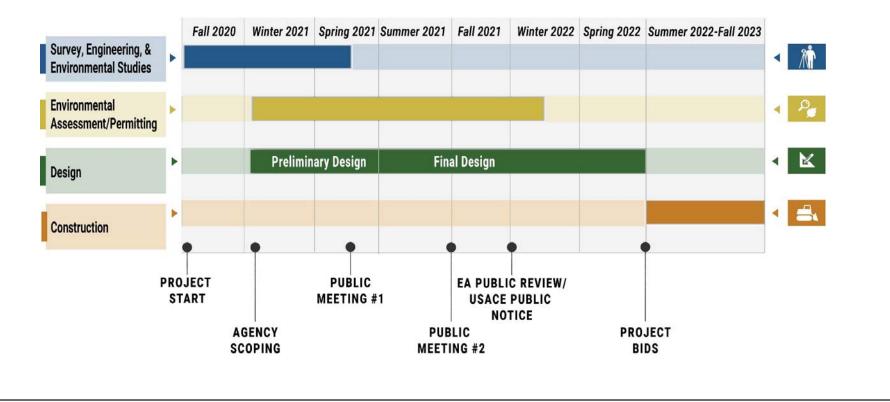
- Topographic Survey
- Geotechnical Evaluation
- Hydrologic and Hydraulics Evaluation
- Cultural Resource Survey
- Wetland Delineation and Functional Assessment
- Input from Local, State, and Federal agencies
- Input from the Public

What We've Learned So Far

- Maintain buffer around Lampert Lake and direct storm water away from the Lake
- Maintain hydrologic connectivity with Homer Airport Critical Habitat Area
- Locate new facilities in alreadydisturbed areas when possible
- Avoid higher value wetlands when possible

8/10 Studies and Input

Project Schedule



9/10 Project Schedule

Thank You

Send Us Your Comments!

Email homerairport@hdlalaska.com Fill out a comment form on the project website

Have Questions?

Contact Matthew Hansen, P.E., DOT&PF Project Manager Email: matthew.hansen@alaska.gov Phone: 907-269-0602

Opportunities to Stay Involved

- Review the online open house (via main project website) between May 26 and June 28 for more information or to view a recording of this presentation
- Open house public meeting #2 (anticipated August 2021)
- Visit the project website and sign up for email updates
- Additional opportunity to comment associated with:
 - 1. U.S. Army Corps of Engineers Section 404 Permit
 - 2. Environmental Assessment (EA) public review

http://dot.alaska.gov/creg/homerairport

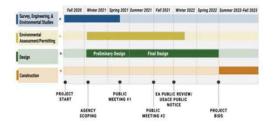
10/10 Thank You



<	>	About	Status	Need	Photos	Purpose	Improvements	Next Steps

Give Feedback

Project Status





The DOT&PF kicked off the project with agency scoping, survey, preliminary engineering, and environmental studies in the fall of 2020. Using the information gained from these activities, the project entered the preliminary design phase, and a 35% design was developed to present to the public during this meeting.

Work Completed So Far	Next Steps
-Survey	Work to be completed in
	summer 2021 through winter
-Preliminary engineering analyses, including	2022 includes:
geotechnical, and hydrologic &	-Cultural resources field survey
hydraulics recommendations	and evaluations
-Wetland Delineation	-Drainage and culvert
	hydraulic evaluations
-Preliminary cultural resources	-
identification	-PFAS testing
	-Engineering/design
	-Environmental Assessment
	-Public Involvement

Keep Going

> 2/8 Project Status

Homer Airport Improvements Online Open House

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About Status Need Photos
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Purpose Improvements

Next Steps

Give Feedback

Need for the Project

The DOT&PF has identified several deficiencies at the airport to be addressed by the project:

Deteriorated Pavement and Gravel Surfaces

-The runway, Taxiway B (south), and Taxiway A were last resurfaced over 20 years ago. The Pavement Condition Index report indicates the pavement is deteriorating and has significant cracking, spalling, joint separations, and an uneven surface.

-There is a dip in the runway caused by settlement of the runway subgrade.

-The gravel tie-down area at the east end of the General Aviation (GA) Apron requires frequent maintenance to provide a drivable surface.

Drainage Issues

-Culverts under Taxiway B (south), Taxiway A, Taxiway D, and the runway are corroded, experience icing, or do not drain properly.

-Ponding in depressions and ditches attracts birds which are a safety hazard to aircraft.

-The outlet control structure at Lampert Lake is in poor condition. Washout of the control structure in the past had led to lower lake levels.

Airspace Obstructions

-Several terrain obstructions are above the Runway 4/22 centerline elevation and penetrate the runway Object Free Area (OFA).

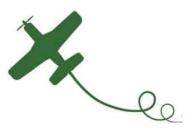
Limited Maintenance & Emergency Access

-Currently, it is difficult for airport personnel to access the airport perimeter fencing to perform security, maintenance, wildlife hazard management, and airfield rescue operations. The airport perimeter contains wetlands, making it problematic to reach with equipment to repair fencing, perform vegetation management, conduct airport sweeps, and deter wildlife in accordance with the airport's Wildlife Hazard Management Plan. Travel through these areas results in rutting and causes disturbance to vegetation and soils. Emergency response times to the perimeter of the airfield are slow since emergency vehicles cannot travel through the wet and uneven terrain.

Aircraft Taxiing on Runway

-Current visibility minimums for Runways 4 and 22 are 1 statute mile due to a vertical curve in the runway that limits visibility. FAA regulations recommend a parallel taxiway for all runways and require all runways with visibility minimums of less than 1 statute mile to have a parallel taxiway.

Note: This project does not propose to construct a full length parallel taxiway. However, because the project proposes to excavate material from terrain obstructions on the south side of the runway and dispose of the excess material (if any) along the future parallel taxiway alignment, the National Environmental Policy Act requires consideration of the full parallel taxiway's effects as a connected action.





Give Feedback

Photos





< > 4/8 Photos

Homer Airport Improvements Online Open House



5/8 Purpose of the Project

Homer Airport Improvements Online Open House

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Homer Airport Improvements Online Open House

> About Status

Purpose Improvements

Photos

Need

Give Feedback

Next Steps

Improvements Under Consideration



Alternatives for this project include the No-Action alternative and the Proposed Action. The DOT&PF has developed a preliminary Proposed Action as the sole build alternative to meet the project's stated purpose and need. Variations in the design of Proposed Action have been and will continue to be considered as measures to avoid or minimize impacts to protected resources and achieve project goals.

Preliminary Proposed Action

The DOT&PF is considering the following improvements to address the airport's known deficiencies and meet the stated purpose and need:

Runway, Apron, and Taxiway Improvements -Rehabilitate Runway 04/22 and reduce width from 150 feet to 100 feet with paved shoulders

-Rehabilitate portions of Taxiways A, B, and D and the General Aviation (GA) Apron

-Rehabilitate Runway Safety Areas

-Expand and pave the gravel tie-down area at the east end of the GA Apron

-Remove a portion of Taxiway D and reconstruct as a service road

-Construct new taxiway turnaround at the east end of the runway

-Place excess excavated material (if any) to construct embankment for portions of future parallel Taxiway H

Other Improvements -Construct new one-lane, gravel-surface perimeter service road and connectors

-Remove terrain obstructions penetrating the Object Free Area (OFA)

-Denlace runway and taxiway edge lighting



About Status

Need

Photos

Purpose Improvements

Give Feedback

Next Steps

Final Design

The DOT&PF is soliciting your input on the stated conditions at the airport, the purpose and need for the project, and the proposed scope of improvements. Using your feedback, DOT&PF will advance the preliminary design to the final design stage. We will then present the Proposed Action at Public Meeting #2, anticipated to occur in August 2021.

Environmental Review

The project is funded by the Federal Aviation Administration (FAA). DOT&PF will be preparing an Environmental Assessment (EA) following the FAA's National Environmental Policy Act (NEPA) procedures to disclose the project's environmental effects and determine whether the project will have a significant effect on the environment.

Major components of the NEPA process include:

-Public and agency input

-Technical studies

-Alternatives development and analysis

-EA preparation and environmental impact analysis

-Public and agency review of EA

Opportunities To Stay Involved

Your feedback is welcome at any time. Feedback received by June 28, 2021, will be considered in the design of the Proposed Action. DOT&PF will present the Proposed Action and solicit input at Public Meeting #2. Following that meeting, additional opportunities to comment on the project will be available associated with the EA public review draft and the U.S. Army Corps of Engineers Section 404 Wetlands Permit public notice.

Submit Feedback



Hemer Airport Improvements Online Open House



Next Steps



Improvements Next Steps

Purpose

Give Feedback

Contact Us Matthew Hansen, P.E. DOT&PF Project Manager Email: matthew.hansen@alaska.gov Phone: 907-269-0602

Submit Comments or Questions

Tell us what you think! The comment period for this public meeting will be open from May 26 to June 28. Submit your comments in one of three ways:

1. Email comments to: homerairport@hdlalaska.com

2. Mail a comment form to:

Homer Airport Improvements Project c/o HDL Engineering Consultants, LLC 3335 Arctic Blvd., Ste. 100 Anchorage, AK 99503

3. Fill out the online form below:

Homer Airport Improvements	S
Submit Your Comments and Questions Here	
* Required	
Name *	
Your answer	
Email	
Your answer	
Organization	
Your answer	
Comment *	
Your answer	
Submit	
ever submit passwords through Google Forms.	
GoogleForms This content is neither created nor endorsed by	3



Receive Project Updates

Click the button below to sign up for electronic project updates.

3) Meeting Summary – Public Meeting #2

MEMORANDUM

Subject:Meeting Summary – Public Meeting #2Homer Airport Improvements (Project No: CFAPT00491)

Date/Time

of Meeting: October 21, 2021, 5:30 p.m. to 7:30 p.m.

Location: Virtual

On October 21, 2021, the Alaska Department of Transportation and Public Facilities (DOT&PF) held a virtual public meeting for the Homer Airport Improvements project. The purpose of the meeting was to present the Proposed Action based on input received during the first public meeting, which was held on May 26, 2021. The meeting was held using the virtual meeting platform Zoom from 5:30 p.m. to 7:30 p.m.

Public notice of the meeting event included:

- Newspaper advertisement in the Homer News
- Meeting postcard mailed to zip code 99603 addresses
- Meeting notice sent via email
- Notification on the project website (https://dot.alaska.gov/creg/homerairport/)

Representatives from DOT&PF and HDL Engineering Consultants (HDL) attending the meeting included the following individuals:

- Matthew Hansen, P.E., Project Manager, DOT&PF
- Tadd Isaacson, P.E., Consultant Coordinator, DOT&PF
- Heidi Zimmer, Environmental Analyst, DOT&PF
- Joselyn Biloon, Planner, DOT&PF
- Morgan Merritt, P.E., Project Manager, HDL
- Heather Campfield, Public Involvement Coordinator, HDL

Twenty-seven stakeholders joined the meeting. The virtual meeting lasted approximately three hours with the first 40 minutes spent presenting the project and the remaining time spent in an open question and answer (Q&A) discussion. During the Q&A discussion, 31 questions or comments were asked and answered live. A video and audio recording of the meeting is available on the project website.

Presentation materials included slides presented live during the meeting and an online open house website where participants could all of the meeting materials and submit comments in one place. The online open house website was available for the duration of the public comment period following the live presentation (October 21, 2021 to November 21, 2021). The following comments were received during the meeting and the public comment period that followed:

- Is DOT considering an accelerated project to expand the General Aviation (GA) Apron?
- Is a short north-south taxiway between the runway and the GA being seriously considered?
- What is the timeline for project construction?
- Does DOT calculate your carbon impact when removing vegetation or disturbing peatlands?
- Can the existing gravel area adjacent to the runway be preserved?
- Please address the vertical curve in the runway.
- What alternatives to the perimeter road have been identified to minimize cost and wetland impacts?
- How many Alaska airports have perimeter roads?
- What are the security/moose risks and why is a road the best solution?
- Is there a cost/benefit analysis being developed?
- Will the cost of mitigating the potential loss of wetlands be included?
- Will the annual maintenance costs for the proposed road be included?
- What are the design parameters of the perimeter road?
- How often would a maintenance road be needed? How does the airport currently do maintenance work?
- Please retain the end-around capability for taxiway D.
- Is there a FAA requirement for providing non-motorized access to all passenger facilities on publicly funded airports?
- Why is the runway being narrowed?
- Limiting the runway width would preclude future use by larger aircraft.
- How will the EA be distributed to the public?

Copies of the meeting notifications, presentation slides, and online open house website content are attached.

Attached: 1) Meeting notifications (State of Alaska Online Public Notice, Homer News advertisements, email to stakeholders, and postcard)

- 2) Live presentation slides
- 3) Online open house website

Notice of an Virtual Public Meeting: Homer Airport Improvements

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is soliciting comments and input on a proposal to rehabilitate and improve the Homer Airport and associated airport facilities. Preliminary engineering and environmental assessment activities began in fall 2020 and final design will continue through 2021. The DOT&PF is proposing the following improvements:

- Rehabilitate Runway 04/22 and reduce width from 150 feet to 100 feet with paved shoulders
- Rehabilitate Runway Safety Area
- Rehabilitate portions of Taxiways A, B, and D, and the General Aviation (GA) Apron
- Remove a portion of Taxiway D and reconstruct as a service road
- · Construct new taxiway turnaround at the east end of the runway
- Construct new taxiway connecting the runway near mid-field to an expanded GA Apron
- Expand and pave the gravel tie-down area at the east end of the GA Apron
- Remove terrain obstructions penetrating the runway Object Free Area
- Construct new one-lane, gravel-surface perimeter service road and connectors
- Replace runway and taxiway edge lighting
- Replace existing Visual Approach Slope Indicators with Precision Approach Path Indicators for both runway
 ends
- Improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall
- · Apply dust palliative to unpaved surfaces as necessary
- Clear and grub vegetation
- Adjust utilities, if required

Join us for this second of two virtual public meetings to learn about the project and provide your input. This meeting will present the Proposed Action based on input received during the first public meeting which occurred in May 2021. Questions submitted prior to the meeting are encouraged. A Q&A session following the presentation will feature questions submitted prior to the meeting.

Thursday, October 21, 2021 | 5:30 p.m. - 7:30 p.m.

http://dot.alaska.gov/creg/homerairport

For any questions on how to connect to the meeting, please email homerairport@hdlalaska.com. If you have any questions or require additional information about the project, please contact Matthew Hansen, P.E., Project Manager, at 269-0602 or Heidi Zimmer, Environmental Impact Analyst, at 269-0529.

Submit written comments to:

homerairport@hdlalaska.com | http://dot.alaska.gov/creg/homerairport or

Homer Airport Improvements Project

c/o HDL Engineering Consultants, LLC

3335 Arctic Blvd., Ste. 100

Anchorage, AK 99503

This proposed project will comply with Section 106 of the National Historic Preservation Act; Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 11593 (Historic Preservation), 13084 (Consultation and Coordination with Indian Tribal Governments), the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, and U.S. DOT Act Section 4(f).

https://aws.state.ak.us/OnlinePublicNotices/Notices/View.aspx?id=203841

1/2

Attachments, History, Details

Attachments None

Revision History

Created 9/21/2021 9:41:03 AM by radowd Modified 9/21/2021 9:45:22 AM by radowd Modified 10/7/2021 3:15:25 PM by radowd

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Central Region, Homer, Kenai, Seward, Soldotna, Statewide
Project/Regulation #:	CFAPT00491 / AIP 3-02- 0122-XXX-2022
Publish Date: Archive Date:	9/21/2021 10/21/2021

Events/Deadlines:

PUBLISHER'S AFFIDAVIT	Notice of Public Meeting
	Homer Airport Improvements Project No. CFAPT00491 / AIP 3-02-0122-XXX-2022
UNITED STATES OF AMERICA, STATE OF ALASKA	The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is soliciting comments and input on a proposal to rehabilitate and improve the Homer Airport and associated airport facilities. Preliminary engineering and envi- ronmental assessment activities began in fall 2020 and final design will continue through 2021. The DOT&PF is proposing the following improve- ments:
Jeff Hayden being first duly sworn, on oath deposes and says: That I am and was at all times here in this affidavit mentions, Supervisor of Legals of the Sound Publishing / Homer News, a	 Rehabilitate Runway 04/22 and reduce width from 150 feet to 100 feet with paved shoulders Rehabilitate Runway Safety Area Rehabilitate portions of Taxiways A, B, and D, and the General Aviation
newspaper of general circulation and published at Kenai, Alaska, the advertisement, a printed copy of which is hereto annexed wa published in said paper on the dates listed below: Homer Airport Improvements October 7, 2021 SUBSCRIBED AND SWORN before me on this 13 ^{ML} day of Color 2021. Dial day of Color 2021. NOTARY PUBLIC in favor for the State of Alaska. My commission expires 3-6-24.	 (GA) Apron Remove a portion of Taxiway D and reconstruct as a service road Construct new taxiway turnaround at the east end of the runway Construct new taxiway connecting the runway near mid-field to an expanded GA Apron Expand and pave the gravel tie-down area at the east end of the GA Apron Remove terrain obstructions penetrating the runway Object Free Area Construct new one-lane, gravel-surface perimeter service road and connectors Replace runway and taxiway edge lighting Replace existing Visual Approach Slope Indicators with Precision Approach Path Indicators for both runway ends Improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall Apply dust palliative to unpaved surfaces as necessary Clear and grub vegetation Adjust utilities, if required Join us for this second of two virtual public meetings to learn about the project and provide your input. This meeting will present the Proposed Action based on input received during the first public meeting which occurred in May 2021. Questions submitted prior to the meeting are encouraged. A Q&A session following the presentation will feature questions submitted prior to the meeting. Thursday, October 21, 2021 [5:30 p.m. – 7:30 p.m. http://dot.alaska.gov/creg/homerairport For any questions on how to connect to the meeting, please email homerairport@hdlalaska.com. If you have any questions or require additional information about the project, please contact Matthew Hansen, P.E., Project Manager, at 269-0602 or Heidi Zimmer, Environmental Impact Analyst, at 269-0529.
Elizabeth A. McDonald Notary Public, State of Alaska Commission #200306009 My Commission Expires March 6, 2024	Submit written comments to: homerairport@hdialaska.com http://dot.alaska.gov/creg/homerairport or Homer Airport Improvements Project c/o HDL Engineering Consultants, LLC 3335 Arctic Blvd., Ste. 100 Anchorage, AK 99503
	This proposed project will comply with Section 106 of the National Historic Preservation Act; Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 11593 (Historic Preservation), 13084 (Consultation and Coordination with Indian Tribal Governments), the Clean Air Act, Clean Water Act, Fish and Wildlife Coor- dination Act, and U.S. DOT Act Section 4(f).
	It is the policy of the DOT&PF that no person shall be excluded from par- ticipation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Adminis- tration and State of Alaska Funds.
	The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.
	Pub: October 7, 2021 939770

Homer Airport Improvements EA

Project Description

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to rehabilitate and improve the Homer Airport and associated airport facilities to extend the service life of the airport, improve safety, and improve airport perimeter access for airport security, maintenance, wildlife hazard management, and airfield rescue operations.

Project Status & Updates

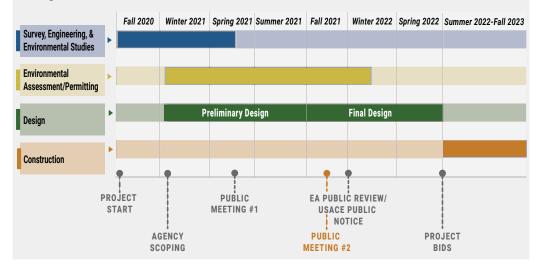
- Preliminary engineering and environmental assessment activities began in fall 2020 and will continue through 2021.
- Project scope presented at public meeting #1 in May 2021.
- Final design began in Fall 2021, based on input received during the first public comment period.
- Sign up for electronic project updates at http://dot.alaska.gov/creg/homerairport

Submit Your Comments/Questions:

- To homerairport@hdlalaska.com
- To DOT&PF Project Manager Matthew Hansen: matthew.hansen@alaska.gov
- At http://dot.alaska.gov/creg/homerairport

Homer Airport Improvements

Project Schedule



How to Participate:

Refer to the opposite side of this postcard for instructions on how to attend the open house. The meeting will begin with a presentation from the project team. **A Q&A session following the presentation will feature questions submitted prior to the meeting.** If you are unable to attend, a recording of the presentation and Q&A session may be viewed on the project website following the meeting.

For More Information on the Project:

Matthew Hansen, P.E. | DOT&PF Project Manager matthew.hansen@alaska.gov | 907-269-0602

Homer Airport Improvements

Notice of Public Meeting

Project Open House

Join DOT&PF for this second of two virtual public meetings to learn about the project and provide your input during the project's final design and environmental phase.

Public Meeting #2

Thursday, October 21, 2021 | 5:30 p.m. – 7:30 p.m.

For any questions on how to connect to the meeting, please email homerairport@hdlalaska.com

To participate, visit: http://dot.alaska.gov/creg/homerairport

Homer Airport Improvements C/O HDL Engineering Consultants, LLC 3335 Arctic Boulevard, Suite 100 Anchorage, AK 99503

Homer Airport Improvements Project

From:Homer Airport Improvements ProjectSent:Thursday, October 07, 2021 1:29 PMSubject:October 21, 2021: Homer Airport Improvements Open House Public MeetingAttachments:HAI_Postcard_Mtg#2.pdf; HAI_Fact Sheet-FAQs.pdf

Good afternoon,

You have been identified as a potential stakeholder for the **Homer Airport Improvements** project. The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend the second public meeting (the first meeting was held in May 2021) to learn about the project and share your feedback. The following are ways you can participate:

- <u>Project Website</u> The project website contains information about the project, schedule, opportunities to be involved and comment, how to sign up for email updates and how to contact the project team. Please share the website with anyone interested in the project: http://dot.alaska.gov/creg/homerairport/.
- Public Meeting #2: October 21, 2021, 5:30 p.m. to 7:30 p.m. The DOT&PF will be hosting a live virtual public meeting featuring a presentation from the project team followed by a Q&A session. Questions submitted prior to the meeting at <u>homerairport@hdlalaska.com</u> or via the project website are encouraged and will be featured during the Q&A. If you are unable to attend, a recording of the presentation and Q&A session may be available for viewing on the project website following the meeting. In addition, please visit the Online Open House Website to view all the public meeting information in one place. The meeting link and online open house website will be available via the project website starting October 21, 2021.

The DOT&PF has published responses to comments received as a result of the first public meeting. A summary of comments received and DOT&PF's responses can be viewed on the project Fact Sheet, which is attached to this email and also available on the project website.

We look forward to hearing from you. You may also contact the **DOT&PF Project Manager, Matthew Hansen**, <u>matthew.hansen@alaska.gov</u>, 907-269-0602, with questions or concerns.

Sincerely,

Heather Campfield Homer Airport Improvements Public Involvement Coordinator HDL Engineering Consultants, LLC <u>homerairport@HDLalaska.com</u>

1

Homer Airport Improvements Online Public Meeting



Open House #2 October 21, 2021



Thank you for joining us. The presentation will begin shortly.

Meeting Structure & Guidelines

- Introductions
- Purpose and need for the project
- Public & agency input
- Improvements carried forward to design
- Summary of environmental impacts and process
- Next steps and schedule
- Q&A at end of meeting
 - Type question or "Raise Hand" to speak
 - Be respectful
 - Be specific, clear, and concise
 - Share your feedback

Zoom settings in use for this meeting:

- Video and audio is recording
- Attendee video and audio muted
- Use the Q&A function to ask your questions, which will be answered toward the end of the presentation
- Chat is disabled

2/20 Meeting Structure & Guidelines

Project Team



FAA



Alaska DOT&PF

Matthew Hansen, P.E. Project Manager

Tadd Isaacson, P.E. Consultant Coordinator

Heidi Zimmer Environmental Impact Analyst

> Joselyn Biloon Area Planner

Kevin Jones Homer Airport Manager



HDL Engineering Consultants, LLC

Morgan Merritt, P.E. Project Manager

David Darrington, P.E. Project Engineer

Owen Means, PWS Environmental Specialist

Heather Campfield, IAP³ Public Involvement Coordinator

3/20 Project Team

Known Deficiencies

- Deteriorated pavement & gravel surfaces
- Culverts and drainage facilities in poor condition
- Terrain obstructions within runway Object
 Free Area (OFA)
- Limited/difficult access to airport perimeter to perform security operations, fence maintenance, wildlife hazard management, and airfield rescues
- Inadequate line of sight on runway and no parallel taxiway
- Inadequate GA parking





5/20 Known Deficiencies

Proposed Project Improvements



8/20 Improvements Carried Forward to Design

Studies

Completed and Ongoing Activities

- Topographic Survey
- Geotechnical Evaluation
- Hydrologic and Hydraulics Evaluation
- Cultural Resource Survey
- Wetland Delineation and Functional Assessment
- Input from Local, State, and Federal agencies
- Per- and polyfluoroalkyl (PFAS) site characterization

6/20 Studies and Agency Input

Environmental Impacts & Considerations

	Historical & Cultural Resources	Wetlands & Waters	Threatened & Endangered Species	Per- and Polyfluoroalkyl Substances (PFAS)
Studies & Consultation Completed:	Field survey June 2021. The SHPO* concurs with a finding of No Historic Properties Affected August 2021.	 Wetland Delineation & Functional Assessment September 2021. USACE* pre-application meeting May 2021. Preliminary Jurisdictional Determination by USACE July 2021. 	Consultation with U.S. Fish & Wildlife Service, pursuant to Section 7 of the Endangered Species Act, initiated May 2021.	Initial soil, groundwater, surface water, and water well testing June 2021.
Issues, Challenges, & Mitigation Measures:	Inadvertent Discovery Plan	 Impacts to the Beluga Lake watershed. Complete avoidance is not practicable Minimize adverse hydrology impacts using cross culverts & maintaining an undisturbed buffer between the Lampert Lake and the roadway. Compensate for permanent, unavoidable wetland loss by rehabilitating, restoring, or preserving other aquatic habitats. 	Steller's Eider may, but is unlikely to, occur in project area. Avoiding open water habitat. Develop and implement a Storm Water Pollution Prevention Plan.	Further testing to be completed in 2021/2022. Implement mitigation measures into project plans as appropriate.

* SHPO: State Historic Preservation Officer; USACE: U.S. Army Corps of Engineers

7/20 Environmental Impacts & Considerations

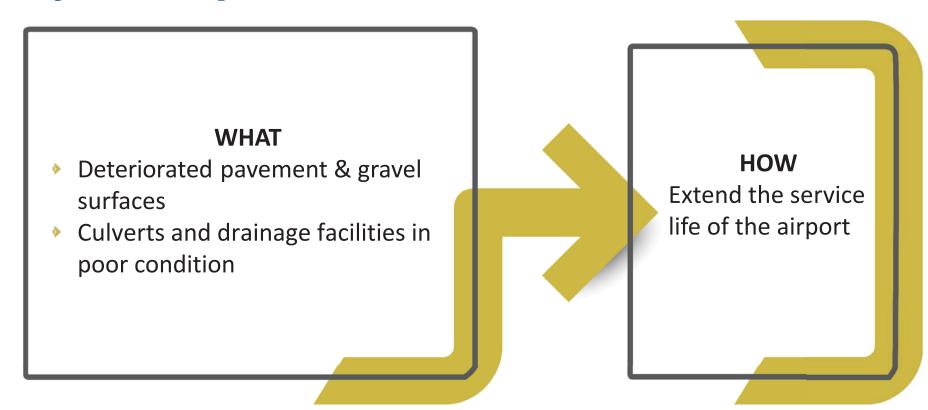
Project Purpose and Need

The National Environmental Policy Act (NEPA) requires that the Federal Aviation Administration (FAA) assess the environmental impacts associated with a proposed federal action. The Alaska DOT&PF and the FAA are working together to assess the environmental effects of the proposed project improvements in an Environmental Assessment document. The project's purpose and need is the foundation of a transportation project.

The project's **Need** is an identified deficiency or problem.

The project's **Purpose** is a summary of objectives that will be met to address the deficiency or problem.

4/20 Meeting Structure & Guidelines



Project Purpose & Need

9/20 Project Purpose & Need

Project Purpose & Need

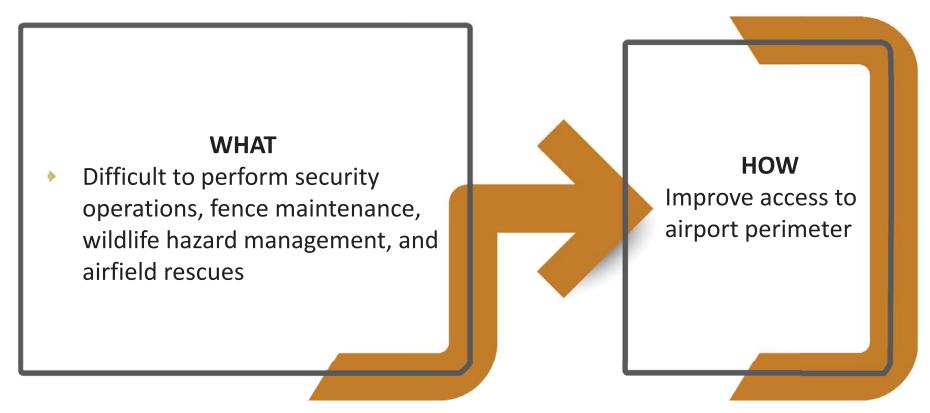
WHAT

- Terrain obstructions within runway Object Free Area (OFA) do not meet current obstruction standards
- Existing safety hazard caused by aircraft taxiing on the runway, inadequate line of sight, and no parallel taxiway



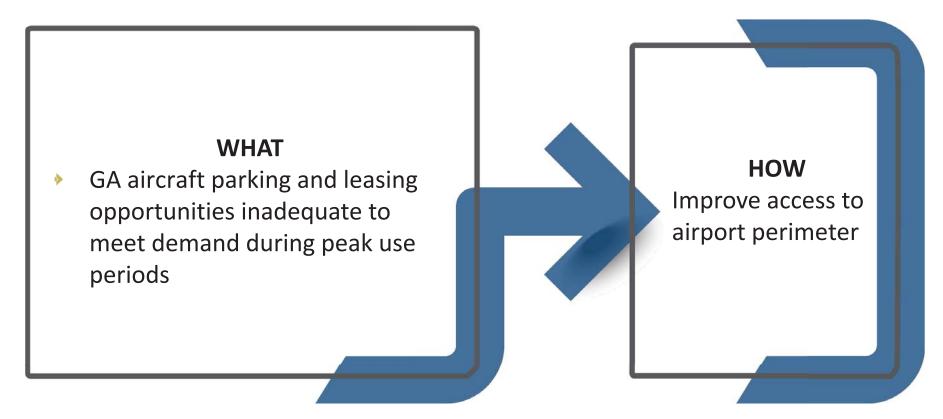
10/20 Project Purpose & Need





11/20 Project Purpose & Need

Project Purpose & Need



12/20 Project Purpose & Need

Improvements Carried Forward to Design

Runway, Apron, and Taxiway Improvements

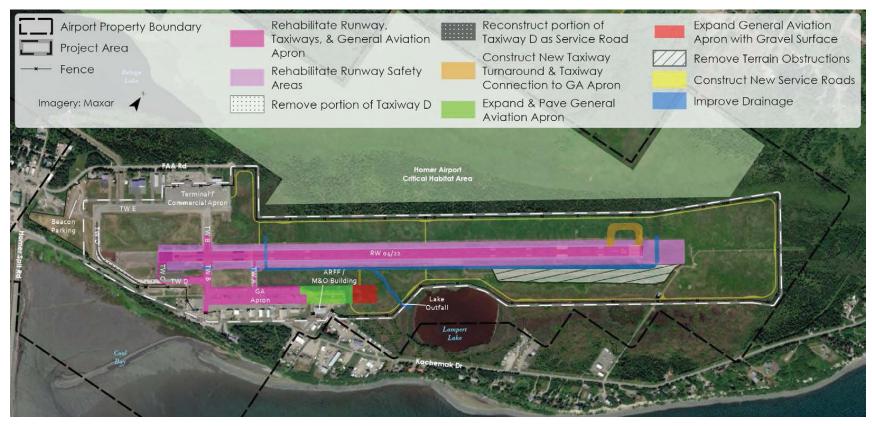
- Rehabilitate Runway 04/22 and reduce width from 150 feet to 100 feet with paved shoulders
- Rehabilitate Runway Safety Areas
- Rehabilitate portions of Taxiways A, B, and D and the General Aviation (GA) Apron
- Remove a portion of Taxiway D and reconstruct as a service road
- Construct new taxiway turnaround at the east end of the runway
- Construct new taxiway connecting the runway near mid-field to an expanded GA Apron
- > Expand and pave the gravel tie-down area at the east end of the GA Apron
- Expand the gravel portion of the GA Apron east toward Lampert Lake

Other Improvements

- Remove terrain obstructions penetrating the runway Object Free Area (OFA)
- Construct new one-lane, gravel-surface perimeter service road and connectors
- Replace runway and taxiway edge lighting
- Replace existing Visual Approach Slope Indicators (VASI) with Precision Approach Path Indicators (PAPI) for both runway ends
- Improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall

13/20 Improvements Carried Forward to Design

Improvements Carried Forward to Design



14/20 Improvements Carried Forward to Design

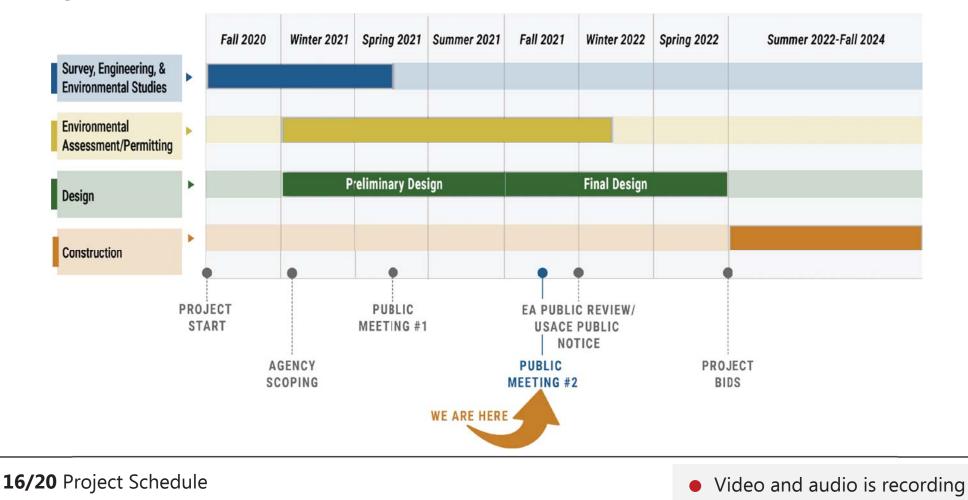
Agency Input

What We've Heard From Agencies

- Maintain buffer around Lampert Lake and direct storm water away from the Lake
- Maintain hydrologic connectivity with Homer Airport Critical Habitat Area
- Locate new facilities in already-disturbed areas when possible
- Avoid higher value wetlands when possible

15/20 Studies and Agency Input

Project Schedule



Homer Airport Improvements EA

Input from the Public

What We've Heard

The airport lacks a safe pedestrian facility or route connecting the GA Apron to the passenger terminal at the Commercial Apron.

Addressing the lack of pedestrian facilities at the airport is outside the scope of this project. However, the next Airport Master Plan update (anticipated in 2024) could address this issue.

The airport lacks a public restroom on the GA Apron for air taxi and charter customers.

A public restroom is not within the scope of this project.

The airport lacks a dedicated gravel runway. What can be done to preserve the gravel area on the south side of the runway that is used by bush planes?

The addition of a gravel runway is outside the scope of this project.

17/20 Input from the Public

Input from the Public Cont.

What We've Heard

Preserving existing wetlands within airport property should be prioritized over airport expansion.

The project will be designed to avoid and/or minimize wetland impacts.

The airport lacks sufficient aircraft parking, lease lots, and hangars.

The DOT&PF added expansion of the existing GA Apron to the scope of the project to address this deficiency.

A new parallel taxiway on the north side of the runway would not serve the majority of aircraft or significantly improve safety.

The project is moving forward with design of a new taxiway connecting the runway near mid-field to an expanded GA Apron.

18/20 Input from the Public

Questions and Answers

We invite you to interact with our team:

- Type question in the Q&A Section or "Raise Hand" to speak
- ✓ Be respectful
- ✓ Be specific, clear, and concise
- Share your feedback

19/20 Project Schedule

Thank You

Send Us Your Comments!

Email homerairport@hdlalaska.com Fill out a comment form on the project website

Have Questions?

Contact Matthew Hansen, P.E., DOT&PF Project Manager Email: matthew.hansen@alaska.gov Phone: 907-269-0602

Opportunities to Stay Involved

- Review the online open house (via main project website) between October 21 and November 21 for more information or to view a recording of this presentation
- Visit the project website and sign up for email updates
- Additional opportunity to comment associated with:
 - U.S. Army Corps of Engineers Section 404 Permit
 - Environmental Assessment (EA) public review

http://dot.alaska.gov/creg/homerairport

20/20 Thank You

About Status

About the Project

The Alaska Department of Transportation & Public Facilities (DOT&PF) welcomes you to the second online public meeting for the Homer Airport Improvements project. This meeting aims to introduce the purpose and need for the project and solicit your input on the development of the Proposed Action.

The project's second Online Open House is underway and continues through November 21, 2021. The project team held the live presentation as part of the Online Open House via Zoom on Thursday, October 21, 2021. A recording of the presentation will be available following the meeting.

Tell Me More

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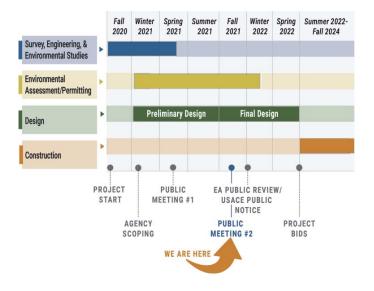
1/8 About the Project

About Status

1/2

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Project Status



The DOT&PF kicked off the project with agency scoping, survey, preliminary engineering, and environmental studies in the fall of 2020. Using the information gained from these activities, the project team developed a preliminary (35%) design and presented proposed improvements during the first virtual public meeting in May 2021. Comments received during the first comment period are currently being considered as design of the Proposed Action is developed. Final Design will continue through 2021.

Work Completed So Far	Next Steps
-Survey	Work to be continued in fall 2021 through winter 2022 includes:
-Preliminary engineering analyses, including geotechnical, and hydrologic & hydraulics recommendations	-Drainage and culvert hydraulic evaluations
	-PFAS testing and evaluation
-Wetland Delineation -Cultural resources field survey and evaluations	-Engineering/design
	-Environmental Assessment
	-Public Involvement

Keep Going



2/8 Project Status

About Status

Need for the Project

The DOT&PF has identified several deficiencies at the airport to be addressed by the project:

Deteriorated Pavement and Gravel Surfaces

-The runway, Taxiway B (south), and Taxiway A were last resurfaced over 20 years ago. The Pavement Condition Index report indicates the pavement is deteriorating and has significant cracking, spalling, joint separations, and an uneven surface.

-There is a dip in the runway caused by settlement of the runway subgrade.

- Several of the existing General Aviation (GA) Apron tie-down anchors have failed.

-The gravel tie-down area at the east end of the GA Apron requires frequent maintenance to provide a drivable surface.

Drainage Issues

-Culverts under Taxiway B (south), Taxiway A, Taxiway D, and the runway are corroded, experience icing, or do not drain properly.

-Ponding in depressions and ditches attracts birds which are a safety hazard to aircraft.

-The outlet control structure at Lampert Lake is in poor condition. Washout of the control structure in the past had led to lower lake levels.

Airspace Obstructions

-Several terrain obstructions, including a ridge along the south side of the runway, are above the Runway 4/22 centerline elevation and penetrate the runway Object Free Area (OFA). These obstructions do not meet current FAA standards for safe runway operation.

Limited Maintenance & Emergency Access

-Currently, it is difficult for airport personnel to access the airfield perimeter to perform security, maintenance, wildlife hazard management, and airfield rescue operations. The airfield perimeter contains wetlands with saturated soil and tall, dense vegetation in some areas, making it difficult to reach with equipment to repair fencing, perform vegetation management, conduct airport sweeps, and deter wildlife in accordance with the airport's Wildlife Hazard Management Plan. Travel through these areas results in rutting and causes disturbance to vegetation and soils. Emergency response times to the perimeter of the airfield are slow since emergency vehicles cannot travel through the wet, uneven, and densely vegetated terrain.

Aircraft Taxiing on Runway

-Aircraft taxiing along the runway present a safety hazard for runway operations. Conflicts are caused a vertical curve that limits visibility between taxiing and departing aircraft and the lack of a parallel

taxiway or other taxiway connecting the runway to the GA or Commercial Aprons.

Aircraft Parking

-The GA Apron does not have adequate capacity for current GA aircraft parking demand. The GA Apron and Taxiways A and B South are congested from additional aircraft entering the GA Apron during peak use times, requiring long wait times for aircraft taxiing between the GA Apron and the runway.

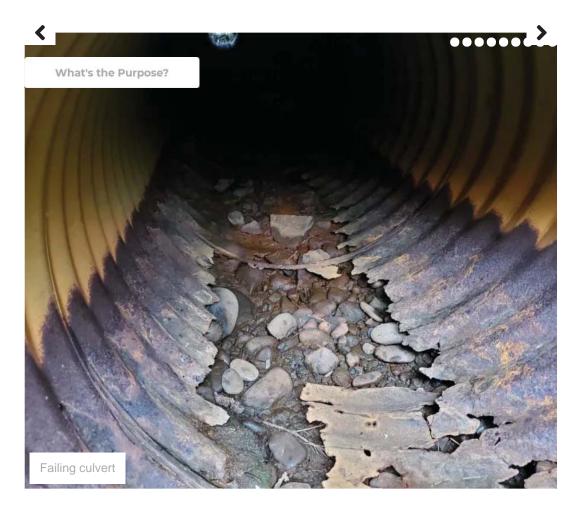
Show Me More

3/8 Need for the Project

About Status

1/1

Photos



4/8 Photos

About Status

Purpose of the Project

-Improve safety for parking, taxiing, and departing/approaching aircraft

-Extend the service life of the Homer Airport and associated facilities

-Improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescue operations

--Increase availability of leased tie-down facilities for GA users

Tell Me How



5/8 Purpose of the Project

About Status

Proposed Improvements



Alternatives for this project include the No-Action alternative and the Proposed Action. The DOT&PF has developed a Proposed Action as the sole build alternative to meet the project's stated purpose and need. Variations in the design of Proposed Action have been and will continue to be considered as measures to avoid or minimize impacts to protected resources and achieve project goals.

Proposed Action

The DOT&PF is proposing the following improvements to address the airport's known deficiencies and meet the stated purpose and need:

<u>Runway, Apron, and Taxiway Improvements</u> -Rehabilitate Runway 04/22 and reduce width from 150 feet to 100 feet with paved shoulders

-Rehabilitate Runway Safety Areas

-Rehabilitate portions of Taxiways A, B, and D and the General Aviation (GA) Apron

-Remove a portion of Taxiway D and reconstruct as a service road

-Construct new taxiway turnaround at the east end of the runway

-Construct new taxiway connecting the runway near mid-field

to an expanded GA Apron

-Expand and pave the gravel tie-down area at the east end of the GA Apron

-Expand the gravel portion of the GA Apron east toward Lampert Lake

<u>Other Improvements</u> -Construct new one-lane, gravel-surface perimeter service road and connectors

-Remove terrain obstructions penetrating the Object Free Area (OFA)

-Replace runway and taxiway edge lighting

-Replace existing Visual Approach Slope Indicators (VASI) and Precision Approach Path Indicators (PAPI) for both runway ends

-Improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall

What Now?



6/8 Improvements under Consideration

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Next Steps



Final Design

The DOT&PF is soliciting your input on the stated conditions at the airport, the purpose and need for the project, and the proposed scope of improvements. Using your feedback, DOT&PF will complete final design of the proposed improvements.

Environmental Review

The project is funded by the Federal Aviation Administration (FAA). DOT&PF will be preparing an Environmental Assessment (EA) following the FAA's National Environmental Policy Act (NEPA) procedures to disclose the project's environmental effects and determine whether the project will have a significant effect on the environment.

Major components of the NEPA process include:

-Public and agency input

-Technical studies

-Alternatives development and analysis

-EA preparation and environmental impact analysis

-Public and agency review of EA

Opportunities To Stay Involved

Your feedback is welcome at any time. Feedback received by November 21, 2021, will be considered in the design of the Proposed Action. DOT&PF will present the Proposed Action and solicit input regarding the project environmental effects during public review of the EA, anticipated in winter

2021/2022. Additional opportunities to comment on the project will be available associated with the U.S. Army Corps of Engineers Section 404 Wetlands Permit public notice.

Submit Feedback



https://akprojectinfo.com/homerairportimprovements/

2/2

Email: matthew.hansen@alaska.gov

Phone: 907-269-0602

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Submit Comments or Questions

Tell us what you think! The comment period for this public meeting will be open from October 21 to November 21. Submit your comments in one of three ways:

Email comments to: homerairport@hdlalaska.com

2. Mail a **comment form** to:

Homer Airport Improvements Project c/o HDL Engineering Consultants, LLC 3335 Arctic Blvd., Ste. 100 Anchorage, AK 99503

3. Fill out the online form below:

About Status

Homer Airport Improvements

	Submit Your Comments and Questions Here	
	<pre>omeans@gmail.com (not shared) Switch account * Required</pre>	Ø
	Name * Your answer	
	Email Your answer	
	Organization Your answer	
	Comment *	
	Your answer	
< > 8/	8 Give Feedback	
	Submit	Clear form

4) Public Comment-Response Summary

Comment #	Name	Date Received	Commenter Contact	Comment	DOT&PF Response
1	Parker Sorensen	May 15, 2021	parkerjsorensen@gmail.com	I am very excited for the proposed improvements to the Homer Airport. Something I would love to see added to the plans is the construction of a designated gravel airstrip parallel to the main runway 04-22 with a separate taxiway to the south side parking. This strip would have the potential to decrease congestion of the main runway as aircraft activity at PAHO increases in the future by providing a second option for small GA aircraft to arrive and depart. This strip could provide an option for ski equipped aircraft in the winter and would not have to be plowed, further decreasing maintenance costs.	Thank you for your comment. The gravel area currently used by aircraft along the south side of the runway will continue to be a Runway Safety Area after construction of this project. However, it is not intended to be used for taxiing, takeoffs, or landings. The addition of a parallel gravel runway is not possible within the scope of this project; however, an Airport Master Plan update could address this issue. Look for the Airport Master Plan update to invite comments in 2024. To address safety issues created by back-taxiing on the runway, DOT&PF is moving forward with design of a new taxiway connecting the runway near mid-field to an expanded GA Apron.
2	Kevin Walker	May 17, 2021	homerkev@gmail.com	One of the most dangerous places to walk or ride a bike in the Homer area is on the steep hill on Kachemak Drive just below the WSW end of runway 22. To get from downtown or the Homer Spit to the south side of the airport and beyond, where all the air taxis are, you have to risk your life against huge semi trucks hauling large, wide fishing boats and 40' trailers on this steep hill with narrow pavement and very limited visibility at the top. There is a very easy solution, - go up a trail through the brush north of the intersection of Kachemak Drive and the Homer Spit Road. At the top of this small hill is a meadow with the newish airport perimeter fence at the top. If you go right - east - following this fence line you can get atround the top of the dangerous Kachemak Drive hill. Stay near the fence and you can get to the air taxis without having to step on the K Drive pavement. There are 2 challenges along the fence route. Off the end of the runway it is necessary to go under a runway lighting structure. You go down the steep embankment a bit, go under the walkway which is there to service the lights (protected from outside hikers with chain link fence and barbed wire) - and climb up the other side to relatively level ground along the fence, parallel to the road. There are some dips and muddy spots that could be filled or bridged over. Another challenging corner is where the fence gets very close to the road, maybe 300' west of the light structure. I have pushed my bike along this route, under the secure lighting structure and around the narrow corner. It could use a few steps and possibly a boardwalk or log or something to cross under the signified and possibly some gravel delivered to the site would be helpful if included in the project. Support from the airport and DOT&PF construction would be appreciated. Back to the stop sign at Kachemak Drive and Spit Road - if you go up the hill to the airport fence and go left, east about 150', you get to an easy corner, go around that and keep following the fence. Kee	Thank you for your comment. The DOT&PF recognizes the safety issues experienced by airport users travelling on foot between the GA Apron and the passenger terminal on the north side of the airport. The level of planning and design needed to develop a pathway such as this precludes it from being added to this project at this stage. A project to construct a pathway along Kachemak Drive has been identified as Need ID 2353 on the Statewide Transportation Improvement Program's Needs List. However, funding for that project has not been programmed for design or construction. While the proposed improvement is not possible within the scope of this project, it may be appropriate for a future project. An Airport Master Plan update of the Homer Airport could address this issue. Look for the update to invite comments in 2024.
3	Kevin Walker	May 17, 2021	homerkev@gmail.com	Consider providing a relatively short, narrow, gravel strip next to the main runway that would be used by bush planes with big tires whose owners would rather not land on pavement. If adjacent to (a wide part of) the main runway, could it be considered part of the main runway to avoid Left and Right runways that would require substantial separation?	Thank you for your comment. The gravel area currently used by aircraft along the south side of the runway will continue to be a Runway Safety Area after construction of this project. However, it is not intended to be used for taxiing, takeoffs, or landings. The addition of a parallel gravel runway is not possible within the scope of this project; however, an Airport Master Plan update could address this issue. Look for the Airport Master Plan update to invite comments in 2024.
4	Jeanne Walker	May 20, 2021	Jeannemarie.walker@gmail.com	I would ask that you give consideration to how the airport impacts pedestrian/non-motorized traffic. It seems odd that this airport does not have a pedestrian access plan. The only pedestrian access from the air taxi side of the airport to the city terminal is the road. There is a dangerous hill on the air taxi side of the airport that creates a low/no visibility stretch of road. This would be an opportunity to create a path outside the fenced airport area going from the air taxis to the city terminal.	Thank you for your comment. The DOT&PF recognizes the safety issues experienced by airport users travelling on foot between the GA Apron and the passenger terminal on the north side of the airport. The level of planning and design needed to develop a pathway such as this precludes it from being added to this project at this stage. A project to construct a pathway along Kachemak Drive has been identified as Need ID 2353 on the Statewide Transportation Improvement Program's Needs List. However, funding for that project has not been programmed for design or construction. While the proposed improvement is not possible within the scope of this project, it may be appropriate for a future project. An Airport Master Plan update of the Homer Airport could address this issue. Look for the update to invite comments in 2024.

Comment #	Name	Date Received	Commenter Contact	Comment	DOT&PF Response
5	Kevin Walker	May 22, 2021	homerkev@gmail.com	The Homer City Council may want to consider supporting an airport non-motorized trail from the Ravn terminal on the north side to the air taxis on the south side as part of the Homer Airport Improvements project.	Thank you for your comment. The DOT&PF recognizes the safety issues experienced by airport users travelling on foot
				One of the most dangerous places to walk or ride a bike in the Homer area is on the steep hill on Kachemak Drive just below the WSW end of runway 22. To get from downtown, the Homer Spit, or the Ravn terminal to the south side of the airport and beyond, where all the air taxis are, you have to risk your life against huge semi trucks hauling large, wide fishing boats and 40' trailers on this steep hill with narrow pavement and very limited visibility at the top.	between the GA Apron and the passenger terminal on the north side of the airport. The level of planning and design needed to develop a pathway such as this precludes it from being added to this project at this stage. A project to
				All airport passenger facilities should have safe access for non-motorized traffic.	construct a pathway along Kachemak Drive has been
				There is a very easy solution for pedestrian access, from the stop sign at Kachemak Drive and the Homer Spit Road, go northeast up a trail through the brush. At the top of this small hill is a meadow with the newish airport perimeter fence at the top. If you go right - east - following this fenceline you can get around the top of the dangerous Kachemak Drive hill. Stay near the fence and you can get to the air taxis without having to step on the K Drive pavement.	identified as Need ID 2353 on the Statewide Transportation Improvement Program's Needs List. However, funding for that project has not been programmed for design or construction. While the proposed improvement is not
				There are 2 challenges along the fence route, which a few steps and boardwalks could resolve. Off the end of the runway it is necessary to go under a runway lighting structure. You go down the steep embankment a bit, go under the walkway which is there to service the lights (which is protected from outside hikers with chain link fence and barbed wire) - and climb up the other side to relatively level ground along the fence, parallel to the road. Another challenging corner is where the fence gets close to the road, maybe 300' west of the light structure. Rerouting the fence a few feet to the north at that corner would provide plenty of room for a trail. I have pushed my bike along this route, under the secure lighting structure and around the narrow corner. It could use a few steps and possibly a boardwalk or logs or something to cross under the lighting structure.	possible within the scope of this project, it may be appropriate for a future project. An Airport Master Plan update of the Homer Airport could address this issue. Look for the update to invite comments in 2024. The gravel area currently used by aircraft along the south
				Back to the stop sign - if you go up the hill to the airport fence and go left, west about 150', you get to an easy corner, go around that and keep following the fence. Keep following the fence and you can easily get across airport property to the FAA road which has wide shoulders and leads to the Ravn / large Homer terminal.	side of the runway will continue to be a Runway Safety Area after construction of this project. However, it is not intended to be used for taxiing, takeoffs, or landings. The
				So, from the air taxis on the south side of the airport you can basically follow the outside of the fence around to the FAA road and come out on Ocean Drive without having to battle the traffic on Kachemak Drive or the steep hills on K Drive and Ocean Drive.	addition of a parallel gravel runway is not possible within the scope of this project; however, an Airport Master Plan
				There are great views from this route, almost worth a picnic above the parking lot on Kachemak Drive. Occasionally you might get buzzed by an airplane, just like walking on the trails around the airports in Juneau, Anchorage, and other towns, villages, and lakes throughout the state.	update could address this issue. Look for the Airport Master Plan update to invite comments in 2024.
				Another unrelated improvement would be to provide a relatively short, narrow, gravel strip next to the main runway that would be used by bush planes with big tires that would rather not land on pavement. If adjacent to the main runway, could it be considered part of the main runway to avoid Left and Right runways that would require substantial separation?	
				I have sent these requests to DOT&PF and HDL Alaska, but the more input from locals they get, the better the chances of making it happen!	
				There is a public meeting on Zoom from 5:30 - 7:30 pm Wednesday, May 26. Here is a link to the zoom meeting and telephone contact:	
6	Dotti Harness-	May 24, 2021	dottiharness@hotmail.com	http://dot.alaska.gov/creg/homerairport/involvement.shtml I'm not able to attend the Wed. May 26th Public Meeting regarding the Homer Airport Improvements.	Thank you for your comment. The DOT&PF recognizes the
	Foster		-	I have one safety concern that you may have already addressed:	safety issues experienced by airport users travelling on foot between the GA Apron and the passenger terminal on the
				Often I see travelers walking from the "Main terminal" on the NW side of the airport, to the SE side of the airport along Kachemak Drive. The travelers are tugging their stroller suitcases along Kachemak Drive which has absolutely no shoulder.	north side of the airport. The level of planning and design needed to develop a pathway such as this precludes it from
				Taxi drivers provide an alternative—making the "long and unsafe walk" quick and as safe as driving around the block. Unfortunately, the cost is often prohibitive to travelers who live in the travel destinations of the SE airport companies.	being added to this project at this stage. A project to construct a pathway along Kachemak Drive has been identified as Need ID 2353 on the Statewide Transportation
				Possible solution: This dangerous scenario could be mitigated by constructing a paved path that connects the Main Terminal to the Kachemak Drive side of the airport. Simply, moving the chain link fence inward (toward the airstrip) 10' would keep pedestrians at airport level.	Improvement Program's Needs List. However, funding for that project has not been programmed for design or
				Yes, there is plenty of aircraft clearance to make this adjustment. Now we need the willingness, the "Yes we Can" attitude, to provide safe options for all travelers, a walking path connecting the Main terminal to the SE side of the airport.	construction. While the proposed improvement is not possible within the scope of this project, it may be appropriate for a future project. An Airport Master Plan
				Respectfully submitted,	update of the Homer Airport could address this issue. Look
7	Steve Theno	May 26, 2021	Stevethenoak@gmail.com	Here are my comments:	for the update to invite comments in 2024. Thank you for your comment. The gravel area currently
				1. Preserve the gravel roadway along the south side of the runway. It is used occasionally during the summer months as a taxi-way when runway 22 is in use and the airport is busy. Without this taxiway, departing aircraft must hold at taxiway Alpha for any departing or landing aircraft. Once the runway is clear, the holding aircraft can back-taxi on 22 for the required length, turn 180 degrees on the runway and takeoff. This procedure slows both departing and arriving operations.	used by aircraft along the south side of the runway will continue to be a Runway Safety Area after construction of this project. However, it is not intended to be used for taxiing, takeoffs, or landings. The addition of a parallel
				2. Consider making improvements to the gravel roadway along the south side of the runway such that that it can be used for landing aircraft during the summer period. Local general aviation aircraft with large low pressure tires generally prefer a gravel surface for operations. Making the gravel roadway available as a landing surface would be beneficial.	gravel runway is not possible within the scope of this project; however, an Airport Master Plan update could address this issue. Look for the Airport Master Plan update to invite comments in 2024.
					The DOT&PF is moving forward with design of a new taxiway connecting the runway near mid-field to an

Comment #	Name	Date Received	Commenter Contact	Comment	DOT&PF Response
				3. Consider extending a taxiway from the ramp area at taxiway Alpha to a location approximately mid-point down runway 22. This taxiway would significantly improve operations when runway 22 is in use. Without this taxiway, departing aircraft must hold at taxiway Alpha for any departing or landing aircraft. Once the runway is clear, the holding aircraft can back-taxi on 22 for the required length, turn 180 degrees on the runway and takeoff. This procedure slows both departing and arriving operations. A taxiway extension would eliminate this. This taxiway extension would also seem to work well with the plan to expand and pave the north tiedown area, adjacent to the Airport Garage Facility.	expanded GA Apron, which will alleviate congestion at Taxiway A as well as back-taxiing congestion on the runway. Head bolt heaters, public restrooms, and pedestrian facilities are not included in the project scope.
				4. Consider adding a holding area/run up area adjacent to taxiway Alpha. Currently, when runway 22 is in use, departing aircraft taxi to a location on the ramp adjacent to taxiway Alpha and maneuver into a position to perform a run up. If there are multiple aircraft, it can be challenging. Occasionally in the run up process debris is blown on adjacent transient and parked aircraft. A run up area would improve this condition.	Accommodations for restroom facilities may be made by working with airport Maintenance & Operations personnel.
				5. Consider adding electric head bolt heater outlets at some lease tiedown spots, similar to the installations at FAI and Merrill Field. Currently during the winter months, local aircraft are preheated using portable generators or propane fired preheaters. Making electrical outlets available for preheating would reduce vehicle and pedestrian movement on the ramp, reduce fire hazards and reduce local noise and air pollution sources.	Thank you for your comment. The DOT&PF recognizes the safety issues experienced by airport users travelling on foot between the GA Apron and the passenger terminal on the north side of the airport. The level of planning and design
				6. Consider providing toilet facilities accessible from the general aviation ramp area.	needed to develop a pathway such as this precludes it from
				7. Add public viewing/pedestrian use area, or at least plan for it.	being added to this project at this stage. A project to
				While I assume it's not in the scope for this project to create pedestrian access to the airport, consider, at least in the planning how this might be accomplished and insure the design at least accommodates such future development.	construct a pathway along Kachemak Drive has been identified as Need ID 2353 on the Statewide Transportation Improvement Program's Needs List. However, funding for
				The Homer Airport is a major part of the community and aviation is a big part of Alaska. Creating opportunities for locals and visitors to view the airport, it's operations and take advantage of the space in and around the airport would be beneficial.	that project has not been programmed for design or construction.
				The arrangement at Lake Hood in Anchorage offers a good example. Parks, walking & biking trails, viewpoints and points of interest are woven safely in and around the airport area. It's well used.	The addition of a parallel gravel runway or pedestrian facilities areas are not possible within the scope of this
				Such planning for Homer could offer unique links between the air carrier terminal, the south side of the airport (ga and commercial operations), town and the spit. The adjacency to wetlands, Beluga Lake and strategic views of Kachemak Bay offer additional opportunities.	project; however, an Airport Master Plan update could address these issues. Look for the Airport Master Plan update to invite comments in 2024.
				Thanks	
8	Bill Richardson	May 26, 2021	akawer@horizonsatellite.com	Thank you for addressing the improvements at the Homer Airport. Over the last decade I have spoken with a number of people who would support opening lands within the airport for the construction of Aircraft Hangars. Current Hangar space is limited. Opening lands for Hangar space would be a benefit to the community and would bring in revenues for the State of Alaska. Please assure that all Lease holders have access to the Homer Airports through the gates. Historically Gate 5 had bidirectional access to Lease Holders. Currently Gate 5 has unidirectional access and no pedestrian access. Gate 5 use would benefit lease holders at the new paved area. Thank you for all you help.	Thank you for your comment. Development of landside facilities such as lease lots are included in the Ultimate Layout in the Airport Layout Plan. However, these facilities are ineligible for Airport Improvement Program funding and are outside the scope of the project. Designating additional lease areas and facilitating access may be considered in the next Airport Master Plan update. Look for the Airport Master Plan update to invite comments in 2024.
9	Kevin Barnett	May 27, 2021	Kbarnet5@kent.edu	No public bathroom available on the field.	Thank you for your comment. A public restroom is not within the scope of the project.
10	Yvonne Leutwyler	June 4, 2021	yvonneleutwyler@yahoo.com	The Homer airport has no bathroom facilities for the flying public, other than the restrooms in the Ravn airlines terminal, which are only available at certain hours during the day, when Ravn is operating in and out of Homer. Homer enjoys a variety of general aviation traffic, such as recreational pilots and their families, and student pilots on training flights. Some businesses on the general aviation ramp on the South side of the airport along Kachemak Drive offer bathrooms for their customers; however, after-hours, and folks not doing business with such operators currently have no other option than walking about 3/4 mile to the nearest portapotty (at the base of the Spit), or relieving themselves in the sparse vegetation found around the airport property. It seems like it would be appropriate in the scope of an "improvement" project to use available funds to supply basic amenities to the flying public, be it inside fenced airport boundaries, or located just outside the gates, both on the North and South side of the runway.	Thank you for your comment. A public restroom is not within the scope of the project.
11	Tim Brandenburn	June 7, 2021	tim@smokeybayair.com	Thank you again for the opportunity to participate in the Public Meeting for the Homer Airport Improvement Project. The airport is indeed an important resources for the community and we are grateful for the work that Alaska DOT has done and that you will be doing with this significant project. Per our discussion about taxiways in the meeting, I wanted to provide additional context and justification.	Thank you for your comment. The DOT&PF and FAA appreciate your input on the proposed future parallel Taxiway H, as described in the Airport Layout Plan. The
				As stated, we strongly advocate for a taxiway solution on the south side of the airport to reduce congestion and thereby enhance safety at the Homer Airport. An east west parallel taxi way that extends toward Lampert Lake would be beneficial but it is understood that it is not within the scope of the current project. We would like to propose that a North/South Taxiway (identical to Taxi Ways A and B) placed at the end of the planned eastward expansion of the South GA Apron similar to the planned North/South service road. This taxiway would provide sufficient runway access to significantly improve aircraft flow (see attached image below). It would provide approx. 2,400' of Runway 22 departure space and if an aircraft still requires back taxi would eliminate approx. 1,400' of back taxi by providing a runway entry point 1,400' east of the current easternmost access at Taxiway A. The proposed taxiway would also allow traffic to exit without back taxi when landing Runway 4. From our perspective it would not need to be paved though we recognize that an unpaved surface may not meet design criteria.	DOT&PF is moving forward with design of a new taxiway connecting the runway near mid-field to an expanded GA Apron. Taxiway H has been dropped from further consideration at this time.
				Smokey Bay Air, Inc. is a Scheduled Service Air Carrier based at the Homer Airport since 1998. Through our Safety Management System we have identified traffic conflicts as an area that requires additional mitigation. Our initial concern had been beyond the airport over Kachemak Bay but as we have performed surveillance per our Safety Assurance Process we have found that the near airport and airport environment pose equivalent challenges.	

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				Congestion has been identified as a factor and a clear mitigation (though certainly not the only) is the engineered control of improved runway access that precludes the need for extensive back taxi operations particularly when the field has multiple aircraft conducting simultaneous air and ground operations. We recognize that such an entry point does not allow visibility to the eastern half of the runway but at this point the only access point from the south apron is taxi way A. As mentioned above the proposed taxiway would eliminate exposure to another aircraft on the runway beyond line of sight by keeping the aircraft off the runway for an additional 1,400°. In the current operational state, the only option a pilot has to avoid back taxing on the runway is to back taxi on the gravel service road on the south side of the runway which has another set of associated hazards that are equally significant and perhaps even greater than the one being avoided. Through our informal and very, very limited analysis of aircraft operations, we believe it is possible that up to 90 percent of all aircraft operations (one individual landing and one individual take off) originate or terminate from the South GA ramp. If this number is moderately close to actual we believe that a North of runway, East/West taxiway is a less preferred control as it induces the peripheral risk of requiring 90 percent (if a valid number) of all aircraft perform hold short and runway crossing operations. We feel very strongly that this is an important incremental mitigation that should be accelerated and included in the upcoming project. We stand ready to assist any way we can.	
				Proposed North/South Taxiway	
12	Kevin Walker	June 9, 2021	homerkev@gmail.com	All will agree that the #1 priority at any airport is SAFETY. EVERYONE I have talked to in Homer agrees that the biggest SAFETY problem at the Homer airport is non motorized pedestrian traffic accessing the General Aviation and air taxis on the south side of the airport. Anyone flying to or from Seldovia, Port Graham, or Nanwalek must take a taxi or walk on the Kachemak Drive roadbed if they are coming from downtown or the Homer Spit. A cleared trail outside the airport fence on the west end of the airport would give all non motorized traffic an alternative to avoid this dangerous hill. Large trucks use Kachemak Drive - Kar-A-Van Transfer (highway trucking) is located just east of Lambert Lake, and has regular semi truck traffic to and from the Homer Spit and up the road to Anchorage. Several boatyards store large fishing boats and other commercial vessels, often requiring "Wide Load" signage. They regularly carry their oversize loads up and down this hill. To avoid the hill, traffic would have to go east on Kachemak Drive about 3 miles to get on East End Road, then west about 4 miles to get to downtown Homer. If two large trucks were to meet where pedestrians must now walk, someone could get killed. Sight distances on the hill are extremely limited. It is scary. I ride my bike frequently, but refuse to go up this hill. As you can see, there are no shoulders on Kachemak Drive. It would be expensive to install a non-motorized path or shoulder. Part of Kachemak Drive sloughed off to the south down a steep embankment a few years ago and closed the road, and you can see how steep the airport side of the road of the road Homer Signage and brush removal may be required. FY1, I have heard rumors that this "ramp" up to the airport was used by haul trucks when the airport was constructed in the 1940's. 3. Beyond the end of the runway, the trai will meed to go down a steep embankment and under a runway lighting structure. Steps and/or a ramp would probably be required. A ramp to push bikes or wide enough for a wheel chai	Thank you for your comment. The DOT&PF recognizes the safety issues experienced by airport users travelling on foot between the GA Apron and the passenger terminal on the north side of the airport. The level of planning and design needed to develop a pathway such as this precludes it from being added to this project at this stage. A project to construct a pathway along Kachemak Drive has been identified as Need ID 2353 on the Statewide Transportation Improvement Program's Needs List. However, funding for that project has not been programmed for design or construction. While the proposed improvement is not possible within the scope of this project, it may be appropriate for a future project. An Airport Master Plan update of the Homer Airport could address this issue. Look for the update to invite comments in 2024.
13	Patrick Goodrich	June 13, 2021	patg342@gmail.com	Great to see money being invested into the Homer airport. As a renter of a tie down spot and a member of the local flying community I have a few concerns about the plans for the Homer airport. Firstly, why can't we have more land available for hanger rentals? Secondly, many of the operators at the airport utilize large bush wheels. Those of us with those large bush wheels utilize the gravel access road along the side of the runway to save the wear on our wheels. This is a great thing, but what assurance do we have that we will always have that luxury? Why can't we have a dedicated gravel strip? Third, many of us try to run our aircraft on skis in the winter, but this is very challenging when our only option is to use the frozen float pond between freeze and thaw cycles. If we had a dedicated gravel strip there would be potential to use it as a ski strip during the winter months. Thank you for listening to the concerns of the local tie down lease paying members of the Homer aviation community.	Thank you for your comment. Development of landside facilities such as lease lots are included in the Ultimate Layout in the Airport Layout Plan. However, these facilities are ineligible for Airport Improvement Program funding and are outside the scope of the project. Designating additional lease areas and facilitating access may be considered in the next Airport Master Plan update. Look for the Airport Master Plan update to invite comments in 2024.
					The gravel area currently used by aircraft along the south side of the runway will continue to be a Runway Safety Area after construction of this project. However, it is not

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					intended to be used for taxiing, takeoffs, or landings. The addition of a parallel gravel runway is not possible within the scope of this project; however, an Airport Master Plan update could address this issue. Look for the Airport Master Plan update to invite comments in 2024.
14	Dotti Harness- Foster	June 21, 2021	dottiharness@hotmail.com	How is the safety issues below being addressed? [May 24, 2021 comment: I'm not able to attend the Wed. May 26th Public Meeting regarding the Homer Airport Improvements. I have one safety concern that you may have already addressed: Often I see travelers walking from the "Main terminal" on the NW side of the airport, to the SE side of the airport along Kachemak Drive. The travelers are tugging their stroller suitcases along Kachemak Drive which has absolutely no shoulder.]	Thank you for your comment. The DOT&PF recognizes the safety issues experienced by airport users travelling on foot between the GA Apron and the passenger terminal on the north side of the airport. The level of planning and design needed to develop a pathway such as this precludes it from being added to this project at this stage. A project to construct a pathway along Kachemak Drive has been identified as Need ID 2353 on the Statewide Transportation Improvement Program's Needs List. However, funding for that project has not been programmed for design or construction. While the proposed improvement is not possible within the scope of this project, it may be appropriate for a future project. An Airport Master Plan update of the Homer Airport could address this issue. Look for the update to invite comments in 2024.
15	Thomas	June 23, 2021	tom@smokeybayair.com	Hello- Please see my comments that go along with what our owner, Tim Brandenburg sent you. (Perhaps to Kevin Hansen?)	Thank you for sharing your comments. The DOT&PF and
	Soderholm			I am the Director of Operations for Smokey Bay Air and have 5 years familiarity with daily operations at the Homer Airport, being out here almost every day of the year. Here are my comments to go along with Tim's:	FAA appreciate your input on the proposed future parallel Taxiway H, as described in the Airport Layout Plan. The DOT&PF is moving forward with the design of a new taxiway connecting the runway near mid-field to an
				As far as the number of operations on the north side of the airport, one is Maritime Helicopters, so they rarely use the taxiway, or runway for that matter. Then, there is Bald Mountain, and they are not a high volume user at all (although, they do have a few business jets that do use them as an FBO, almost all of it summer ops). There are just a few general aviation ops on that side—sometimes not even one a day. That leaves Ravn and their 2 to 4 ops per day, depending on the time of year. The point being, the vast overwhelming ops by volume is the south side of the airport and that will mean a runway crossing each time the taxiway to be used; thus, an opportunity for an incursion. Also—there are going to be those that don't even bother to avail themselves to the taxiway and just back-taxi as before. After all, there is no tower. More on that in a bit.	expanded GA Apron. Taxiway H has been dropped from further consideration at this time. The FAA currently does not have plans to operate an air traffic control tower in Homer and the decision of whether or not to operate a control tower is beyond the scope of this project.
				The idea of a taxiway being built on the NE end of the proposed extended GA ramp is an excellent idea. First off—it can be done quickly and secondly, it is an inexpensive solution. I think it seriously needs consideration.	
				As for the mentioned tower: This truly should be considered, inasmuch as there is the idea of a remote tower as an option, if there cannot be funding procured for a manned one. This airport is getting busier all the time and especially summer season, there is a very legitimate case that can be made for the need for 'control' in the name of a 'control tower.' This suggestion is made almost solely in the interests of safety.	
				Respectfully submitted,	
16	Rika Mouw	June 28, 2021	rikamouw@gmail.com	Dear Mr. Hansen and any others who are reviewing comments regarding the proposed developments at the Homer Airport,	Thank you for sharing your comments. The DOT&PF and
				I made verbal comments on the evening of May 26th and now by written word with enclosed photos.	FAA are aware of the importance of wetlands on the health of the Beluga Lake watershed. The project will first avoid
			It is of great concern to many in Homer and users of the airport who have reviewed the plans presented.	and/or minimize wetland impacts to the greatest extent	
				The concerns I have are related to the:	practicable in accordance with FAA's requirements under Executive Order 11990 (Wetland Protection). The proposed
				1) proposed service road along the entire inside perimeter of the fence line surrounding the airport facilities.	service road remains the only practicable alternative that
				The wetlands on which this airport is situated on is integral to the entire Beluga Wetlands Complex, which is a large hydrological and peatland system important for so many reasonshabitat, water retention and filtration before entering into Kachemak Bay and a largely intact ecosystem vital to the quality of life in Homer. The beauty of this area is unquestionable.	meets the stated purpose and need of improving access to airport perimeter areas, which are difficult or impossible to reach safely.

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~			The security of the fence is needed and understandable. A secure fence has been in existence for decades and recently replaced. The work installing this fence was done without the need of a road. The natural flow of water and the fragile vegetative cover of the peatlands remain intact and must continue to do so. Building a road along the fence line, even with culverts, will interrupt the flow of water and greatly change the vegetation.	The proposed service road would improve safety by a) reducing response time to unauthorized persons and large animals at the fence line, b) reducing response time to	
				Peatlands are only 2nd to the ocean in sequestering carbon. Disrupting them causes them to release carbon and adds to carbon emissions and adding to already great concern of a warming climate. The gravel required to develop a road that will be stable enough for year round use is staggering. Not only will providing enough gravel for this require disruption elsewhere on the peninsula, the considerable heavy equipment in transporting it and laying it in place in a very wetland area, is enormously costly not only financially but in a carbon emission cost we cannot afford. PLEASE CONSIDER THIS.	aircraft accident sites that may be away from the runway, allowing regular inspections of the fence condition, and d) facilitating fence repairs and clearing. Potential impacts to wetlands downslope will be minimized by frequently-space culverts.
				A road has not been critical to this point and it is not critical now.	
				Please look at the photos of the existing road from Kachemak Drive to the airport fence on the south side of the airport complex. It is a one lane service road with culverts. It acts a dam, has allowed for huge vegetational disruption with the introduction of invasive plants. This road is not benign and is hugely consequential in this area.	The DOT&PF and FAA appreciate your input on the proposed future parallel Taxiway H, as described in the Airport Layout Plan. Taxiway H has been dropped from further consideration at this time. The safest configuration
				The road does not make the airport safer, is not necessary to survey the fence and will not serve as access to an unfortunate accident which would most likely occur on the runway itself.	would be parallel taxiways on each side of the runway large aircraft on the north, and small aircraft on the south
				I have not heard an argument yet that makes sense for the installation of a service road along the fence. Please address this.	and that is shown in the Ultimate Airport Layout Plan. Although Taxiway H has been dropped from this project,
				2) The proposed new taxi way on the north side of the existing runway, taxiway H(otel) is on the opposite side of the private plane tie down area and hangers on the south side of the airport facility. It would make more sense to plan a taxiway on the south side of the runway for less cross over traffic and less disturbance of undisturbed soil. Removing the soil berm on the south side and using that soil for the taxi way on the south side makes sense to many of the local pilots, rather than on the north side.	DOT&PF is considering a smaller taxiway connecting the east end of the GA apron to the runway. Thank you for your comment. The DOT&PF recognizes th
				3) If we are talking safety, I have to say that a pedestrian walkway along Kachemak Drive from the hangers and charter planes to Ocean Drive is very important. That area is dangerous for all parties, pedestrians and drivers alike. The airport fence along taxiway D should be moved to accommodate non-motorized travel off of Kachemak Drive.	safety issues experienced by airport users travelling on fo between the GA Apron and the passenger terminal on the north side of the airport. The level of planning and design needed to develop a pathway such as this precludes it fro
				I live in this area and know it well. This is an incredibly busy traffic corridor and an incredibly busy airport that we as citizens question the quality of life with the increased noise and use of the airport. We are a small community with an airport right in the middle of it. More traffic is not the answer but safety and consideration is. We are a community that cares about our natural environment, quality of life and the considerations it takes going into a time of grave consequences with a changing climate. It is time to make decisions that consider the least impact to the environment and the least need to add to the carbon footprint. It is time to actually make our carbon footprint shrink rather than grow.	being added to this project at this stage. A project to construct a pathway along Kachemak Drive has been identified as Need ID 2353 on the Statewide Transportatio Improvement Program's Needs List. However, funding for that project has not been programmed for design or construction. While the proposed improvement is not
				Please consider these comments. Thank you,	possible within the scope of this project, it may be appropriate for a future project. An Airport Master Plan
				Rika Mouw Homer, Alaska	update of the Homer Airport could address this issue. Loo for the update to invite comments in 2024.
				8 photos to consider	
				This is a small pull out that DOT allowed outside the fence along the one lane service road from Kachemak Drive to the airport fence on the south side of the runway. The vegetative disturbance and consequence will continue as more and more invasive vegetation occurs. This is what will happen all along the fence line if a road is constructed.	
				These photos show you that the existing situation with the fence is compatible with the landscape and does not disrupt the surrounding area like a road would certainly	
17	James Lack	October 16, 2021	gotcha_roberts@yahoo.com	 do. Airport needs a gravel runway, as the paved runway is a poor option for small aircraft in certain prevalent wind conditions. Possibly could [be] used as ski plane runway in the winter as the lake is not accessible to ski equipped aircraft from the general aviation parking. Perhaps the existing gravel road to the south of the runway could be used for this. There is a need for more lease properties for development/ hangars. Perhaps some of the swamp land around the airport could be used. Development of these areas would reduce available habitat for wildlife, and possibly reduce the occurrence of incursions with birds. 	Thank you for your comment. The addition of a parallel gravel runway is not possible within the scope of this project; however, an Airport Master Plan update could address this issue. Look for the Airport Master Plan updat to invite comments in 2024.

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18	Doug Van Patten	October 19, 2021	dvpalaska@gmail.com	During the late 1970's and 80's, the Homer airport was served by Alaska Air, Mark Air, and Wien Air. They operated 727s and 737s. Those air lines provided service between Anchorage and Seattle with scheduled stops in Homer and Kodiak. During the past 40 years the population of the Homer area has probably tripled. The number of seasonal tourists arriving by scheduled air service has likely more than tripled. Agreeably, the one carrier that currently serves our airport operates smaller aircraft. However, it seems very questionable to downsize a valuable piece infrastructure based on current use, while apparently ignoring past use and future potential. If an airline wanted to expand and provide service to Homer using 737s, it appears that narrowing the runway from 150 feet to 100 feet would be marginal and exclude that type of aircraft.	Thank you for your comments. The FAA will not participate in funding runway rehabilitation for a width great than the most demanding regular use aircraft, which is the De Havilland Dash 8. Larger aircraft such as the 737 or C-130 may still use the runway as the 100 foot width remains adequate for those aircraft.
19	Kat Haber	October 19, 2021	KatHaber@aol.com	Please consider the options for the real safety issues. Building a road around the fence would dramatically disturb peatlands around that new fence. We are in a period of rapidly changing climate. These are among the justifications for such an expensive request for a road. 1. reduce response time personas/animals at fence line. 2. plane crash from main runway. 3. facilitating fence repairs/cleaning. Could you achieve these goals using technology with a far smaller impact on the wetlands? Perhaps better EV 4 wheelers & drones for observation. Pilots in the spring said that a road would not address the safety issues. perhaps using the road funds to actually address pilots safety issue is a better use of those dollars. There may be a change in the wetland in the abundance and composition of tree and other plant communities. A decrease in tree growth, reduced vigor, and damage to wetland plant communities are examples of poor environmental performance. Such changes can alter the value of these areas as wildlife habitat. For Peat's Sake no road around the fence!	Thank you for your comments. After many discussions internally at DOT&PF and with FAA, it has been determined that the perimeter road will be removed from the project scope.
20	Steve Theno	October 20, 2021	stevethenoak@gmail.com	 Hello: I will be traveling and unable to attend the virtual open house this Thursday the 21st. I would like to offer the following questions and comments for consideration: 1. I see the project now incorporates a new taxiway between the new expanded general aviation parking apron and the runway. This will be a nice improvement to help expedite runway operations. 2. Will the runway safety area improvements significantly change the character of the existing gravel pathway that parallels the general aviation side of the runway? While this gravel pathway is not recognized as a gravel runway, it is used periodically as a gravel takeoff and landing surface. It would be very beneficial if the new improvement work did not eliminate this capability. 3. Similarly, it would be beneficial if the new taxiway, which will cross the existing gravel pathway, does not change the character of the gravel pathway such that it can no longer be used as a takeoff and landing surface. 4. Consider adding a holding area/run up area adjacent to taxiway Alpha. Currently, when runway 22 is in use, departing aircraft taxi to a location on the ramp adjacent to taxiway Alpha and maneuver into a position to perform a run up. If there are multiple aircraft, it can be challenging. Occasionally in the run up process debris is blown on adjacent transient and parked aircraft. A run up area adjacent to the new taxiway as part of the taxiway and expanded apron development. This holding/run up area should be paved for maximum utility. 6. I previously made the comment to consider adding electric head bot heater outlets at some lease tiedown spots, similar to the installations at FAI and Merrill Field. Currently during the winter months, local aircraft are preheated using portable generators or propane fired preheaters. Making electrical outlets available for preheating would reduce vehicle and pedestrian movement on the ramp, reduce fire hazards and reduce local noise and air pollution sourc	 Thank you for your comments. The gravel area currently used by aircraft along the south side of the runway will continue to be a Runway Safety Area after construction of this project. However, it is not intended to be used for taxiing, takeoffs, or landings. The addition of a parallel gravel runway is not possible within the scope of this project; however, an Airport Master Plan update could address this issue. Look for the Airport Master Plan update to invite comments in 2024. The RSA will be reconstructed to the same width as existing. TW J will cross the RSA with a change in grade. The RSA is not intended for aircraft operations; however, operations are not prohibited at this time. A designated holding/run up area and electric head bolt heaters are not possible within the scope of this project, but could be a subject for the upcoming Airport Master Plan Update in 2024.
21	Kevin Walker	October 21, 2021	homerkev@gmail.com	 The comment form is attached, but here is the text in case the email document does not cooperate: The comment form is attached, but here is the text in case the email document does not cooperate: The proposed road around the inside of the fence at the Homer Airport will be a single lane road, approximately 16,000' long. Most Alaska airports do NOT have a road like this. The proposed road is about 300' from the toe of the runway to the toe of the proposed road. Even with the road, emergency vehicles may still be well over 100' from a plane crash. What is the frequency of airplane crashes off the runway but on airport property? Probably almost 0. What is the proposed cost of a 16,000' road? Safety should be and is the primary objective of any airport project. One of the biggest safety concerns is non motorized access to the air taxis on the south side of the airport. The hill on Kachemak Drive south of the approach end of RW 4 is steep, has limited site distance, no shoulders or adjacent paths, huge trucks hauling large fishing boats and 53' trailers, and is a huge hazard for pedestrians and bikes. I won't bike or walk on that hill. Airport property is adjacent to Kachemak Drive on the steep hill. It is possible to walk outside the airport for on motorized traffic. It would be fairly simple to develop this safe path OUTSIDE the fence to connect the north and south sides of the airport for non motorized traffic on this hill on Kachemak Drive has been a concern for the City of Homer for several years. Technology, such as drones, could be used to inspect the fenceline with a very minor expenditure. Equipment such as large hovercraft or huge tired machines as used on the North Slope could be purchased that could cross the swampy terrain if a plane were ever to end up 100' from the proposed road or the RW. 	Thank you for your comments. After many discussions internally at DOT&PF and with FAA, it has been determined that the perimeter road will be removed from the project scope.

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"				6. With a one lane road, emergency vehicles such as fire trucks and ambulances would not be effective to approach a plane crash - and be able to get off the a site. Large equipment designed for operating in marshy conditions would be more effective than a road. I am a retired engineer who worked in Design and Construction of airports out of the Nome DOT&PF office for 17 seasons. I don't recall ever encountering a road around the inside of an airport fence. I do recall something about a FAA regulation that required access for non motorized traffic for passenger facilities. The Homer Airport does not currently have a safe router non motorized traffic to get between the passenger facilities on both sides of the airport.
				7. How does making the runway narrower improve safety?
				Here are comments I made to the Homer City Council at a recent meeting:
				Comments I made to a recent Homer City Council meeting about this project:
				I'm Kevin Walker, a Homer area resident who would bike Kachemak Drive if it weren't so hazardous!
				I served on a City of Homer Kachemak Drive Non-Motorized Path sub-committee in the 2013 and 2014 time frame. We developed a preliminary plan for a non motorized path from the Spit Road to East End Road. As it is a State of Alaska road, and there were no current road projects, the plan was never implemented.
				The existing road is and has been very hazardous for pedestrians and bicyclists. There are sections with very limited visibility due to curves and hills. Heavy set truck and large boats on trailers leave no room for non motorized traffic. A passing situation of large vehicles could force the slower pedestrians and/or bicycles road, and possibly cause a fatal collision.
				If the rough stretches are improved without provisions for non motorized traffic, higher speeds would greatly increase the hazards for the slower traffic.
				I have developed a plan for a path to follow the outside of the fence line around the west end of the airport which would totally avoid the steep hill on Kachemak With the upcoming airport project, this path would totally avoid the hills on the western part of Kachemak Drive and Ocean Drive above the spit. This path would much simpler than widening Kachemak Drive along this hill with steep slopes on both sides. But any improvement, just widening the road, will greatly increase
				Please pass Resolution 21-065 for all the points detailed in the "Whereas's".
22	Roberta	October 21,		Airport Project Team:
	Highland, Present, Kachemak	2021		Kachemak Bay Conservation Society is an environmental non-profit based in Homer. Our mission is to protect the environment of the Kachemak Bay region and greater Alaska by encouraging sustainable use and stewardship of natural resources through advocacy, education, information, and collaboration.
	Bay Conservation			We appreciate the opportunity to comment on the Homer Airport Improvements Project. The airport plays an important role in the life of many citizens of our are developments at the airport can negatively impact a wide variety of ecosystem services provided by the surrounding peatlands.
	Society			We are writing in opposition to the proposed perimeter road around the airport. From the information available, it appears that the proposed road comes at far to a cost and is not in our community's best interest. We strongly urge you to strike it from the Homer Airport Improvements project.
				What are the costs of the proposed road?
				The Project Manager has indicated that the proposed maintenance road will cost close to 2 million dollars—not including the costs of mitigation measures necess for a permit from the Corps of Engineers to fill the wetlands. This is a very high price tag, and we would expect a very large benefit based on this cost. There is a that could be done with 2 million dollars to advance maintenance goals, improve public safety around the airport, and improve security. Is a road the best use of money? We are concerned by the lack of detail in the project proposal on why a road is the best solution for the problems the airport is seeking to solve. This expenditure is not justified and we believe we need to go back to the drawing board and ask—what are the airport's goals and how can we best achieve them?
				Two million dollars is a lot of money, but the costs of the proposed road are substantially higher. Based on the information provided, we estimate that the project approximately 396,000 sq. ft. of high-value peatlands in the heart of Homer. The ecological services provided by peatlands surrounding the airport are important of us who live here. These services include mitigation of storm-water runoff and associated mitigation of flooding and erosion along Kachemak Drive. Additional peatlands remove contaminants—such as fecal coliform and hydrocarbons—from freshwater as it flows into the Kachemak Bay Critical Habitat Area, something silver fisherman and duck hunter appreciates. The peatlands surrounding the airport are essential winter moose habitat and critical migratory bird habitat—a fact appreciated by all moose hunters and bird watchers. Lastly, peatlands store significant amounts of carbon—this carbon is released into the atmosphere when the peatlands are dried out, through road building, ditch digging, etc. ¹
				These are all extremely valuable services; underestimating them would be a grave, and costly, mistake. Filling Beluga Wetland complex peatlands—for this propared cumulatively—will result in reduction of all of those very high-value services—less flood control, more release of carbon dioxide, less biodiversity as the peat dry out, more dirty water running across properties on the south side of the airport and into Kachemak Bay.
				Consider, for example, stormwater management. There are significant liabilities associated with mismanagement of water, yet according to the the City of Home Green Infrastructure Story Map, Homer doesn't currently have a drainage plan. Filling significant areas of peatlands should not occur without comprehensive hydrological analysis and a comprehensive drainage plan. As the City of Homer Green Infrastructure Project notes, "In urban and semi-urban areas, impermeat surfaces such as roads, parking lots, sidewalks and roofs prevent storm-water from being absorbed into the ground - as would naturally occur in an undevelope settingcontaminants present in the urban environment are more readily transported via these hardened corridors, increasing the potential for pollutants to end water-bodies. Also, lack of infiltration at the precipitation point increases flood potential and can lead to costly erosion issues."

	DOT&PF Response
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eable ped enter	

Comment #	Name	Date Received	Commenter Contact	Comment	DOT&PF Response
				¹ We have attached a map of peatland depths measured by our community science initiative, Homer DrawDown, Peatland Project, in the summer of 2020. We measured an average peat depth of 9 feet around the Homer Airport. This equates to significant water storage capacity (stormwater mitigation and water purification) as well as carbon storage.	
				² See: <u>https://www.industrialtimberproducts.com/wp-content/uploads/2017/01/Resource- Roads-and-Wetlands_July2016.pdf;</u> <u>https://www.fs.fed.us/nrs/pubs/jrnl/2021/nrs_2021_krause_001.pdf;</u> <u>https://www.nature.com/articles/d41586-020-00355-3;</u> https://www.gret- perg.ulaval.ca/uploads/tx_centrerecherche/Drainage_guide_Web.pdf	
				One has to ask oneself why the city is building green infrastructure on the one hand, and on the other hand the state is considering filling 3 mi x 25' of fill of one of the most important pieces of green infrastructure that we have? The value of this road must be very high.	
				What are the benefits of the proposed service road?	
				The value gained from this project is described in the proposal as follows: "to improve access for airport security operations, maintenance, wildlife hazard management, and airfield rescue operations."	
				We have a number of questions with regard to these benefits—	
				How often would this road be used? What is the basis for this estimate?	
				How often would a road be needed for maintenance and why?	
				What exactly are the security risks and why is a road the best solution?	
				What exactly are the issues with moose and why is a road the best solution?	
				What rescue operations would a road help with? How likely is such a rescue scenario?	
				Why is a road a better solution than, say, an off-road vehicle with very large tires?	
				What tools are being used to measure danger what constitutes a [danger] to the public and why is a road the solution to those dangers?	
				We are not convinced that the value gained balances against the very high costs.	
				Unless the Airport Project Team can make a much stronger case for why a road is the best solution for the stated needs, we absolutely cannot support it. As the proposal stands, we do not believe that the service road would provide a net benefit to our community. We believe it will waste a lot of money and resources; we believe it unnecessarily diminishes the high value services provided by the surrounding peatlands, and we advocate its removal from the Homer Airport Improvements project.	
23	Laurie Daniel	October 21, 2021	lauriedanieltnc@hotmail.com	Hello, Matthew. I listened to tonight's Zoom meeting about the Homer Airport Improvement Plan but didn't comment due to the long length of meeting.	Good afternoon Laurie,
		2021		I know that it was requested by Homer meeting participants to hold a local meeting with Kevin Jones to discuss issues related to this plan. It's disappointing that he has not attended either of the public meetings held so far.	I apologize for the delay in getting back to you. After many discussions internally at DOT&PF and with FAA, it has
				You asked that those of us interested in participating in that local meeting to send you notice via this established project email account. Please add my email address to notice about that meeting.	been determined that the perimeter road will be removed from the project scope. As a result, we are no longer intending to have a local meeting to discuss the issues
				Thank you.	associated with the perimeter road.
				PS) By the way, only the first two questions (Thomas Soderholm) showed up in the Q&A, although it indicated there were 16 questions. It was frustrating that I was not able to read any of the other questions submitted.	If you would still like to provide formal comments, the comment period following last month's meeting is open unin November 21st, Comments can be submitted from the project website (https://dot.alaska.gov/creg/homerairport/).
24	Charles E. Barnwell	October 22, 2021	barnwellce@gmail.com	I would like to see ADOTPF establish a pedestrian walk and bikeway within the Airport boundary (see map), preferably along Kachemak Drive. Ideally this walk/bike way would continue along Kachemak Drive. Establishing a walk/bike way in the Airport boundary area would be a huge addition to pedestrian amenities in this area which is a popular area (e.g. Spit Trail). It hopefully would lead to a further walk/bike way along Kachemak Bay.	Hello, Charles. Thanks for your comment. We have indeed heard from a lot of Homer citizens about the desire for a pedestrian/non-motorized pathway along Kachemak Drive and it appears to be one of the most requested features to be added to this project. Unfortunately, it is outside the
				Thanks for the response Matt. Understandable. I would like to add though that a pathway/trail on Kachemak Drive (south side of Airport), isn't the only concern. The north side of the Airport faces Beluga Lake, and there should be mention or provision for ensuring some sort of trail (there is one now) is there for access to the lake shoreline (it's a major bird viewing spot too).	purpose of this project as an airfield rehabilitation project and, in addition, there is a significant amount of planning and design that would need to be performed that can't be done within the timeframe for this project.
					The need for a pathway has been identified as Need ID 2353 on the Statewide Transportation Improvement Program's Needs List. However, funding for a project to address this has not been allocated for design or

Comment #	Name	Date Received	Commenter Contact	Comment	DOT&PF Response
					construction. An Airport Master Plan update is also planned to be performed in the next few years, which would be a good venue to identify this need, as well. Please look for the Master Plan Update solicit comments in or around 2024.
25	Nina Faust	October 22, 2021	aknina51@gmail.com	Dear Mr. Hansen: I have a few comments and concerns regarding the Homer Airport Improvement Project. The plan calls for improvement of drainage along the runway. The system all comes together in a channel that sends all drainage to Lampert Lake where in summer migratory birds using this waterbody would be affected by pollution draining off the runways. I am wondering if there is any filtration system to capture toxic substances such as, gas, oil, or deicing substances, that might enter the drainage system so they can be removed before the outflow gets to Lampert Lake. The perimeter road following the airport fence is a concern. The potential effects on waterflow through these wetlands may be significant with the weight of all that additional gravel. Are there new ways to allow flow of water in a wetland that help maintain the natural hydrology? Culverts do not at all mimic a natural system of water flow in a wetland. What do the newest hydrological studies show as to how many culverts and how far apart they need to be to maintain a healthy wetland? What mitigations will the project managers be required to follow to prevent introduction of invasive species? The perimeter fence construction may bring in new invasive plants that will affect the wetlands outside the fence. Preventing these plants from coming in on equipment is the first important way to keep out invasive plants. Thank you for the opportunity to comment.	 Hello, Nina. Thanks for forwarding your questions and concerns about the proposed project. Please see below for responses to the 3 topics you address in your email. Lampert Lake Drainage: The flow you describe actually runs in the opposite direction. Instead of runoff from the runway running south toward Lampert Lake, it actually runs north away from Lampert Lake. The lake is on elevated terrain that is higher than the runway, so the drainage stream shown on the aerial image on our project website (https://dot.alaska.gov/creg/homerairport/) is actually the OUTFALL for the lake, not an inlet. As Lampert Lake fills during due to rainfall or snowmelt, the water exits the lake on the northwest side, flows down toward the runway, passes under the runway via a culvert pipe, and continues north from there. Water Flow Connectivity Across the Perimeter Road: Throughout the project we have been considering options for how to maintain existing connectivity of water flows across the proposed perimeter road. However, in the past few weeks after many discussions internally at DOT&PF and with FAA, it has been determined that the perimeter road will be removed from the project scope. Therefore, the
					 existing flow of water within the existing system of wetlands will remain as-is. Introduction of Invasive Species via the Perimeter Road: As described above, the perimeter road has been removed from the project scope. So there will be no changes to how the airport maintenance staff operate on the airfield.

4) Agency Scoping Packet, Agency Comments, and DOT&PF Responses

From:	Owen L. Means
Sent:	Monday, November 02, 2020 11:40 AM
То:	Owen L. Means
Subject:	RE: CFAPT00491 Homer Airport Improvements: Request for comments

From: Zimmer, Heidi (DOT) <<u>heidi.zimmer@alaska.gov</u>>

Sent: Friday, October 9, 2020 8:08 AM

To: Smith, Jimmy C (CED) <<u>jimmy.smith@alaska.gov</u>>; DEC-Webmaster (DEC sponsored) <<u>DEC.Webmaster@alaska.gov</u>>; Lidren, Grant M (DEC) <<u>grant.lidren@alaska.gov</u>>; Rypkema, James (DEC) <<u>james.rypkema@alaska.gov</u>>; william.ashton@alaska.gov; DFG, HAB InfoSxq (DFG sponsored) <<u>dfg.hab.infosxq@alaska.gov</u>>; Blossom, Brian D (DFG) <<u>brian.blossom@alaska.gov</u>>; Davis, Tammy J (DFG) <<u>tammy.davis@alaska.gov</u>>; Selinger, Jeff S (DFG) <<u>jeff.selinger@alaska.gov</u>>; Russell, Pamela J (DNR) <<u>pamela.russell@alaska.gov</u>>; Richie, Melissa A (DNR) <<u>melissa.richie@alaska.gov</u>>; DNR, Parks OHA Review Compliance (DNR sponsored) <<u>oha.revcomp@alaska.gov</u>> Cc: Elliott, Brian A (DOT) <<u>brian.elliott@alaska.gov</u>>; Gilbertsen, Jack (FAA) <<u>jack.gilbertsen@faa.gov</u>>; Hansen, Matthew H (DOT) <<u>matthew.hansen@alaska.gov</u>>

Subject: CFAPT00491 Homer Airport Improvements: Request for comments

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is soliciting comments and information on a proposed project to rehabilitate the Homer Airport and associated airport facilities. The proposed project is not expected to involve significant environmental impacts to most resources; however the extent of the wetland impacts is unknown, and an Environmental Assessment will be prepared. DOT&PF conducted preliminary research using the most current available data to identify environmental resources within the proposed project vicinity (attached).

After reviewing these materials, please reply with the following information:

1. Further analysis needed to evaluate sensitive resources potentially impacted by the proposed project

- 2. Regulatory permits and/or clearances required from your agency
- 3. Any concerns or issues you agency or organization might have with the proposed project

We are requesting that comments be delivered by **November 10, 2020**. If you think that someone else in your organization should receive this notification, please forward this email to them so they may have the opportunity to comment. Comments may be emailed to Matt Hansen at <u>matthew.hansen@alaska.gov</u> or to Heidi Zimmer at <u>heidi.zimmer@alaska.gov</u>. Written comments may be sent to the address below:

Brian Elliott, Regional Environmental Manager DOT&PF Preliminary Design & Environmental P.O. Box 196900 Anchorage, Alaska 99519-6900

If you have any questions or require additional information, please contact Matt Hansen, P.E., Project Manager, at 269-0602 for engineering inquiries, or Heidi Zimmer, Environmental Impact Analyst, at 269-0529 for information on project environmental impacts.

Thank you!

Heidi Zimmer Environmental Impact Analyst, DOT&PF Phone: (907) 269-0529 Email: <u>Heidi.zimmer@alaska.gov</u>

From: Sent:	Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov> Monday, November 02, 2020 5:05 PM</heidi.zimmer@alaska.gov>
То:	AK-Airport-ENV@faa.gov; Hcd.Anchorage@noaa.gov; CEPOA-RD-Kenai@usace.army.mil;
10.	curtis.jennifer@epa.gov; ak_fisheries@fws.gov; douglass_cooper@fws.gov;
	jordan_muir@fws.gov; Mueller, Marcus; Carver, Nancy; planning@ci.homer.ak.us;
	rabboud@ci.homer.ak.us; kyra@homerswcd.org; ajacuk@ciri.com; Gary Oskolkoff;
	ntc@ninilchiktribe-nsn.gov; ccollier@tribalnet.org
Cc:	Heather A. Campfield; Owen L. Means
Subject:	CFAPT00491 Homer Airport Improvements: Request for comments
Attachments:	CFAPT00491 Homer Airport Improvements Agency Scoping Package.pdf

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is soliciting comments and information on a proposed project to rehabilitate the Homer Airport and associated airport facilities. The proposed project is not expected to involve significant environmental impacts to most resources; however the extent of the wetland impacts is unknown, and an Environmental Assessment will be prepared. DOT&PF conducted preliminary research using the most current available data to identify environmental resources within the proposed project vicinity (attached).

After reviewing these materials, please reply with the following information:

1. Further analysis needed to evaluate sensitive resources potentially impacted by the proposed project

2. Regulatory permits and/or clearances required from your agency

3. Any concerns or issues you agency or organization might have with the proposed project

We are requesting that comments be delivered by **December 3, 2020**. If you think that someone else in your organization should receive this notification, please forward this email to them so they may have the opportunity to comment. Comments may be emailed to Matt Hansen at matthew.hansen@alaska.gov or to Heidi Zimmer at heidi.zimmer@alaska.gov. Written comments may be sent to the address below:

Brian Elliott, Regional Environmental Manager DOT&PF Preliminary Design & Environmental P.O. Box 196900 Anchorage, Alaska 99519-6900

If you have any questions or require additional information, please contact Matt Hansen, P.E., Project Manager, at 269-0602 for engineering inquiries, or Heidi Zimmer, Environmental Impact Analyst, at 269-0529 for information on project environmental impacts.

Thank you!

Heidi Zimmer

Environmental Impact Analyst, DOT&PF Phone: (907) 269-0529 Email: <u>Heidi.zimmer@alaska.gov</u>

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DESIGN & ENGINEERING SERVICES PRELIMINARY DESIGN & ENVIRONMENTAL

> PO Box 196900 Anchorage, Alaska 99519-6900 Main: 907.269.0542 Toll Free: 800.770.5263 TDD: 907.269.0473

October 8, 2020

Project: Homer Airport Improvements Project No.: CFAPT00491 / Fed # TBD

Re: Request for scoping comments

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is soliciting comments and information on a proposed project to rehabilitate the Homer Airport and associated airport facilities. The proposed project is located within Sections 21 and 22, Township 6 South, Range 13 West, Seward Meridian; on USGS Quadrangle Seldovia C-4; and at Latitude 59.64126° North, Longitude 151.48856° West, in Homer, Alaska (see Figure 1).

Purpose and Need

The purpose of the proposed project is to extend the service life of the Homer Airport and associated facilities, improve safety for taxiing and arriving/departing aircraft, bring Part 77 navigable airspace to current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescue operations.

The runway, Taxiway B (south), and Taxiway A were last resurfaced over 20 years ago. The most recent Pavement Condition Index report for the airport indicates the pavement on these facilities is deteriorating and has significant cracking, spalling, joint separations, and an uneven surface. There is a dip in the runway at a culvert crossing caused by settlement of the runway subgrade. Culverts under Taxiway B (south) and Taxiway A experience drainage issues. The recently constructed Snow Removal Equipment Building has directed additional traffic on the unpaved east end of the General Aviation (GA) Apron, resulting in increased maintenance cost to maintain a drivable surface.

The 2016 Airport Layout Plan (ALP) identifies several terrain obstructions within the Runway 4/22 primary surface and trees that penetrate the approach surface to Runway 22. These obstructions need to be removed to meet current FAA criteria for safe aircraft operation on the runway.

Currently, access to the airport perimeter fencing by airport personnel to perform security, maintenance, wildlife hazard management, and airfield rescue operations is difficult. The airport perimeter contains wetlands and is difficult to reach with equipment to repair fencing, perform vegetation management, conduct airport sweeps, and deter wildlife in accordance with the airport's Wildlife Hazard Management Plan. In addition, emergency response times to the perimeter of the airfield are slow since emergency vehicles cannot travel through the wet and uneven terrain.

The purpose of a parallel taxiway is to improve safety by eliminating conflicts caused by taxiing aircraft on the runway. FAA regulations recommend a parallel taxiway for all runways and require all runways with visibility minimums of less than one statute mile to have a parallel taxiway. Current visibility minimums for Runways 4 and 22 are one statute mile. The ALP shows future development to support lower visibility minimums. The existing runway features a vertical curve that limits visibility and reduces safety for departing and taxiing aircraft. FAA Advisory Circular 150/5300-13A section

305 for line of sight requires that any point five feet above the runway centerline must be mutually visible with any other point five feet above the runway centerline. A parallel taxiway would mitigate the existing line of sight condition and advance the goal of allowing the FAA to reduce the visibility minimums of the instrument approach. A reduced visibility minimum approach would be a significant safety and capacity improvement.

Proposed Action

The proposed work would include the following (see Figure 2):

- Rehabilitate and resurface Runway 04/22, Taxiway B (south of the runway), and Taxiway A
- Resurface the GA Apron
- Remove obstructions to Part 77 surfaces
- Replace airfield lighting
- Remove Taxiway D
- Construct embankment for a future parallel Taxiway H
- Construct perimeter service road
- Improve drainage
- Apply dust palliative
- Clear and grub vegetation
- Adjust utilities, if required

Material Sites

Material site selection will be left up to the contractor. It will be the contractor's responsibility to acquire and ensure all necessary permits and clearances are secured for their chosen site(s). Disposal sites will also be the responsibility of the contractor. Material from a borrow site that has not received the appropriate permits and clearances will not be accepted for project construction.

Existing Site Conditions or Facilities

The Homer Airport is a state-owned, public-use, primary commercial service airport that serves the southern Kenai Peninsula and eastern Cook Inlet. Airport facilities include a 6,701 foot long by 150 foot wide asphalt runway, a terminal, a lighted helipad, a flight service station, and floatplane facilities. The Homer Airport consists of 1,042 acres with 294 of these designated as state critical habitat (the Homer Airport Critical Habitat Area).

Preliminary Environmental Research

The proposed project is not expected to involve significant environmental impacts to most resources; however the extent of the wetland impacts is unknown, and an Environmental Assessment will be prepared. DOT&PF conducted preliminary research using the most current available data to identify environmental resources within the proposed project vicinity (attached). To ensure that all factors are considered in developing the proposed project, please provide your written comments, recommendations, and the additional requested information to our office no later than November 10, 2020.

If you have any questions on the environmental effects, please contact Heidi Zimmer, Environmental Impact Analyst, at (907) 269-0529, or via email at heidi.zimmer@alaska.gov. Questions concerning the engineering aspects of the proposed project can be directed to Matthew Hansen, P.E., Project Manager, at (907) 269-0602.

Sincerely,

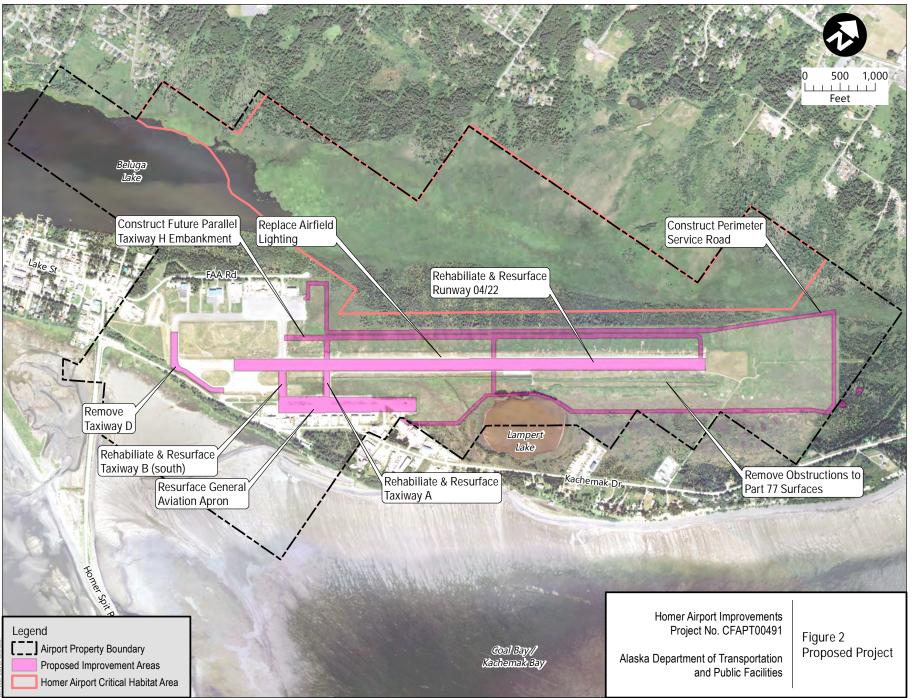
Brian Elliott

Brian Elliott Regional Environmental Manager

Attachments:	Figure 1 - Location and Vicinity Map
	Figure 2 - Proposed Project
	Preliminary Environmental Research
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cc: Jack Gilbertsen, Lead Environmental Protection Specialist, FAA Matthew Hansen, Project Manager, DOT&PF Aviation Design Heidi Zimmer, Environmental Impact Analyst, DOT&PF PD&E





Preliminary Environmental Research Homer Airport Improvements

Air Quality

An August 21, 2020 review of the Alaska Department of Environmental Conservation (ADEC) Air Non-Point Mobile Source website indicated the proposed project is not in an air quality maintenance or non-attainment area for National Ambient Air Quality Standards.

Anadromous Fish Streams and Essential Fish Habitat

An August 21, 2020 review of the Alaska Department of Fish and Game (ADF&G) Atlas to the Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes and the National Oceanic and Atmospheric essential fish habitat mapper indicated that no fish streams or essential fish habitat are located within the project area. The nearest fish-bearing water is Kachemak Bay, located approximately 600 feet south of the project area. The proposed project will be confined to airport property, and will not involve work within or immediately adjacent to Kachemak Bay. No adverse impacts to anadromous streams or essential fish habitat are anticipated.

Estimated Ground Disturbance and Clearing Activities

Total ground disturbance is estimated to be several acres. Accordingly, the project would require Alaska Pollutant Discharge Elimination System, Construction General Permit coverage. Ground disturbance would result from airport improvements.

Floodplain and Regulatory Floodway

A review of the Federal Emergency Management Agency (FEMA) online flood maps on August 21 2020, indicated that the proposed project is not located within a special flood hazard area (100-year floodplain). The project is located within Zone D (flood hazards undetermined, but possible), on FEMA flood insurance rate map 02122C2115E. Potential impacts to existing drainage patterns would be minimized during project design; accordingly, no adverse impacts to floodplains are anticipated.

Hazardous Waste

A search of ADEC's Contaminated Sites Program database on August 21 2020, indicated that three active sites and seven cleanup complete sites without institutional controls are located in the immediate vicinity (within 0.10-mile) of proposed activities.

- FAA [Federal Aviation Administration] Homer Facility (ADEC hazard ID 25345) is listed for soil and groundwater contamination resulting from a heating oil spill. Remediation at the site occurred in 2019; however, ADEC requested additional characterization and FAA has funding and plans for the additional characterization and remediation in 2021. Proposed work would be spatially separated from the site, and no contact with contaminated soil or groundwater is anticipated.
- Smokey Bay Air USTs [underground storage tanks] 1 & 2 (ADEC hazard ID 27106) is listed for aviation gasoline and diesel soil contamination resulting from two 10,000-gallon leaking underground storage tanks. Although the proposed work is adjacent to the site,

proposed work is limited to pavement resurfacing and would not involve excavation below the base course.

• Maritime Helicopters UST 2 (ADEC hazard ID 27211) is listed for kerosene contamination in soil surrounding a 6,000-gallon underground tank and associated fuel and vent lines. As of this date, no remediation has occurred at the site.

DOT&PF would coordinate with ADEC during the design process to inform them of the proposed scope of work and offer them the opportunity to comment and raise any special concerns that they may have regarding the catalogued sites.

Historic Properties, Archaeological and Cultural Resources

On May 12, 2020, DOT&PF reviewed the Alaska Department of Natural Resources (ADNR) Alaska Heritage Resources Survey online database to ascertain the presence of cultural and historic resources within or adjacent to the proposed project. None were listed. In accordance with Section 106 of the National Historic Preservation Act, DOT&PF and FAA will develop an Area of Potential Effect for the project, coordinate with consulting parties (including the Alaska State Historic Preservation Officer), and make a finding of effect.

Invasive Species

An August 21 2020, review of the University of Alaska Anchorage Exotic Plants Information Clearinghouse Invasive Plants Mapper indicated there are several non-native species infestations in the project area at the east end of FAA Road, including Reed canary grass (*Phalaris arundinacea* L. (cultivar)), and orange hawkweed (*Hieracium aurantiacum* L.). The project is anticipated to involve vegetation loss in association with airport improvements and associated clearing. DOT&PF will comply with Executive Order 13112 (Invasive Species) by ensuring that ground disturbing activities are minimized, and disturbed areas are re-vegetated with seed recommended for the region by ADNR's A Revegetation Manual for Alaska.

Migratory Birds and Eagles' Nests

Several migratory bird species may travel through the proposed project area and may be disturbed by clearing operations. Vegetation clearing associated with the project is expected to follow United States Fish and Wildlife Service (USFWS) recommended time periods for avoiding clearing in Southcentral Alaska (May 1 – July 15), except as allowed by state, federal, and local laws, and as approved by the Project Engineer.

Suitable eagle nesting habitat exists in the general project vicinity; however, none are known to be within 660 feet of the Homer Airport. If eagle nests are sighted within 660 feet of the project area during or prior to construction, DOT&PF will seek guidance from the USFWS on how to proceed.

Navigable Waters

No navigable waters under U.S. Army Corps of Engineers (USACE) jurisdiction are located within or immediately adjacent to the proposed project. Beluga Lake and Kachemak Bay are both located in the general vicinity and are considered navigable under Section 10 of the Rivers and Harbors Act. No work would take place within either water body.

Noise

Per the FAA Environmental Desk Reference for Airport Actions (2015), a noise analysis may be required for actions involving a new airport location, a new runway, a major runway extension, or runway strengthening; or, when annual operations exceed 90,000 propeller operations or 700 jet operations and the project would result in a change in operations. The scope of the proposed project would not trigger the need for a noise analysis.

Right-of-Way

The proposed project would not necessitate the acquisition of additional right-of-way. All work would occur within airport property.

State Parks, National Parks, National Forests, Wild and Scenic Rivers

A review of the National Park Service and U.S. Forest Service websites on August 21 2020, indicated no national parks, monuments, preserves, national forests, or wild and scenic rivers are located within or adjacent to the proposed project area.

A review of ADNR's Division of Parks and Outdoor Recreation website on August 21 2020, indicated no state parks or recreation areas are located in or adjacent to the project area.

State Refuges, National Wildlife Refuges, Critical Habitat Areas and Sanctuaries

A review of the ADF&G online listing of State of Alaska Refuges, Critical Habitat Areas, and Sanctuaries on August 21 2020, indicated no state refuges or sanctuaries are located in the vicinity of the project.

The website indicated that the proposed project is located in the vicinity of the Kachemak Bay Critical Habitat Area (KBCHA) and the Homer Airport Critical Habitat Area (HACHA).

The tide and submerged lands of Kachemak Bay were established as the Kachemak Bay Critical Habitat Area (KBCHA) to preserve habitat essential to the perpetuation of fish and wildlife, and to restrict other incompatible uses. The project would not involve any work within KBCHA and would not result in changes to air traffic over the area.

HACHA is located on airport land owned by DOT&PF and managed by ADF&G, just to the north of the project area (see Figure 1). HACHA contains 280 acres of lands (mostly wetlands) that provide habitat for birds and winter habitat for the local moose population. The project would involve taxiway embankment and service road construction and associated vegetation clearing adjacent to HACHA; however, no clearing or construction activities would take place within its boundaries. Also, the project would not result in changes to air traffic over the area.

An August 21 2020, review of the USFWS online Information for Planning and Consultation (IPAC) indicated that no national wildlife refuges are present within the vicinity of the project.

Threatened and Endangered Species

The USFWS IPAC website and the ADF&G website were reviewed on August 21 2020, to determine if any threatened or endangered species or their habitats are located within or adjacent to the proposed project. The IPaC indicated that the threatened Alaska-breeding

population of Steller's Eider (*Polysticta stelleri*) occurs along the Homer Spit and Kachemak Bay from October through April, favoring ocean and nearshore habitat. Eiders feed on bivalves, which are known to bioaccumulate waterborne pollutants. There is no designated critical habitat in the project area. The proposed project will not occur within or immediately adjacent to the open waters of Beluga Lake or Kachemak Bay. DOT&PF will develop an Erosion and Sediment Control Plan and the contractor will implement a Storm Water Pollution Prevention Plan, minimizing the potential for storm water to reach either water body. Given the small amount of habitat potentially impacted and the storm water minimization measures that will be taken, DOT&PF believes the project is not likely to adversely affect the Eider or its habitat.

Water Quality

Storm water at the Homer Airport sheet flows off of the paved surfaces and infiltrates into adjacent wetlands and uplands. The project is located within the Bear Creek / Beluga Slough watershed, which ultimately drains to Beluga Lake, Beluga Slough, and Kachemak Bay. Per Alaska's Final 2018 Integrated Water Quality Monitoring and Assessment Report (approved June 2020), there are no 303-listed waterbodies in the vicinity of the project. The proposed project is limited in scope and would not increase impervious surface area. It is anticipated that any storm water would be confined to the immediate construction area. Any storm water that did reach receiving waters is anticipated to be extremely small and would not affect the waterbodies' attainment status under Section 303 of the Clean Water Act.

Wetlands and Other Waters of the U.S.

A review of the Kenai Peninsula Borough online parcel viewer and the Cook Inlet Wetlands database on August 21 2020, indicated that several wetland complexes are present within and immediately adjacent to the proposed project area. The DOT&PF will be conducting a wetland delineation in the current project area, as part of an Environmental Assessment, to evaluate impacts associated with the proposed project. The project is anticipated to involve dredge and/or fill within wetlands resulting from proposed obstruction removal and taxiway and service road construction, and DOT&PF would seek USACE authorization for all wetland impacts.

From:Owen L. MeansSent:Tuesday, January 26, 2021 10:15 AMTo:Owen L. MeansSubject:RE: ADF&G Scoping Comments_Homer Airport Improvements CFAPT00491

From: Blossom, Brian D (DFG) <<u>brian.blossom@alaska.gov</u>>
Sent: Wednesday, January 20, 2021 2:34 PM
To: Zimmer, Heidi (DOT) <<u>heidi.zimmer@alaska.gov</u>>
Subject: RE: ADF&G Scoping Comments_Homer Airport Improvements CFAPT00491

Thanks Heidi. It is funny that you sent the message now, because I just saw this article this week: <u>https://www.homernews.com/news/city-to-pay-assessment-fees-on-parcel-eyed-by-moose-habitat-group/</u>

We appreciate the focus on avoiding impacts as much as possible.

Brian Blossom Kenai Peninsula Area Manager Department of Fish and Game Habitat Section 907-714-2481

From: Zimmer, Heidi (DOT)
Sent: Wednesday, January 20, 2021 2:00 PM
To: Blossom, Brian D (DFG) <<u>brian.blossom@alaska.gov</u>>
Subject: RE: ADF&G Scoping Comments Homer Airport Improvements CFAPT00491

Brian,

Thank you for submitting comments on the proposed project. The DOT&PF acknowledges the significance of Lampert Lake, the Homer Airport CHA, and the hydrological functions provided by wetlands in the area. The DOT&PF will perform an H&H analysis for the project and the project will be designed to limit impacts to hydrology, water quality, and adjacent resources to the extent practicable.

Please contact me if you have further concerns or questions about this project as it continues through the design process.

Heidi Zimmer

Environmental Impact Analyst Alaska Dept. of Transportation & Public Facilities Preliminary Design and Environmental Section P.O. Box 196900, Anchorage, Alaska 99519-6900 Phone: (907) 269-0529 | Fax: (907) 243-6927 Email: <u>Heidi.zimmer@alaska.gov</u>

From: Blossom, Brian D (DFG) <<u>brian.blossom@alaska.gov</u>>
Sent: Tuesday, October 27, 2020 12:19 PM
To: Zimmer, Heidi (DOT) <<u>heidi.zimmer@alaska.gov</u>>

Cc: Hansen, Matthew H (DOT) <<u>matthew.hansen@alaska.gov</u>> Subject: ADF&G Scoping Comments_Homer Airport Improvements CFAPT00491

Heidi,

The Alaska Department of Fish and Game (ADF&G) has reviewed the project description and preliminary environmental research in the Homer Airport Improvements scoping document. As pointed out in the preliminary environmental research, the Homer Airport Critical Habitat Area (HACHA) is located 750 feet north of the monumented centerline of the airport runway and parallels the runway through Sections 15 and 22. ADF&G requests that the proposed fence line road maintain wetland and surface water connectivity between lands inside the fence and the HACHA. We recommend installing culverts in wetlands or seasonal wet areas to maintain water connectivity. We also recommend the proposed perimeter road be located off the shores of Lampert Lake and located an adequate distance from the lake so as not to disturb birds on the lake. If possible, sloping the road away from Lampert Lake will help prevent stormwater runoff from entering the lake or its shoreline wetlands.

Thank you for the opportunity to review and comment,

Brian

Brian Blossom Kenai Peninsula Area Manager Department of Fish and Game Habitat Section 907-714-2481

From:Owen L. MeansSent:Tuesday, November 03, 2020 10:47 AMTo:Owen L. MeansSubject:RE: CFAPT00491 Homer Airport Improvements: Request for comments

From: Zimmer, Heidi (DOT) <<u>heidi.zimmer@alaska.gov</u>>
Sent: Tuesday, November 3, 2020 10:33 AM
To: Heather A. Campfield <<u>hcampfield@hdlalaska.com</u>>
Subject: Fw: CFAPT00491 Homer Airport Improvements: Request for comments

FYI. I re-sent the scoping letter to Molly and Lauren this morning.

Heidi

From: Curtis, Jennifer <<u>Curtis.Jennifer@epa.gov</u>>
Sent: Tuesday, November 3, 2020 6:12 AM
To: Zimmer, Heidi (DOT) <<u>heidi.zimmer@alaska.gov</u>>
Subject: FW: CFAPT00491 Homer Airport Improvements: Request for comments

Good morning Heidi,

Thank you for this notice. I no longer work in the NEPA Review program. Notices such as this can be forwarded to our current staff, Molly Vaughan (vaughan.molly@epa.gov) and Lauren Boldrick (boldrick.lauren@epa.gov).

Sincerely, Jennifer

Jennifer Curtis, Alaska Oil, Gas and Energy Sector Manager USEPA-Alaska Operations Office 222 West 7th Avenue, #19 Anchorage, Alaska 99513 907-271-6324

From: Zimmer, Heidi (DOT) <<u>heidi.zimmer@alaska.gov</u>>

Sent: Monday, November 2, 2020 5:05 PM

To: <u>AK-Airport-ENV@faa.gov</u>; <u>Hcd.Anchorage@noaa.gov</u>; <u>CEPOA-RD-Kenai@usace.army.mil</u>; Curtis, Jennifer <<u>Curtis.Jennifer@epa.gov</u>>; <u>ak_fisheries@fws.gov</u>; <u>douglass_cooper@fws.gov</u>; <u>jordan_muir@fws.gov</u>; <u>Mueller</u>, Marcus <<u>MMueller@kpb.us</u>>; Carver, Nancy <<u>ncarver@kpb.us</u>>; <u>planning@ci.homer.ak.us</u>; <u>rabboud@ci.homer.ak.us</u>; <u>kyra@homerswcd.org</u>; <u>ajacuk@ciri.com</u>; Gary Oskolkoff <<u>gvo@alaska.net</u>>; <u>ntc@ninilchiktribe-nsn.gov</u>; <u>ccollier@tribalnet.org</u>

Cc: Heather A. Campfield <<u>hcampfield@hdlalaska.com</u>>; Owen L. Means <<u>omeans@hdlalaska.com</u>> **Subject:** CFAPT00491 Homer Airport Improvements: Request for comments

Dear Agency Staff:

1

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is soliciting comments and information on a proposed project to rehabilitate the Homer Airport and associated airport facilities. The proposed project is not expected to involve significant environmental impacts to most resources; however the extent of the wetland impacts is unknown, and an Environmental Assessment will be prepared. DOT&PF conducted preliminary research using the most current available data to identify environmental resources within the proposed project vicinity (attached).

After reviewing these materials, please reply with the following information:

1. Further analysis needed to evaluate sensitive resources potentially impacted by the proposed project

2. Regulatory permits and/or clearances required from your agency

3. Any concerns or issues you agency or organization might have with the proposed project

We are requesting that comments be delivered by **December 3, 2020**. If you think that someone else in your organization should receive this notification, please forward this email to them so they may have the opportunity to comment. Comments may be emailed to Matt Hansen at <u>matthew.hansen@alaska.gov</u> or to Heidi Zimmer at <u>heidi.zimmer@alaska.gov</u>. Written comments may be sent to the address below:

Brian Elliott, Regional Environmental Manager DOT&PF Preliminary Design & Environmental P.O. Box 196900 Anchorage, Alaska 99519-6900

If you have any questions or require additional information, please contact Matt Hansen, P.E., Project Manager, at 269-0602 for engineering inquiries, or Heidi Zimmer, Environmental Impact Analyst, at 269-0529 for information on project environmental impacts.

Thank you!

Heidi Zimmer Environmental Impact Analyst, DOT&PF Phone: (907) 269-0529 Email: <u>Heidi.zimmer@alaska.gov</u>

From:	Owen L. Means
Sent:	Wednesday, November 04, 2020 10:00 AM
То:	Owen L. Means
Subject:	RE: CFAPT00491 Homer Airport Improvements: Request for comments

From: Zimmer, Heidi (DOT) <<u>heidi.zimmer@alaska.gov</u>>
Sent: Tuesday, November 3, 2020 4:07 PM
To: Kyra Wagner <<u>kyra@homerswcd.org</u>>
Subject: Re: CFAPT00491 Homer Airport Improvements: Request for comments

Kyra,

At this point, we do not yet have a design vehicle selected for the perimeter road, but it will likely be somewhere in the middle of the spectrum of vehicles described in your message. We expect that the most common traffic on the road will be airfield maintenance vehicles such as plow trucks or pickup trucks conducting inspections of the perimeter fence. The road will also need to be designed to accommodate the occasional passage of a larger airport firefighting truck, in order to respond to a potential aircraft accident.

Heidi

Heidi Zimmer

Environmental Impact Analyst, DOT&PF Phone: (907) 269-0529 Email: <u>Heidi.zimmer@alaska.gov</u>

From: Kyra Wagner <<u>kyra@homerswcd.org</u>>
Sent: Tuesday, November 3, 2020 6:16 AM
To: Zimmer, Heidi (DOT) <<u>heidi.zimmer@alaska.gov</u>>
Subject: Re: CFAPT00491 Homer Airport Improvements: Request for comments

Greetings!

Thank you for this letter of inquiry, we appreciate being included in this process. Just a quick question to clarify: can you tell me the expected size and load of the road around the perimeter of the fence? Is this to be built to carry large and heavy vehicles (like water trucks or plows), ordinary vehicles (like a car or truck) or small vehicles (like four wheelers)?

Thanks, Kyra

Kyra Wagner District Manager Homer Soil & Water Conservation District www.homerswcd.org

F-113

432 E. Pioneer Ave. Homer, AK 99603 (907) 299-4920

On Mon, Nov 2, 2020 at 5:05 PM Zimmer, Heidi (DOT) <<u>heidi.zimmer@alaska.gov</u>> wrote:

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is soliciting comments and information on a proposed project to rehabilitate the Homer Airport and associated airport facilities. The proposed project is not expected to involve significant environmental impacts to most resources; however the extent of the wetland impacts is unknown, and an Environmental Assessment will be prepared. DOT&PF conducted preliminary research using the most current available data to identify environmental resources within the proposed project vicinity (attached).

After reviewing these materials, please reply with the following information:

1. Further analysis needed to evaluate sensitive resources potentially impacted by the proposed project

- 2. Regulatory permits and/or clearances required from your agency
- 3. Any concerns or issues you agency or organization might have with the proposed project

We are requesting that comments be delivered by **December 3, 2020**. If you think that someone else in your organization should receive this notification, please forward this email to them so they may have the opportunity to comment. Comments may be emailed to Matt Hansen at <u>matthew.hansen@alaska.gov</u> or to Heidi Zimmer at <u>heidi.zimmer@alaska.gov</u>. Written comments may be sent to the address below:

Brian Elliott, Regional Environmental Manager DOT&PF Preliminary Design & Environmental P.O. Box 196900 Anchorage, Alaska 99519-6900

If you have any questions or require additional information, please contact Matt Hansen, P.E., Project Manager, at 269-0602 for engineering inquiries, or Heidi Zimmer, Environmental Impact Analyst, at 269-0529 for information on project environmental impacts.

Thank you!

Heidi Zimmer Environmental Impact Analyst, DOT&PF Phone: (907) 269-0529 Email: <u>Heidi.zimmer@alaska.gov</u>

From: Sent: To: Subject: Owen L. Means Tuesday, November 03, 2020 10:46 AM Owen L. Means RE: <EXTERNAL-SENDER>CFAPT00491 Homer Airport Improvements: Request for comments

From: Carver, Nancy <<u>ncarver@kpb.us</u>>
Sent: Monday, November 2, 2020 8:53 PM
To: Zimmer, Heidi (DOT) <<u>heidi.zimmer@alaska.gov</u>>
Subject: RE: <EXTERNAL-SENDER>CFAPT00491 Homer Airport Improvements: Request for comments

Hi Heidi, This project is located within the City of Homer and therefore out of the jurisdiction of the KPB 21.18. Nancy

Nancy Carver Resource Planner 907-714-2463 ncarver@kpb.us

KENAI PENINSULA BOROUGH

514 Funny River Road Soldotna, Alaska 99669



PUBLIC RECORDS LAW DISCLOSURE: This email and responses to this email may be subject to provisions of Alaska Statutes and may be made available to the public upon request.

From: Zimmer, Heidi (DOT) [mailto:heidi.zimmer@alaska.gov]

Sent: Monday, November 02, 2020 5:05 PM

To: <u>AK-Airport-ENV@faa.gov</u>; <u>Hcd.Anchorage@noaa.gov</u>; <u>CEPOA-RD-Kenai@usace.army.mil</u>; <u>curtis.jennifer@epa.gov</u>; <u>ak_fisheries@fws.gov</u>; <u>douglass_cooper@fws.gov</u>; <u>jordan_muir@fws.gov</u>; Mueller, Marcus <<u>MMueller@kpb.us</u>>; Carver, Nancy <<u>ncarver@kpb.us</u>>; <u>planning@ci.homer.ak.us</u>; <u>rabboud@ci.homer.ak.us</u>; <u>kyra@homerswcd.org</u>; <u>ajacuk@ciri.com</u>; Gary Oskolkoff <<u>gvo@alaska.net</u>>; <u>ntc@ninilchiktribe-nsn.gov</u>; <u>ccollier@tribalnet.org</u> **Cc:** Heather A. Campfield <<u>hcampfield@hdlalaska.com</u>>; Owen L. Means <<u>omeans@hdlalaska.com</u>> **Subject:** <EXTERNAL-SENDER>CFAPT00491 Homer Airport Improvements: Request for comments

CAUTION: This email originated from outside of the KPB system. Please use caution when responding or providing information. Do not click on links or open attachments unless you recognize the sender, know the content is safe and were expecting the communication.

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is soliciting comments and information on a proposed project to rehabilitate the Homer Airport and associated airport facilities. The proposed project is not expected to involve significant environmental impacts to most resources; however the extent of the wetland impacts is unknown, and an Environmental Assessment will be prepared. DOT&PF conducted preliminary research using the most current available data to identify environmental resources within the proposed project vicinity (attached).

After reviewing these materials, please reply with the following information:

1. Further analysis needed to evaluate sensitive resources potentially impacted by the proposed project

- 2. Regulatory permits and/or clearances required from your agency
- 3. Any concerns or issues you agency or organization might have with the proposed project

We are requesting that comments be delivered by **December 3, 2020**. If you think that someone else in your organization should receive this notification, please forward this email to them so they may have the opportunity to comment. Comments may be emailed to Matt Hansen at <u>matthew.hansen@alaska.gov</u> or to Heidi Zimmer at <u>heidi.zimmer@alaska.gov</u>. Written comments may be sent to the address below:

Brian Elliott, Regional Environmental Manager DOT&PF Preliminary Design & Environmental P.O. Box 196900 Anchorage, Alaska 99519-6900

If you have any questions or require additional information, please contact Matt Hansen, P.E., Project Manager, at 269-0602 for engineering inquiries, or Heidi Zimmer, Environmental Impact Analyst, at 269-0529 for information on project environmental impacts.

Thank you!

Heidi Zimmer Environmental Impact Analyst, DOT&PF Phone: (907) 269-0529 Email: <u>Heidi.zimmer@alaska.gov</u>

From:	Owen L. Means
Sent:	Wednesday, October 28, 2020 2:34 PM
To:	Owen L. Means
Subject:	RE: CFAPT00491 Homer Airport Improvements: Request for comments

From: Ortiz, Liz M (DNR) <<u>liz.ortiz@alaska.gov</u>>
Sent: Tuesday, October 27, 2020 2:16 PM
To: Zimmer, Heidi (DOT) <<u>heidi.zimmer@alaska.gov</u>>; Hansen, Matthew H (DOT) <<u>matthew.hansen@alaska.gov</u>>
Cc: Ortiz, Liz M (DNR) <<u>liz.ortiz@alaska.gov</u>>
Subject: FW: CFAPT00491 Homer Airport Improvements: Request for comments

2020-01277 / 3130-1R FAA

Good afternoon Heidi,

The Alaska State Historic Preservation Office and Office of History and Archaeology received your correspondence (dated October 9, 2020) on October 13, 2020. Following our review of the documentation provided in the scoping letter, we can provide the following comments:

Our office recommends an archaeological investigation conducted by a professionally qualified individual (PQI) of the areas that will have ground disturbance or will have the potential for ground disturbance prior to construction activities.
 Our office reviews federal undertakings as stipulated in 36 CFR 800. We recommend following the request form and checklist which can be found here: <u>http://dnr.alaska.gov/parks/oha/pdf/106application.pdf</u>

3. Our office has no concerns or comments on the proposed area of potential effect (APE) or level of effort for identification of cultural or historic properties at this early stage of project design and development. Our office recommends that the APE and the need for additional historic properties identification be revisited as the project moves towards finalization, and we recommend consultation with interested tribes and parties early in the process.

Thank you for submitting a request for scoping comments for our review. We look forward to future consultation on the Homer Airport Improvements project. Please contact Liz Ortiz at <u>liz.ortiz@alaska.gov</u> if we can be of further assistance.

Best, Liz Ortiz

Review and Compliance Alaska State Historic Preservation Office Office of History and Archaeology Department of Natural Resources 550 W. 7th Ave, Suite 1310 Anchorage AK, 99501 (907) 269-8722 liz.ortiz@alaska.gov

Due to Covid-19 concerns, we are currently teleworking. Email is the best communication method. Be Well!

1

From:Owen L. MeansSent:Tuesday, November 17, 2020 3:44 PMTo:Owen L. MeansSubject:RE: USACE Comments, POA-1981-00312, Beluga Lake, DOT&PF, Homer Airport

From: Polley, Benjamin L (Ben) CIV USARMY CEPOA (USA) <<u>Benjamin.L.Polley@usace.army.mil</u>>
Sent: Tuesday, November 17, 2020 10:48 AM
To: Elliott, Brian A (DOT) <<u>brian.elliott@alaska.gov</u>>
Cc: Zimmer, Heidi (DOT) <<u>heidi.zimmer@alaska.gov</u>>; Hansen, Matthew H (DOT) <<u>matthew.hansen@alaska.gov</u>>; jack.gilbertsen@faa.gov
Subject: USACE Comments, POA-1981-00312, Beluga Lake, DOT&PF, Homer Airport

Mr. Elliott,

Please see the attached comment letter regarding the proposed Homer Airport Improvements. A hard copy is available upon request. Please let me know if you or your staff have any questions.

Sincerely, Ben Polley Regulatory Specialist USACE Kenai Field Office 907-753-2627

F-118



DEPARTMENT OF THE ARMY ALASKA DISTRICT, U.S. ARMY CORPS OF ENGINEERS REGULATORY DIVISION 44669 STERLING HIGHWAY, SUITE B SOLDOTNA, AK 99669

November 17, 2020

Regulatory Division POA-1981-00312

Alaska Department of Transportation and Public Facilities Attention: Mr. Brian Elliott P.O. Box 196900 Anchorage, Alaska 99519

Dear Mr. Elliott:

The United States (U.S.) Army Corps of Engineers, Alaska District (Corps) is providing this letter as a written comment to the October 8, 2020, Homer Airport Improvements Scoping Letter received on November 2, 2020. Your project has been assigned number POA-1981-00312, Beluga Lake, which should be referred to in all correspondence with us.

The Corps' regulatory authorities are based on two laws: Section 10 of the Rivers and Harbors Act (RHA) of 1899 (33 USC 403), which prohibits the obstruction or alteration of navigable waters of the U.S. without a Department of the Army (DA) permit from the Corps; and Section 404 of the Clean Water Act (CWA), which prohibits the discharge of dredged or fill material into waters of the U.S. without a DA permit. Based on information provided, and available to our office, portions of the proposed work may occur in waters of the U.S. and would, therefore, be within the Corps' jurisdiction.

Waters of the U.S. include, but are not limited to, tidal waters, rivers, both perennial and intermittent streams, and wetlands. Wetlands are defined as areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands include "muskegs," swamps, marshes, bogs, and similar areas.

The Corps' evaluation of a Section 10 and/or a Section 404 permit application involves multiple analyses, including (1) evaluating the proposal's impacts in accordance with the National Environmental Policy Act (NEPA) (33 CFR part 325), (2) determining whether the proposal is contrary to the public interest (33 CFR § 320.4), and (3) in the case of a Section 404 permit, determining whether the proposal complies with the Section 404(b)(1) Guidelines (Guidelines) (40 CFR part 230).

If the proposal requires a Section 404 permit application, the Guidelines specifically require that "no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences" (40 CFR § 230.10(a)). Mechanized land clearing in a water of the U.S. is considered a regulated activity. Time and money spent on the proposal prior to applying for a Section 404 permit cannot be factored into the Corps' decision whether there is a less damaging practicable alternative to the proposal.

Since an application for a DA permit has not yet been submitted, you may request a pre-application consultation meeting with the Corps to obtain information regarding the data, studies, or other information that will be necessary for the permit evaluation process. A pre-application consultation meeting is strongly recommended if the proposal has substantial impacts to waters of the U. S., if it is a large or controversial project, or if it involves multiple Federal agencies. Early and frequent coordination between the agencies helps improve the efficiency and outcome of the NEPA process. Specific concerns or issues the Corps has with the proposed project can be discussed at a pre-application meeting once additional details regarding the full plan of development are available. General concerns include a delineation of all aquatic resources potentially affected by the proposed project, a complete project description as described at 33 CFR 325.1(d)(1-10), and an analysis of alternatives.

Nothing in this letter excuses you from compliance with other Federal, State, or local statutes, ordinances, or regulations.

Please contact me via email at Benjamin.L.Polley@usace.army.mil, by mail at the address above, or by phone at (907) 753-2627 if you have questions. For more information about the Regulatory Program, please visit our website at: www.poa.usace.army.mil/Missions/Regulatory.

Sincerely,

Ben Polley

Ben Polley Regulatory Specialist

CC: Jack Gilbertsen (FAA) Matthew Hansen (AKDOT&PF Aviation Design) Heidi Zimmer (AKDOT&PF PD&E)

From:	Owen L. Means
Sent:	Wednesday, January 20, 2021 2:26 PM
То:	Owen L. Means
Subject:	RE: CFAPT00491 Homer Airport Improvements: Request for comments

From: Boldenow, Megan L <<u>megan_boldenow@fws.gov</u>>
Sent: Thursday, November 5, 2020 9:03 AM
To: Zimmer, Heidi (DOT) <<u>heidi.zimmer@alaska.gov</u>>
Cc: Cooper, Douglass <<u>douglass_cooper@fws.gov</u>>
Subject: Re: CFAPT00491 Homer Airport Improvements: Request for comments

Dear Ms. Heidi Zimmer,

Thank you for the opportunity to provide preliminary comments on the Alaska Department of Transportation and Public Facilities (ADOT&PF) proposed project to rehabilitate the Homer Airport and associated airport facilities (Project No. CFAPT00491). The U.S. Fish and Wildlife Service (Service) appreciates the measures you have already put in place to avoid and minimize impacts to fish, wildlife, and their habitats. We do not require any additional information at this time, and the project as identified will not require permits or clearances from our office. We do request that you consider the following measures in project design and construction.

- Wetland habitats Recognizing that a wetlands delineation has not yet been completed for the project but will be included as part of an Environmental Assessment, the Service suggests the following general guidelines to avoid and minimize impacts to important wetland habitats:
 - Reduce the project footprint to the maximum extent practicable, and locate associated activities in already disturbed areas to the maximum extent practicable.
 - Avoid higher-functioning wetlands whenever possible.
 - Isolate wetlands from construction-generated sediment and pollutants with properly installed silt fencing to avoid and minimize water quality degradation.
- Limiting the spread of invasive species Invasive species are one of the greatest threats to native biodiversity and are a significant driver of native species loss worldwide. The Service appreciates the measures (e.g. minimizing ground disturbing activities, ensuring that disturbed areas are revegetated) that ADOT&PF has already incorporated to help limit the spread of invasive plants that are known to occur in the area. In addition, the Service suggests the following general guidelines:
 - Identify locations of known invasive plant infestations within and adjacent to the project area. Visit <u>http://aknhp.uaa.alaska.edu/botany/akepic/</u> to view infestations in your area.
 - Conduct project activities in uninfested areas first to ensure that invasive species do not contaminate equipment and get moved to new areas.
 - Limit movements in and out of infested areas.
 - Ensure equipment arrives and leaves the project site clean and without visible soil clumps, plant, or animal material.
 - Use certified weed free gravel (see http://plants.alaska.gov/invasives/weed-free-gravel.htm) and certified weed free erosion control supplies.

- Re-vegetate bare soils with native and local plant species as soon as feasible. In addition to the approved seed mixes identified in your scoping letter, please consider using salvaged topsoil for revegetation efforts.
- **Preserve and restore topsoil** Preservation and/or restoration of the topsoil layer is an important factor in maintaining native habitat and preventing the spread of invasive plants. Restoration through the use of topsoil can benefit a project by reducing investment in ongoing monitoring, re-seeding, and fertilizing, as well as reducing the need for additional erosion control measures.
 - Wherever ground disturbance cannot be avoided, topsoil should be salvaged and used to topdress bare soil and other disturbed areas for more rapid. We do not, however, recommend salvaging and using topsoil from areas infested with invasive plant species.
 - Salvage the maximum amount of organic material and topsoil practicable, even during winter construction, and store separately (e.g. away from overburden) for use during reclamation.
 - Plan to sequence construction activities such that existing surface vegetation can initially be removed, followed by grubbing roots of trees and blading remaining organic and topsoil layers for stockpiling for reclamation.
- **Minimizing impacts to migratory birds, including eagles** The Service agrees conducting all vegetation clearing activities before May 1 or after July 15 will help ADOT&PF avoid and minimize impacts to migratory birds that may nest or otherwise occur within the project area. Measures to control discharge and minimize erosion will also provide protections. Please be aware that:
 - Waterfowl and raptors, including bald eagles, may nest two or more months earlier than other birds. Nests of migratory birds are protected under the Migratory Bird Treaty Act and cannot be removed without a valid permit.
 - Eagles and their nests are afforded additional protections under the Bald and Golden Eagle Protection Act. Should ADOT&PF or its contractors become aware of eagles nesting within 660' of construction and associated activities, please contact the Service to determine whether an Eagle Take Permit is needed. This recommendation applies to both active eagle nests and nests that are thought to be inactive at the time of discovery.

The Service is happy to provide technical assistance as needed. If you have any questions or need additional information, please contact Ms. Megan Boldenow at (907) 271-3063 or <u>megan_boldenow@fws.gov</u> and reference project number 07CAAN00-2021-CPA-0005.

Kind regards,

Megan Boldenow Fish and Wildlife Biologist (she, her, hers)

Anchorage Fish and Wildlife Conservation Office

U.S. Fish and Wildlife Service 907.271.3063

March 3, 2022

Alaska Department of Transportation and Public Facilities Attention: Brian Elliot Central Region 4111 Aviation Avenue Anchorage, Alaska 99502

Dear Mr. Elliot:

The U.S. Environmental Protection Agency has reviewed the ADOT&PF and Federal Aviation Administration Draft Environmental Assessment (DEA) for the proposed improvements to the Homer Airport in Homer, Alaska (EPA Region 10 Project Number 22-0015-DOT&PF). EPA conducted its review pursuant to the National Environmental Policy Act and our review authority under Section 309 of the Clean Air Act.

The DEA indicates the purpose of the project is to improve safety for runway operations, taxiing, and aircraft parking; extend the service life of airport facilities; and increase availability of leased tie-down facilities for General Aviation (GA) users. The project will make improvements to the runway, taxiways, the GA Apron, lighting, and drainage structures; construct new taxiways and service roads; remove obstructions to the Object Free Area ; and perform ancillary work associated with the proposed improvements. EPA notes that the DEA describes that approximately 32 percent of the project area consists of wetlands or other waters of the United States, and that the airport property includes areas within the designated state Homer Airport and Kachemak Bay Critical Habitat Areas.

EPA has concerns about the potential aquatic resource impacts from the project activities associated with per-and polyfluoralkyl substances and petroleum. The enclosed comments provide greater detail of these concerns, as well as recommendations for improving the EA analysis.

Thank you for the opportunity to review the DEA for this project. If you have questions about this review, please contact Betsy McCracken at (907) 271-1206 or mccracken.betsy@epa.gov or me at (206) 553-1774 or at chu.rebecca@epa.gov.

Sincerely,

Rebecca A. Chu, Chief Policy and Environmental Review Branch

Enclosure

EPA Scoping Comments on the Proposed Homer Airport Improvements Homer, Alaska | March 2022

Aquatic Resource Contamination PFAS

The EA states that DOT&PF is currently performing per-and polyfluoralkyl substance (PFAS) site characterization activities at the Homer Airport in coordination with Alaska Department of Environmental Conservation (ADEC) as part of a statewide effort to identify PFAS issues at state-owned airports.¹ Initial site characterization activities were performed in June 2021 and consisted of soil, groundwater, surface water, and water well testing. The Homer International Airport is listed on ADEC PFAS contaminated sites. ² EPA appreciates that these efforts are underway and additional site characterization is planned for 2022.

In general, larger airports are required by the Federal Aviation Administration to have fire-fighting capabilities. To meet this safety requirement, airports use Aqueous Film-forming Foam (AFFF) to rapidly put out fires, including airplane fires. AFFF is primarily composed of PFAS a known contaminant. Homer Airport likely has PFAS contamination from their fire-fighting training activities. Because of that, EPA recommends that the EA disclose any PFAS locations and how the Project plans to manage PFAS to avoid contamination of asphalt, soil, water (e.g., Lampert Lake outfall) and area wetlands. Further, we recommend that the EA specifically disclose/include/address:

- Locations of known or suspected areas of PFAS within the project footprint and nearby proximity.
- Identify areas proposed for asphalt grinding or resurfacing that contain PFAS contamination. Describe if the asphalt been tested for PFAS. If present, the process of grinding and resurfacing can release PFAS contamination from asphalt.
- Areas proposed for excavation or dewatering that may increase the potential for aquatic resource contamination from PFAS releases.
- A plan for managing any contaminated soil, surface water, groundwater, or wetlands during the construction project.

Petroleum

According to the ADEC Contaminated sites program website, there are three active petroleum contaminated sites at the Homer Airport. As a result, EPA recommends that the EA specifically disclose/include/address:

- Any known petroleum contamination within the project area.
- Areas proposed for excavation or dewatering that may increase the potential for aquatic resource contamination from petroleum releases.
- Measures to be taken to minimize impacts due to the potential release of petroleum products to the environment.

In summary, to address concerns for contaminated PFAS or petroleum sources proximal to the Homer Airport, EPA recommends the EA disclose:

• Locations of these contaminant sources.

¹ Draft EA. pg. 14.

² <u>https://dec.alaska.gov/spar/csp/pfas/responses/</u>

- Include a discussion of the potential for contamination exposure of these pollutants to aquatic resources from proposed airport improvements.
- Discuss necessary measures to avoid, minimize and compensate for PFAS and petroleum contamination to support a future permit decision under the Clean Water Act.