

# **APPENDIX F:**

# **PUBLIC INVOLVEMENT**

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# ANCHORAGE DAILY NEWS

## AFFIDAVIT OF PUBLICATION

Account #: 100515 DOWL  
4041 B STREET, ANCHORAGE, AK 99503

Order#: W0030291

Cost: \$259.9

STATE OF ALASKA  
THIRD JUDICIAL DISTRICT

Adam Ganigus 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

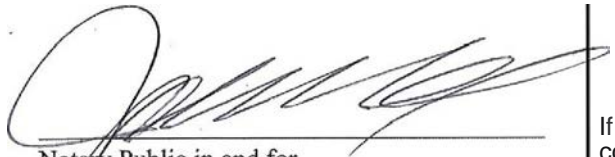
05/29/2022

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  
this 31st day of May 2022.



Notary Public in and for  
The State of Alaska.  
Third Judicial District

MY COMMISSION EXPIRES: 7/17/2024

JADA L. NOWLING

### NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL ASSESSMENT

#### Project Title: Alaska Cargo & Cold Storage Facility

Alaska Cargo and Cold Storage, LLC, in cooperation with the Federal Aviation Administration (FAA) is soliciting comments and information on a proposal to construct cargo infrastructure at Ted Stevens Anchorage International Airport (ANC) in Anchorage, Alaska. The proposed project will be incorporated into the ANC Airport Layout Plan and require approval from the FAA and therefore is subject to the National Environmental Policy Act (NEPA). An environmental assessment is being prepared for the project to consider any environmental impacts. The purpose of the proposed project is to develop infrastructure to support air cargo operations at ANC.

The proposed work requiring federal approval would include:

- \* New Aircraft Parking Apron
- \* cargo warehouse
- \* Cold Storage
- \* Hardstand Fuel Distribution
- \* Ground support Equipment Shop and Parking
- \* Ancillary/Control Space
- \* Road Connection to Postmark Drive

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 fall 2022. To ensure that all possible factors are considered, please provide written comments to the following address by July 1, 2022.

Joe Jacobson  
Alaska Cargo and Cold Storage  
jjacobson@mckinley-alaska.com  
(907) 339-1412

If you have any questions or require additional information, please contact Jason Gamache, Project Manager, at (907) 563-8474 or Theresa Dutchuk, NEPA Specialist, at (907) 865-1238.

Pub: May 29, 2022

Notary Public  
State of Alaska  
My Commission Expires 7/14/2024

**From:** [ivoryjune@acsalaska.net](mailto:ivoryjune@acsalaska.net)  
**To:** [Theresa Dutchuk](#)  
**Cc:** [jgamache@exploredesign.com](mailto:jgamache@exploredesign.com); [jjacobson@alaska.com](mailto:jjacobson@alaska.com); [d.cook@eklutna.org](mailto:d.cook@eklutna.org); [manning.bryan@epa.gov](mailto:manning.bryan@epa.gov); [dot.aiaancinfo@alaska.gov](mailto:dot.aiaancinfo@alaska.gov)  
**Subject:** [EXT] Ted Stevens International Airport Cold Storage and Cargo Expansion for 2022  
**Date:** Friday, July 1, 2022 3:54:07 PM

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You don't often get email from [ivoryjune@acsalaska.net](mailto:ivoryjune@acsalaska.net). [Learn why this is important](#)

**WARNING:** External Sender - use caution when clicking links and opening attachments.

Hello,

I am writing to voice my concerns regarding the Ted Stevens Intl. Airport (TSIA) Cold storage and Cargo Expansion for fall 2022.

Foremost this project seems, quite, rushed. It makes no sense to me that a complete thorough unbiased investigations could be done, already, in such a short time period!

I am concerned about the increase of varied pollutants that will adversely affect humans and the eco-systems too. This expansion is complex, a-never-done- before, cold storage operation with increased cargo airplane traffic, at the proposed 120 acre,, aforesaid, expansion. This 'expansion' entails details for planning, organizing, unbiased assessments, and sensible adjustments, PLUS unbiased monitoring! ALL, of this needs to be carefully addressed, allowing for transparency to the public!

The land, humans and animals deserve to be protected and 'given' positive stewardship!

Economic Justice for the public and environs are needed here, to assure safety for the complex

entities, involved, Prevention, preparedness and response to hazardous chemical spills of numerous types, need careful serious considerations! The belugas of the Cook Inlet are already near extinction.

Fish returns are much lower, and likely more nature is being adversely affected by chemical run-off from the TSIA tarmac, today!

Plus, local waterways are negatively-affected by increased PFAs, and many more chemicals, used while operating the TSIA, Anch., AK.

A refrigerant spill would be disastrous on a multiplied-scale, here at TSIA! Considerations for fires, gases, and the corrosiveness of refrigerant hazards, needs mitigation too.

As an accident will break down metals like iron, copper, zinc and their alloys, that may occur from a refrigerant/spill!

All this, and perhaps more, must be given serious considerations for safety purposes. Death will occur without complex mitigation plans, unbiased-assessment, and also corrective reactions are vital, to assuring a safe environment; especially at places that use refrigerants; on the **large-scale (never-done-before) plans**, proposed to complete the TSIA Cold Storage and Cargo expansion for 2022!

Cargo restrictions are more lenient due to the Jones Act. *Why isn't this openly disclosed to the public?* Who will closely monitor what will be inside those foreign cargo planes? What is TSIA's greatest advantage for this seemingly, 'loop hole'?

The 'reports' regarding pollutants that [dotaia.ancinfo@alaska.gov](mailto:dotaia.ancinfo@alaska.gov) are mostly dated information.

The FAA is to have final approval of this expansion, yet nationally, that entity, barely, regulates, themselves! I have little confidence in their position, approving and understanding this unique-to-the-world, cargo expansion!

The Port of Anchorage is already dilapidated, and any new port will, also, will likely fail, as the Cook Inlet silt and tides, will not forgive any type of manmade structures! Yet! TSIA wants to depend on the port, as part of their, proposed aviation gas delivery system. Not to mention, also, the Port of Anchorage is in some of the most earthquake prone areas, of the Anchorage, AK bowl.

Historical Dene/Athapaskan sites cover many miles, around the TSIA. Have you had input from the Aborigines, here? If not, when?

After reading up on this project, it is quite bias, as the State of Alaska, has too much control and seemingly, their 'own' oversight. And, they are big stake-holders, a bias position.

The Muni. of Anchorage has some over-sight of pollutants, but they, too, are big stake-holders; another bias position.

Ted Stevens International Airport (TSIA) is operated by the State of Alaska,, D.O. T. . They have a 'dated' noise report from 2015. The State has high stakes involved and are bias for rushed development.

St. of Ak., Department of Conservation are to address water pollutants and attempt to

make corrective actions. Again, it's the State of Ak (major stakeholder)! Bias, position again!

The EPA is also involved and will report their research to the Federal Aviation Administration (FAA)! Lately the FAA nationally, are understaffed, overworked, and seem to barely meet their own, central, requirements!

I have little confidence in their acuity, during these challenging times, of late.

The U.S. EPA for emissions related to aircraft are to become stricter *but not until 2023*. Anchorage, Ak wreaks, daily of aviation gas smell; its egregious, especially west of TSIA! This March, I wanted to walk my dog near Raspberry Rd., and I left after just 10 minutes, as it was so smelly, it made me feel unsafe to stay.

TSIA has stated in an email to me, on 6/15/2022, that they are not aware of any non-compliance to environmental laws, And, that two main fuel suppliers currently pump millions of gallons of aviation gas *daily*, at TSIA. Some gas is piped in from across the inlet, and the rest is brought to Anchorage via the, currently, DILAPIDATED, Port of Anchorage.

Accountability here, seems to be another area, that is going unaddressed.

Logs of the amount of fuel coming into TSIA, fueling of planes, etc., could be tracked, as an oversight action, and more careful records completed, as well.

Please give my concerns to those who may assist with being more transparent to the public and me. This is such a bias 'plan', as it now! Also, the public notice came out on 5/29/2022 with a short window of time to respond to such an ominous project/never-done, ever-before, at that! Why increase the industrial wasteland, that Anchorage is.

God bless you,  
M. June Lonsdale  
Dene Athapaskan  
Anchorage Resident

# ANCHORAGE DAILY NEWS

## AFFIDAVIT OF PUBLICATION

Account #: 100515 DOWL  
4041 B STREET, ANCHORAGE, AK 99503

Order #: W0040390

Cost: \$310.9

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 afore-said 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

09/04/2023

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.

*Lisi Misa*

Signed \_\_\_\_\_

Subscribed and sworn to before me  
this 5th day of September 2023.

*Jada L. Nowling*

Notary Public in and for  
The State of Alaska.  
Third Division  
Anchorage, Alaska

MY COMMISSION EXPIRES  
2024-07-14

### DRAFT ENVIRONMENTAL ASSESSMENT AVAILABLE FOR PUBLIC COMMENT

#### NOTICE OF PUBLIC MEETING

##### Project Title: Alaska Cargo & Cold Storage Facility

Alaska Cargo and Cold Storage, LLC, in cooperation with Ted Stevens Anchorage International Airport (ANC) and the Federal Aviation Administration (FAA) is soliciting comments on a Draft Environmental Assessment (EA) for proposal to construct cargo infrastructure at ANC in Anchorage, Alaska.

The proposed project will be incorporated into the ANC Airport Layout Plan and requires approval from the FAA and therefore is subject to the National Environmental Policy Act (NEPA). An environmental assessment has been prepared for the project to consider environmental impacts. The purpose of the proposed project is to develop infrastructure to support air cargo operations at ANC.

The proposed work requiring federal approval would include a new Aircraft Parking Apron, Cargo Warehouse, Cold Storage, Hardstand Fuel Distribution, Ground Support Equipment Shop and Parking, Ancillary/Control Space and Road Connection to Postmark Drive. Construction for the proposed project is anticipated to begin in fall 2023.

The purpose of the proposed project is to construct an energy-efficient, climate-controlled air cargo warehouse facility and hardstand parking for cargo jets at ANC. The purpose of the cargo facilities is to help improve cargo deplaning and enplaning efficiency, provide parking locations for cargo jets where they can power down, and build Alaska's economy.

To ensure that all possible factors are considered, please provide comments to the following locations by October 15, 2023. Written comments may be sent to Theresa Dutchuk at [tdutchuk@dowl.com](mailto:tdutchuk@dowl.com) or comments by phone may be directed to (907) 865-1238.

The Draft EA and appendices are available for review at: <https://dot.alaska.gov/anc/>

Per the NEPA process, a public meeting will be held on October 3, 2023 from 4:00 to 6:00pm at the Spenard Community Recreational Center, Multi-Purpose room, 2020 W. 48th Avenue, Anchorage, AK 99517.

If you have any questions or require additional information, please contact Theresa Dutchuk, Environmental Specialist, (907) 865-1238 for information on project environmental impacts. Before including your address, phone number, e-mail address or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Pub: Sept. 4, 2023

Jada L. Nowling  
ELECTRONIC NOTARY PUBLIC  
STATE OF ALASKA  
MY COMMISSION EXPIRES 07/14/2024

## DRAFT ENVIRONMENTAL ASSESSMENT AVAILABLE FOR PUBLIC COMMENT: Project Title: Alaska Cargo & Cold Storage Facility

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 [Leave a Comment](#)

#### ▼ Attachments, History, Details

##### Attachments

None

##### Revision History

Created 9/8/2023 3:22:21 PM by camcdowell

##### Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	Airport Leasing
Location(s):	Anchorage, Central Region, (ANC) Ted Stevens



Anchorage International  
Airport

Project/Regulation #:

Publish Date: 9/8/2023  
Archive Date: 10/15/2023

Events/Deadlines:



## Theresa Dutchuk

---

**From:** Morgan McCammon  
**Sent:** Thursday, September 7, 2023 3:41 PM  
**To:** 'Info'  
**Cc:** Theresa Dutchuk  
**Subject:** Alaska Cargo and Cold Storage Notice of Draft EA Available and Public Meeting  
**Attachments:** ACCS Draft EA NOA.pdf

Good afternoon,

Please see the attached notice of the Alaska Cargo and Cold Storage draft EA available for public comment and notice of public meeting. We would like this notice to go to Turnagain, Spenard, and Sand Lake Community Councils.

Thank you,

**Morgan McCammon**  
Public Involvement Specialist

DOWL

(907) 562-2000 | office  
(907) 865-1269 | direct

[dowl.com](https://dowl.com)



## DRAFT ENVIRONMENTAL ASSESSMENT AVAILABLE FOR PUBLIC COMMENT

### NOTICE OF PUBLIC MEETING

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To ensure that all possible factors are considered, please provide comments to the following locations by **October 15, 2023**. Written comments may be sent to Theresa Dutchuk at [tdutchuk@dowl.com](mailto:tdutchuk@dowl.com) or comments by phone may be directed to (907) 865-1238.

The Draft EA and appendices are available for review at: <https://dot.alaska.gov/anc/>

Per the NEPA process, a public meeting will be held on **October 3, 2023** from 4:00 to 6:00pm at the Spenard Community Recreational Center, Multi-Purpose room, 2020 W. 48th Avenue, Anchorage, AK 99517.

If you have any questions or require additional information, please contact Theresa Dutchuk, Environmental Specialist, (907) 865-1238 for information on project environmental impacts. Before including your address, phone number, e-mail address or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

# Alaska Cargo & Cold Storage Facility

## NOTICE OF PUBLIC MEETING



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# Public Meeting - Corrected Date

When:

**Tuesday, October 3, 2023 | 4:00 – 6:00 p.m.**

Where:

**Spenard Community Recreational Center:  
Multi-Purpose Room  
2020 W. 48th Avenue, Anchorage, AK  
99517**

To ensure that all possible factors are considered, please provide comments to the following locations by **October 15, 2023**.

**Theresa Dutchuk**



tdutchuk@dowl.com



(907) 865-1238

The Draft EA and appendices are available for review at:  
**<https://dot.alaska.gov/anc/>**

**DOWL**

Attn: Public Involvement

5015 Business Park Boulevard, Suite 4000

Anchorage, AK 99503

If you have any questions or require additional information, please contact Theresa Dutchuk, Environmental Specialist, (907) 865-1238 for information on project environmental impacts. Before including your address, phone number, e-mail address or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.



## Alaska Cargo & Cold Storage Facility Open House Meeting Summary

Tuesday, October 3, 2023 | 4:00 – 6:00 p.m.

*Spenard Community Recreational Center, Multi-Purpose Room  
2020 W. 48<sup>th</sup> Avenue, Anchorage, AK 99517*

The open house was held in-person at the Spenard Community Recreation Center in the Multi-Purpose Room. The first attendees arrived on time at 4:00 p.m. The meeting format was open house style, with no formal presentation. Attendees were greeted at the sign in table with a project fact sheet. Project boards lined the perimeter of the room detailing proposed action, air quality, biological resources, hazardous materials, wetlands, and information on how to view the Draft EA or submit a comment. One participant filled out a written comment form at the comment table.

Members of the project team were available throughout the meeting to answer questions about the Draft EA. Ten people signed in, including members of the project team.

### Summary of Comments Received During the Open House

- Consider including electrical connections on the hard stands so the auxiliary power unit (APU) can be shut off to decrease ground noise, emissions, and fuel use.
- Consider adding a berm on Postmark Drive to reduce ground noise.
- Concerns with increased truck traffic coming near neighborhoods on West Northern Lights Boulevard.
- Concerns about wetland mitigation and the reduced size of Postmark Bog.
- Concerns about PFAS contamination.
- Consider conducting a cumulative noise study for all the facilities in the north air park.
- Concerns with airport expansion adding to increased noise and poor air quality.

### Summary of Questions Received During the Open House

- One participant asked where the decibel study was done and how it was measured.
- One participant asked how the planes will use pull-through lanes.
- One participant asked why the Cargo & Cold Storage Draft EA is so much shorter than the FedEx Draft EA.



CARGO & COLD STORAGE  
ALASKA

## SIGN IN SHEET

### Public Meeting

Tuesday, October 3, 2023

PRINT NAME	EMAIL	PHONE NUMBER
Talli Vittetoe	tvittetoe@dawl.com	907-562-2000
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JASU GAMMACKS	JGAMMACKS@EXPLOREDESIGN.CO	907-231-1117
Bill OConnell	bill.oconnell@alaska.gov	907-261-3057
John Johansen	john.johansen@alaska.gov	907 740 2015
Jon Isaacs	isaacs@gai.net	907 223 1959
Theresa Putanue	tputanue@dawl.com	907 562 2000





# COMMENTS SHEET

Please share your comments on the Draft Environmental Assessment.

Please put in the electrical connections on the hard stands so the APU's can be shut off.

Ground noise, emissions, and fuel usage will all be reduced.



## DRAFT ENVIRONMENTAL ASSESSMENT

Alaska Cargo Cold Storage Project

August 2023

Prepared for: U.S. Department of Transportation Federal Aviation Administration Alaska Region, Alaska Division 222 W. Tudor, #18 Anchorage, Alaska 99503	Order of the Sponsor: Ted Stevens Anchorage International Airport 5000 W International Airport Rd Anchorage, AK 99502	Prepared by: COWI 5015 Buckner Park Blvd, Suite 400 Anchorage, Alaska 99503
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This Environmental Assessment becomes a federal document when reviewed, signed, and dated by the Responsible FAA Official.

Responsible FAA Official	Date
The following individuals can be contacted for additional information: Bridget Peterson Federal Aviation Administration Alaska Region Report Services 222 W. Tudor, #18 Anchorage, Alaska 99503 (907) 261-3863	John Johnson Supervisory Airport Director, Planning and Development Alaska Department of Transportation and Public Facilities Ted Stevens Anchorage International Airport (907) 261-2161

The Draft EA and appendices are available for review at: <https://dot.alaska.gov/anc/>

Written comments may be sent to Theresa Dutchuk at [tdutchuk@dowl.com](mailto:tdutchuk@dowl.com) or comments by phone may be directed to (907) 865-1238.



**38.63279.01**

**Alaska Cargo and Cold Storage Draft EA Public Comment Log**

<b>Comment Number</b>	<b>Comment Date/ Type</b>	<b>Name</b>	<b>Comment</b>	<b>Comment Response/Date</b>	<b>Topic Location in E.A.</b>	<b>Comment Theme(s)</b>
1	10/3/2023 Written, Public Meeting	None	Please put in the electrical connections on the hard stands so the APU's can be shut off. Ground noise, emissions, and fuel usage will be reduced.	10/3/2023 Electrical connections will be considered during final design of the facility.	3.2 Air Quality, 3.7 Noise, 3.1 Energy Supply	Noise, jet emissions, energy supply.
2	10/3/2023 Verbal, Public Meeting	None	Consider adding a berm on Postmark Drive to reduce ground noise.	10/3/2023 Although a berm is not required to mitigate impacts, a berm will be considered during final design of the facility.	3.7 Noise, Appendix D	Noise
3	10/3/2023 Verbal, Public Meeting	None	Concerns with increased truck traffic coming near neighborhoods on West Northern Lights Boulevard.	10/3/2023 The Proposed Action will not meaningfully impact traffic conditions in the area because the cargo facility is expected to largely operate as enplaning and deplaning cargo on-site, not deplaning for in-state ground transportation. Deplaning cargo for local transport is expected , but very limited and not daily.	1.1 Purpose and Need, 3.1 Socioeconomics	Traffic
4	10/3/2023 Verbal, Public Meeting	None	Concerns about wetland mitigation and the reduced size of Postmark Bog.	10/3/2023 Wetland mitigation is being applied to compensate for the lost functions and values of Postmark Bog. A USACE Individual Permit was issued June 30, 2023 including compensation requirements for impacts to 21.6 acres of wetlands.	3.9 Wetlands	Wetlands
5	10/3/2023 Verbal, Public Meeting	None	Concerns about PFAS contamination.	10/3/2023 Remediation of PFAS contamination is being coordinated with ADEC. Techniques such as granulated active carbon barriers are proposed to prevent PFAS from migrating off-site. More information	3.5 Hazardous Materials, Appendix B	Contamination

Comment Number	Comment Date/ Type	Name	Comment	Comment Response/Date	Topic Location in E.A.	Comment Theme(s)
				can be found in the contaminated materials management plan (Appendix B), which will require approval from ADEC prior to construction.		
6	10/3/2023 Verbal, Public Meeting	None	Consider conducting a cumulative noise study for all the facilities in north airpark.	10/3/2023 ANC is currently updating their Master Plan which will include a Title 14 of CFR Part 150 Noise Compatibility Analysis. The Noise Exposure Maps will provide a cumulative impact for airport-wide decibel levels. Please refer to EA Section 3.7.2.2 for a review of cumulative noise impacts.	3.7 Noise	Noise
7	10/3/2023 Verbal, Public Meeting	None	Concerns with airport expansion adding to increased noise and poor air quality.	10/3/2023 Airport-wide analyses are completed during the Master Planning process. A cumulative effects analysis was completed for the proposed project. The proposed project does not have direct or indirect noise effects that require additional review under FAA Order 1050.1F.  ANC currently has an air quality permit and reporting requirements with ADEC. Because there is a threshold for emissions at ANC, cumulative impacts are capped at an approved ADEC rate.	3.2 Air Quality, 3.7 Noise	Air Quality and Noise
8	10/3/2023 Verbal, Public Meeting	None	Where was the noise study done and how was the noise measured?	10/3/2023 The noise review was completed using the FAA Airport Equivalent Method screening tool and completed by a licensed acoustical	3.7 Noise, Appendix D	Noise

Comment Number	Comment Date/ Type	Name	Comment	Comment Response/Date	Topic Location in E.A.	Comment Theme(s)
				engineer and the report is located in Appendix D. Decibels are measured as a day-night average, or DNL, as required by FAA. The acoustical engineer used an Area Equivalent Method screening analysis to determine if a more robust modeling analysis was needed to quantify impacts. The screening analysis indicated that further noise impact analysis was not warranted, in accordance with FAA Order 1050.1F.		
9	10/3/2023 Verbal, Public Meeting	None	How will the planes use pull-through lanes?	10/3/2023 A tug will be used to push back the jets from their nose-first parking position so they can taxi nose first onto the taxiway.	2.2 Proposed Action	Project Description
10	10/3/2023 Verbal, Public Meeting	None	Why is the ACCS Draft EA so much shorter than the FedEx Draft EA?	10/3/2023 The document is compliant with CEQ page requirements and has separate appendices attached with more detailed information..	N/A	N/A
12	10/17/23, Email	Turnagain Community Council, Cathy Gleason, Jon Isaacs	[Excerpt] "With regard to project description, Appendix E provides much more detail on proposed facilities and design that is absent from Chapter 2 and needed to understand potential impacts. Those more detailed schematics should be included in Chapter 2."	10/18/2023 Added reference in Chapter 2 for the reader to refer to Appendix E for concept level engineering drawings.	2.2 Proposed Action	Project Description
13	10/17/23, Email	Turnagain Community Council, Cathy	[Excerpt] "Similarly detail on how contaminated groundwater is intercepted and treated is "buried" on page 457 of Appendix B. This information should be better	10/18/2023 An overview of the cleanup methodology is included in the Hazardous Materials section of the EA, Chapter 3. Chapter 3 is traditionally used to describe specific	3.5.2	Hazardous Materials

Comment Number	Comment Date/ Type	Name	Comment	Comment Response/Date	Topic Location in E.A.	Comment Theme(s)
		Gleason, Jon Isaacs	summarized in Chapter 2, with reference to the appropriate Section of Appendix B.”	resource categories such as hazardous materials. Chapter 2 is traditionally used to review and describe alternatives.		
14	10/17/23, Email	Turnagain Community Council, Cathy Gleason, Jon Isaacs	[Excerpt] “Finally, there is no information on the nature and duration of construction activities including how construction equipment and heavy truck traffic will access the site.”	10/18/2023 Construction of the proposed facility and FedEx is expected from 2024-2026. Construction may to overlap.  Additional information on construction impacts has been added to 3.1 Socioeconomics (traffic), 3.2 Air Quality, and 3.7 Noise.	3.1 Socioeconomics, 3.2 Air Quality, 3.7 Noise	Construction Impacts
15	10/17/23, Email	Turnagain Community Council, Cathy Gleason, Jon Isaacs	[Excerpt] “...we find that some potential impacts that affect adjacent neighborhoods have not been addressed (construction and heavy truck traffic), have been dismissed without justification (air quality), understated by comparing them on airport-wide scale and ignoring site specific impacts on adjacent neighborhoods (noise), lack of details (treatment of PFAS contaminated ground water), and commitments to mitigation (providing electric power to hard stands and avoiding use of auxiliary power units [APU] which reduces noise and air emissions) are unclear. The assessment of cumulative impacts is likewise	10/18/2023 Construction impacts are discussed specific to the adjacent neighborhoods in 3.7.2.  Traffic impacts are not expected and are discussed in 3.1.  Future air quality impacts would be related primarily to new ground service equipment introduced to support the new parking positions. Ground service equipment are not expected to cause substantial amounts of criteria air pollutants. The EPA has provided GSE emissions rates per hour (EPA 1999) and they are in the tens of grams per hour. Not sufficient to reach 159.3 tons.day, which would be considered regionally	3.7.2, 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, 4.0	Construction impacts, noise, air quality, hazardous materials, cumulative impacts, environmental commitments, wetlands.

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			deficient, particularly with regard to wetlands.”	<p>significant per the FAA Environmental Desk Reference (FAA 2020)</p> <p>Treatment of PFAS is summarized in Section 3.5.2, specific details are outlined in the contamination materials management plan found in Appendix B.</p> <p>Although additional considerations may be added such as electric in ground power to mitigate the use of APUs, current environmental commitments are described in 4.0.</p> <p>Additional information on cumulative impacts has been added to air quality, hazardous materials, historic and cultural resources, noise, visual resources, and water resources. In particular regarding cumulative impacts on wetlands the USACE cumulative analysis findings has been added to this EA.</p>		
16	10/17/23, Email	Turnagain Community Council, Cathy Gleason, Jon Isaacs	[Excerpt] “we remain dismayed that mitigation for the fill of Postmark Bog wetlands relies on offsite mitigation and credits, and not require on-site mitigation through setting aside adjacent Turnagain Bog wetlands, which would preserve wetland functions and values both on the	<p>10/18/2023 Wetland mitigation is being applied to compensate for the lost functions and values of Postmark Bog.</p> <p>The Corps can only require that adequate and appropriate compensatory mitigation be completed but cannot direct the any</p>	3.9	Wetland impacts, compensatory mitigation, water resources

Comment Number	Comment Date/ Type	Name	Comment	Comment Response/Date	Topic Location in E.A.	Comment Theme(s)
			airport and affecting adjacent waters of the United States.”	<p>applicant to provide any specific compensatory mitigation. The applicant must provide a compensatory mitigation proposal to the Corps, and the Corps must evaluate the proposal for sufficiency. Therefore, the Corps cannot require that the applicant preserve a portion of the Turnagain Bog wetlands as a part of their compensatory mitigation requirements.</p> <p>A USACE Individual Permit was issued June 30, 2023 including compensation requirements for impacts to 21.6 acres of wetlands. The decision document, including the USACE findings of the proposed action is available upon request from the USACE. Permit number POA-2021-00121. Please refer to Section 3.9 for a discussion of impacts to water resources which provides a more detailed analysis.</p>		
17	10/17/23, Email	Turnagain Community Council, Cathy Gleason, Jon Isaacs	[Excerpt] “The proposed approximately 30-acre Alaska Air Cargo Cold Storage facility will pose additional impacts to this Class A wetland that need to be addressed in the Final EA. While we recognize that the Class A wetlands on the project site are degraded in function and value, and contaminated with	10/18/2023 The USACE is responsible for assessing impacts to waters of the U.S. The USACE is also responsible for addressing losses in wetland functions and values. The USACE reviewed the proposed project and assigned mitigation, leading to an issuance of a permit for the proposed action. The USACE has	3.9	Wetlands, cumulative impacts

Comment Number	Comment Date/ Type	Name	Comment	Comment Response/Date	Topic Location in E.A.	Comment Theme(s)
			<p>PFAS and hydrocarbons as stated in the EA, the primary function of the Postmark Bog wetland is stormwater runoff attenuation from airport impervious surfaces. How the loss of these wetlands affects storm water attenuation should be addressed.</p> <p>Considering the multiple cargo facilities that have already been developed at North AirPark in Postmark Bog — as well as the proposed FedEx lease application for expansion of its facility also currently out for public comment would about the proposed Alaska Air Cargo Cold Storage project— the cumulative impacts to Postmark Bog have been substantial, and are not adequately evaluated in the Draft EA, particularly the effects on stormwater runoff attenuation.”</p>	<p>also issued a permit for the FedEx proposed action. Additional information on cumulative impacts to Postmark Bog have been added to the cumulative impacts section of 3.9. Functions lost such as stormwater runoff attenuation, are addressed through compensatory mitigation which is a mechanism of the USACE’s discretion to preserve or replace wetland functions and values lost to permanent impacts.</p> <p>Please refer to the cumulative impact analysis, which has been updated to include the USACE’s analysis in Section 3.9.</p>		
18	10/17/23, Email	Turnagain Community Council, Cathy Gleason, Jon Isaacs	<p>[Excerpt] “There doesn’t appear to be a stand-alone section on surface and groundwater hydrology, but is addressed to some degree under Wetlands. Given that an impervious surface will be constructed over what is currently wetlands functioning as storm water retention, it is unclear what will be changes and impacts to surface water drainage. If the existing stormwater drainage infrastructure from the site will be</p>	<p>Storm water runoff resulting from the addition of an impervious surface would flow into a culvert under North Tug Road which connects to a storm drainpipe that discharges directly into Knik Arm. The discharge of stormwater from airport property is regulated under Clean Water Act Section 402 through an Alaska Pollutant Discharge Elimination System permit. This language has</p>	3.9, 3.5, Appendix B	Stormwater runoff, hazardous materials, cumulative impacts

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			<p>maintained, this needs to be described and potential impacts assessed, included treatment of surface water runoff from the proposed facility.</p> <p>The Draft EA indicated that potentially contaminated groundwater will be captured through a granular activated carbon filter; however, it is unclear how and how long this actually works. Does the activated carbon filter work in perpetuity, or does it need replacement and what happens to the filter that is replaced? In addition, we would recommend that water quality well monitoring be conducted “downstream” of the activated carbon filter to make sure that is adequately capturing an PFAS contamination.</p> <p>Finally, cumulative impacts on water quality and hydrology are not adequately addressed and put into context.”</p>	<p>been added to Section 3.9, Water Resources</p> <p>Detail regarding contamination mitigation is provided in Appendix B. An approved contamination materials management plan provides specific detail regarding carbon filters and cleanup methodology. Although the plan is preliminarily approved by ADEC, another round of approval will be required prior to issuance of an excavation dewatering permit.</p> <p>Adverse impacts to water quality are not expected. The water is currently contaminated and will benefit from remediation. The contaminated source will be capped with an impervious surface resulting in less contaminated water entering the stormdrain system and less contaminated water runoff entering Cook Inlet. Cumulative impacts to water quality are not expected because there are no adverse impacts. Overall water quality is expected to benefit from PFAS remediation.</p>		
19	10/17/23, Email	Turnagain Community Council, Cathy	[Excerpt] “With development of additional cargo-related operations in NorthAir Park — including the proposed Alaska Air Cargo Cold	10/18/2023 Airport staff consults with the Municipality of Anchorage and ADEC concerning CO and other air	3.2	Air Quality



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		Gleason, Jon Isaacs	Storage facility as well as expansion of the FedEx facility — cumulative and negative health impacts to our air quality and inhalation and exposure to jet fumes generated by these cargo facilities will only increase, affecting the health and well-being of residents in our community. The impact analysis concludes that overall airport air quality impacts may not increase; however, it moves additional sources of air emissions closer to Turnagain Neighborhoods, and this should be acknowledged. Providing electric power supply to aircraft hardstands and elimination of APUs will reduce air quality impacts from the proposed development and should be required.”	<p>quality issues. The Airport currently operates under an “Owner Requested Limit” permit under the state’s air quality regulations (Alaska Statute 46.14 and 18 AAC 50.225). Under this permit, the Airport submits an annual report to the ADEC to document that the Airport complies with the regulations and did not have any excess emissions or deviations from its permit.</p> <p>The project proponent is considering in-ground power to reduce the amount of time that aircrafts need to use APUs.</p>		
20	10/17/23, Email	Turnagain Community Council, Cathy Gleason, Jon Isaacs	<p>[Excerpt] “Turnagain residents have also been subjected to a significant increase in cargo plane-related ground noise. Turnagain (as well as other West Anchorage) residents started complaining about 24/7 ground noise coming from this Airport area. Noises included aircraft taxing, engine run-ups, use of APUs, and other whining, loud sounds.</p> <p>The impact analysis needs to recognize that while overall airport</p>	<p>10/18/2023 ANC is currently updating their Master Plan which will include a Title 14 of CFR Part 150 Noise Compatibility Analysis. The Noise Exposure Maps will provide a cumulative impact for airport-wide decibel levels. The Noise compatibility analysis includes consideration of complaints.</p> <p>As reported in the Airport’s FAR Part 150 Compatibility Study Update, a semi-permanent noise monitor was</p>	3.7	Noise, cumulative impacts

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			noise may not increase due to an assumption that the proposed project will not in an increase in the overall number of planes that use the Airport facilities, the development of additional aircraft parking on the eastern boundary of the property will generate more noise that can be experienced in Turnagain neighborhoods on the eastern boundary of the airport. Electric power supply needs to be incorporated into the hardstands to eliminate the use of APUs and the noise they generate. The project needs to construct a noise berm or something similar along the Postmark Drive side of the property to mitigate noise. These have been constructed along other portions of Postmark Drive. The potential for cumulative noise related impacts has also not been adequately addressed.”	set up at 3190 Bridle Lane, which is at the approximate location of the nearest residential land use to the project study area (ANC 2015). The ambient noise at this monitoring site was recorded at 59.3 dB in the winter and at 64.9 dB in the summer. Therefore, due to the distance from the closest sensitive noise receptor, noise attenuation from the project study area, and typical ambient noise levels, construction noise would not likely be perceptible at the nearest residence to the project study area.  The project proponent is considering the addition of in-ground power sources for aircrafts.		
	10/17/23, Email	Turnagain Community Council, Cathy Gleason, Jon Isaacs	[Excerpt] “Turnagain residents have seen a significant increase in airport-related heavy traffic on WNL. This has been a long-term concern for TCC and our community as the Airport has grown over time. How construction and operated truck traffic will be managed does not seem to be addressed in the EA,	10/18/2023 The Proposed Action will not meaningfully impact traffic conditions in the area because the cargo facility is expected to largely operate as enplaning and deplaning cargo on-site, not deplaning for in-state ground transportation. Deplaning cargo for local transport is expected , but very limited and not daily.	3.1	Socioeconomic s, traffic

Comment Number	Comment Date/ Type	Name	Comment	Comment Response/Date	Topic Location in E.A.	Comment Theme(s)
			<p>along with any potential impacts if they were to use WNL to access the site.</p> <p>With development of additional cargo-related construction and operations in NorthAir Park — including the proposed Alaska Air Cargo Cold Storage facility as well as expansion of the FedEx facility — cumulative health and safety impacts generated by airport-related heavy truck traffic will only increase and need to be addressed.</p> <p>Finally, mitigation should require that all heavy truck and construction equipment traffic associated with project, including construction and operations, avoid using WNL and use International Airport Road as an approved truck route.”</p>			