

APPENDIX A. DOCUMENTED CATEX

Airport sponsors should use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the Environmental Orders (FAA Order 1050.1E and FAA Order 5050.4B).

To request a CATEX determination from the FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and consult with the FAA Environmental Protection Specialist about the type of information needed. Complete this form and send it with any supporting environmental resource documentation to the appropriate FAA Airports Division/District Office. The form and supporting documentation should be provided in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, to allow sufficient time for review. The CATEX cannot be approved until all information/documentation is received and all requirements have been fulfilled.

It is ultimately the sponsor's responsibility to ensure that all of the information necessary for the FAA to make an environmental determination is accurate and complete.

Name of Airport, LOC ID, and Location

St. Michael Airport, St. Michael Alaska.

Project Title

St. Michael Airport Improvements.

The proposed action remains the same as the 2008 EA, with the exception of constructing a new pad for the Snow Removal Equipment Building (SREB) for future relocation. No changes to the NAV AIDs, flight procedures, designated or developed haul routes, material sources or any other functional aspect of the 2008 EA are expected.

Provide a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDs, changing flight procedures, and designating or developing haul routes, new material or expanded material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

Provide a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding the airport property.

The airport is located on a 355-acre parcel and is owned by the State of Alaska. All improvements approved in the 2008 EA are located on airport property. The St. Michael landfill and sewage lagoon are located approximately two and a half miles away from the airport.

Identify the appropriate CATEX paragraph(s) from Order 1050.1E (paragraph 307-312) or 5050.4B (tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

- **310a. Access road construction and construction, relocation or repair of entrance and service roadways that do not reduce the Level of Service on local traffic systems below acceptable levels.**

- **310e. Federal financial assistance, licensing, or Airport Layout Plan (ALP) approval for construction or repair of a runway that is existing or taxiway, apron, loading ramp, or safety runway area including extension, strengthening, reconstruction, resurfacing, marking, grooving, fillets, and jet blast facilities, provided the action will not create environmental impacts outside of an airport or launch facility property.**
- **310f. Federal financial assistance, licensing, Airport Layout Plan (ALP) approval, or FAA construction or limited expansion of accessory on-site structures, including storage buildings, garages, small parking areas, signs, fences, and other essentially similar minor development items.**
- **310k. Filling of earth into previously excavated land with material compatible with the natural features of the site, provided the land is not delineated as a wetland; or minor dredging or filling of wetlands or navigable waters for any categorically excluded action, provided the fill is of material compatible with the natural features of the site, and the dredging and filling qualifies for an U.S. Army Corps of Engineers nationwide or a regional general permit.**
- **310o. Minor trenching and backfilling where the surface is restored and the excavated material is protected against erosion and runoffs during the construction period.**
- **310w. Repair and maintenance of existing roads, rights-of-way, trails, grounds, parking areas, and utilities, including, for example, snow removal, vegetation control, and erosion control work.**
- **310aa. Upgrading of building electrical systems or maintenance of existing facilities, such as painting, replacement of siding, roof rehabilitation, resurfacing, or reconstruction of paved areas, and replacement of underground facilities.**

The circumstances one must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders 1050.1E, 5050.4B, and the Desk Reference for Airports Actions, as well as other guidance documents to assist you in determining what information needs to be provided about these resource topics to address potential impacts. Indicate whether or not there would be any effects under the particular resource topic and, **if needed**, cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.

304a. National Historic Preservation Act (NHPA) resources

Projects that have the potential to cause effects on historic properties require a Section 106 finding in order to meet the requirements of the NHPA regardless of the type of NEPA document being completed. Check with your local Airports Division/District Office to determine if a Section 106 finding is required. Consultation with the State Historic Preservation Officer/Tribal Historic Preservation Officer (SHPO/THPO) may be required, and should be conducted through the FAA.

	YES	NO
Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein. Click here to enter text if necessary	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p> <p>All of the activities described in the EA and project description for this Re-Evaluation meet all of the conditions to apply the FAA Region Airports Division Airport Improvements Program with No Potential to Cause Effects to Historic Properties pursuant to 36CFR§800.3(a)(1){October 8, 2015} memo and no re-consultation would be required. See attached documentation in Appendix B.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project area previously undisturbed? If yes, provide more information</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO may be required.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

304b. Department of Transportation Act Section 4(f) and 6(f) resources

YES NO

<p>Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1E) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance.</p> <p>The project is near the Alaska Maritime National Wildlife Refuge. The AMNWF surrounds St. Michael Island. The project does not propose any work outside of airport property, and will not impact the AMNWF.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will project construction or operation directly or constructively “use” any Section 4(f) resource? If yes, describe the nature and extent of the use and/or impacts, and why there are no prudent and feasible alternatives. See Desk Reference Chapter 7.</p> <p>The AMNWF surrounds St. Michael Island. The project does not propose any work outside of airport property, and will not impact the AMNWF.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

304c. Natural, Ecological or Scenic Resources

This section covers a broad range of categories from farmlands to endangered species to coastal resources to wild and scenic rivers. Items to consider include:

Coastal Resources	YES	NO
<p>Will the project occur in or impact a coastal zone as defined by the State’s Coastal Zone Management Plan (CZMP)? If yes, discuss the project’s consistency with the State’s CZMP. Attach the consistency determination if applicable.</p> <p>The ACMP is no longer in effect.</p>	<input type="checkbox"/>	X
<p>Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?</p> <p>Map Data was not available from the USFWS for the St. Michael area.</p>	<input type="checkbox"/>	X

Ecological Resources	YES	NO
<p>Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle.</p> <p>The USFWS IPaC Resource Report identifies several threatened species in the project area. There are no changes anticipated from the January 2008 EA.</p>	X	<input type="checkbox"/>

<p>Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat? If yes, consultation between the FAA and the US Fish & Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated.</p>	<input type="checkbox"/>	X
<p>Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize or mitigation impacts (such as timing windows determined in consultation with the USFWS).</p> <p>To avoid bird take, vegetation clearing will occur before May 5 or after July 25.</p>	<input type="checkbox"/>	X

<p>Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize or mitigate impacts.</p>	<input type="checkbox"/>	X
<p>Does the project have the potential to impact fish habitat protected under the Magnuson-Stevens Act? If yes, after notifying the FAA and the airport sponsor will take the necessary consultation action. Actions may include preparing an Essential Fish Habitat assessment and consultation with the National Marine Fisheries Service. Describe any adverse impacts, and any conservation measures needed to avoid such impacts.</p>	<input type="checkbox"/>	X

Farmland	YES	NO
<p>Is there prime, unique, state or locally important farmland in/near the project area? Describe any significant impacts from the project. No prime, unique, state or locally important farmland is in or near the project area.</p>	<input type="checkbox"/>	X
<p>Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006. The project will not acquire or convert farmland.</p>	<input type="checkbox"/>	X

Floodplains	YES	NO
<p>Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation. According to the USACE, St. Michael is located above the 100-year floodplain.</p>	X	<input type="checkbox"/>

Wetlands and Other Waters of the U.S.	YES	NO
<p>Are there any wetlands or other waters of the U.S. in or near the project area? Wetlands have been surveyed and delineated and are described in the 2008 Environmental Document.</p>	X	<input type="checkbox"/>

<p>Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination.</p> <p>Wetland delineation is available in Appendix C.</p>	X	<input type="checkbox"/>
<p>If delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands.</p>	<input type="checkbox"/>	X
<p>If yes, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact.</p> <p>The project proposes to impact approximately 14 total acres of wetland, down from the originally proposed and accepted 23.41 acres or moderately valued wetlands and 0.73 acres of high-value wetlands in the 2008 EA.</p>	X	<input type="checkbox"/>
<p>Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit?</p> <p>The project will require an individual USACE 404 permit.</p>	X	

Wild and Scenic Rivers	YES	NO
<p>Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project?</p> <p>No waters designated in the Nationwide Rivers inventory are near the project area.</p>	<input type="checkbox"/>	X

Wild and Scenic Rivers	YES	NO
<p>Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark?</p> <p>N/A</p>	<input type="checkbox"/>	X

304d. Disruption of an Established Community	YES	NO
<p>Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community?</p> <p>The project remains compatible as described in Section 3.3 (page 14) of the Environmental Assessment.</p>	<input type="checkbox"/>	X

Are residents or businesses being relocated as part of the project? No residences or businesses will be relocated.	<input type="checkbox"/>	X
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Environmental Justice	YES	NO
Are there minority and/or low-income populations in/near the project area?	X	
Will the project cause any disproportionately high and adverse impacts to minority and/or low-income populations? Attach census data if warranted. The project aims to alleviate runway problems while meeting FAA's safety and capacity guidelines, allowing for a net positive impact on the community.	<input type="checkbox"/>	X

304e. Surface Transportation	YES	NO
Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided?	<input type="checkbox"/>	X
Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred. The airport access road will be re-aligned where it meets the apron to flatten the curve. No permanent road relocation or closure is anticipated.	<input type="checkbox"/>	X

304f. Noise	YES	NO
Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix? No change in operations, nighttime operations, or fleet mix is anticipated.	<input type="checkbox"/>	X
Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project are implemented? A temporary closure is anticipated during the construction of the runway portion of the project.	X	<input type="checkbox"/>
Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations. N/A	<input type="checkbox"/>	X

Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method? If yes, provide that documentation. N/A	<input type="checkbox"/>	X
Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour? No. No increase in current aircraft operations or fleet mix is anticipated from the rehabilitation of the runway.	<input type="checkbox"/>	X

304g. Air Quality

YES NO

Is the project located in a Clean Air Act non-attainment or maintenance area?	<input type="checkbox"/>	X
If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels? (Provide the paragraph citation for the exemption or presumed to conform list below, if applicable.) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation. If exempt or "presumed to conform", skip the next two questions. N/A	<input type="checkbox"/>	X
Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles? N/A	<input type="checkbox"/>	X

Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendment of 1990? There may be temporary air quality impacts due to construction.	<input type="checkbox"/>	X
Does the airport have 180,000 general aviation and air taxi operations or 1.3 million enplanements annually? If yes, an air quality analysis may be required if the project would result in a change in operations. N/A	<input type="checkbox"/>	X

304h. Water Quality

Airport projects may cause water quality impacts due to their proximity to waterways. Airport related water quality impacts can occur from both point and non-point (storm water runoff) sources.

YES NO

<p>Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.).</p> <p>Water resources have not changed since the 2008 EA. No water resources are near or within the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact any of the identified water resources? Describe any steps that will be taken to protect water resources during and after construction.</p> <p>St. Michael derives its drinking water from Clear Lake, 1.5 miles away from the project area. No impacts are anticipated.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project increase the amount or rate of storm water runoff? Describe any steps that will be taken to ensure it will not impact water quality.</p> <p>A Storm Water and Pollutant Protection Plan will be required before performing any construction activities. However, the finished project does not anticipate an increase in the amount or rate of storm water runoff.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts?</p> <p>No violations of water quality standards under the Clean Water and Safe Drinking Water Acts are anticipated.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are any permits required? If yes, list the appropriate permits.</p> <p>ADEC 401 ADEC APDES USACE, Section 404/10 Construction General Permit</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

304i. Highly Controversial on Environmental Grounds

YES NO

<p>Is the project highly controversial? The term “highly controversial” means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project’s risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action.</p> <p>The project is not considered Highly Controversial.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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304j. Inconsistent with Federal, State, Tribal or Local Law

YES NO

<p>Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located?</p> <p>The DOT is not aware of any inconsistencies with plans, goals, policy, zoning, or local controls for the airport area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project incompatible with surrounding land uses?</p> <p>As the project lies entirely within airport property, no incompatibilities with surrounding land uses are anticipated.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

304k. Lighting, Visual, Hazardous Materials, Construction Impacts, Etc.

Airport related lighting facilities and activities could affect surrounding light-sensitive areas such as homes, parks, recreation areas, etc. Visual affects deal broadly with the extent to which airport development contrasts with the existing environment/setting.

Light Emissions and Visual Effects	YES	NO
<p>Will the proposed project produce light emission impacts?</p> <p>The airport is located approximately 2.2 miles from St. Michael.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts?</p> <p>Proposed lighting would not create an annoyance among the residents since the current runway and segmented circle are already lighted, and a white-green beacon currently exists in the airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Federal, State, and local laws regulate hazardous materials use, storage, transport or disposal. Disrupting sites containing hazardous materials or contaminates may cause significant impacts to

soil, surface water, groundwater, air quality, humans, wildlife, and the organisms using these resources. This category also includes solid waste and hazardous substances.

Hazardous Materials	YES	NO
Does the project involve or affect hazardous materials?	<input type="checkbox"/>	X
Will construction take place in an area that contains or previously contained hazardous materials? There is no evidence of recognized environmental conditions on the airport property, with the exception oil stains on the dirt floor of the SREB.	<input type="checkbox"/>	X
If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants?	<input type="checkbox"/>	X
Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled? The contractor will be required to submit a Hazardous Material Control Plan.	<input type="checkbox"/>	X

Construction may cause various environmental effects including, but not limited to, increases in dust, aircraft and heavy equipment emissions, storm water runoff, spill/leaking petroleum, and noise.

Construction	YES	NO
Will the project result in construction impacts, such as reducing local air quality, increase erosion, pollutant runoff, or noise, or disrupt local traffic patterns? If yes, describe measures to avoid and minimize construction impacts. A Storm Water and Pollutant Protection Plan will be required before performing any construction activities. Traffic control plans will be a requirement during all phases of construction. St. Michael Airport may be closed for portions of construction with aircraft diverted to the Stebbins Airport 8 miles away.	X	<input type="checkbox"/>
Will the project create short term impacts? Temporary storm water runoff (addressed with the SWPPP), temporary air quality degradation due to construction equipment.	X	<input type="checkbox"/>
Will the project result in long term/permanent impacts?	<input type="checkbox"/>	X

Energy Supply and Natural Resources	YES	NO
Will the project change energy requirements or use consumable natural resources? Gravel from the material site will be used during the construction process. No other energy requirements or changes are anticipated.	X	
Will the project change aircraft/vehicle traffic patterns that could alter fuel usage?	<input type="checkbox"/>	X

Public Involvement

Through public participation federal agencies disclose information about a proposed project and expected environmental effects. Many of the special purpose laws (National Historic Preservation Act, Clean Water Act, etc.) require public notice and the opportunity for public involvement.

	YES	NO
Was there any public notification or involvement? If yes, provide documentation. There was public involvement for the approved 2008 EA, however no public meetings have been held for this re-evaluation. A January 11, 2016 City Council meeting raised no new issues. Pre-construction public meetings and involvement with community leadership will be part of the pre-construction process.	<input type="checkbox"/>	X

Indirect/Secondary/Induced Impacts

Indirect/Secondary/Induced Impacts are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. They may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

	YES	NO
Will the project result in indirect/secondary/induced impacts?	<input type="checkbox"/>	X
When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact? Nothing outside of the approved 2008 EA is being proposed with the exception of the rehabilitation of the existing SREB. No more cumulative or foreseeable future impacts will be impacted due to this previously approved project.	<input type="checkbox"/>	X

Permits

List any permits required for the proposed project which have not been previously discussed. Provide details on the status of permits.

Environmental Commitments

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for a CATEX.

- **Hazardous Materials Control Plan**
- **Storm Water Pollution Protection Plan**
- **Traffic Control Plan**
- **ADEC 401**
- **ADEC APDES**
- **USACE, Section 404**
- **Construction General Permit**

Preparer Information

Point of Contact	Owen Coskey				
Address	2301 Peger Road				
City	Fairbanks	State	AK	Zip Code	99709
Phone	907.451.5377		Email Address	owen.coskey@alaska.gov	

Signature 

Date February 23, 2016

Airport Sponsor Information and Certification (may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision

Point of Contact	Christopher F. Johnston, P.E.				
Address	2301 Peger Road				
City	Fairbanks	State	AK	Zip Code	99709
Phone Number	907.451.2322		Email Address	chris.johnston@alaska.gov	
Additional Name(s)	Brett Nelson		Additional Email Address(es)	brett.nelson@alaska.gov	

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature 

Date 02/23/2016

FAA Decision

Having reviewed the above information, certified by the responsible airport official, it is the FAA's decision that the proposed project (s) or development warrants environmental processing as indicated below.

X

No further NEPA review required. Project is categorically excluded per (cite applicable 10501.E CATEX that applies)

An Environmental Assessment (EA) is required.

An Environmental Impact Statement (EIS) is required.

The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Click here to enter text if necessary

Name: Molly Lamrouex
Responsible FAA Official

Title Acting Environmental Protection Spec.

Signature _____

Date _____

From: [Coskey, Owen A \(DOT\)](#)
To: [Lamrouex, Molly \(FAA\)](#)
Cc: [Johnston, Christopher F \(DOT\)](#); [Eckman, Paul P \(DOT\)](#)
Subject: St. Michael Public Involvement
Date: Monday, February 08, 2016 2:56:03 PM

Public involvement was conducted as part of the approved 2008 EA, however no public meetings have been held for this re-evaluation. A post award conference will be held in St Michael which will include the selected construction contractor. This meeting will include discussion on project impacts to the community and an opportunity for community members to ask questions.

On January 14, 2016 Paul Eckman of Alaska DOT contacted Mayor Bobby Andrews of St. Michael to discuss closing down the runway for the project. Mayor Andrews stated "*that if that was what needed to be done then they would deal with it.*". Eckman informed the Mayor that DOT was looking into having the contractor provide some form of transportation to and from Stebbins to minimize the impact to the community. Mayor Andrews was very pleased with this option. She said that they would be having a City Council meeting Tuesday January 19th, and this topic was on the agenda. The Mayor would contact the DOT with any concerns. Since that conversation, DOT has not been able to speak directly to Mayor Andrews. Eckman sent an email and spoke to a City clerk requesting that the Mayor email him with any concerns from that meeting.

Per the 2012 Alaska Region Airports Division Runway Half Width Operation Construction Guidance, half width construction is precluded at Saint Michael airport because there is a viable alternate transportation mode. Transportation can be achieved by using the Stebbins airport which is connected to Saint Michael by an 8-mile road. The community has not expressed any concerns over unacceptable impacts due to closing the runway and the Med-Evac carrier has stated using Stebbins Airport is acceptable.

Thank you kindly,
Owen Coskey
Environmental Impact Analyst III
Alaska Department of Transportation
451-5377