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



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ABBREVIATIONS

AAC.....Alaska Administrative Code
ADEC.....Alaska Department of Environmental Conservation
ADF&G.....Alaska Department of Fish and Game
ADNR.....Alaska Department of Natural Resources
AFFF.....Aqueous Film-Forming Foam
AKEPIC.....Alaska Exotic Plants Information Clearinghouse
ALP.....Airport Layout Plan
APDES.....Alaska Pollutant Discharge Elimination System
APE.....Area of Potential Effect
ARFF.....Aircraft Rescue and Firefighting
ATV.....all-terrain vehicle
BGEPA.....Bald and Golden Eagle Protection Act
BLM.....Bureau of Land Management
BMPs.....Best Management Practices
CFR.....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
ESA.....Endangered Species Act
FAA.....Federal Aviation Administration
FOD.....foreign object debris
GA.....General Aviation
GHG.....greenhouse gas
HDL.....HDL Engineering Consultants, LLC
M&O.....[DOT&PF] Maintenance & Operations
MBTA.....Migratory Bird Treaty Act
NAAQS.....National Ambient Air Quality Standards
NEPA.....National Environmental Policy Act
NHPA.....National Historic Preservation Act
NLURA.....Northern Land Use Research, Alaska
NMFS.....National Marine Fisheries Service
NO_2.....nitrogen dioxide
NPS.....National Park Service
NWPR.....National Water Protection Rule
O_3.....ozone
OFA.....Object Free Area
Pb.....lead
PFAS.....Per- and Polyfluoroalkyl Substances
PM.....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**).

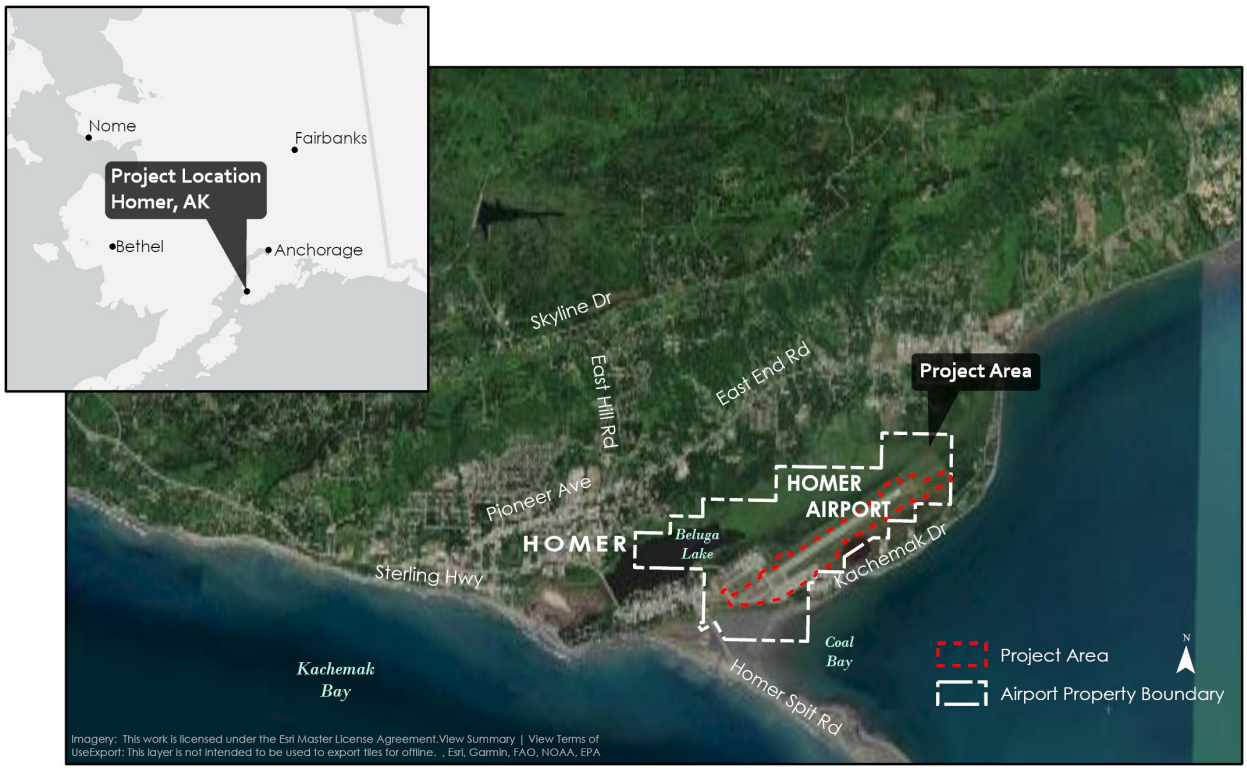


Figure 1: Project Location and Vicinity

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 operations[1] 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 tie-down 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).

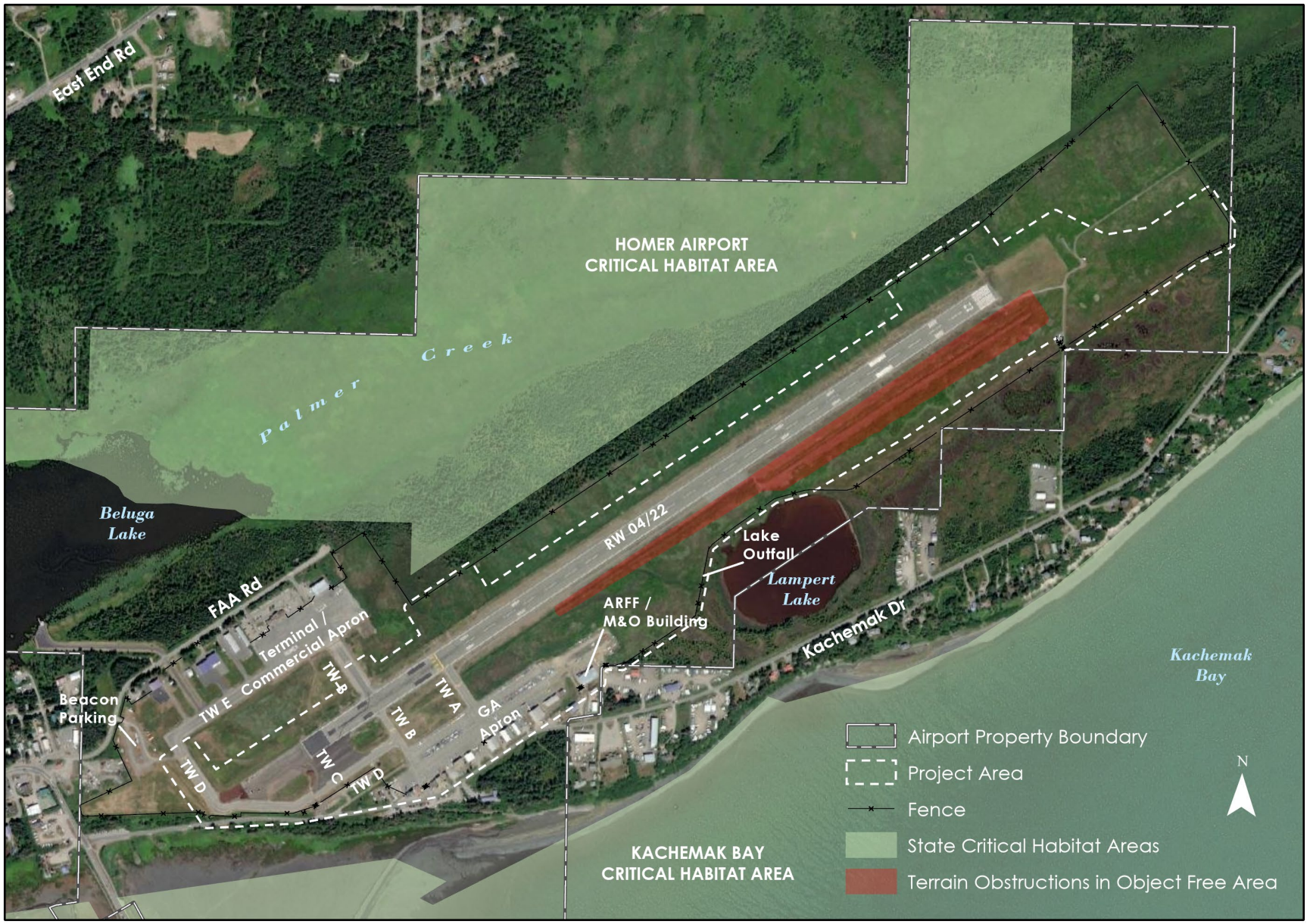


Figure 2: Existing Conditions

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

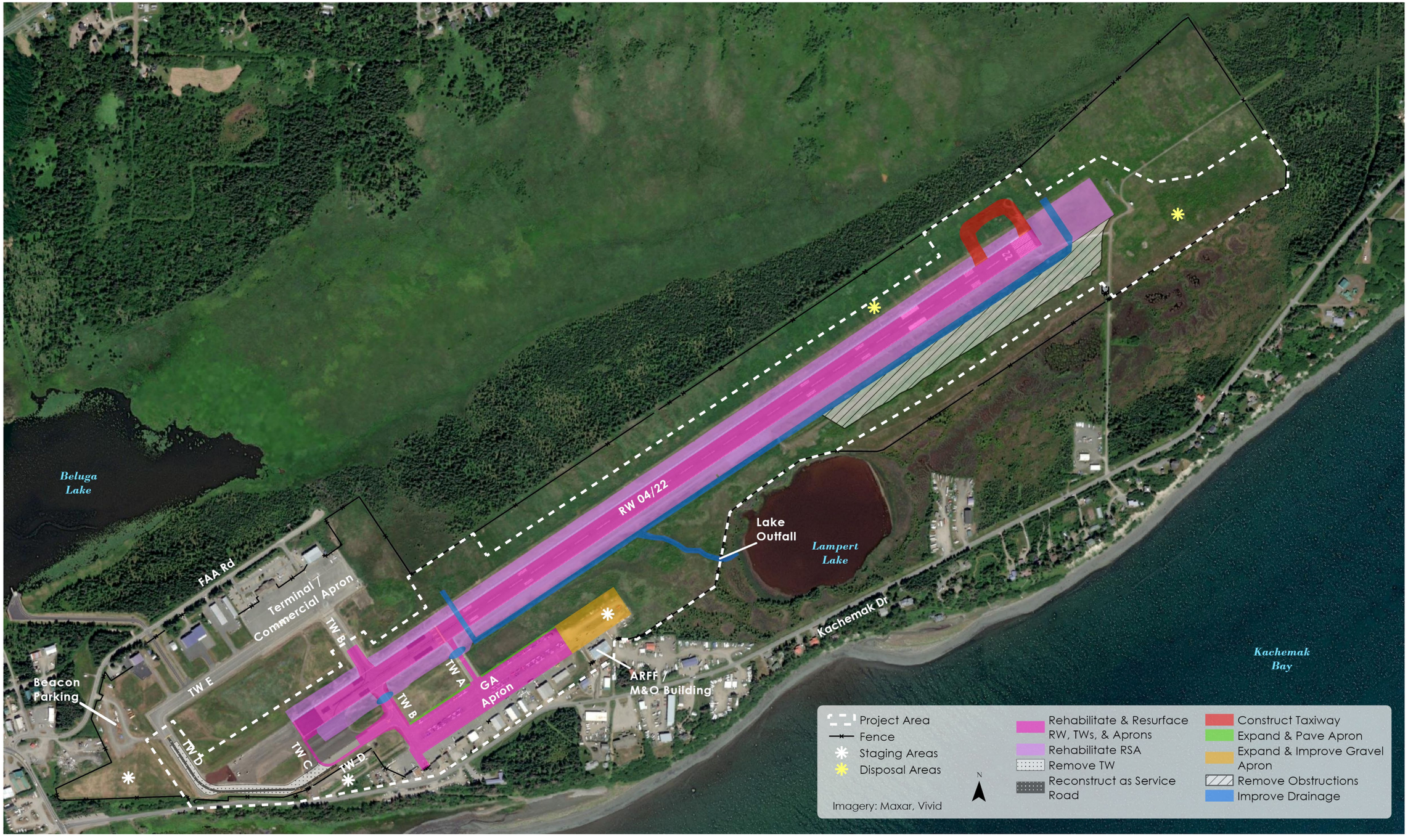


Figure 3: Proposed Action

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.

Table 1: Comparison of Environmental Impacts by Alternative.

	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.	Improves safety and maintenance conditions and extends service life of facility; meets 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/i** 2.91 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 area[2] or vicinity (i.e., the affected environment, **Figure 4**) and the anticipated impacts to those resources present within the project area[3] 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.

Table 2: Types and Areas of Vegetation Removed

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

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 state-owned 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 re-use. 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 Ka*chemak 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-foot-long, 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.

Table 3: Mapped Wetlands

Type	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 Mapped:	**289.09**		**100**

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.

Table 4: Wetlands Impacts

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



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 (NO_2); ozone (O_3); particulate matter (PM) for both PM_{10} and $P_{2.5}$; and sulfur dioxide (SO_2). 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 PM_{10}
- Fairbanks
    - Maintenance Area for CO

  - Nonattainment Area for $PM_{2.5}$
- Matanuska-Susitna Valley
  - Matanuska-Susitna Valley $PM_{2.5}$
  - Matanuska-Susitna Valley PM_{10}
- Rural Alaska
  - Rural Alaska $PM_{2.5}$
  - Rural Alaska 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

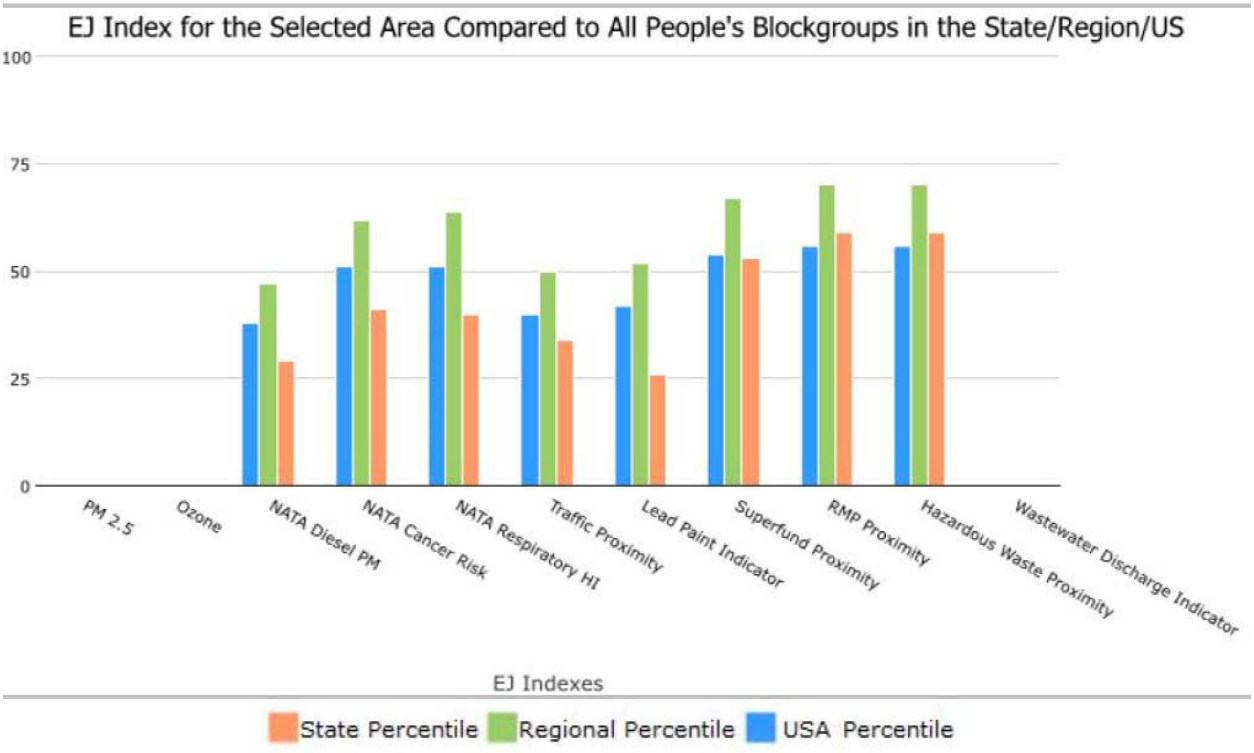
The Proposed Action will not result in a net increase in GHG emissions compared to the No Action alternative, as the proposed project will not modify the airfield to accommodate larger aircraft. In addition, aircraft demand at the airport is anticipated to remain consistent following the upgrades to 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 low-income 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**).

Table 5: Past Projects

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.

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 1990s[4]. 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 watershed[5]. 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 petroleum-contaminated 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 removed, 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.

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:

- Notice of Intent to begin Engineering and Environmental Studies posted in the Anchorage Daily News, October 11, 2020.
- Public scoping meetings: Virtual meetings conducted via Zoom.
    - 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.
- Newspaper advertisements in the Homer News announcing public meetings.
- Postcards mailed to stakeholders announcing public meetings.
- Emails 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.
- Project website: (https://dot.alaska.gov/creg/homerairport/).
- Kenai Peninsula Transportation Fair: 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**):

Table 8: Agency Scoping Contact List

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 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.

Table 9: Summary of Agency Scoping Comments

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: o Identify known invasive plant infestations within and adjacent to the project area. o Conduct project activities in un-infested areas first to ensure invasive species do not contaminate equipment and move to new areas. o Limit movements in and out of infested areas. o Ensure equipment arrives and leaves the project site clean and without visible soil clumps, plant, or animal material. o Use certified weed-free gravel and certified weed-free erosion control supplies. o 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. o 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. o 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. o 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: o 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. o 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)?

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.

Table 10: Comments on Draft EA

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.

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.

Table 11: List of Preparers.

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

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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 area[1] 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

ACMP ..... Alaska Coastal Management Program
ADEC..... Alaska Department of Environmental Conservation
ADF&G ..... Alaska Department of Fish and Game
ADNR ..... Alaska Department of Natural Resources
CHA ..... Critical Habitat Area
CZMP ..... [National] Coastal Zone Management Program
DOT&PF ..... Alaska Department of Transportation & Public Facilities
EJ ..... Environmental Justice
EPA ..... Environmental Protection Agency
FAA..... Federal Aviation Administration
GA ..... General Aviation
LWCF ..... Land and Water Conservation Fund
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
USDA..... United States 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
To:	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 <megan_boldenow@fws.gov>
Sent: Tuesday, June 8, 2021 10:55 AM
To: Gilbertsen, Jack (FAA) <jack.gilbertsen@faa.gov>
Subject: Re: [EXTERNAL] Homer Airport Section 7 ESA informal consult letter

Hi, Jack.

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) <jack.gilbertsen@faa.gov>
Sent: Wednesday, May 26, 2021 3:01 PM

To: Boldenow, Megan L <megan_boldenow@fws.gov>
Cc: Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>; brian.elliott@alaska.gov <brian.elliott@alaska.gov>; Hansen, Matthew H (DOT) <matthew.hansen@alaska.gov>
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 L. Gilbertsen, REM
Lead Environmental Protection Specialist
Alaska Regional Office
Federal Aviation Administration
(907) 271-5453

U.S. Department of Transportation

Federal Aviation Administration

AIRPORTS DIVISION

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

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: megan_boldenow@fws.gov

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

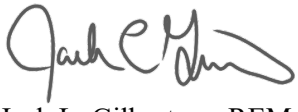
Under the Proposed Action, no work will occur in the vicinity of Beluga Lake or Kachemak Bay, although some work will occur within 100 feet of Lampert Lake. The Proposed Action is unlikely to cause direct or indirect impacts to listed Steller's Eiders because no work will occur in open water habitat, 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.

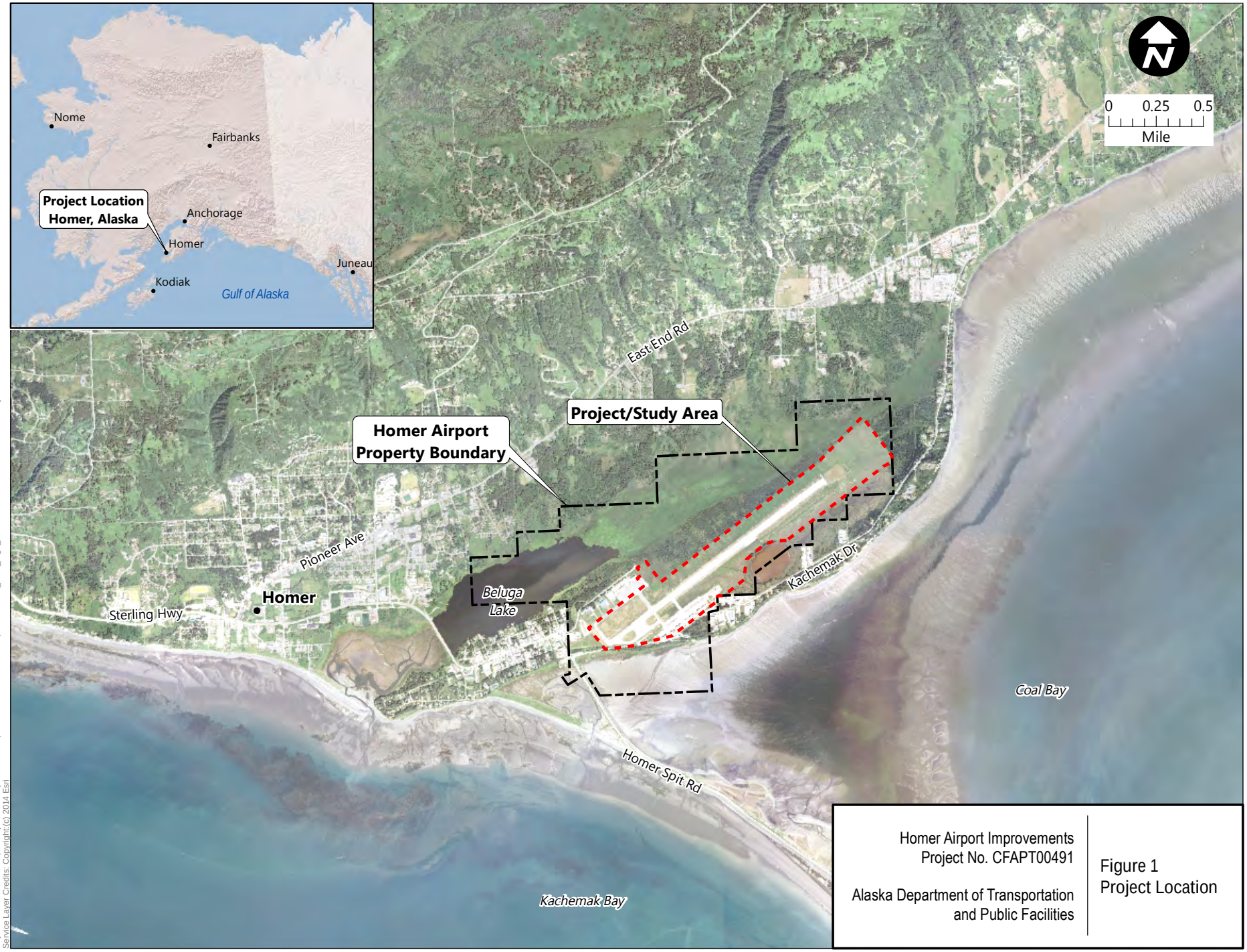
Sincerely,



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

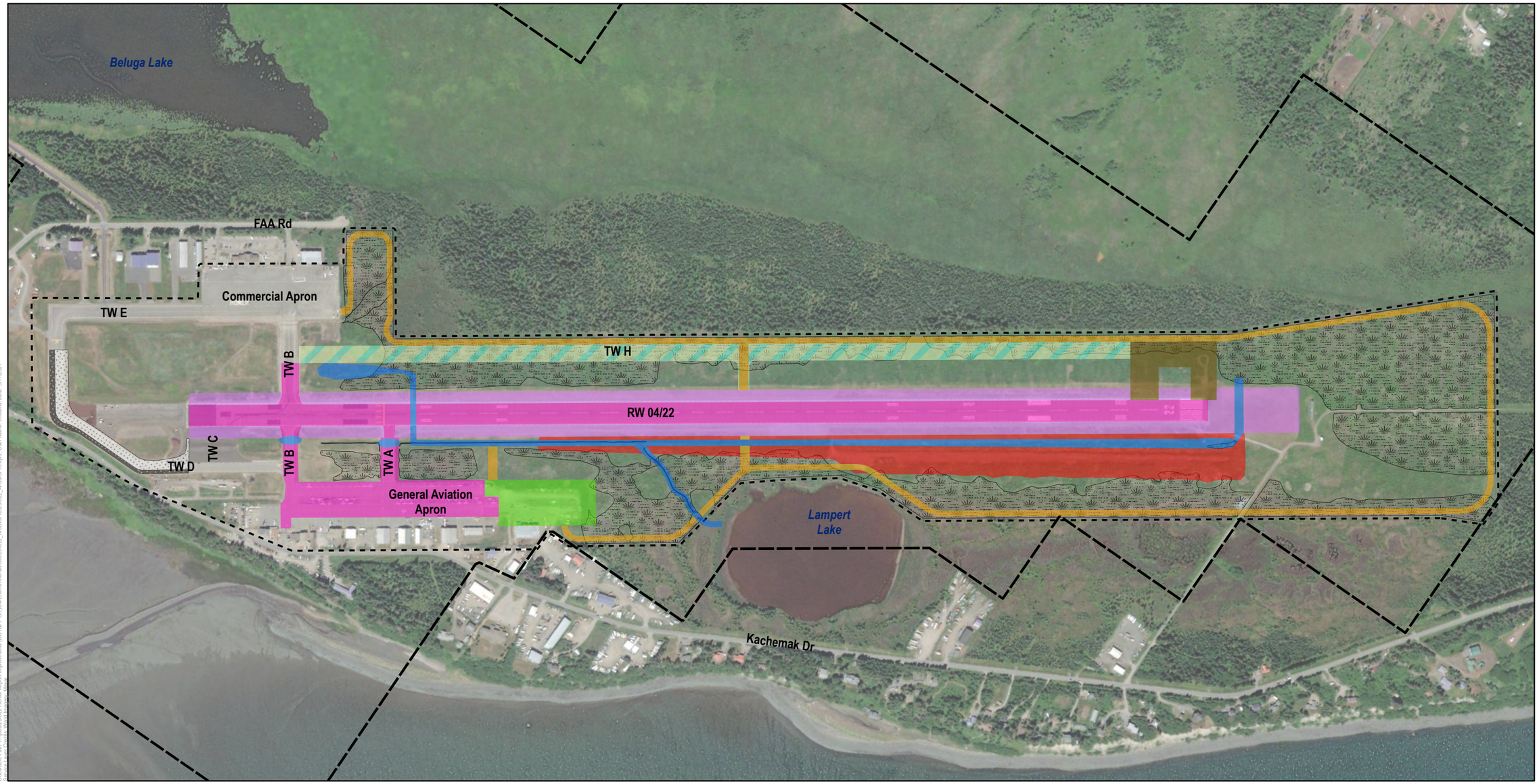


Homer Airport Improvements
Project No. CFAPT00491

Alaska Department of Transportation
and Public Facilities

Figure 1
Project Location

H:\jobs\20-022 Homer Airport Improvements (DOT&PF CR)\04-Environmental\GIS\maps\20-022-04_ESA_Fig1_Loc-Vic.mxd, 1/26/2021 9:19:30 AM by omeans
Service Layer Credits: Copyright (c) 2014 Esri



Airport Property Boundary
Project Area / Study Area
Delineated Wetlands

Key to Project Elements

- Rehabilitate RW, TWs, & GA Apron
- Rehabilitate RSAs
- Expand & Pave GA Apron
- Remove Portion of TW D
- Reconstruct Portion of TW D as Service Road
- Construct New TW Turnaround
- Embank Material for Future TW H
- Construct New Service Roads
- Remove Terrain Obstructions
- Improve Drainage

0 500 1,000 Feet

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

Homer Airport Improvements
Project No. CFAPT00491

Alaska Department of Transportation and Public Facilities

Figure 2
Project Overview

Appendix C

Contaminated Materials Management

Contaminated Materials Management Plan C-1
Field Sampling Work Plan C-22

Hansen, Matthew H (DOT)

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

BGES, INC.
ENVIRONMENTAL CONSULTANTS

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) <matthew.hansen@alaska.gov>
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
www.bgesinc.com

BGES, INC.
ENVIRONMENTAL CONSULTANTS

Check us out on Linked in:



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
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For: **HDL Engineering Consultants, LLC**
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22-006-02R6

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Health and Safety Procedures 8
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Figure 1 Site Map
Figure 2 HOM1 Sampling Area
Figure 3 HOM4 Sampling Area
Figure 4 HOM6 Sampling Area
Figure 5 HOM11 Sampling Area
Figure 6 HOM13 Sampling Area

LIST OF ATTACHMENTS

Attachment 1 Cross-Section of a Temporary Stockpile
Attachment 2 Do Not Disturb Sign Example

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 PFAS-contaminated 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:

1. 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.
2. 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:

Rose Pollock
Senior Environmental Scientist

Reviewed By:

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

Key

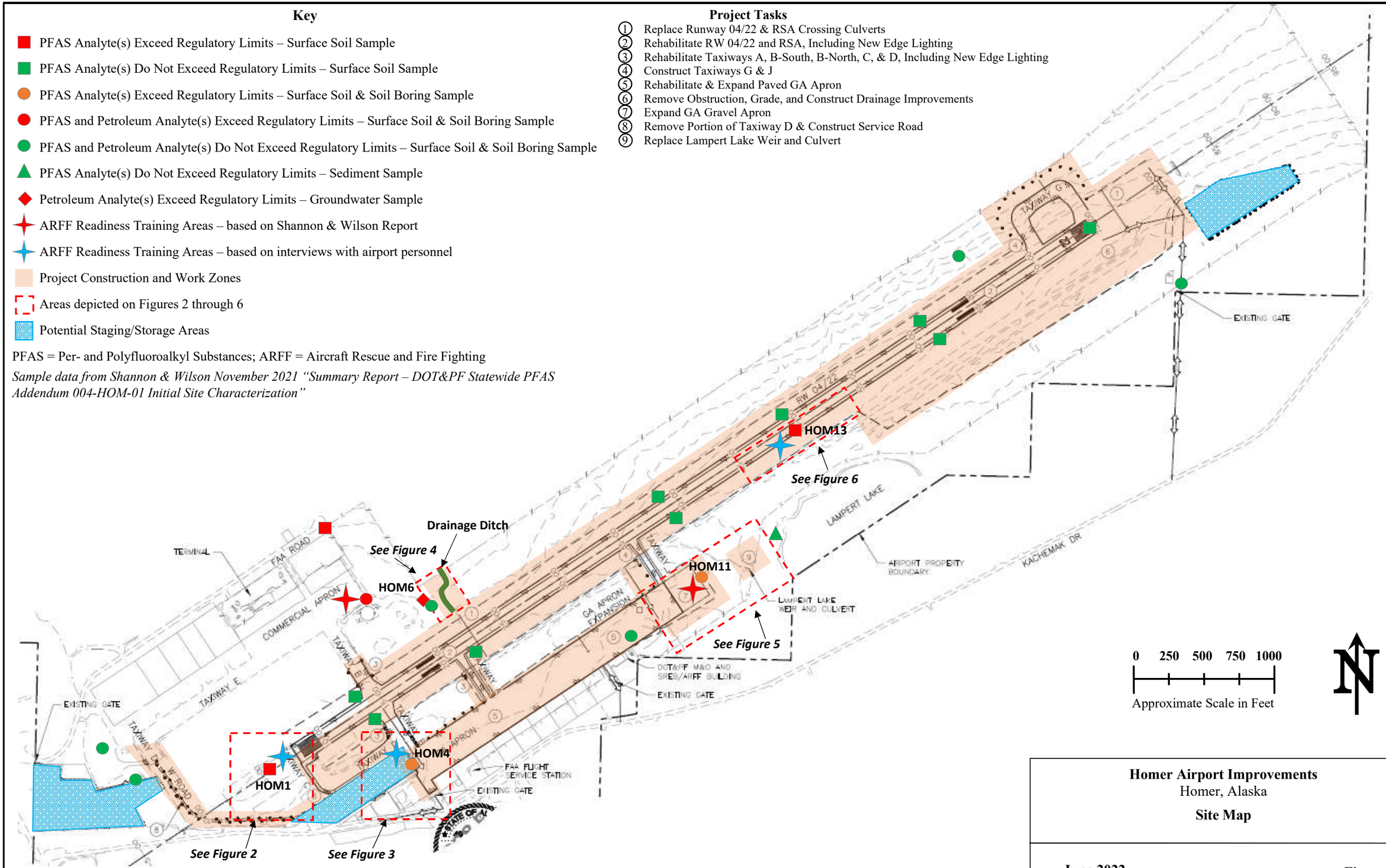
- PFAS Analyte(s) Exceed Regulatory Limits – Surface Soil Sample
- PFAS Analyte(s) Do Not Exceed Regulatory Limits – Surface Soil Sample
- PFAS Analyte(s) Exceed Regulatory Limits – Surface Soil & Soil Boring Sample
- PFAS and Petroleum Analyte(s) Exceed Regulatory Limits – Surface Soil & Soil Boring Sample
- PFAS and Petroleum Analyte(s) Do Not Exceed Regulatory Limits – Surface Soil & Soil Boring Sample
- PFAS Analyte(s) Do Not Exceed Regulatory Limits – Sediment Sample
- Petroleum Analyte(s) Exceed Regulatory Limits – Groundwater Sample
- ARFF Readiness Training Areas – based on Shannon & Wilson Report
- ARFF Readiness Training Areas – based on interviews with airport personnel
- Project Construction and Work Zones
- Areas depicted on Figures 2 through 6
- Potential Staging/Storage Areas

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

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

Project Tasks

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



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

Homer Airport Improvements
Homer, Alaska
Site Map

June 2022 **Figure 1**

Key

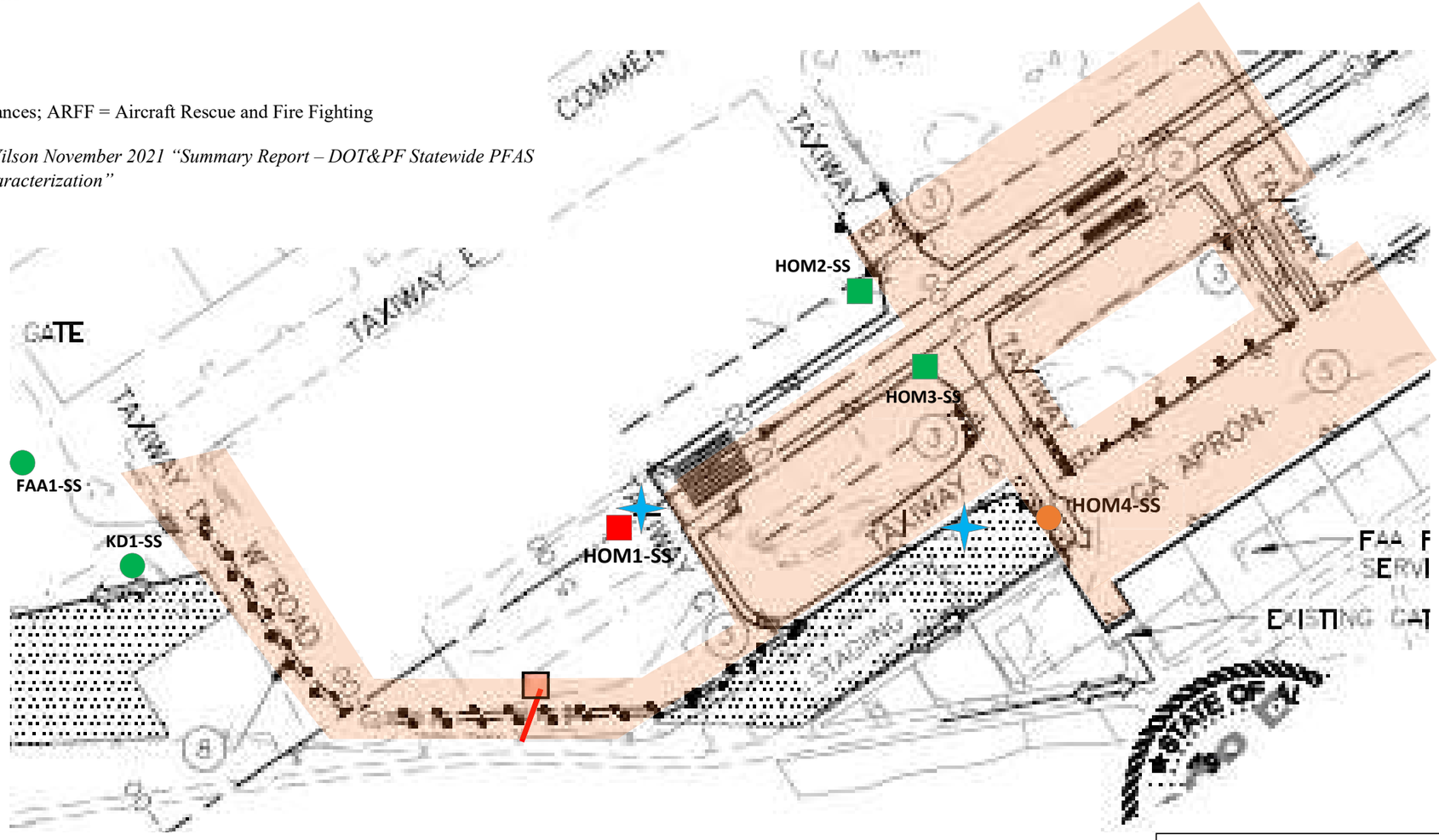
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- PFAS and Petroleum Analyte(s) Do Not Exceed Regulatory Limits – Surface Soil & Soil Boring Sample
- ARFF Readiness Training Areas – based on interviews with airport personnel
- Project Construction and Work Zones
- Sampling Area (May 2022)
- Culvert

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

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



0 100 200 300 400 500

Approximate Scale in Feet

Homer Airport Improvements
Homer, Alaska

HOM1 Sampling Area

June 2022 **Figure 2**

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

Key

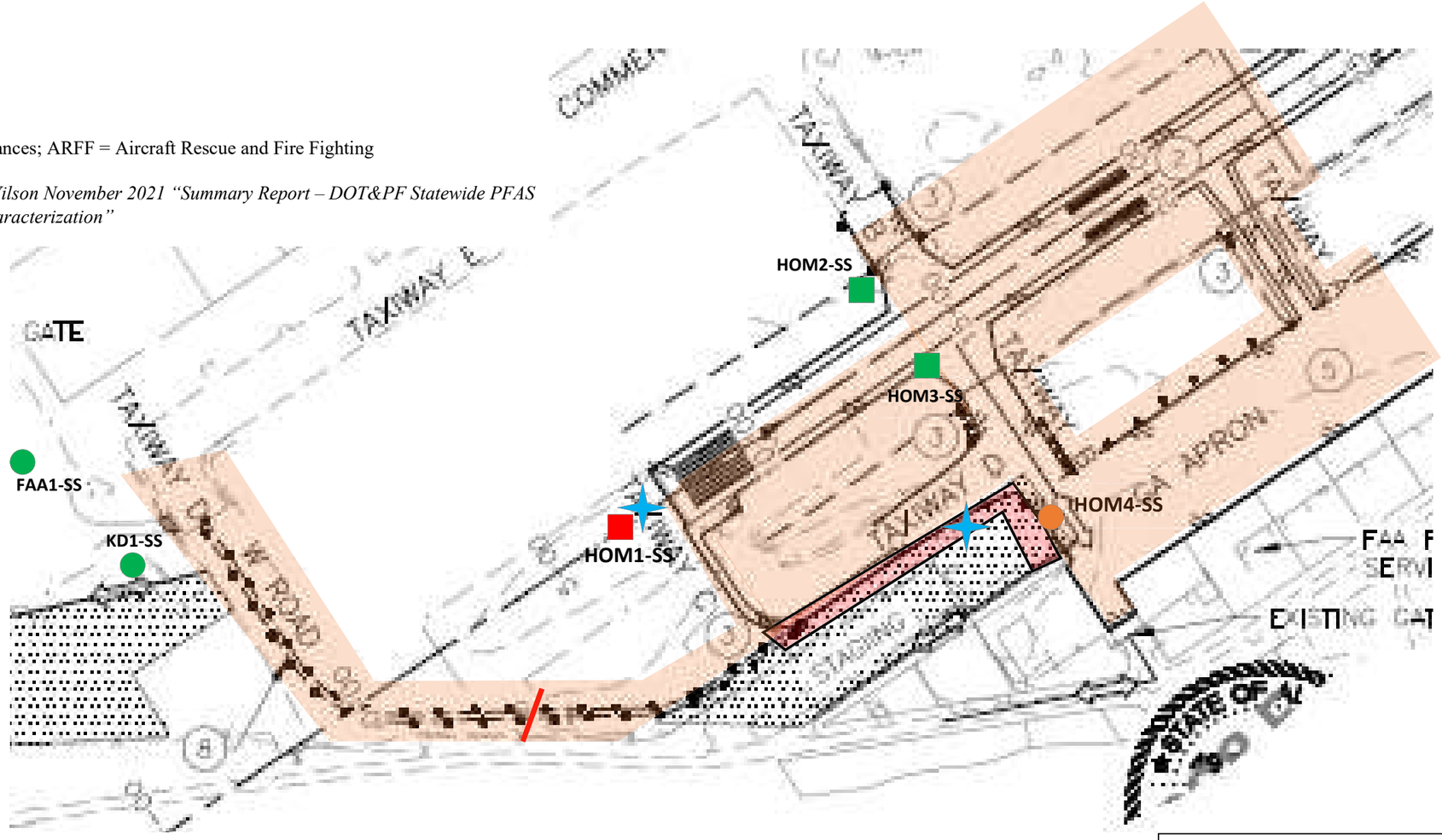
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- PFAS and Petroleum Analyte(s) Do Not Exceed Regulatory Limits – Surface Soil & Soil Boring Sample
- ARFF Readiness Training Areas – based on interviews with airport personnel
- Project Construction and Work Zones
- Approximate Boreholes Location
- Sampling Area (May 2022)
- Culvert

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

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



Homer Airport Improvements
Homer, Alaska

HOM4 Sampling Area

June 2022 **Figure 3**

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

Key

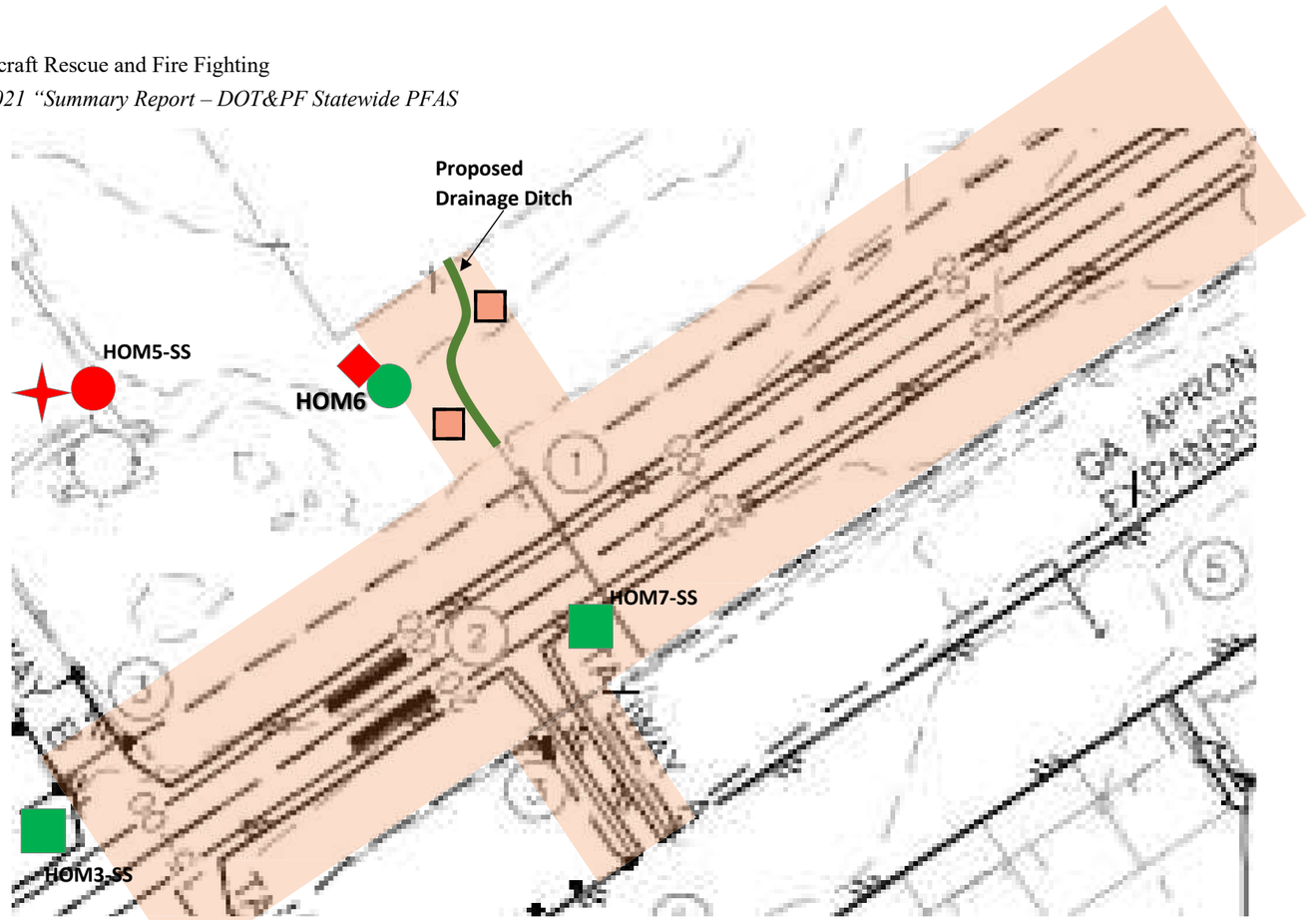
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- Project Construction and Work Zones
- Sampling Area (May 2022)

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

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



N

0 100 200 300 400 500

Approximate Scale in Feet

Homer Airport Improvements
Homer, Alaska
HOM6 Sampling Area

June 2022 **Figure 4**

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

Key

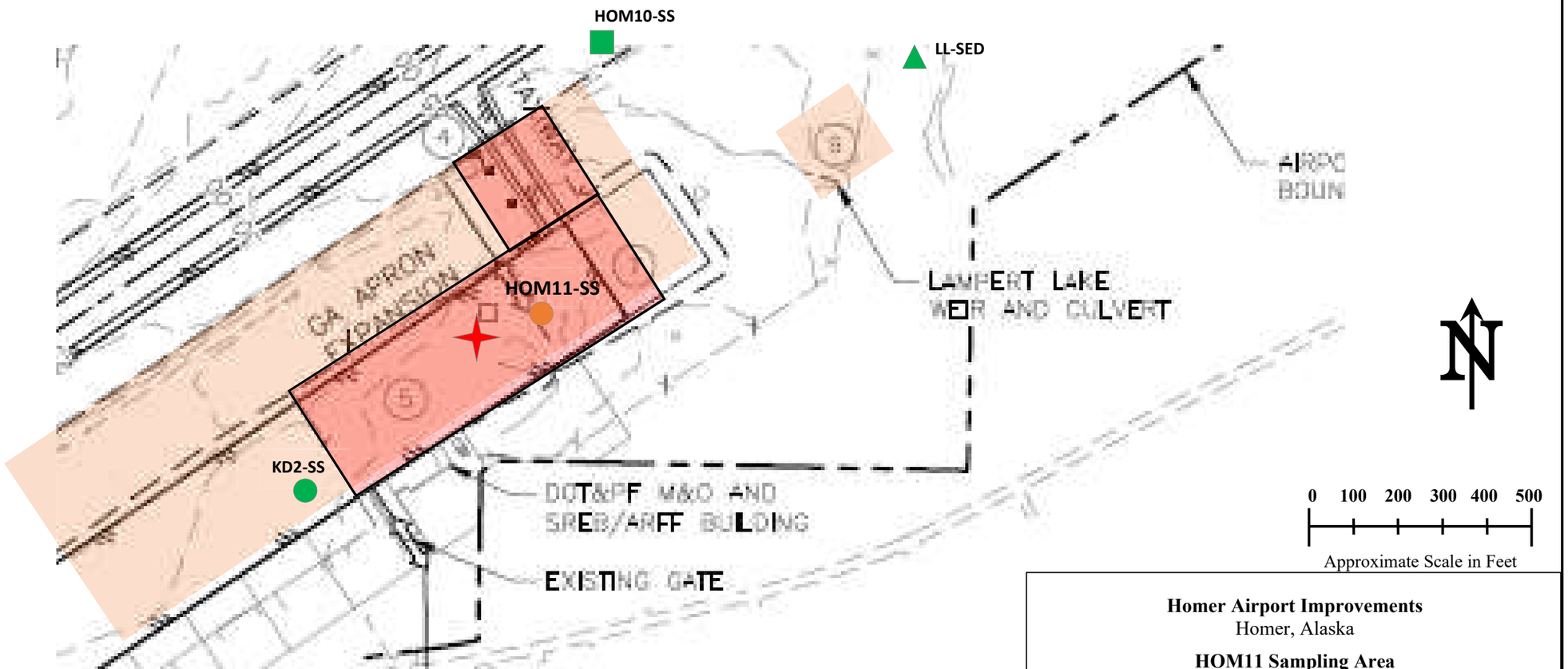
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Source: Construction Plans, State of Alaska Department of Transportation and Public Facilities, Contract No. CFAPT00491; Sheet 6

Homer Airport Improvements
Homer, Alaska

HOM11 Sampling Area

June 2022 **Figure 5**

Key

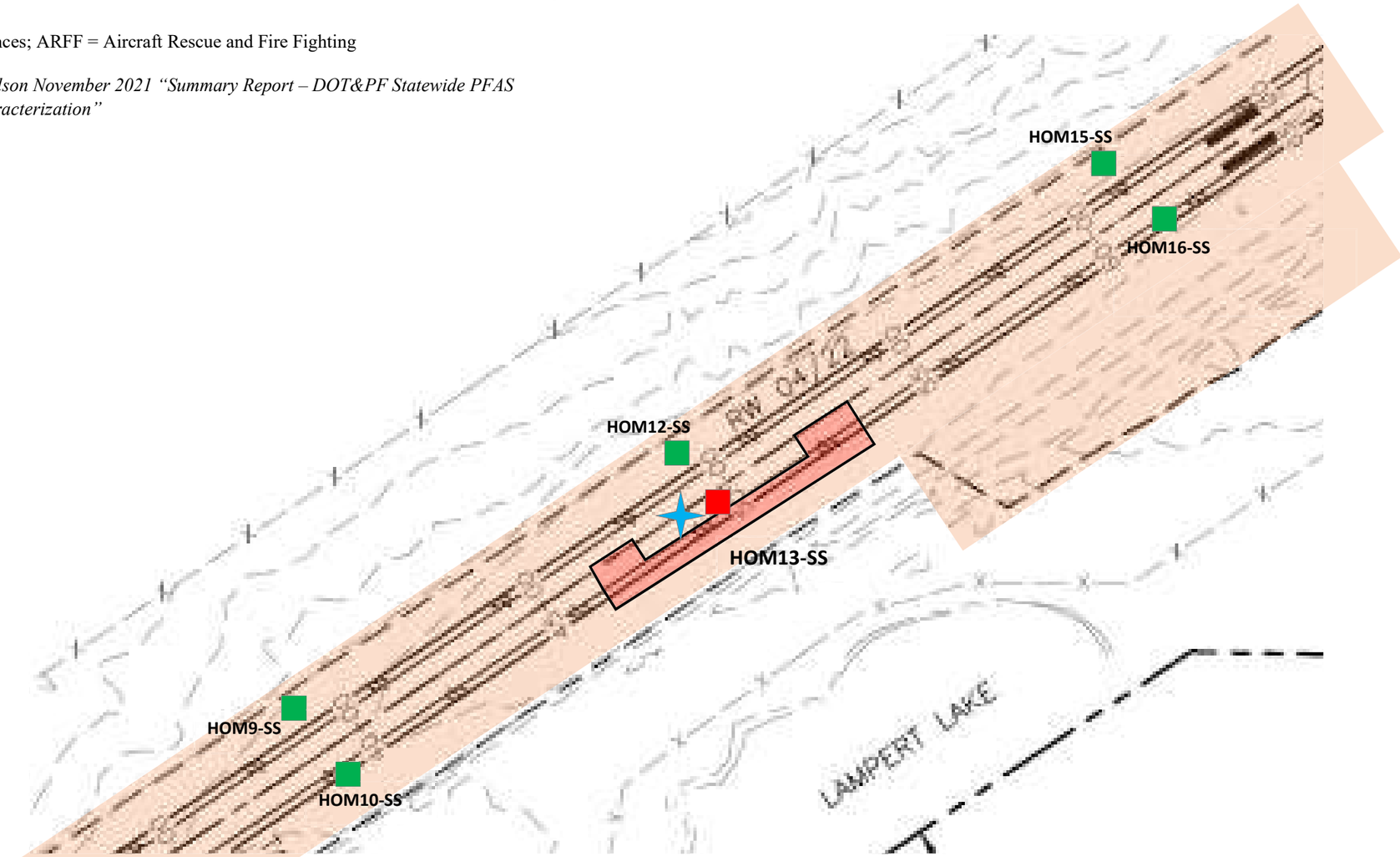
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Project Tasks

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0 100 200 300 400 500

Approximate Scale in Feet

Homer Airport Improvements
Homer, Alaska

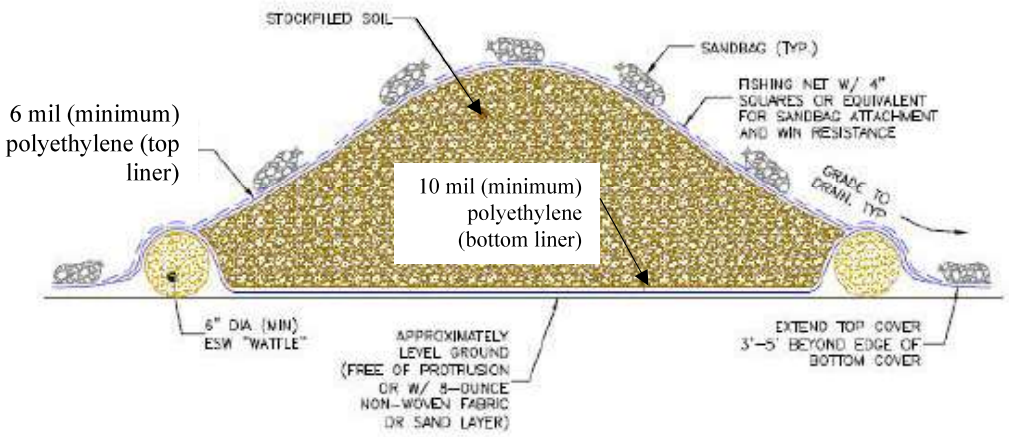
HOM13 Sampling Area

June 2022 **Figure 6**

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



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

Owen L. Means

From: Tisdell, Shawn E (DEC) <shawn.tisdell@alaska.gov>
Sent: Wednesday, April 27, 2022 4:30 PM
To: 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)
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Cc: Merritt, Morgan P (DOT sponsored) <mmerritt@hdlalaska.com>; Means, Owen L (DOT sponsored) <OMeans@hdlalaska.com>; Brinkman, Jenelle R (DOT) <jenelle.brinkman@alaska.gov>; Swenson, Mark R (DOT sponsored) <mswenson@hdlalaska.com>; 'rose pollock' <Rose@bgesinc.com>; 'Jayne Martin' <jayne@bgesinc.com>; O'Connell, Bill A (DEC) <bill.oconnell@alaska.gov>; Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>
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, INC.
ENVIRONMENTAL CONSULTANTS

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

Bob Braunstein, C.P.G.; P.G.
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Sent: Monday, April 25, 2022 4:32 PM
To: Hansen, Matthew H (DOT) <matthew.hansen@alaska.gov>
Cc: Merritt, Morgan P (DOT sponsored) <mmerritt@hdlalaska.com>; Means, Owen L (DOT sponsored) <OMeans@hdlalaska.com>; Brinkman, Jenelle R (DOT) <jenelle.brinkman@alaska.gov>; Swenson, Mark R (DOT sponsored) <mswenson@hdlalaska.com>; 'Bob Braunstein' <bob@bgesinc.com>; rose pollock <Rose@bgesinc.com>; 'Jayne Martin' <jayne@bgesinc.com>; O'Connell, Bill A (DEC) <bill.oconnell@alaska.gov>
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 ¼ 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 HOM1-SS. At 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

~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~

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

OK, thanks Shawn.

Matthew Hansen, P.E.
Project Manager
State of Alaska DOT&PF, Central Region Aviation Design
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Cc: Merritt, Morgan P (DOT sponsored) <mmerritt@hdlalaska.com>; Means, Owen L (DOT sponsored) <OMeans@hdlalaska.com>; Brinkman, Jenelle R (DOT) <jenelle.brinkman@alaska.gov>; Swenson, Mark R (DOT sponsored) <mswenson@hdlalaska.com>; 'Bob Braunstein' <bob@bgesinc.com>; rose pollock <Rose@bgesinc.com>; 'Jayne Martin' <jayne@bgesinc.com>; O'Connell, Bill A (DEC) <bill.oconnell@alaska.gov>
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

~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~

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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,
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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

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Shawn Tisdell (he/him)
Environmental Project Specialist
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~

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Subject: BGES Work Plan, Homer Airport

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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
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Check us out on Linked in:



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:

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22-006-01R3

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Figure 2 Map of HOM11-SS
Figure 3 Map of HOM1-SS & HOM4-SS
Figure 4 Map of HOM13-SS
Figure 5 Map of HOM6-SS

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

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 (µg/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

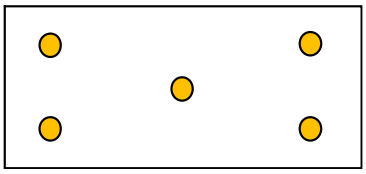
Based on the information presented above, we have developed this Field Sampling Work Plan for assessing potentially contaminated soils. This Field Sampling Work Plan was developed in general accordance with the ADEC Field Sampling Guidance (current version). BGES or HDL will coordinate

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 ¼ 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 located near the northern end of the culvert; and the soil borings in the vicinity of HOM6-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 analyzed for PFAS to define the lateral extent of contamination, and the deeper samples 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, VOCs, 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;

- 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 PFAS-free. 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:	Approved By:
		
Lisa Vitale	Jayne Martin	Robert N. Braunstein, C.P.G.; P.G.
Environmental Scientist	Senior Environmental Scientist	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 Date

_____ _____

Signature, ADEC Project Manager Date

_____ _____

Signature, HDL Project Manager Date

Key

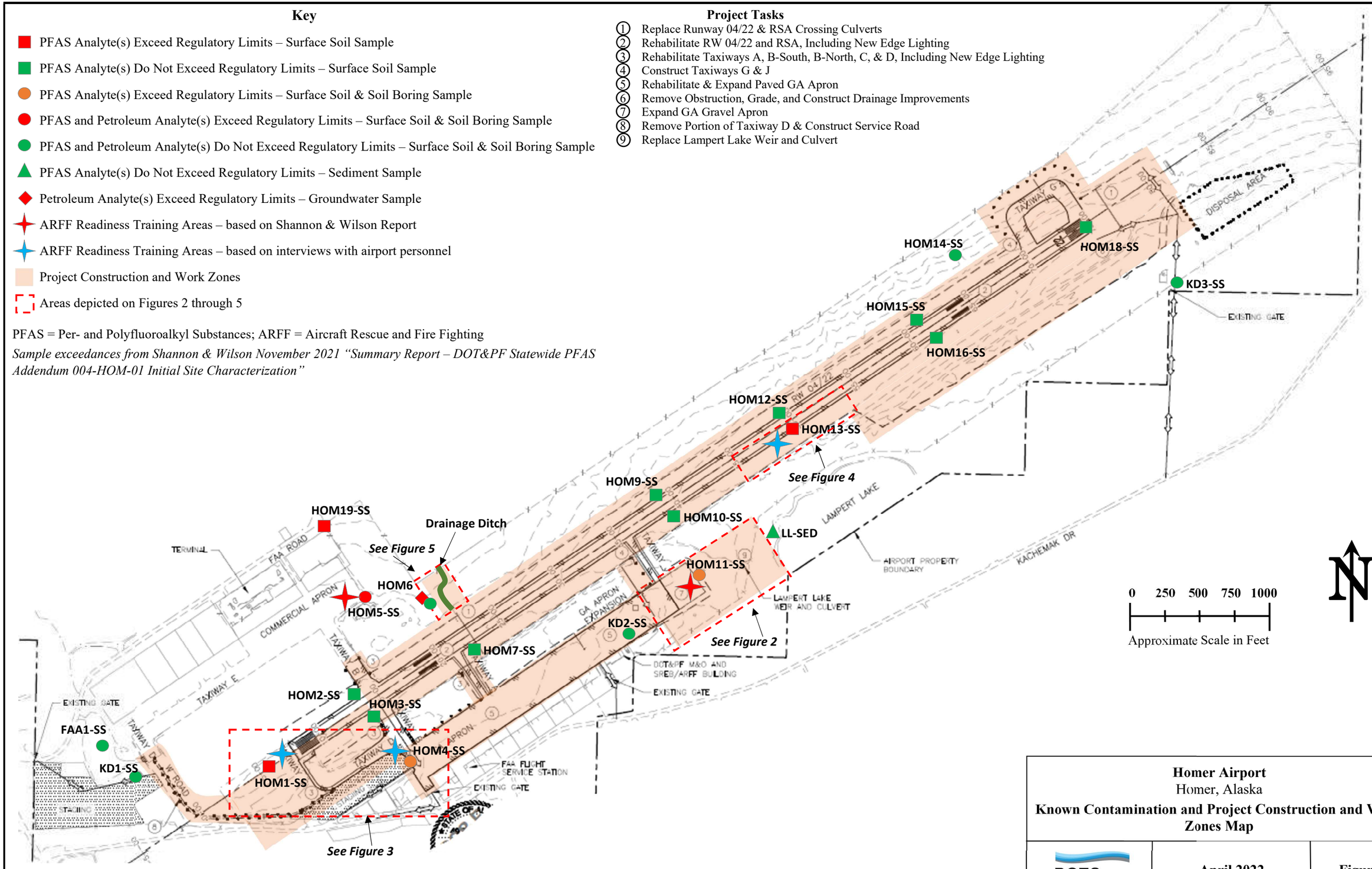
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- Petroleum Analyte(s) Exceed Regulatory Limits – Groundwater Sample
- ARFF Readiness Training Areas – based on Shannon & Wilson Report
- ARFF Readiness Training Areas – based on interviews with airport personnel
- Project Construction and Work Zones
- Areas depicted on Figures 2 through 5

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

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



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

Homer Airport
Homer, Alaska
Known Contamination and Project Construction and Work Zones Map

BGES, INC.	April 2022	Figure 1

Key

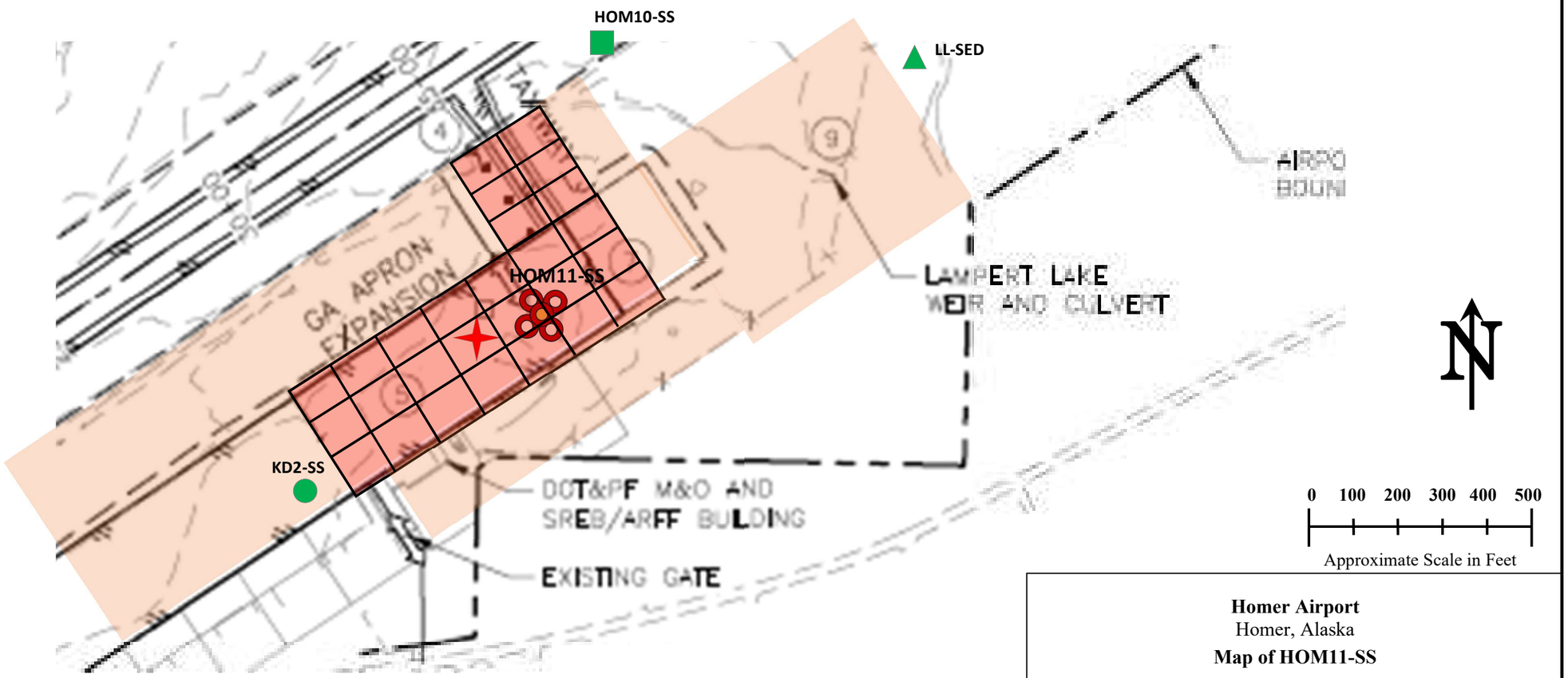
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- Decision Units

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9. Replace Lampert Lake Weir and Culvert



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

Homer Airport
Homer, Alaska
Map of HOM11-SS

BGES, INC. | **April 2022** | **Figure 2**

Key

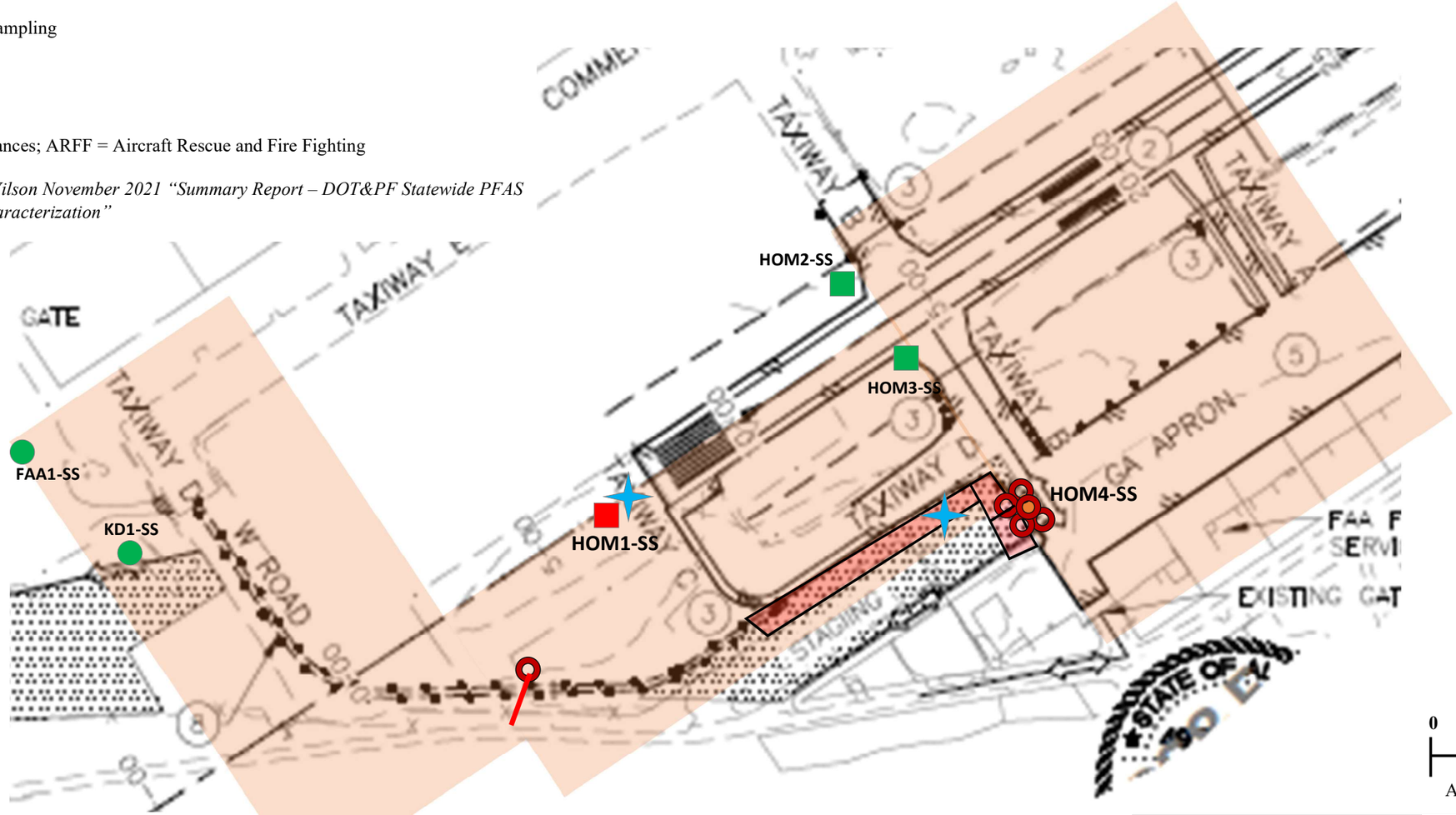
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- Culvert

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

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6. Remove Obstruction, Grade, and Construct Drainage Improvements
7. Expand GA Gravel Apron
8. Remove Portion of Taxiway D & Construct Service Road
9. Replace Lampert Lake Weir and Culvert



0 100 200 300 400 500

Approximate Scale in Feet

Homer Airport
Homer, Alaska
Map of HOM1-SS & HOM4-SS

BGES, INC.	**April 2022**	**Figure 3**

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

Key

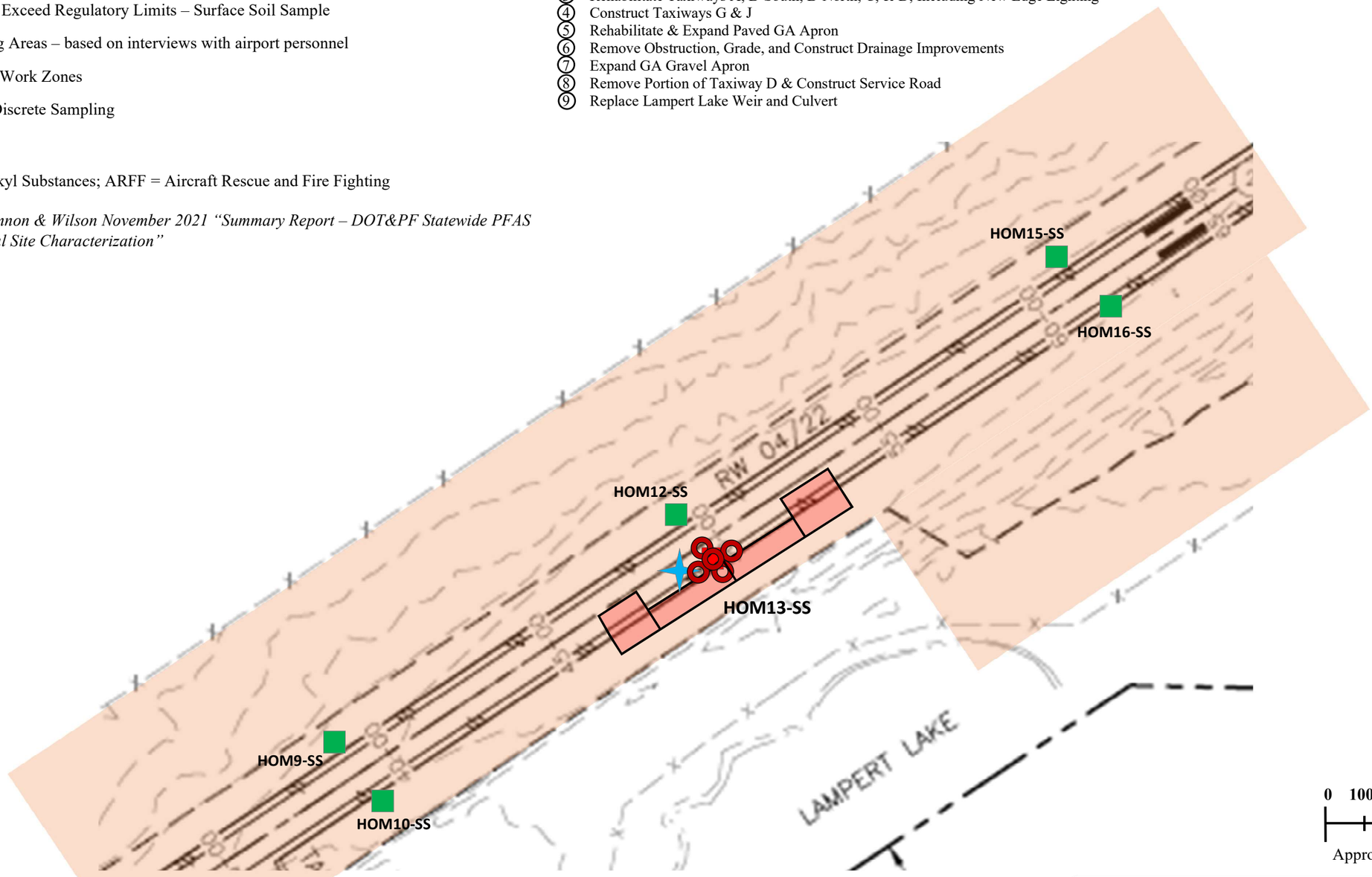
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Sample exceedances from Shannon & Wilson November 2021 "Summary Report – DOT&PF Statewide PFAS Addendum 004-HOM-01 Initial Site Characterization"

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3. Rehabilitate Taxiways A, B-South, B-North, C, & D, Including New Edge Lighting
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7. Expand GA Gravel Apron
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9. Replace Lampert Lake Weir and Culvert



N

0 100 200 300 400 500

Approximate Scale in Feet

Homer Airport
Homer, Alaska
Map of HOM13-SS

BGES, INC.	**April 2022**	**Figure 4**

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

Key

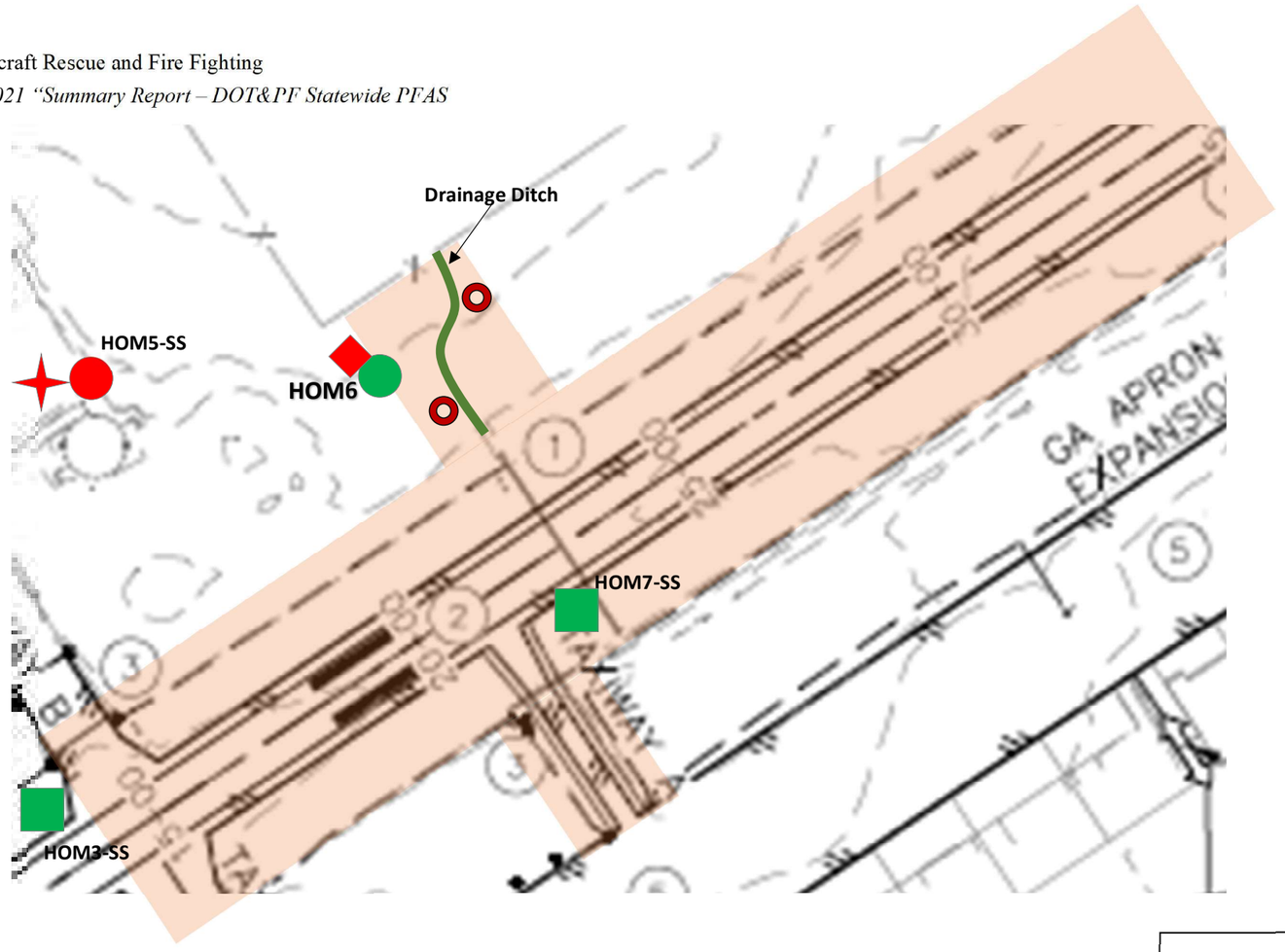
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2. Rehabilitate RW 04/22 and RSA, Including New Edge Lighting
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9. Replace Lampert Lake Weir and Culvert



N

0 100 200 300 400 500

Approximate Scale in Feet

Homer Airport
Homer, Alaska
Map of HOM6-SS

BGES, INC. | **April 2022** | **Figure 5**

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

Appendix D

National Historic Preservation Act Consultation

DOT&PF Initiation of Consultation Letters D-1
SHPO Response to Initiation D-27
Findings D-30
SHPO Concurrence D-58

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

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

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 are for the center point of the APE in NAD83 Alaska Albers.

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.

Table 2. AHRS sites within one mile (1.6 km) of APE.

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
SEL-00150	Homer Post Office	Log cabin built in 1927 to function as post office, in 1950s purchased and moved to Alaska Wild Berry Products complex.	2,802.440 ft (854.184 m)	NDE
SEL-00152	Shotter/Svedlund/Thompson House	Original two-story frame home built in 1931-1932 in Seldovia. Moved to current location in Homer in 1935. Several outbuildings associated with house.	3,229.093 ft (984.228 m)	NDE
SEL-00153	Putnam/Hewlett House	Single story building built in 1937/38. House was demolished in the 1990s.	5,057.132 ft (1,541.414 m)	NDE
SEL-00155	Thorn-Stingley House	Post WWII house, mid-twentieth century bungalow retaining its physical integrity.	2,422.351 ft (738.336 m)	DE
SEL-00156	Jones House	A pre-1940 frame building originally erected in Halibut Cove and moved to Homer.	4,772.596 ft (1,454.687 m)	NDE
SEL-00157	Homer Cash Store	Two-story, 30'x 60', 1936 building that operated as a store and later a warehouse.	5,467.110 ft (1,666.375 m)	NDE
SEL-00272	Prehistoric Lamp Site	Prehistoric site containing multiple lamps.	861.483 ft (262.580 m)	NDE
SEL-00353	Alm House	A 1.5 story log house build in 1946 by Milton and Helen Alm.	3,586.661 ft (1,093.214 m)	NDE
SEL-00355	Shelford House	One-story gable house built in 1936 by Tom Shelford.	4,999.0636 ft	NDE

			(1,523.715 m)	
SEL-00356	Hady Hotel/Heritage Hotel Lodge	Rectangular, gable roofed building constructed in 1948. Functioned as a hotel from 1948 to present day.	4,846.962 f (1,477.354 m)	NDE
SEL-00357	Alaska Wild Berry Products	Complex of log, gable roofed buildings build circa 1948 by Hazel and Ken Heath.	2,911.536 ft (887.436 m)	NDE
SEL-00359	Edwards House	1.5 story, 14’ x 16’ log homestead cabin used by Ruel Edwards.	3,098.065 ft (944.290 m)	NDE
SEL-00361	Edens House	Wood-frame, gabled roof, house built in 1945 by homesteaders Richard and Helen Edens.	2,448.747 ft (746.378 m)	NDE
SEL-00362	Smith House	Wood-frame, 2.5 story house with asbestos shingles and numerous gables built in 1946 by Robert and Margaret Smith.	2,304.519 ft (702.417 m)	NDE
SEL-00369	601 East Pioneer Avenue	Building that was assigned an AHRS number but no description exists of the building.	236.269 ft (720.019 m)	NDE
SEL-00370	3977 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	2,350.407 ft (716.402 m)	NDE
SEL-00371	3978 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	2,011.628 ft (613.144 m)	NDE
SEL-00372	3939 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	861.27 ft (262.515 m)	NDE
SEL-00373	3915 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	1,964.410 ft (598.752 m)	NDE
SEL-00374	3877 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	1,769.890 ft (569.942 m)	NDE
SEL-00375	3695 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	1,740.486 ft (530.500 m)	NDE
SEL-00379	Sterling Highway	The non-interstate segment of the Sterling Highway that extends from the Kenai Spur Highway to the end of the Homer Spit.	93.688 ft (28.556 m)	DNE
SEL-00390	Bollenbach Site	Small, disturbed shell midden atop the sea bluff. Site destroyed.	1,285.651 ft (391.866 m)	NDE
SEL-00391	Yourkowski Site	Prehistoric midden site. Partially destroyed by gardening.	933.52 ft (284.537 m)	NDE

Table Notes:
Source = AHRS IBS and DNR RS 2477 trails database, accessed January 4, 2021.
‘ = feet
DE = Determined Eligible to the NRHP
DNE = Determined not Eligible to the NRHP
ft = feet
m = meters
NDE = No Determination of Eligibility
WWII = World War II

Based on the review of site types within one mile (1.6 km) of the preliminary APE, Project wetland data, and LiDAR and IFSAR imagery, NLURA recommended that there is a moderate to high potential for prehistoric and/or historic archaeological resources in the non-wetland areas within the preliminary APE that have not been disturbed by previous airport construction. As such, DOT&PF plans to complete a Level I survey for these portions of the preliminary APE (Figure 2). If cultural resources are identified during the Level I survey, field investigations will expand to include a Level II survey of the identified resources.

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.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-269-0534, or by e-mail at erik.hilsinger@alaska.gov.

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

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Transportation
and Public Facilities

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PRELIMINARY DESIGN & ENVIRONMENTAL

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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.

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THE STATE of ALASKA
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PO Box 196900
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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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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

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

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

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- 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 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.

Table 2. AHRS sites within one mile (1.6 km) of APE.

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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
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SEL-00150	Homer Post Office	Log cabin built in 1927 to function as post office, in 1950s purchased and moved to Alaska Wild Berry Products complex.	2,802.440 ft (854.184 m)	NDE
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SEL-00153	Putnam/Hewlett House	Single story building built in 1937/38. House was demolished in the 1990s.	5,057.132 ft (1,541.414 m)	NDE
SEL-00155	Thorn-Stingley House	Post WWII house, mid-twentieth century bungalow retaining its physical integrity.	2,422.351 ft (738.336 m)	DE
SEL-00156	Jones House	A pre-1940 frame building originally erected in Halibut Cove and moved to Homer.	4,772.596 ft (1,454.687 m)	NDE
SEL-00157	Homer Cash Store	Two-story, 30’x 60’, 1936 building that operated as a store and later a warehouse.	5,467.110 ft (1,666.375 m)	NDE
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SEL-00359	Edwards House	1.5 story, 14’ x 16’ log homestead cabin used by Ruel Edwards.	3,098.065 ft (944.290 m)	NDE
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SEL-00371	3978 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	2,011.628 ft (613.144 m)	NDE
SEL-00372	3939 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	861.27 ft (262.515 m)	NDE
SEL-00373	3915 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	1,964.410 ft (598.752 m)	NDE
SEL-00374	3877 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	1,769.890 ft (569.942 m)	NDE
SEL-00375	3695 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	1,740.486 ft (530.500 m)	NDE
SEL-00379	Sterling Highway	The non-interstate segment of the Sterling Highway that extends from the Kenai Spur Highway to the end of the Homer Spit.	93.688 ft (28.556 m)	DNE
SEL-00390	Bollenbach Site	Small, disturbed shell midden atop the sea bluff. Site destroyed.	1,285.651 ft (391.866 m)	NDE
SEL-00391	Yourkowski Site	Prehistoric midden site. Partially destroyed by gardening.	933.52 ft (284.537 m)	NDE

Table Notes:
Source = AHRS IBS and DNR RS 2477 trails database, accessed January 4, 2021.
‘ = feet
DE = Determined Eligible to the NRHP
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ft = feet
m = meters
NDE = No Determination of Eligibility
WWII = World War II

Based on the review of site types within one mile (1.6 km) of the preliminary APE, Project wetland data, and LiDAR and IFSAR imagery, NLURA recommended that there is a moderate to high potential for prehistoric and/or historic archaeological resources in the non-wetland areas within the preliminary APE that have not been disturbed by previous airport construction. As such, DOT&PF plans to complete a Level I survey for these portions of the preliminary APE (Figure 2). If cultural resources are identified during the Level I survey, field investigations will expand to include a Level II survey of the identified resources.

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.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-269-0534, or by e-mail at erik.hilsinger@alaska.gov.

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

Electronic cc w/ enclosures:

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

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

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

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

Dear Ms. Gibbins:

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 are for the center point of the APE in NAD83 Alaska Albers.

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
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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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Erik D Hilsinger
Cultural Resources Specialist, DOT&PF

Enclosures:

Figure 1: Location and Vicinity
Figure 2: Area of Potential Effect

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Kathy Price, DOT&PF Statewide Environmental Office, Cultural Resources Manager
Heidi Zimmer, DOT&PF Central Region, Environmental Analyst

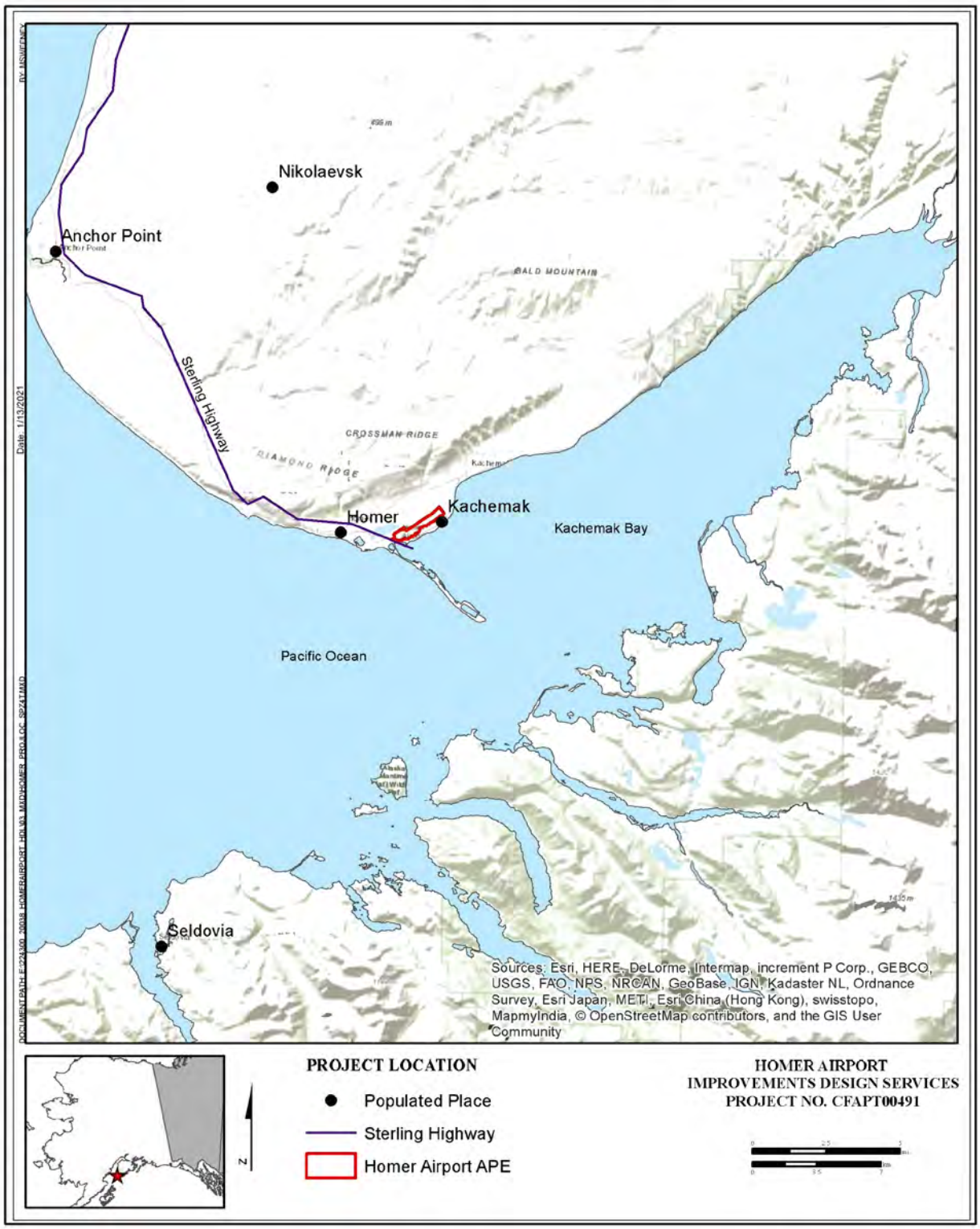


Figure 1: Location and Vicinity

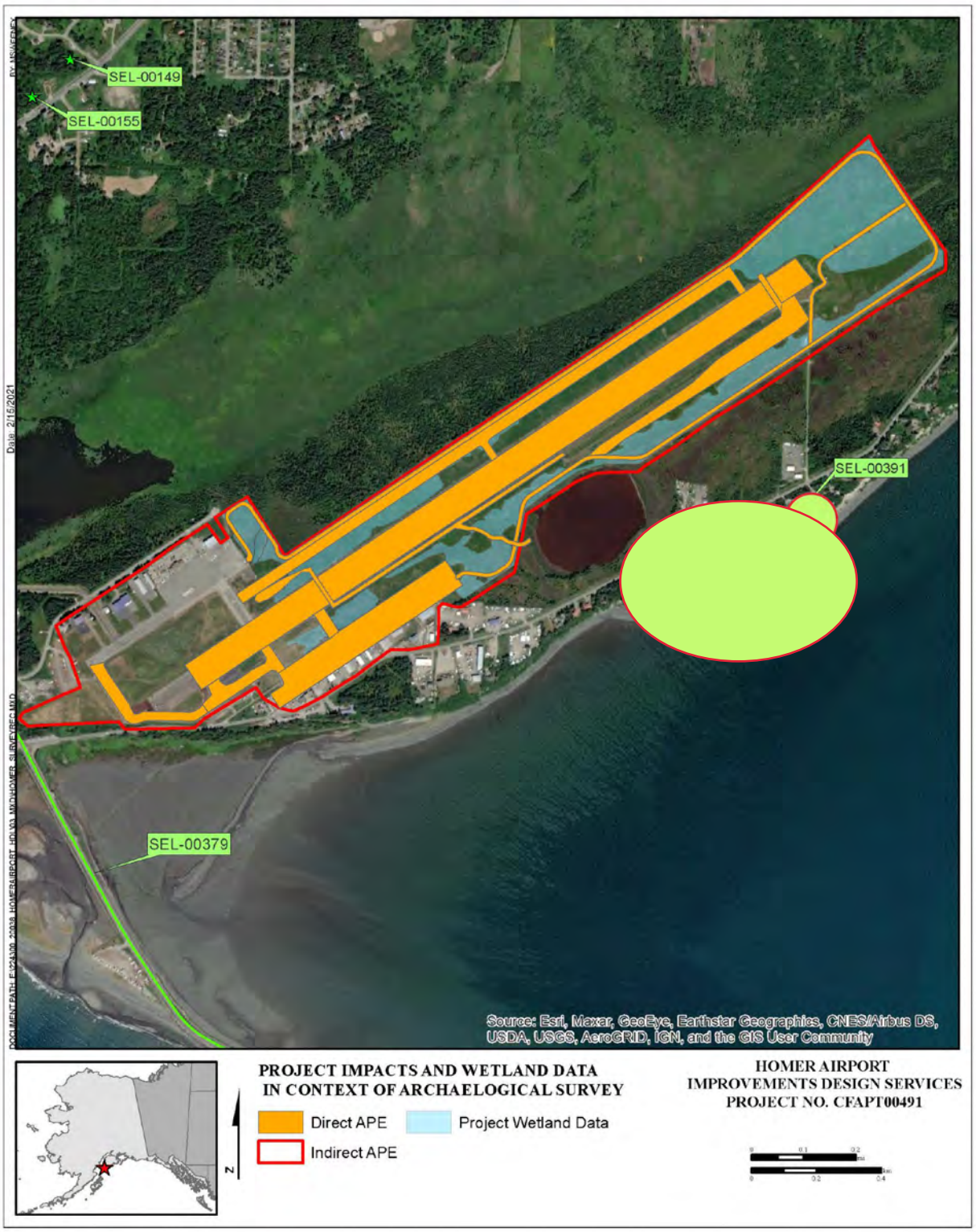


Figure 2: Proposed Area of Potential Effect

Owen L. Means

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

---

From: Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>
Sent: Friday, April 23, 2021 11:06 AM
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: RE: 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
liz.ortiz@alaska.gov
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
sarah.meitl@alaska.gov
http://dnr.alaska.gov/parks/oha
Teleworking - Email is the best method of communication.

From: Hilsinger, Erik D (DOT) <erik.hilsinger@alaska.gov>
Sent: Wednesday, March 31, 2021 1:14 PM
To: DNR, Parks OHA Review Compliance (DNR sponsored) <oha.revcomp@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>
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,

E.

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

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

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
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
DOT&PF in cooperation with FAA proposes to:

- 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

Area of Potential Effect
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.

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,



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:

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

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

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
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
mayor@ci.homer.ak.us

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.

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
DOT&PF in cooperation with FAA proposes to:

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- apply dust palliative to unpaved surfaces as necessary
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- adjust utilities, if required

Area of Potential Effect
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.

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.

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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:

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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:

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

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

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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.

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,



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:

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

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

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
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
DOT&PF in cooperation with FAA proposes to:

- 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

Area of Potential Effect
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.

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,



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:

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

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

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
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
DOT&PF in cooperation with FAA proposes to:

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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,



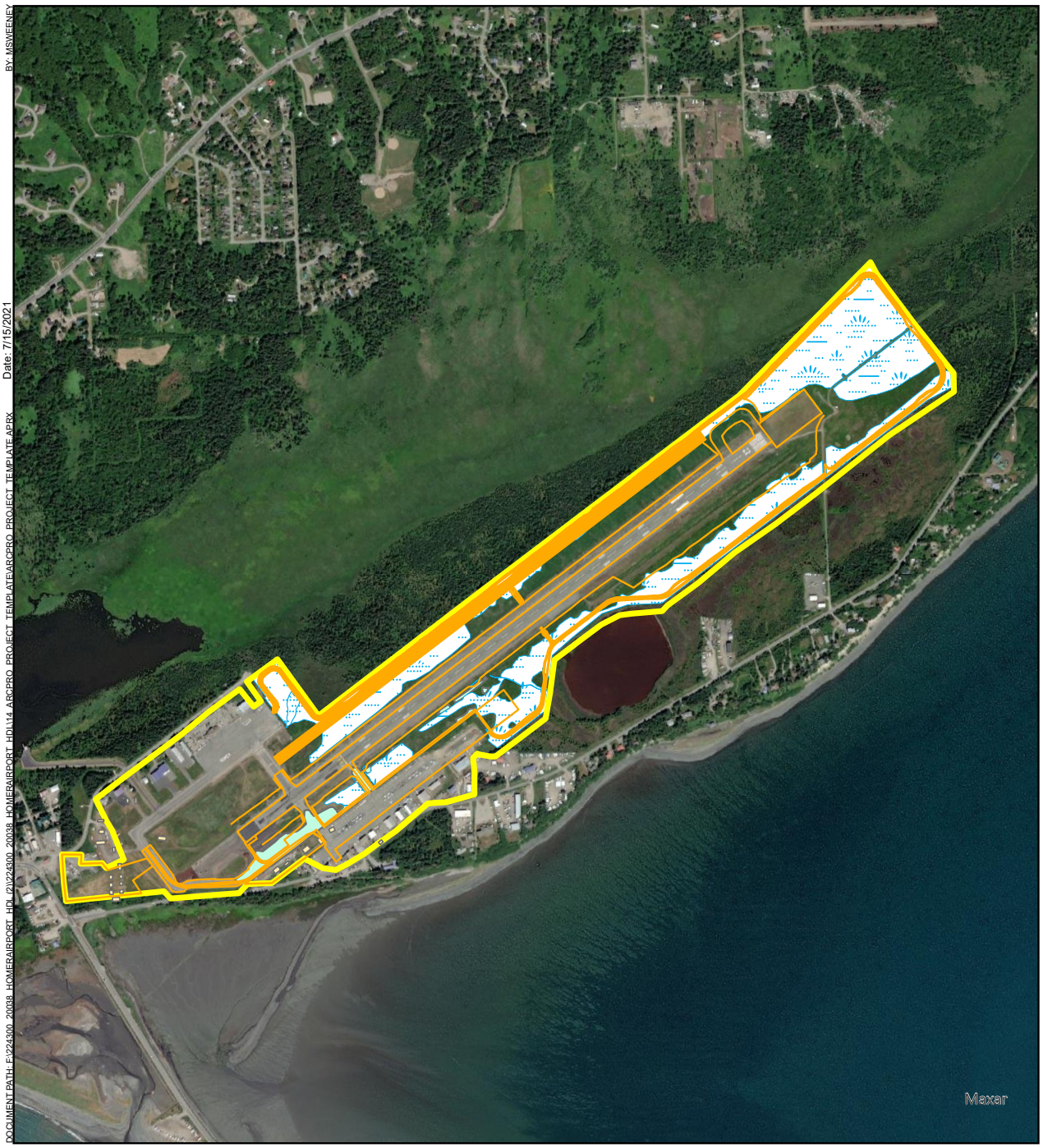
Erik D. Hilsinger
Cultural Resources Specialist, DOT&PF

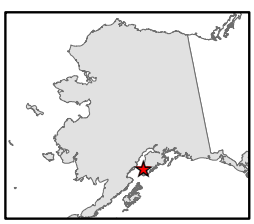
Enclosures:

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:

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





LEGEND

- Project Components, Direct APE
- Airport Perimeter, Indirect APE
- Embankment Material or Future Taxiway
- Wetlands
- Obstructions

HOMER AIRPORT IMPROVEMENTS
CFAPT00491
AIP NUMBER 3-02-0122-XXX-2022

0 870 1,740 Ft
0 275 550 M

Owen L. Means

From: Owen L. Means
Sent: Tuesday, October 12, 2021 3:22 PM
To: Owen L. Means
Subject: RE: CFAPT00491 Homer Airport Improvements FONHPA

From: Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>
Sent: Tuesday, September 7, 2021 2:33 PM
To: Hilsinger, Erik D (DOT) <erik.hilsinger@alaska.gov>
Cc: Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>
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 re-evaluate 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 liz.ortiz@alaska.gov 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
liz.ortiz@alaska.gov
We are currently teleworking; email communication is best. Be well!

From: Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>
Sent: Tuesday, August 10, 2021 1:33 PM
To: Hilsinger, Erik D (DOT) <erik.hilsinger@alaska.gov>; DNR, Parks OHA Review Compliance (DNR sponsored) <oha.revcomp@alaska.gov>
Cc: Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>
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) <erik.hilsinger@alaska.gov>
Sent: Tuesday, August 10, 2021 11:31 AM
To: DNR, Parks OHA Review Compliance (DNR sponsored) <oha.revcomp@alaska.gov>; Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>
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,

E.

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

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

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 59.64249º N., Longitude 151.48474º 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.

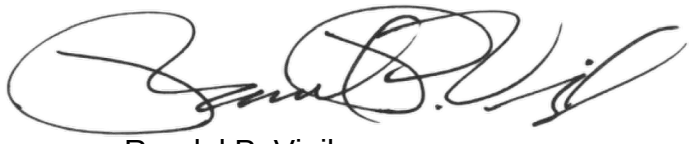
Additionally, the U.S. Army Corps of Engineers (USACE) has enclosed a Notification of Administrative Appeal Options and Process and Request for Appeal form regarding this Department of the Army Permit (see section labeled “Initial Proffered Permit”).

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.

Permanent Impacts in Waters of the United States

Sheet #	Wetland Impact ID	Acres	Fill cubic yards	Dredge cubic yards	Fill Type	Habitat Code	Notes
7	**1**	1.32	11,000	3,500	Borrow, Type A	PEM1/SS1B	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
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	**10**	0.001	20	120	Class I riprap, 18” ditch lining, 12” ditch lining	PEM1/SS1B	Drainage
4	**11**	0.80	3,700	3,000	Class I riprap, 18” ditch lining, 12” ditch lining; borrow type A	PEM1/SS1B	Drainage; Instrument approach installation
	Total	**3.03**	**17,055**	**9,151**			

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 59.64249º N., Longitude 151.48474º W.; Homer Airport, in Homer, Alaska.

Permit Conditions:

General Conditions:

1. The time limit for completing the work authorized ends on **5 years from the end of issuing month**. 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.

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.

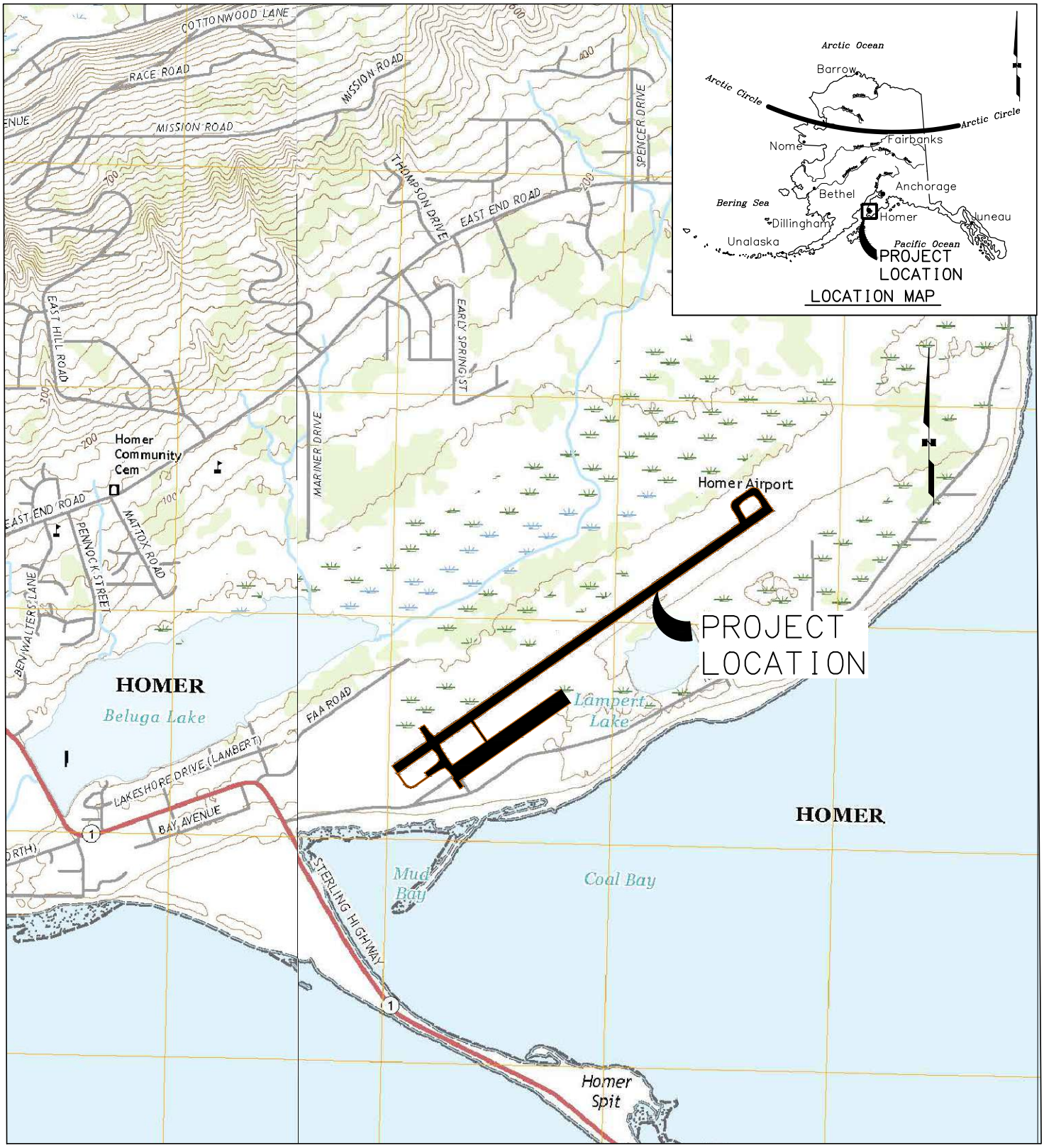
Heidi Zimmer (DATE)
Environmental Team Leader
Alaska Department of Transportation and Public Facilities

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

FOR (DISTRICT COMMANDER) (DATE)
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.

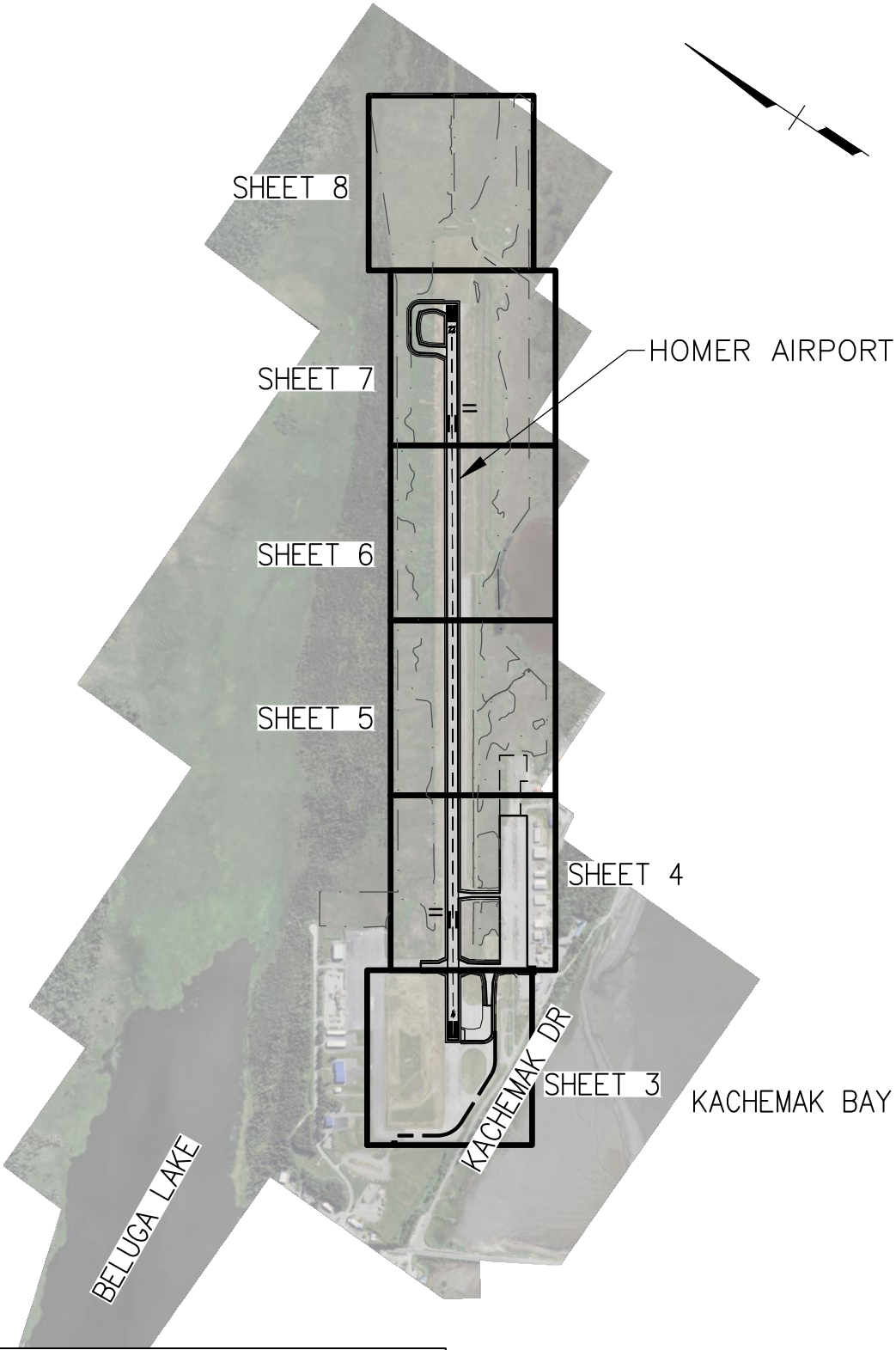
(TRANSFEREE) (DATE)



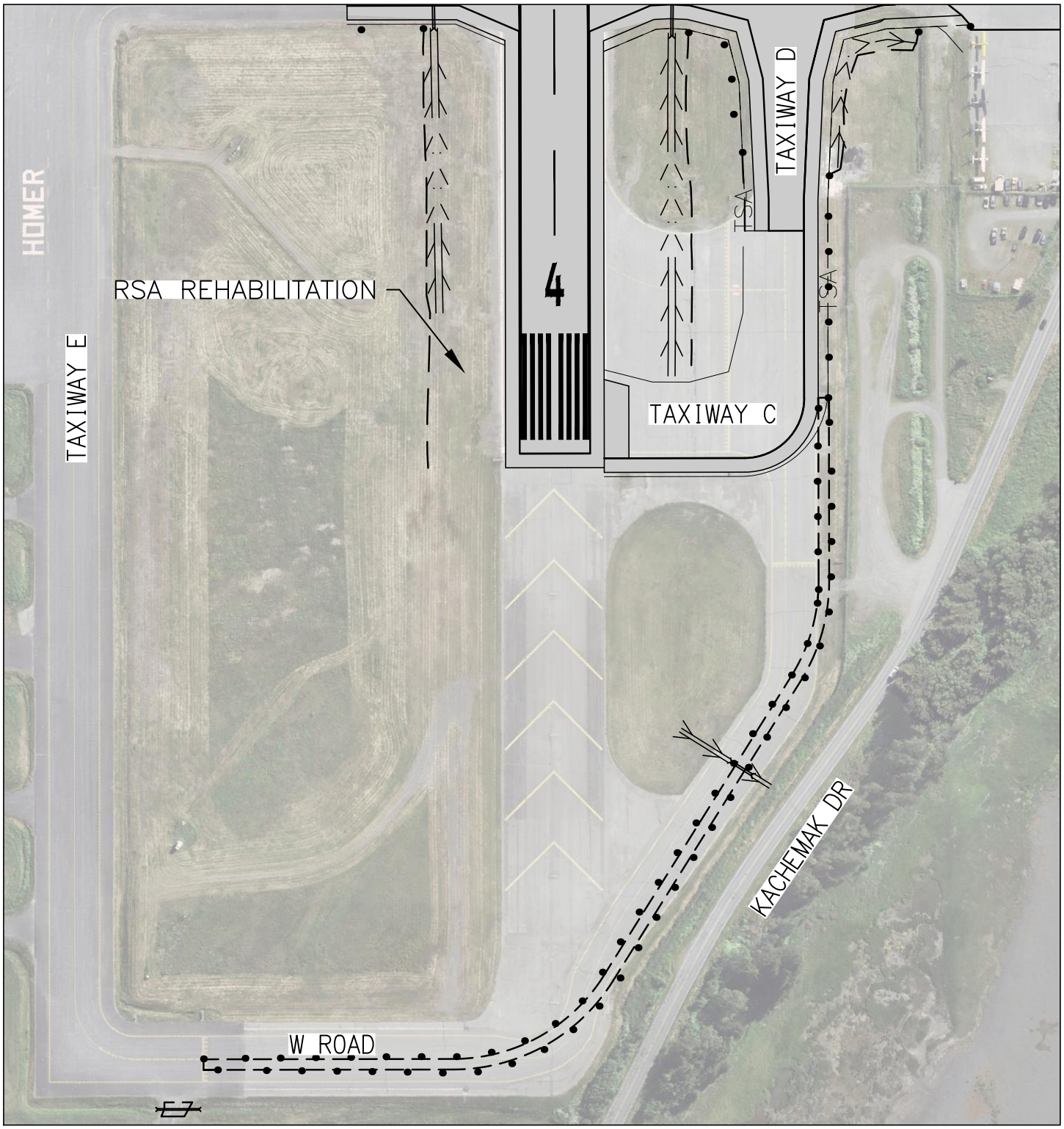
VICINITY MAP

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 Long.: 151.4778°W
Sheet 1 of 11 Date: 7/6/2022

0 1000 2000
SCALE IN FEET



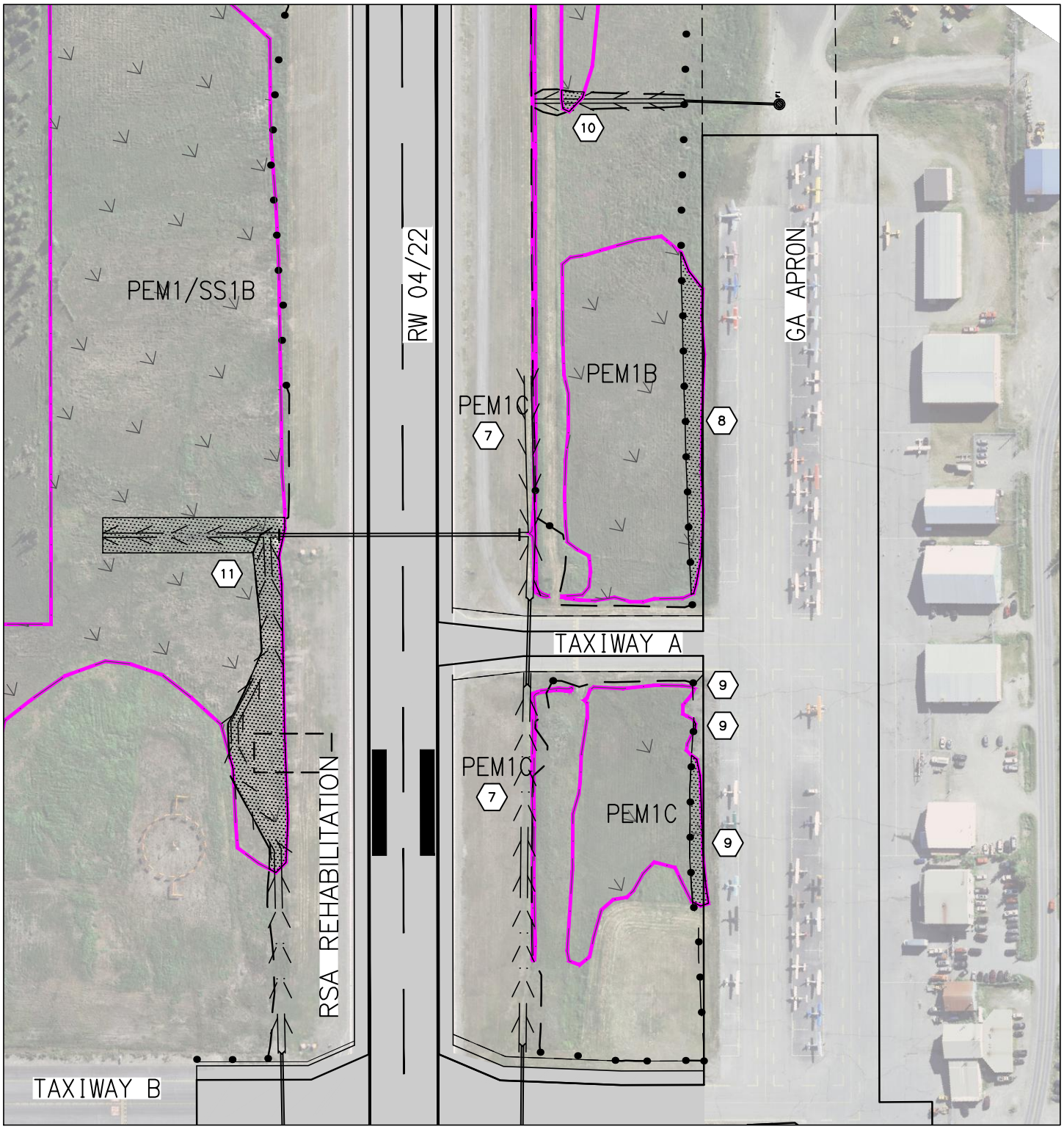
Applicant: Alaska Department of Transportation & Public Facilities
Project Name: Homer Airport Improvements
File No.: POA-1981-00312
Waterway: Beluga Lake
Proposed activity: Transportation
MTRS: Sec 15, 21, & 22, T6S, R13W, Seward Meridian
Lat.: 59.6448 Long.: 151.4778°W
Sheet 2 of 11 Date: 7/6/2022



0 100 200
SCALE IN FEET

Applicant: Alaska Department of Transportation & Public Facilities
Project Name: Homer Airport Improvements
File No.: POA-1981-00312
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Proposed activity: Transportation
MTRS: Sec 15, 21, & 22, T6S, R13W, Seward Meridian
Lat.: 59.6448 Long.: 151.4778°W
Sheet 3 of 11 Date: 7/6/2022

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

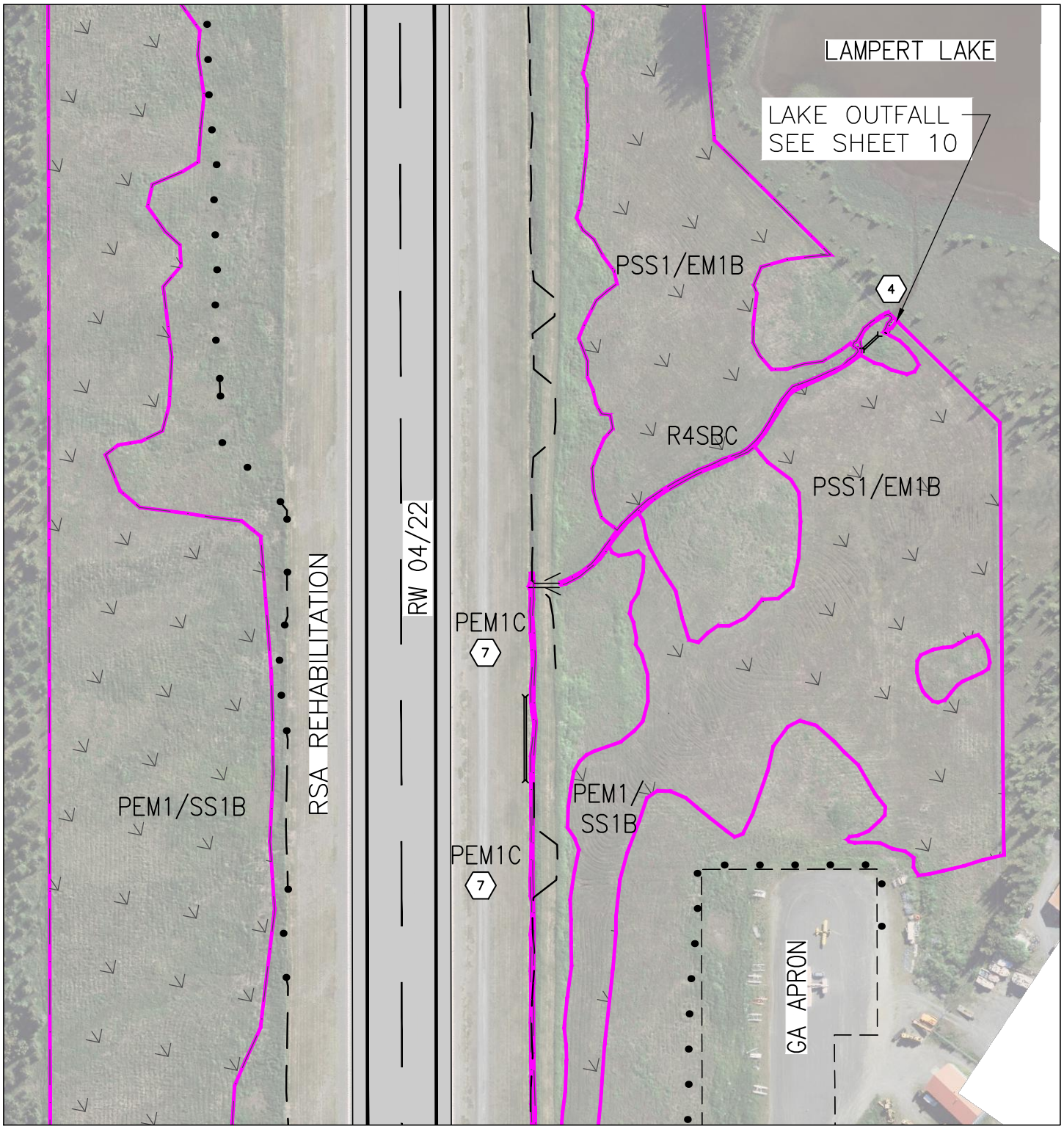


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Applicant: Alaska Department of Transportation & Public Facilities
Project Name: Homer Airport Improvements
File No.: POA-1981-00312
Waterway: Beluga Lake
Proposed activity: Transportation
MTRS: Sec 15, 21, & 22, T6S, R13W, Seward Meridian
Lat.: 59.6448 Long.: 151.4778°W
Sheet 4 of 11 Date: 7/6/2022

Legend

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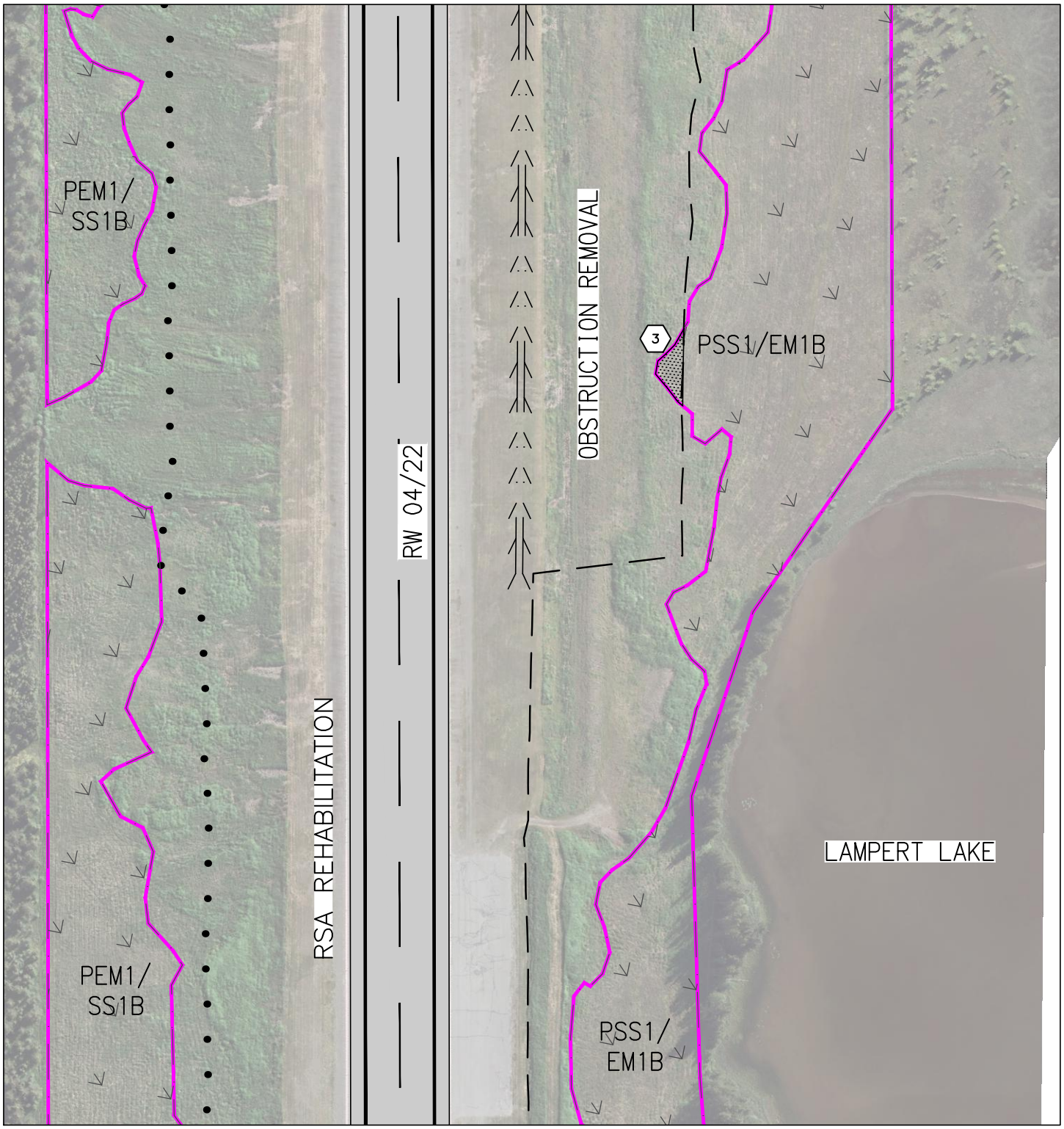
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SCALE IN FEET

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 Long.: 151.4778°W
Sheet 5 of 11 Date: 7/6/2022

Legend

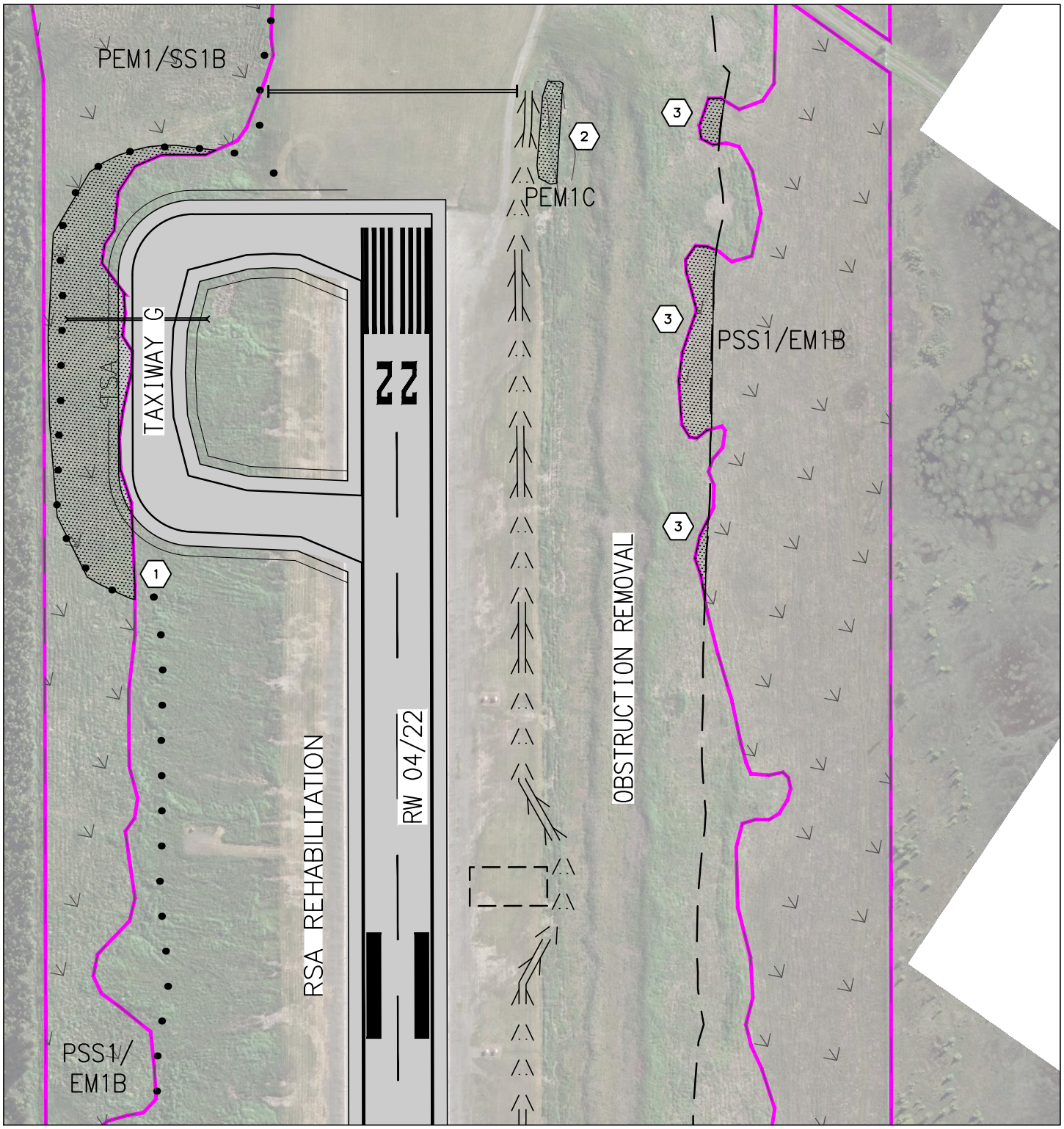
- Proposed Paved Surfaces
- Proposed Gravel Surfaces
- Cut Limits
- Fill Limits
- Wetlands
- Wetland Impacts
- # Impact ID



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SCALE IN FEET

Applicant: Alaska Department of Transportation & Public Facilities
Project Name: Homer Airport Improvements
File No.: POA-1981-00312
Waterway: Beluga Lake
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MTRS: Sec 15, 21, & 22, T6S, R13W, Seward Meridian
Lat.: 59.6448 Long.: 151.4778°W
Sheet 6 of 11 Date: 7/6/2022

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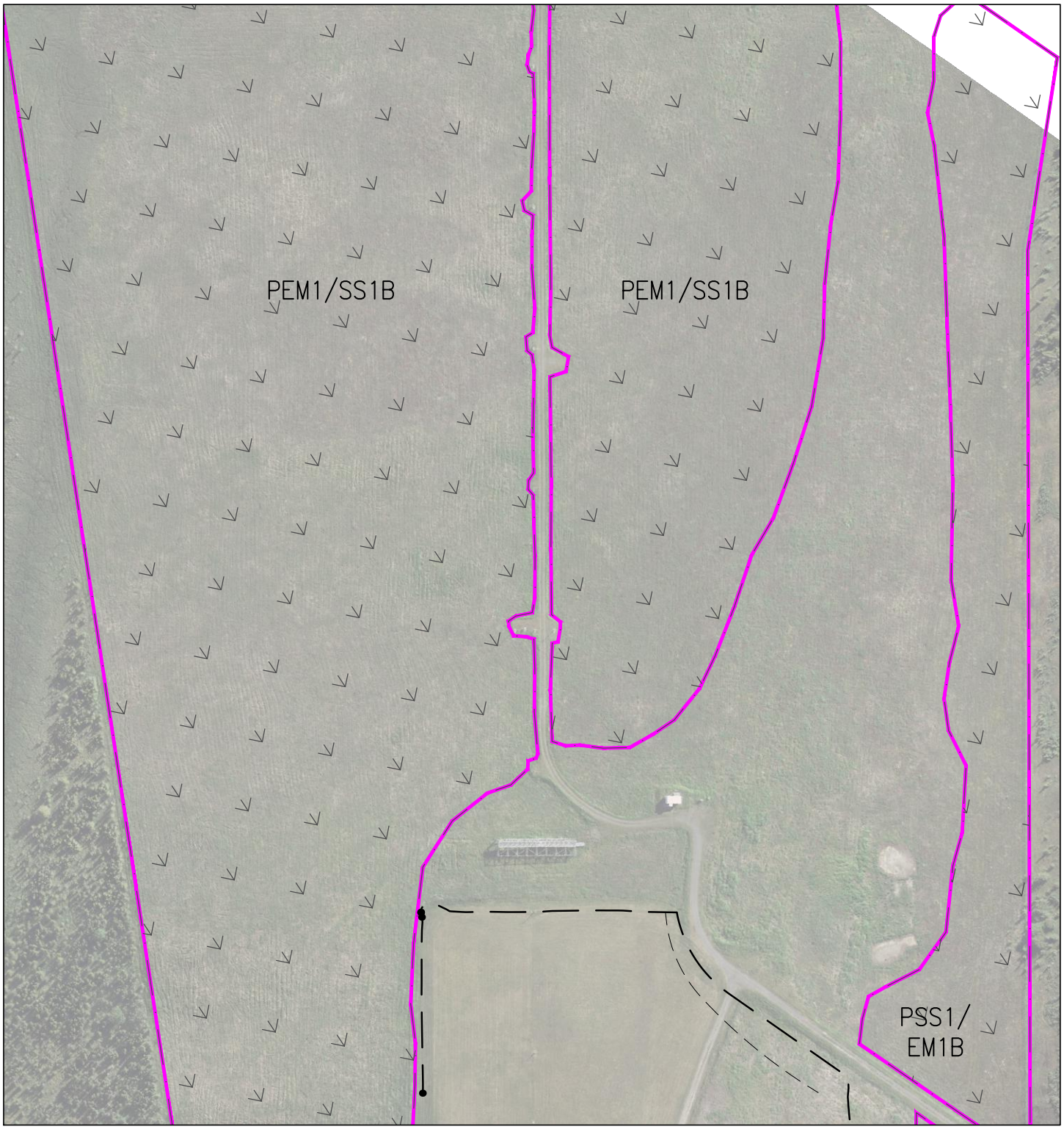
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SCALE IN FEET

Applicant: Alaska Department of Transportation & Public Facilities
Project Name: Homer Airport Improvements
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Lat.: 59.6448 Long.: 151.4778°W
Sheet 7 of 11 Date: 7/6/2022

Legend

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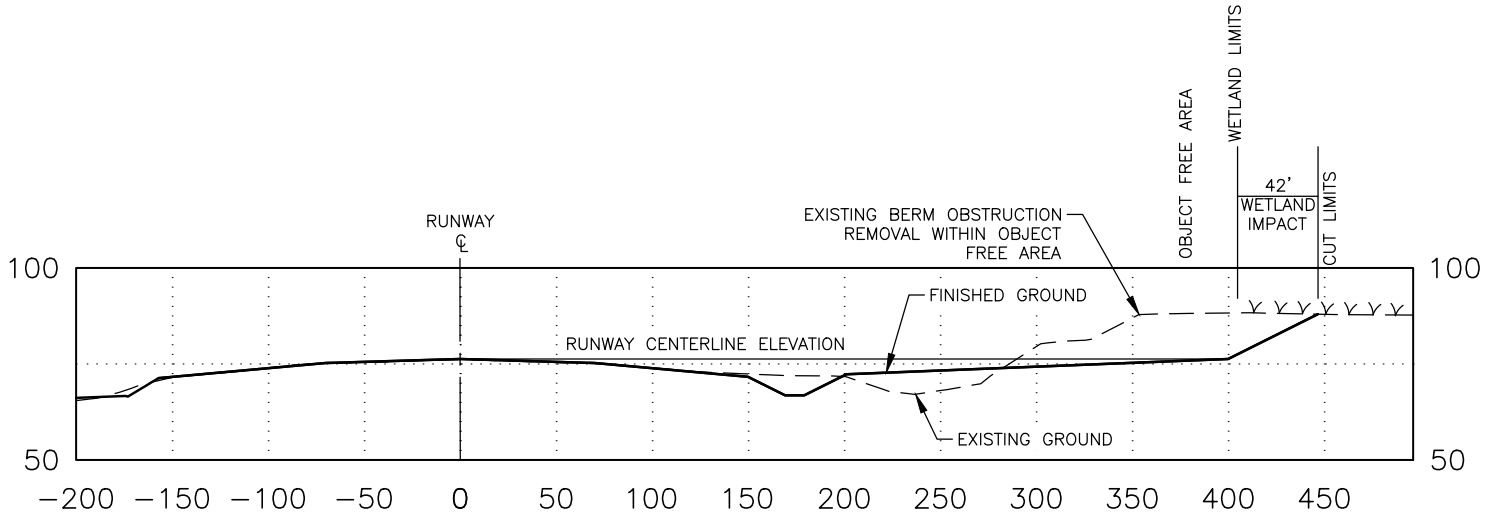


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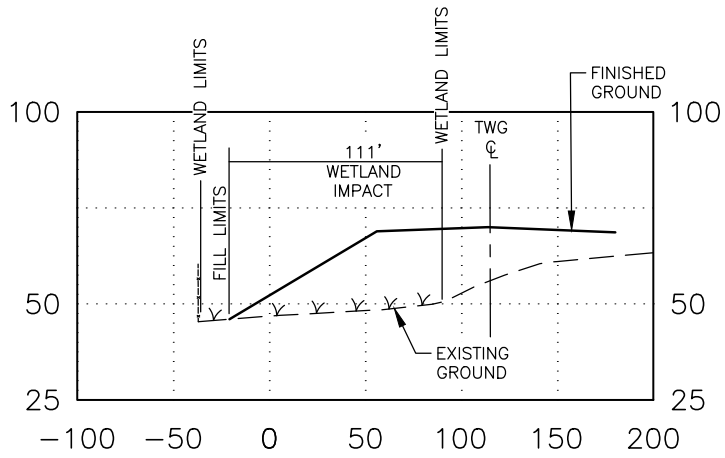
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Lat.: 59.6448 Long.: 151.4778°W
Sheet 8 of 11 Date: 7/6/2022

Legend

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- Fill Limits
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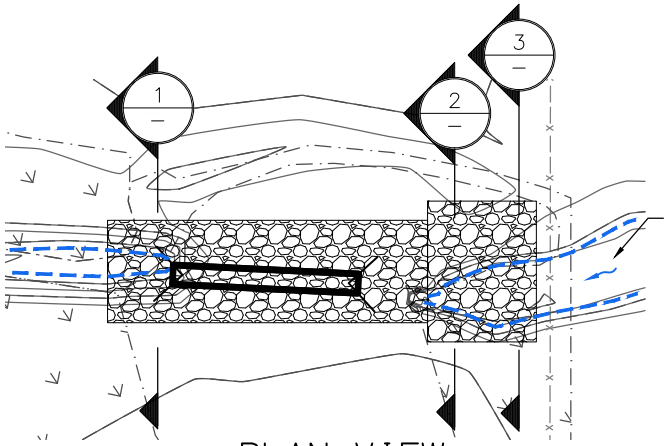


RUNWAY OBSTRUCTION
REMOVAL SECTION

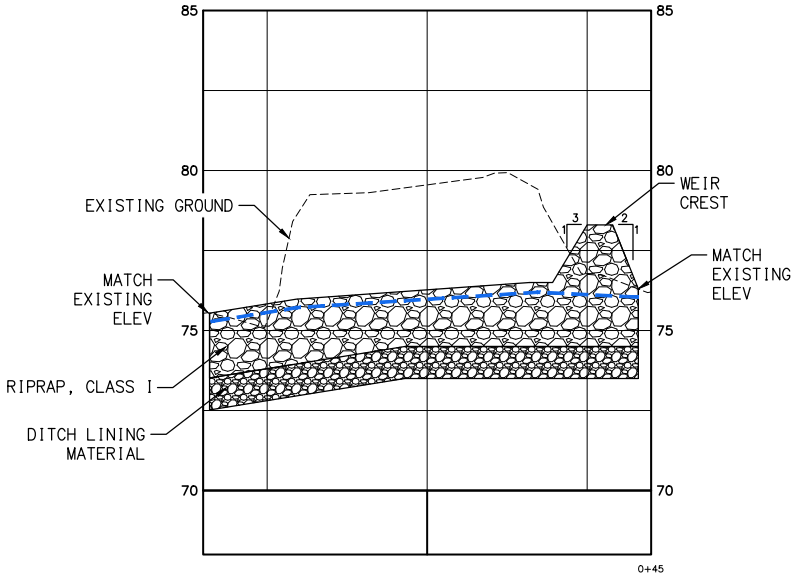


TAXIWAY G SECTION

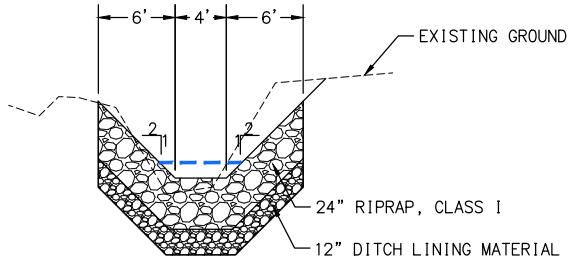
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Lat.: 59.6448 Long.: 151.4778°W
Sheet 9 of 11 Date: 7/6/2022



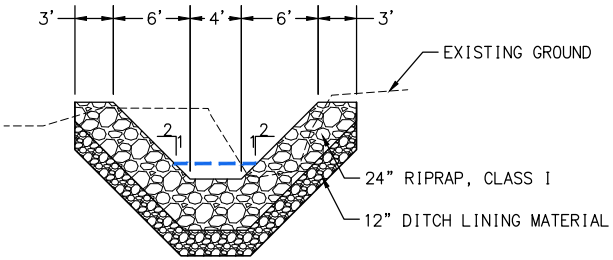
PLAN VIEW



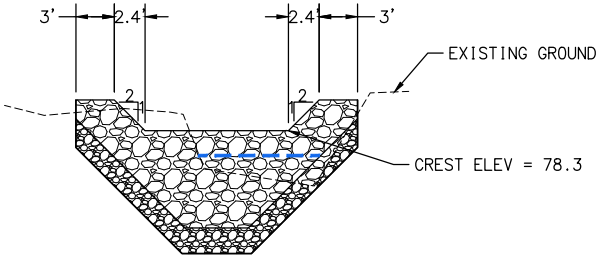
PROFILE VIEW



1 — OUTLET CHANNEL
SCALE: NTS



2 — INLET CHANNEL
SCALE: NTS

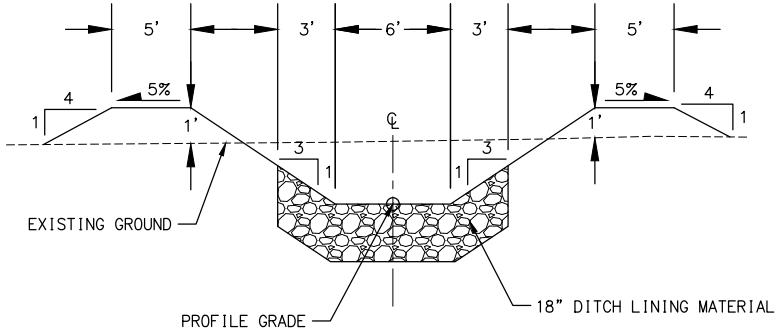


3 — WEIR
SCALE: NTS

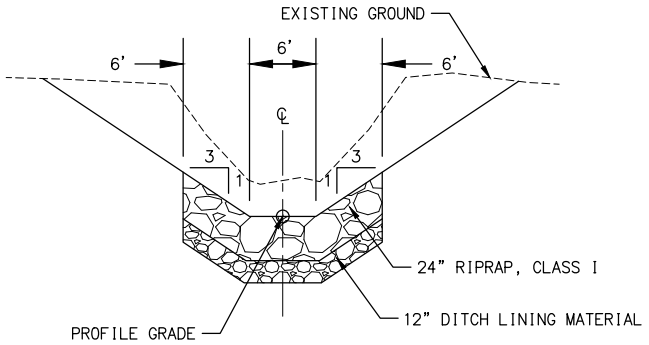
LAMPERT LAKE
OUTFALL

LEGEND
ORDINARY HIGH WATER

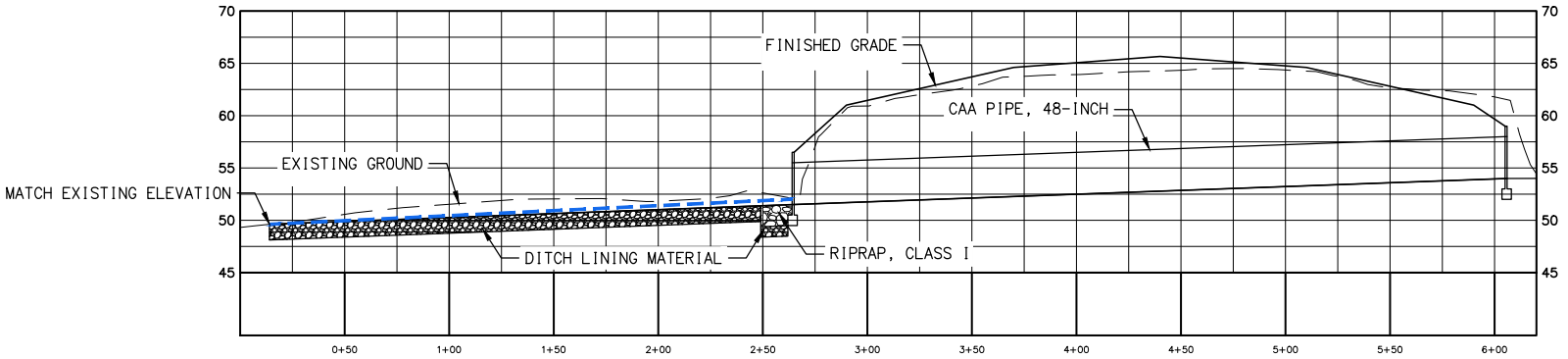
Applicant: Alaska Department of Transportation & Public Facilities
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Proposed activity: Transportation
MTRS: Sec 15, 21, & 22, T6S, R13W, Seward Meridian
Lat.: 59.6448 Long.: 151.4778°W
Sheet 10 of 11 Date: 7/6/2022



1 — DITCH
SCALE: NTS



2 — OUTLET CHANNEL
SCALE: NTS



PROFILE VIEW

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 Long.: 151.4778°W
Sheet 11 of 11 Date: 7/6/2022

LEGEND
ORDINARY HIGH WATER

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Environmental Conservation
DIVISION OF WATER
Wastewater Discharge Authorization Program

555 Cordova Street
Anchorage, Alaska 99501-2617
Main: 907.269.6285
Fax: 907.334.2415
www.dec.alaska.gov/water/wwdp

March 2, 2022

Heidi Zimmer
P.O. Box 196900
Anchorage, AK, 99519

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 http://dec.alaska.gov/commish/review-guidance/ 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 Rypkema
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 59.64249º N., Longitude 151.48474º 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

1. 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 poly-fluoroalkyl substances (PFAS). For further information, see DEC CSP's website(s) https://dec.alaska.gov/spar/csp/ and https://dec.alaska.gov/Applications/SPAR/PublicMVC/CSP/SiteReport/27309; staff contact: Shawn Tisdell 907-451-2752, shawn.tisdell@alaska.gov.
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 condition so determined. 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, 2022**

EXPIRATION DATE: **February 7, 2022**

REFERENCE NUMBER: **POA-1981-00312-M5**

WATERWAY: **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 59.64249º N., Longitude 151.48474º W.; Homer Airport, in Homer, Alaska.

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

Availability of Complete Public Notice: 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

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 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.

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

LOCATION: 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 59.64249º N., Longitude 151.48474º W.; Homer Airport, in Homer, Alaska.

PURPOSE: 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.

PROPOSED WORK: 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.

Permanent Impacts in Waters of the United States

Sheet #	Wetland Impact ID	Acres	Fill cubic yards	Dredge cubic yards	Fill Type	Habitat Code	Notes
7	**1**	1.32	11,000	3,500	Borrow, Type A	PEM1/SS1B	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	Taxiway 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	**23,481**	**10,870**			

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

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

APPLICANT PROPOSED MITIGATION: 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. Avoidance: 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. Minimization: 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. Compensatory Mitigation: 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.

WATER QUALITY CERTIFICATION: 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.

CULTURAL RESOURCES: 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.

ENDANGERED SPECIES: 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.

ESSENTIAL FISH HABITAT: 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.

TRIBAL CONSULTATION: 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.

PUBLIC HEARING: 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.

EVALUATION: 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.

AUTHORITY: 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

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).

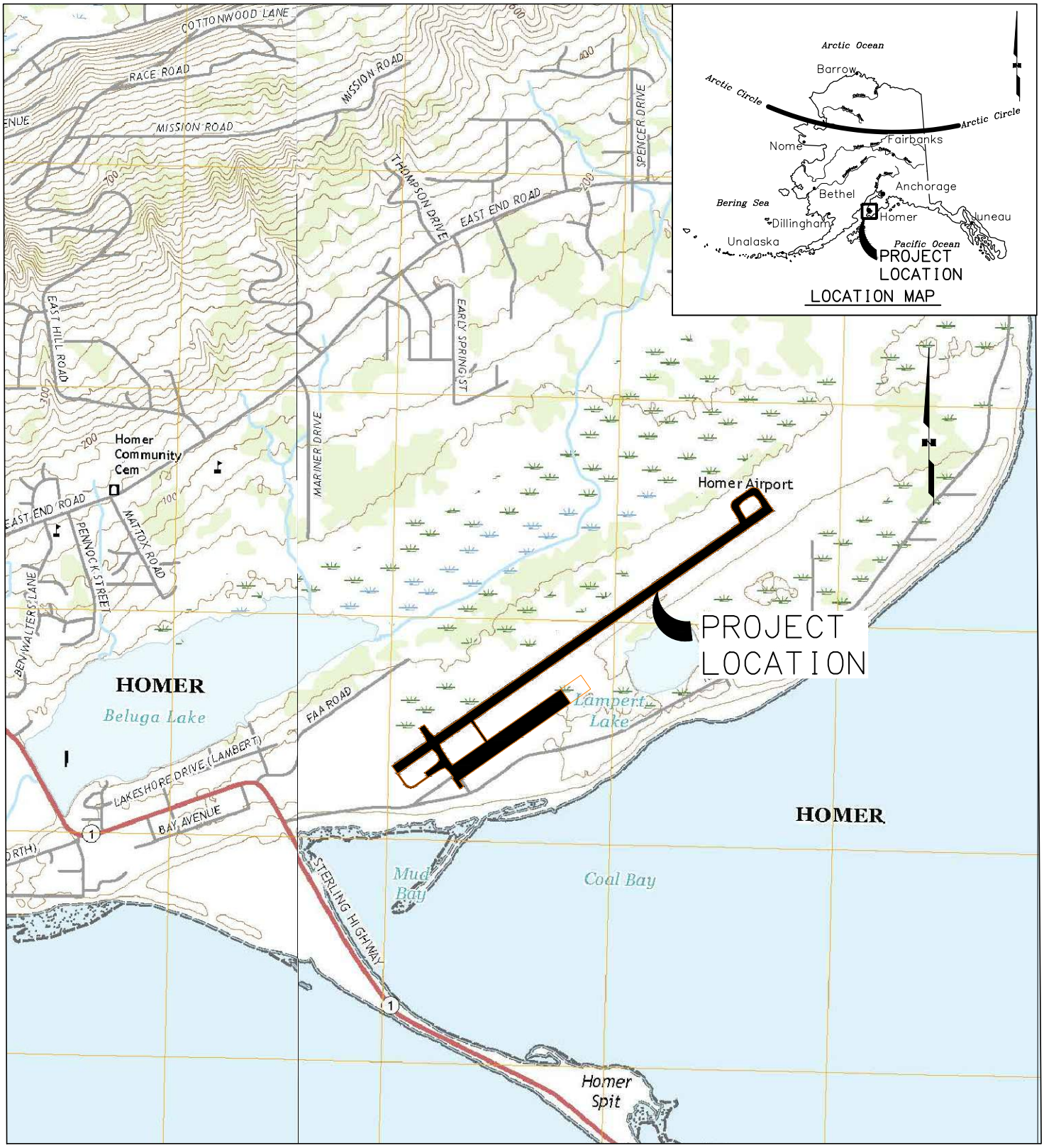
Any person desiring to comment on the project with respect to water quality, may submit comments electronically via email to DEC-401cert@alaska.gov by the expiration date of the Corps of Engineer's public notice. All comments need to include the Corps public notice reference number in the subject heading. 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 dec-401cert@alaska.gov, or call 907-269-6285.

Disability Reasonable Accommodation Notice

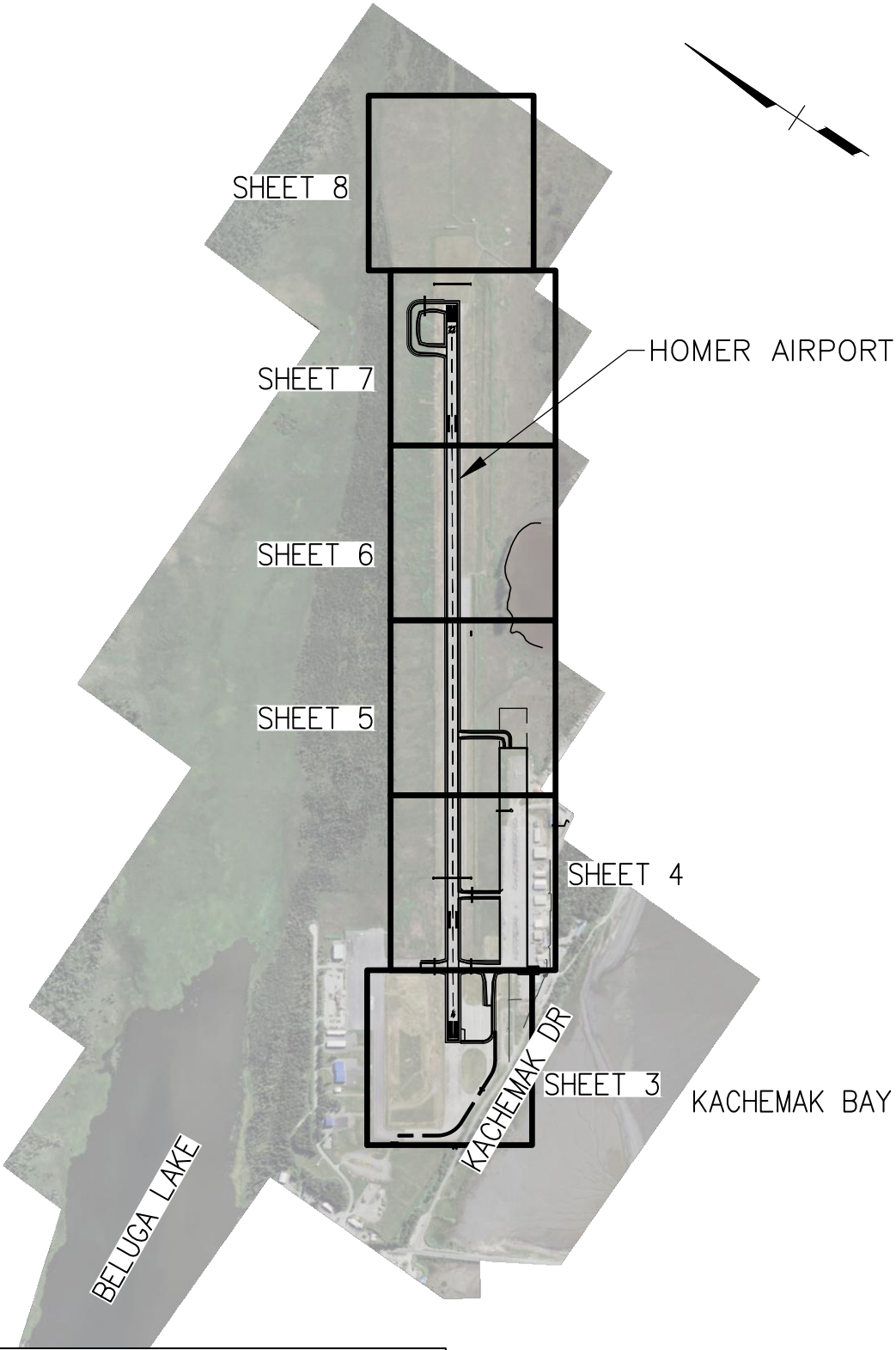
The State of Alaska, Department of Environmental Conservation complies with Title II of the Americans with Disabilities Act (ADA) of 1990. If you are a person with a disability who may need special accommodation in order to participate in this public process, please contact ADA Coordinator Brian Blessington 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.



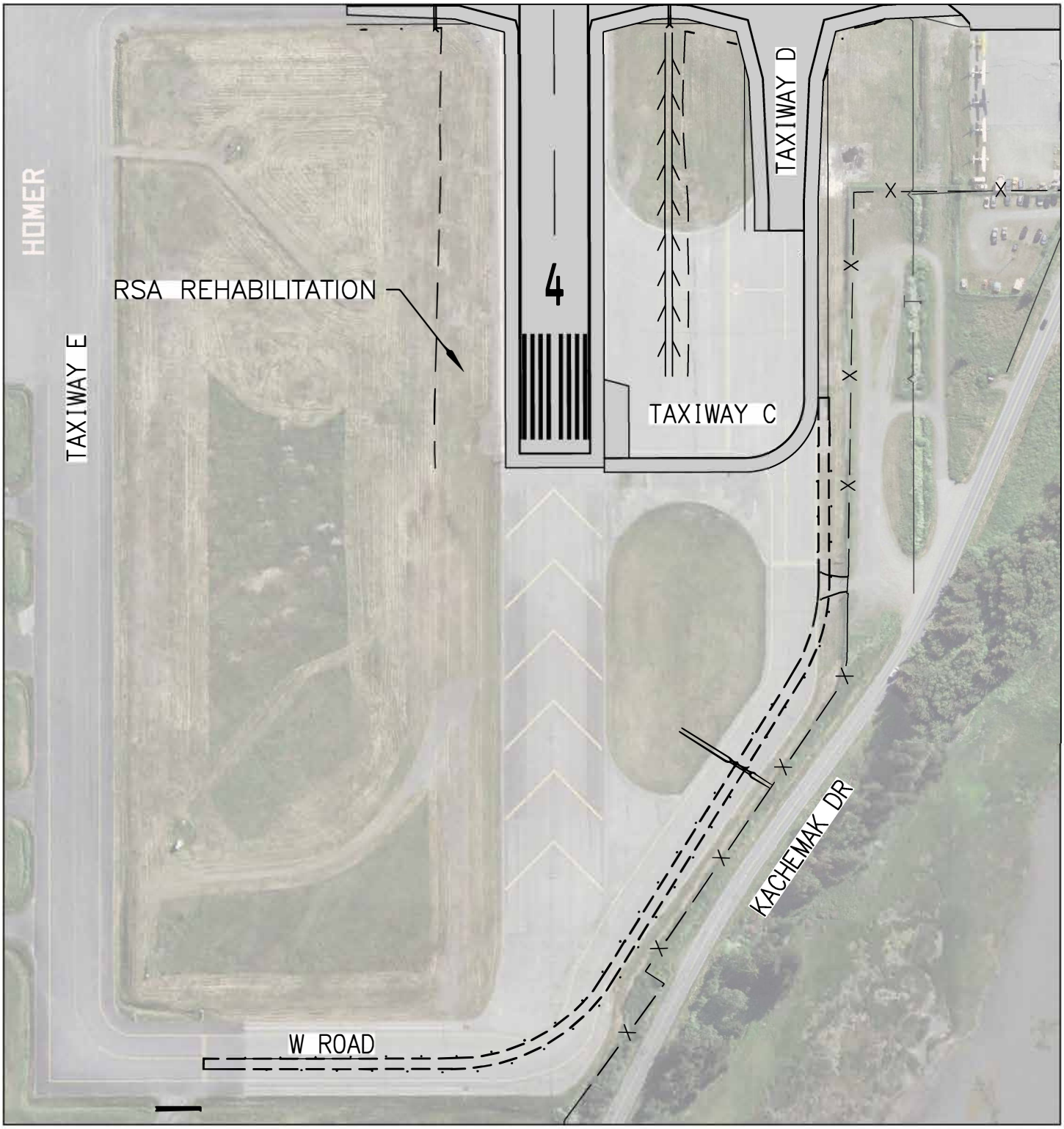
VICINITY MAP

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 Long.: 151.4778°W
Sheet 1 of 10 Date: 12/3/2021

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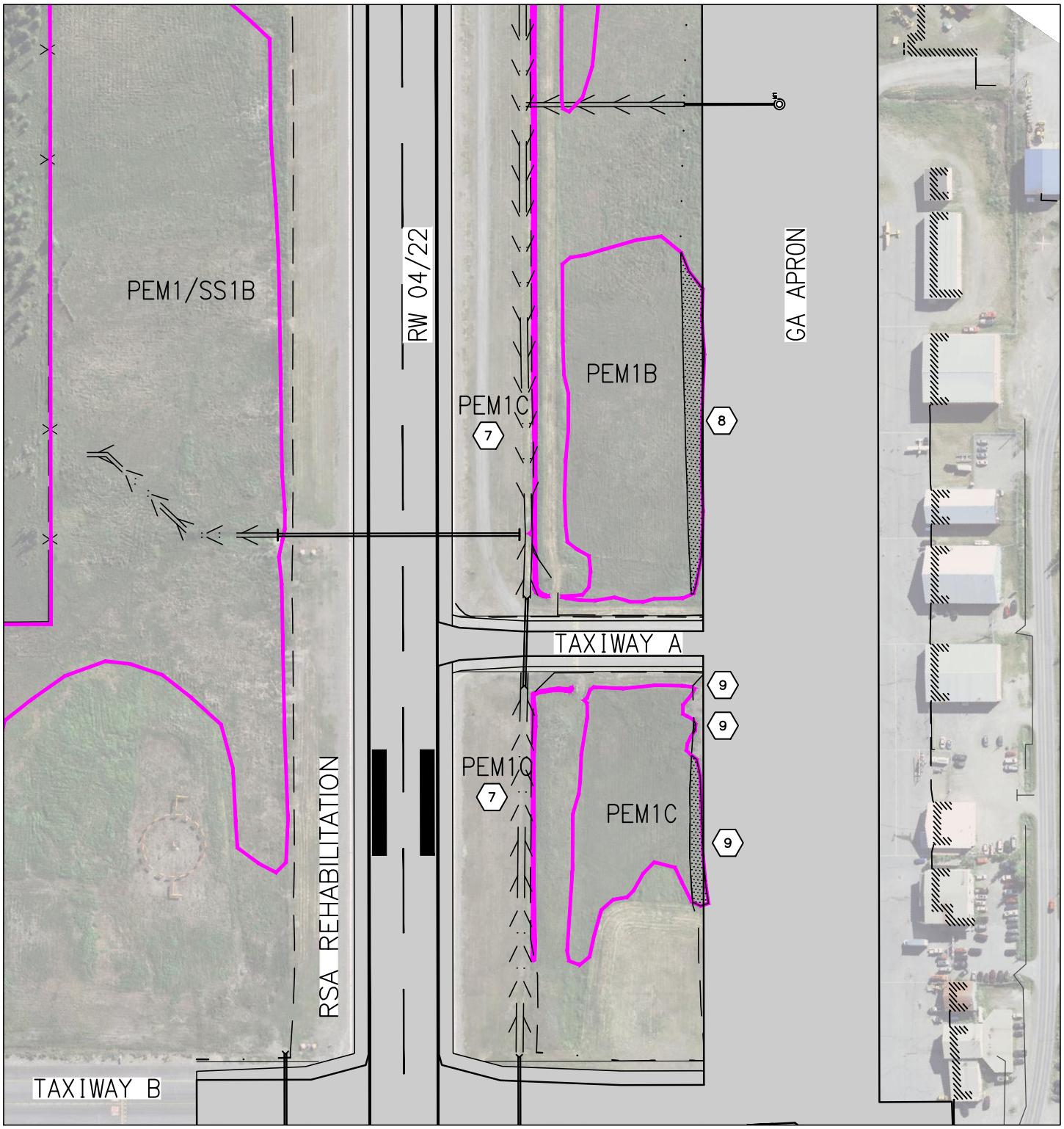
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Waterway: Beluga Lake
Proposed activity: Transportation
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Lat.: 59.6448 Long.: 151.4778°W
Sheet 2 of 10 Date: 12/3/2021



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Lat.: 59.6448 Long.: 151.4778°W
Sheet 3 of 10 Date: 12/3/2021

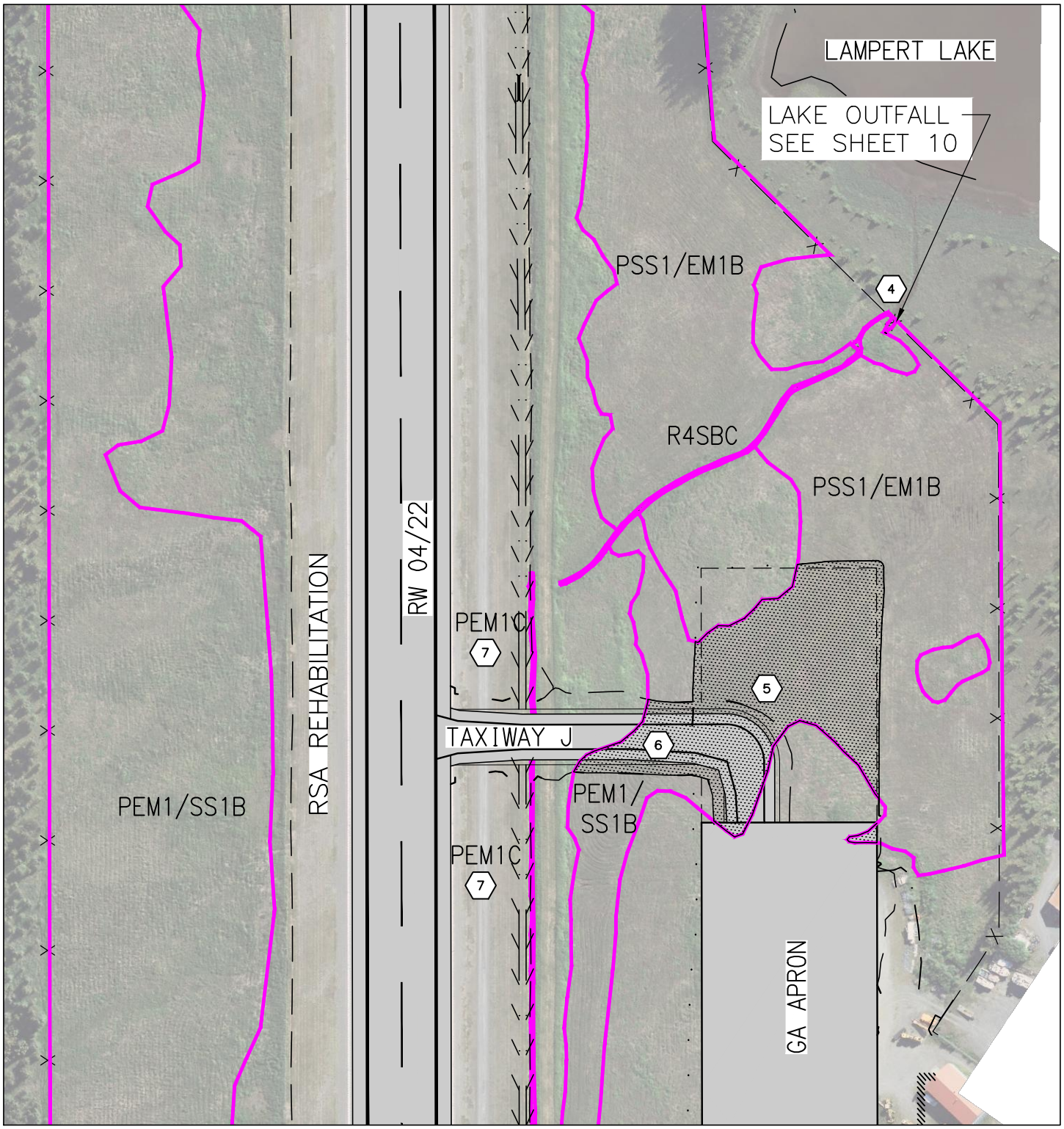
Legend
- Proposed Paved Surfaces
- Proposed Gravel Surfaces
- Cut Limits
- Fill Limits
- Wetlands
- Wetland Impacts
- # Impact ID



0 200 400
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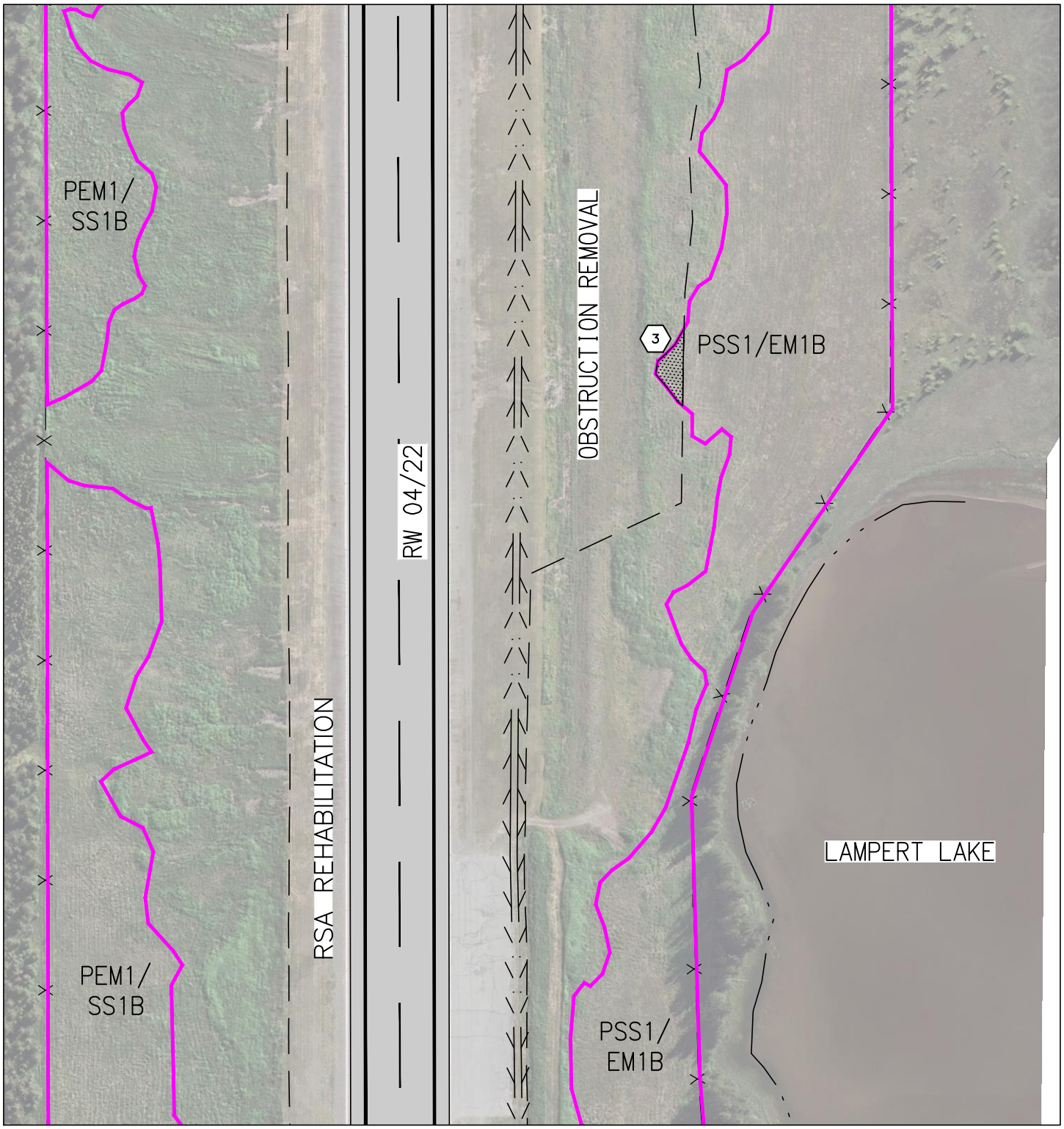
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Lat.: 59.6448 Long.: 151.4778°W
Sheet 5 of 10 Date: 12/3/2021

Legend

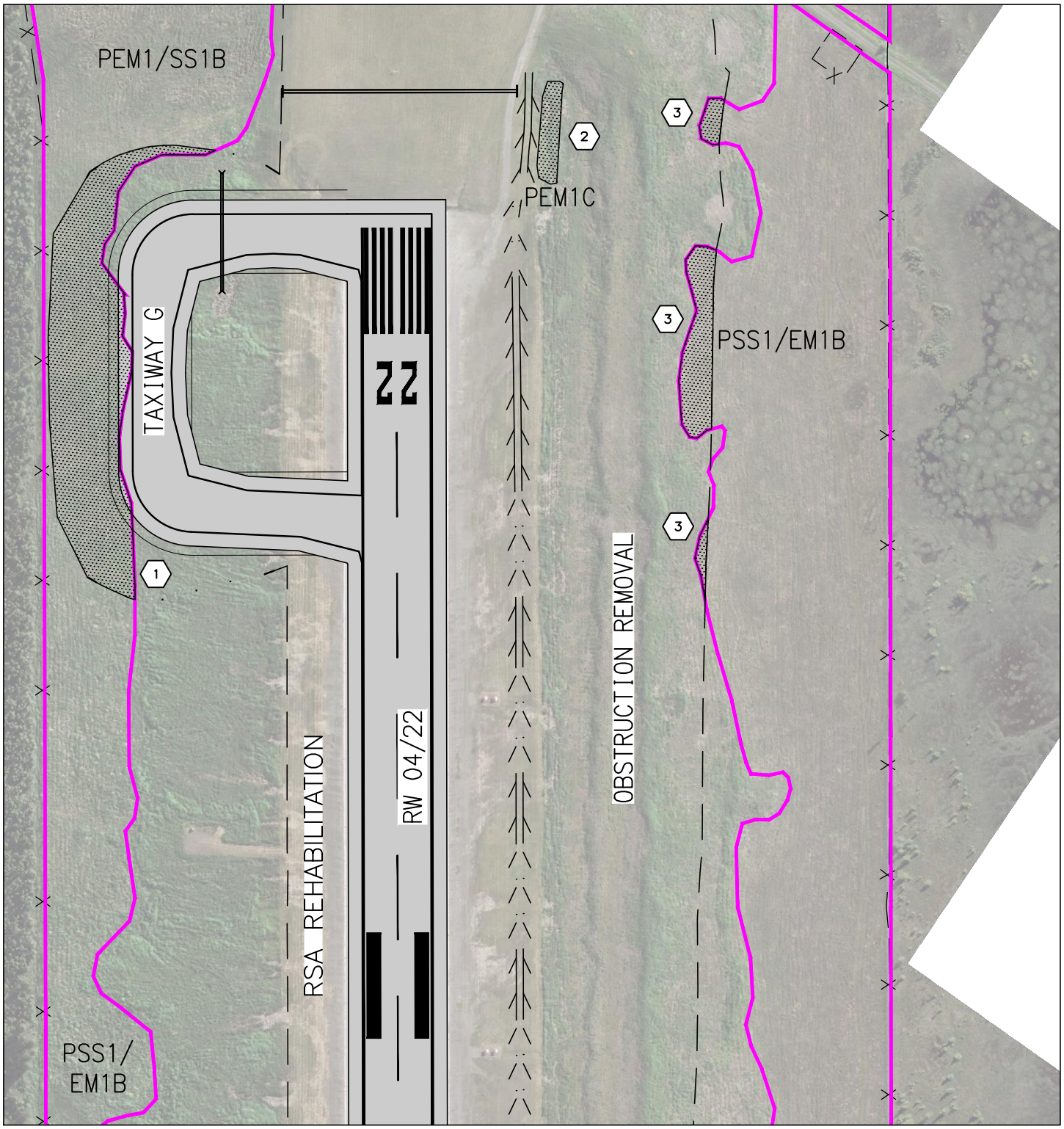
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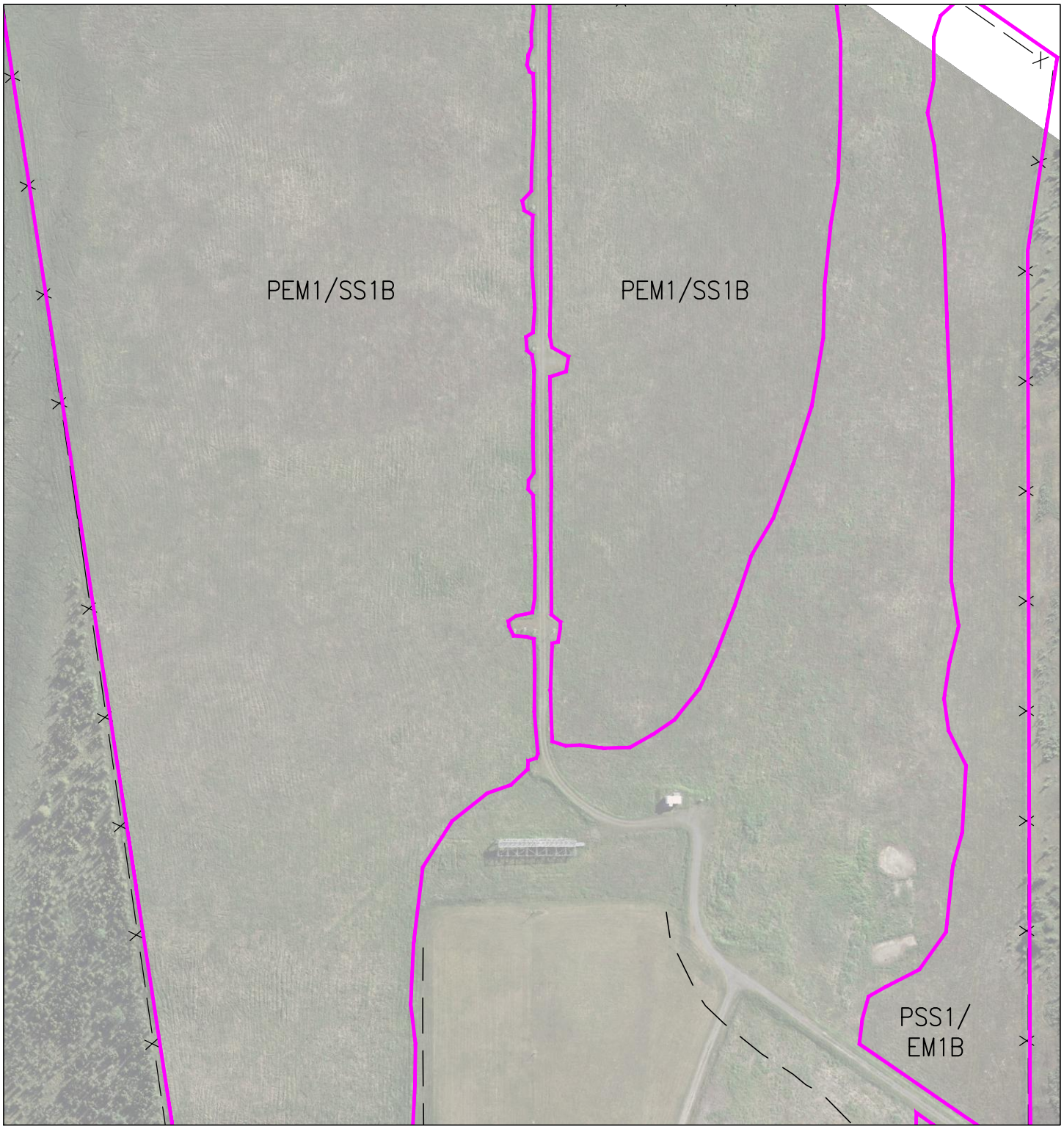
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Sheet 7 of 10 Date: 12/3/2021

Legend

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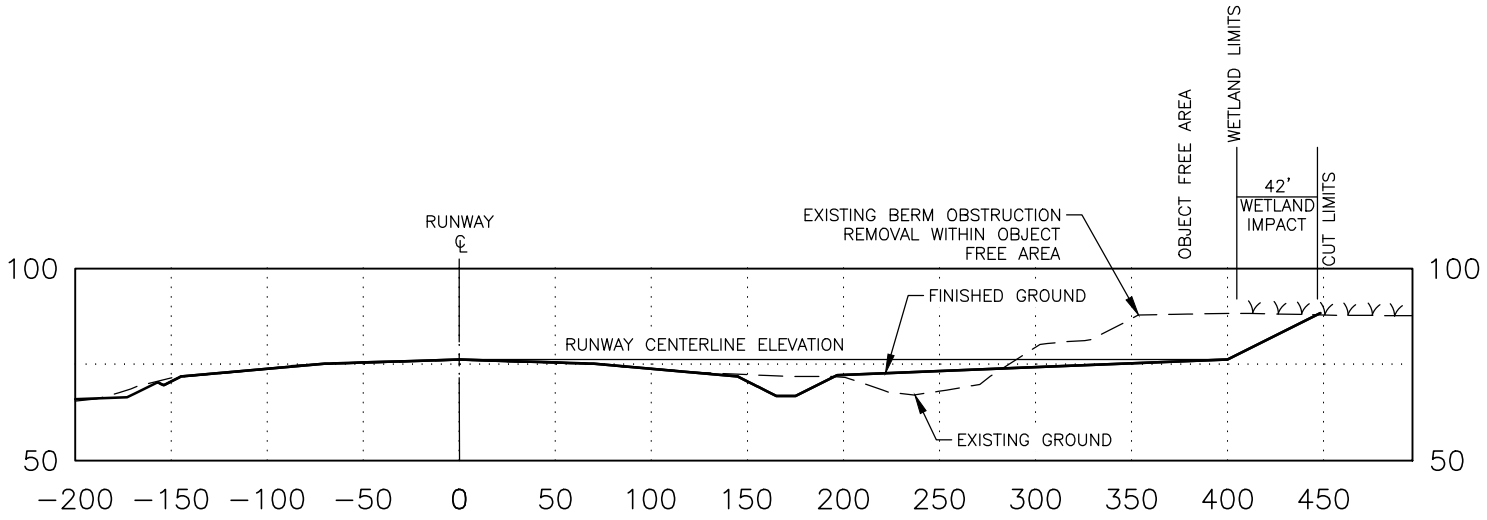


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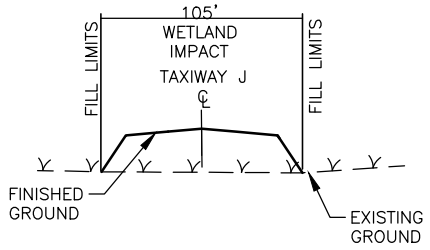
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Lat.: 59.6448 Long.: 151.4778°W
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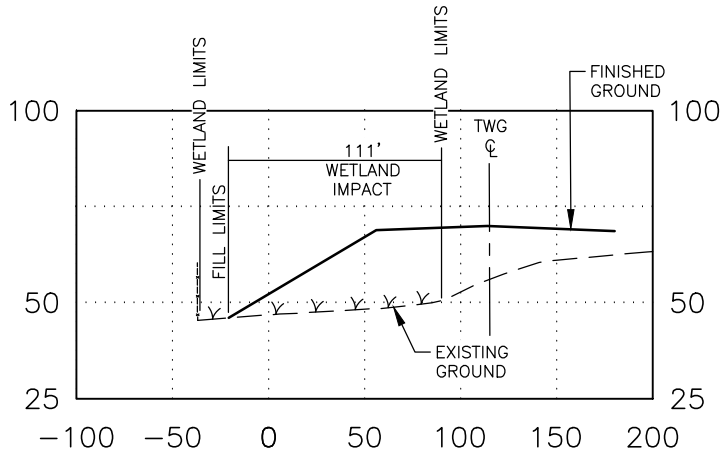
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RUNWAY OBSTRUCTION
REMOVAL SECTION

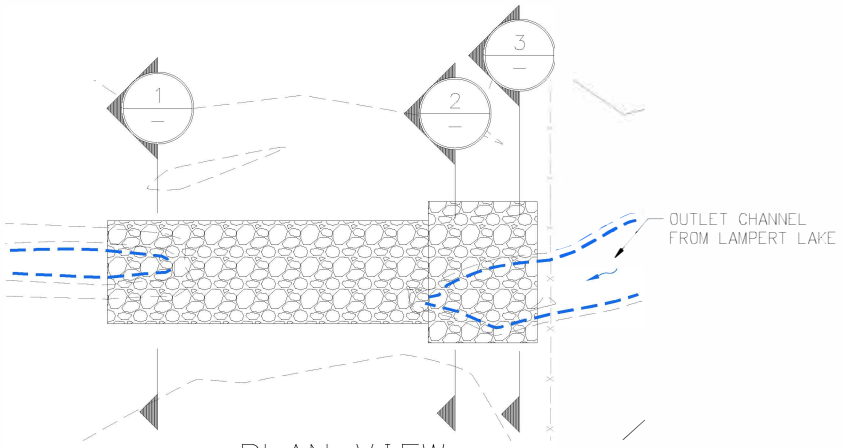


TAXIWAY J SECTION

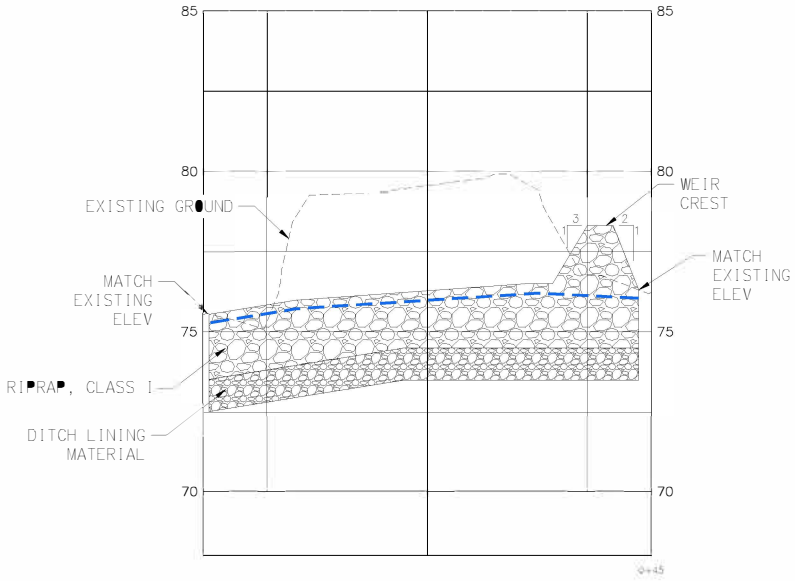


TAXIWAY G SECTION

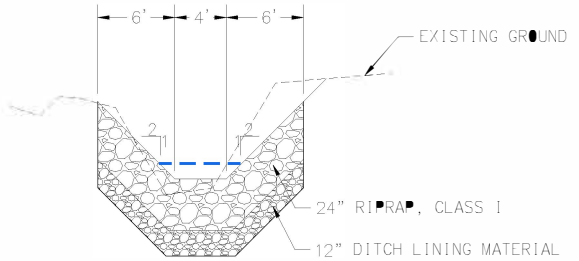
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Sheet 9 of 10 Date: 12/3/2021



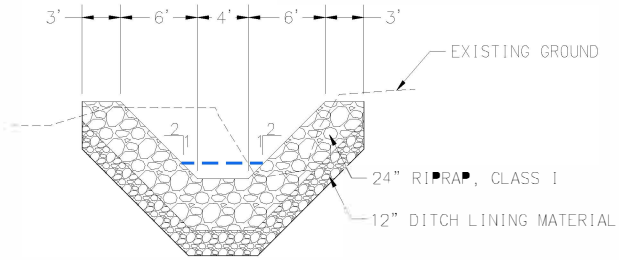
PLAN VIEW



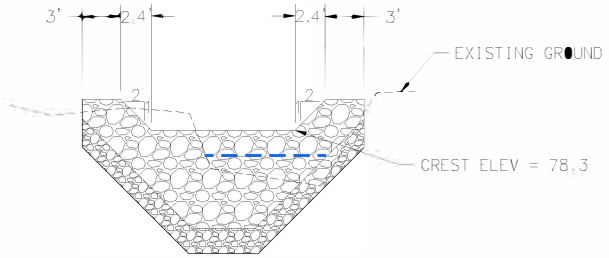
PROFILE VIEW



1 — OUTLET CHANNEL
SCALE: NTS



2 — INLET CHANNEL
SCALE: IITS



3 — WEIR
SCALE: IITS

LAMPERT LAKE
OUTFALL

LEGEND

ORDINARY HIGH WATER

Applicant: Alaska Department of Transportation & Public Facilities
Project Name: Homer Airport Improvements
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Lat.: 59.6448 Long.: 151.4778°W
Sheet 10 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

I. Identify the applicable federal license or permit*

Permit License Number: POA-1981-00312 Federal Agency: ☑ USACE, ☐ FERC, or ☐ Other: _____

*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 Information

Heidi (First) | (Middle) | Zimmer (Last)
Alaska DOT&PF (Company) | Environmental Impact Analyst III (Title)
P.O. Box 196900 (Mailing Address Street or PO Box) | Anchorage (City) | AK (State) | 99519 (Zip)
heidi.zimmer@alaska.gov (Email) | (907) 269-0529 (Phone) | (Fax optional)

Point of Contact or Agent Information

(First) | (Middle) | (Last)
(Company) | (Title)
(Mailing Address or PO Box) | (City) | (State) | (Zip)
(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

Homer Airport Improvements
Project Name or Title

(Project Street Address (if applicable)) | Homer (City) | AK (State) | 99603 (Zip) | 59.642490 **Latitude** (Decimal Degrees, 6 places) | -151.484742 **Longitude** (Decimal Degrees, 6 places)

Other Location Descriptions if known:

(State Tax Parcel ID) | City of Homer (Municipality) | 21,22 (Section) | 006S (Township) | 013W (Range) | 08/01/2022 **Estimated Start Date** | 10/31/2024 **Estimated End Date**

Primary Industrial Activity (if applicable): 237310 NAICS Code

Directions to the site:

From the Sterling Highway-Lake Street intersection, travel south on Lake Street and Ocean Drive 1.0 miles to Kachemak Drive; east on Kachemak Drive 0.8 miles to the DOT&PF Maintenance and Operations Building.

Nature of Activity (Description of project, include all features)

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; remove obstructions to the Object Free Area (OFA); and perform ancillary work associated with the proposed improvements. Additional project information can be found in the cover letter to this application and on the project website: https://dot.alaska.gov/creg/homerairport/.

Project Purpose (Describe the reason(s) for discharge)

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.

For fill material, identify the material source: Excavation from on-site obstruction removal and permitted off-site material sources.

Types of material being discharged and the amount of each type in cubic yards: Type A, borrow (Type) 23,461 (yd^3) | Riprap, ditch lining (Type) 20 (yd^3)

Surface area in acres of wetlands or other waters filled: Acres: 3.56 Or, linear feet: _____

Is dredging involved? ☑ Yes, ☐ No; If yes, how much? 0.46 acres and volume 10,870 yd^3.

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)

☑ Upland,		☑ In water,		☐ Other: _____	
59.643054	-151.477848	59.643353	-151.477523		
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? ☐ Yes, ☑ No 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:

Wetlands adjacent to Lampert Lake and Beluga Lake.

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

	Activity		Description	Receiving Waterbody Name	Latitude	Longitude
	Dredge	Fill				
a.	☑	☐	Obstruction removal with OFA	Wetlands adj. to Beluga and Lampert Lakes	59.649531	-151.461043
b.	☐	☑	Taxiway G Construction	Wetlands adjacent to Beluga Lake	59.641419	-151.463730
c.	☐	☑	General Aviation Apron Expansion	Wetlands adj. to Beluga and Lampert Lakes	59.643353	-151.477523
d.	☐	☑	Taxiway J Construction	Wetlands adj. to Beluga and Lampert Lakes	59.643283	-151.479160
e.	☐	☐				

Is the project within 1,500 feet of a known contaminated site: ☑ Yes, ☐ No (see DEC Contaminated Sites Program website).
If yes, describe the identified contaminated site(s) or groundwater plume within 1,500 feet.

The project is adjacent to two listed contaminated sites (FAA Homer Facility, ID 25345 and Smokey Bay Air USTs 1 & 2, ID 27106). Project activities in the vicinity (within 500 feet) of the sites, including pavement resurfacing and taxiway embankment demolition, are not anticipated to encounter contamination.

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.:

The DOT&PF is currently performing per- and polyfluoroalkyl substances (PFAS) site characterization activities at the Homer Airport in coordination with ADEC. Recommendations from PFAS site characterization are anticipated to be incorporated into the project plans and specifications as appropriate.

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 listings.) ☐ Yes, ☑ No

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)

- ☐ community services provided;
- ☑ public health or safety improvements;
- ☑ infrastructure improvements;
- ☐ education and training;
- ☐ cultural amenities;
- ☐ recreational opportunities

(B) **Economic Importance Analysis**:
(select one or more areas, and describe below)

- ☐ employment, job availability, and salary impacts;
- ☐ tax base impacts;
- ☐ expanded leases and royalties;
- ☐ commercial activities;
- ☐ access to resources;
- ☐ access to a transportation network

Describe (checked items above or attach as separate document)

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. Additional information regarding the project purpose and need can be found in the draft EA, which is available from the following link: https://files.hdlalaska.com/index.php/s/1NCmtqoC6v6VmlQ.

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.)

Avoidance: 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.

Minimization: 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.

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.

List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in this Application.

Agency	Type of Approval*	Identification Number	Date Applied	Date Approved	Date Denied
USACE	Individual Permit	POA-1981-00312	12/17/2021		
SHPO	Section 106 consultation	2020-01227	08/10/2021	09/07/2021	
USFWS	Section 7 Review	07CAAN00-2021-CP	05/26/2021		
City of Homer	Development Plan	TBD			

* Would include but is not restricted to zoning, building, and flood plain permits.

Addresses of Adjoining Property Owners, Lessees, Etc. Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list)

	Name	Address	City	State	Zip
a.	See attached				
b.					
c.					
d.					
e.					

VII. Attachments: Include documentation that a prefiling meeting request was submitted to the certifying authority at least 30 days prior to submitting the certification request; and include a copy of the federal license or permit application.

- ☑ Required: Prefiling meeting request documentation. (40 CFR 121.4)
- ☑ Required: 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)
- ☑ Required: Figures and/or Drawings/Plan Sets
- ☐ Tier Analysis of dredged material
- ☐ Sampling Results
- ☐ Baseline Water Quality Information
- ☑ Other

Addresses of adjoining property owners.

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:
Alaska DOT&PF	Heidi Zimmer	Environmental Impact Analyst III

Phone:	Fax (optional):	Email:
(907) 269-0529		heidi.zimmer@alaska.gov

Mailing Address: ☑ Check if same as Applicants Info	Street (PO Box):		
	City:	State:	Zip:

Heidi Zimmer
Signature

December 17, 2021
Date

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

Include in the subject line the following:

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

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: Alaska Department of Transportation and Public Facilities	File Number: POA-1981-00312	Date: 08/22/2022
Attached is:		See Section below
X	**INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)**	**A**
	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
	PERMIT DENIAL	C
	APPROVED JURISDICTIONAL DETERMINATION	D
	PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/CECW/Pages/reg_materials.aspx or Corps regulations at 33 CFR Part 331.

A: 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 district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: 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 district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may 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 - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

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 INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact:

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

If you only have questions regarding the appeal process you may also contact:

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.

_____ Signature of appellant or agent.	Date:	Telephone number:

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 59.6448º N., Longitude 151.4778º 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 Polley
Regulatory Specialist

Enclosures

cc:

ADEC	james.rypkema@alaska.gov
ADEC	angela.hunt@alaska.gov
ADF&G-DH (Kenai R. Center)	Tony.Munter@alaska.gov
ADNR–DMLW	Clifford.larson@alaska.gov
ADNR–DMLW	mike.walton@alaska.gov
ADNR-Parks & Rec	pamela.russell@alaska.gov
SHPO-ADNR OHA	oha.revcomp@alaska.gov
EPA	LaCroix.Matthew@epa.gov
NMFS, Anchorage	nmfs.akr.habitat@noaa.gov
USFWS, Kenai	R7_Kenai_Fish_Comment@fws.gov; FW7_POANotices@fws.gov
FAA	keith.gordon@faa.gov; Jack.gilbertsen@faa.gov
City of HOMER-Planning Department	planning@ci.homer.ak.us
AKDOT&PF	Matthew.hansen@alaska.gov
Kenai Peninsula Borough	KenaiRivCenter@borough.kenai.ak.us

Preliminary Jurisdictional Determination Form

This preliminary JD find that there "*may be*" waters of the United States on the subject project site that could be affected by the proposed activity based on the following information:

District Office: Kenai Field Office | File/ORM #: POA-1981-00312 | PJD Date: July 20, 2021

State: AK | City/County: Homer

Nearest Waterbody: Palmer Creek/Beluga Lake/Kachemak Bay

Project Location: Section(s): 15, 21, 22 | Township: 6 S | Range: 13 W | Meridian: Seward

Name and Address of Person Requesting PJD:
State of Alaska
Dept. of Transportation and Public Facilities
Central Region
PO Box 196900
Anchorage, Alaska 99519

USGS Quad Map: Seldovia C-4 | Latitude: 59.64483° N | Longitude: 151.47774° W

Subdivision Name, Block, Lot, Directions to Project Site: KPB Parcel 179-400-01
Homer Airport

Identify (Estimate) Amount of Waters in the Review Area

Non-Wetland Waters:

Linear ft	Width	Acres	Stream Flow
624	4.2	0.06	Intermittent

Wetlands

See Table 1 (attached) Acres | Cowardin Class:

Name of Any Water Bodies on the Site Identified as Section 10 Waters:
Tidal:
Non-Tidal:

☒ Office (Desk) Determination
☐ Field Determination
Date of Site Visit:

SUPPORTING DATA: Data Review for Preliminary JD (check all that apply - checked items should be included in case file and, where checked and requested, appropriately reference sources below)

☒ Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant: Oct 2020, JDR prepared by HDL

☒ Data sheets prepared/submitted by or on behalf of the applicant/consultant.

- ☒ Office concurs with data sheets/delineation report.
- ☐ Office does not concur with data sheets/delineation report.

☐ Data Sheet prepared by the Corps

☐ Corps navigable waters' study:

- ☐ USGS NHD Data.
- ☐ USGS 8 and 12 digit HUC maps.

☐ U.S. Geological Survey map(s) Cite quad name:

☐ USDA Natural Resources Conservation Service Soil Survey. Citation:

☐ National Wetlands Inventory map(s):

☐ State/Local Wetland Inventory map(s):

☐ FEMA/FIRM map(s):

☐ 100-year Floodplain Elevation:

☐ Photographs:

- ☐ Aerial (Name & Date)
- ☐ Other (Name & Date)

☐ Previous determination(s). File # and date of response letter:

☐ Other Information:

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)

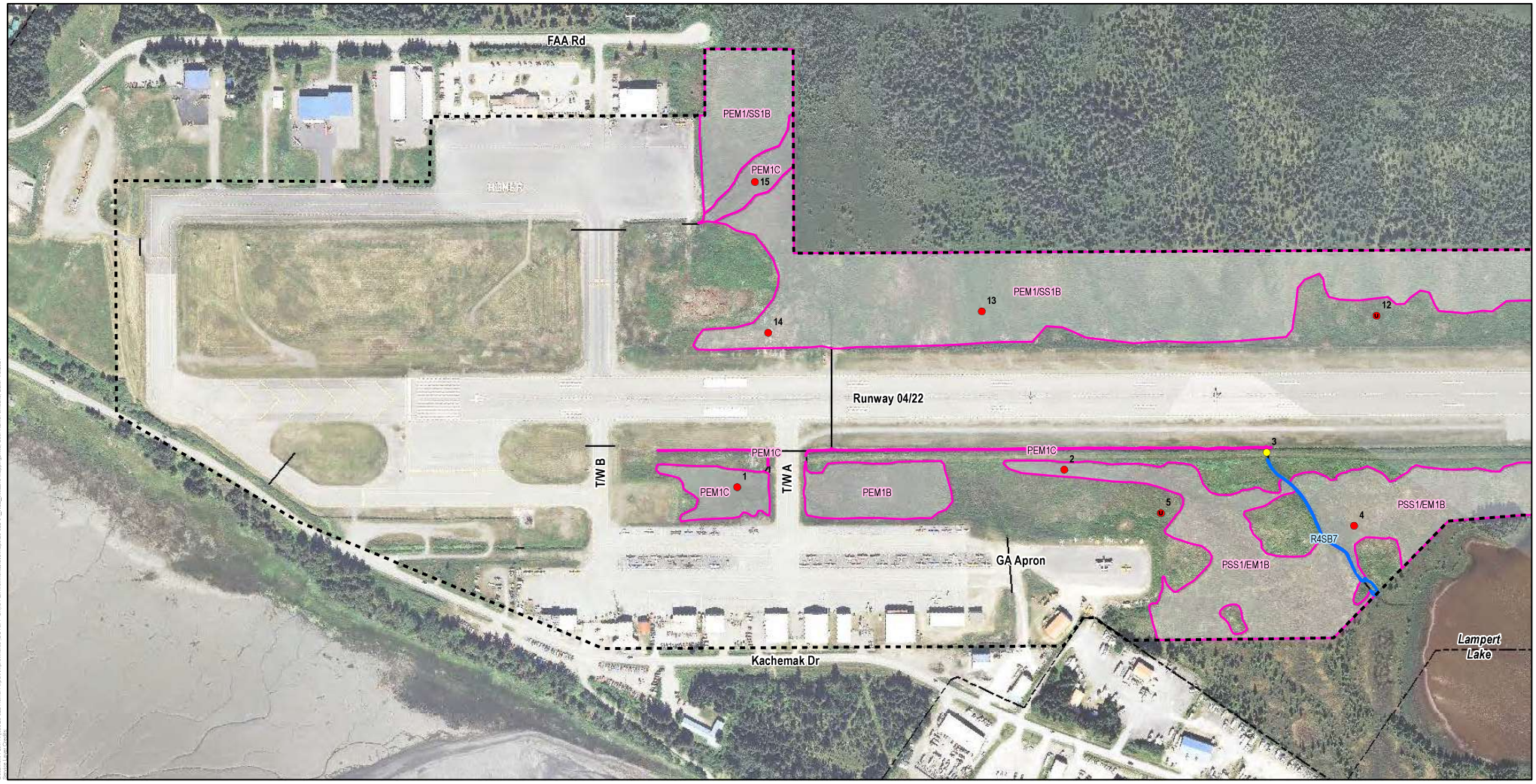
Signature and Date of Person Requesting Preliminary JD (REQUIRED, unless obtaining the signature is impracticable)

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 non-reporting 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.

(Adapted from Oct. 2020 JDR by HDL)

Cowardin/NWI Classification		Associated Field Sampling Points		Acres		Linear Feet	
Subsystem or Class	**Code**	**Full Determination Points**	**Photo Points**				
Wetlands – Palustrine							
Emergent	PEM1B	-	-	2.15	ac		
	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 – Riverine							
Intermittent	R4SB7	-	3	0.06	ac	624	ft
Summary							
Total Jurisdictional Wetlands and Waters of the U.S.:				93.60	ac		
Total Study Area Acreage:				289.09	ac		
Percent of Study Area that is Wetlands or other Waters of the U.S.:				32.4	%		

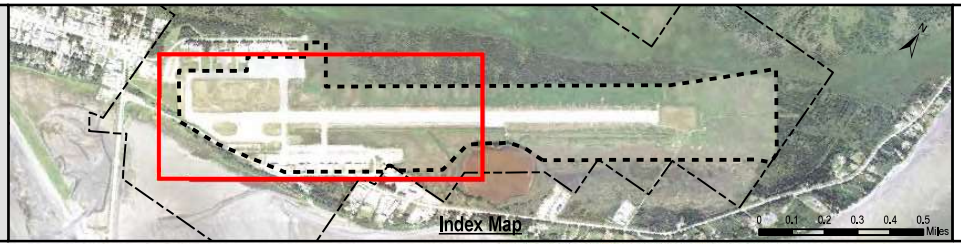


Study Area
Airport Property Boundary

Wetlands / Waterbodies
Riverine
Palustrine
Culverts

Sampling Points
Full Wetland Determination, Upland
Full Determination, Wetland
Photo Point, Waterbody

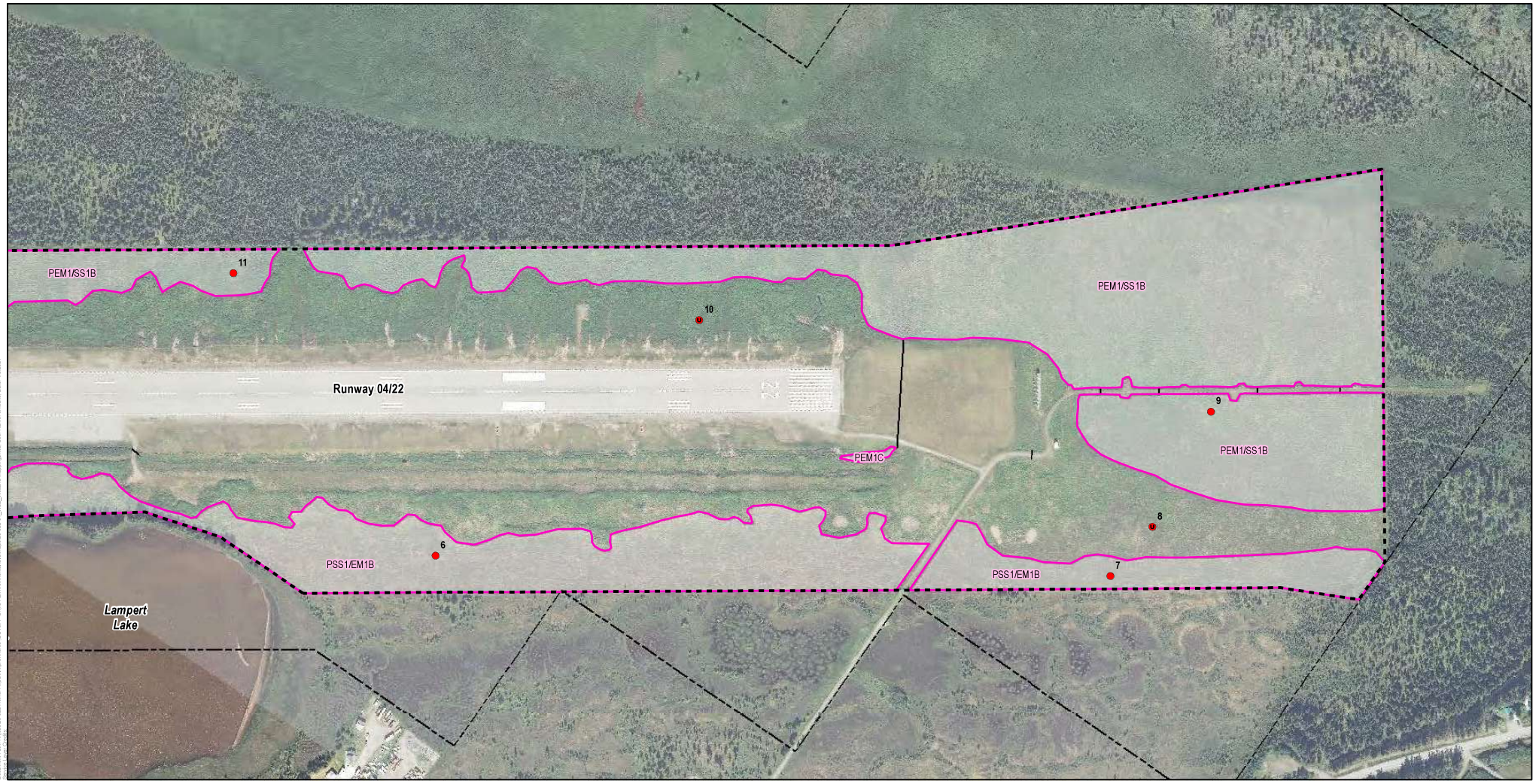
0 250 500 Feet



Homer Airport Improvements
Project No. CFAPT00491

Alaska Department of Transportation and Public Facilities

Sheet 1
Final Wetland Mapping

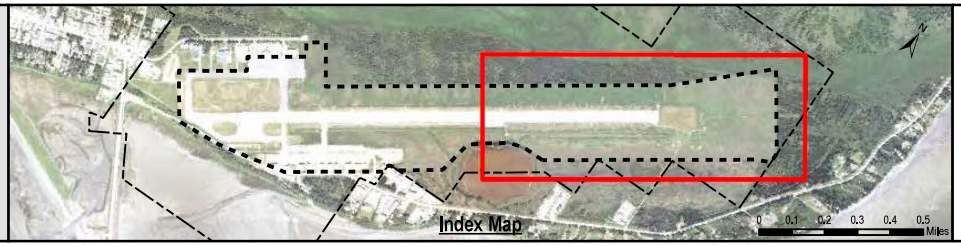


Study Area
Airport Property Boundary

Wetlands / Waterbodies
Riverine
Palustrine
Culverts

Sampling Points
Full Wetland Determination, Upland
Full Determination, Wetland
Photo Point, Waterbody

0 250 500 Feet



Homer Airport Improvements
Project No. CFAPT00491

Alaska Department of Transportation and Public Facilities

Sheet 2
Final Wetland Mapping

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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ABBREVIATIONS

ADF&G ..... Alaska Department of Fish and Game
CWA ..... Clean Water Act
FAC ..... Facultative neutral plants
FACU ..... Facultative upland plants
FACW ..... Facultative wetland plants
FGDC ..... Federal Geographic Data Committee
DOT&PF ..... Alaska Department of Transportation and Public Facilities
GIS ..... Geographic Information System
HDL ..... HDL Engineering Consultants, LLC
NRCS ..... Natural Resources Conservation Service
NWI ..... National Wetlands Inventory
OBL ..... 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.

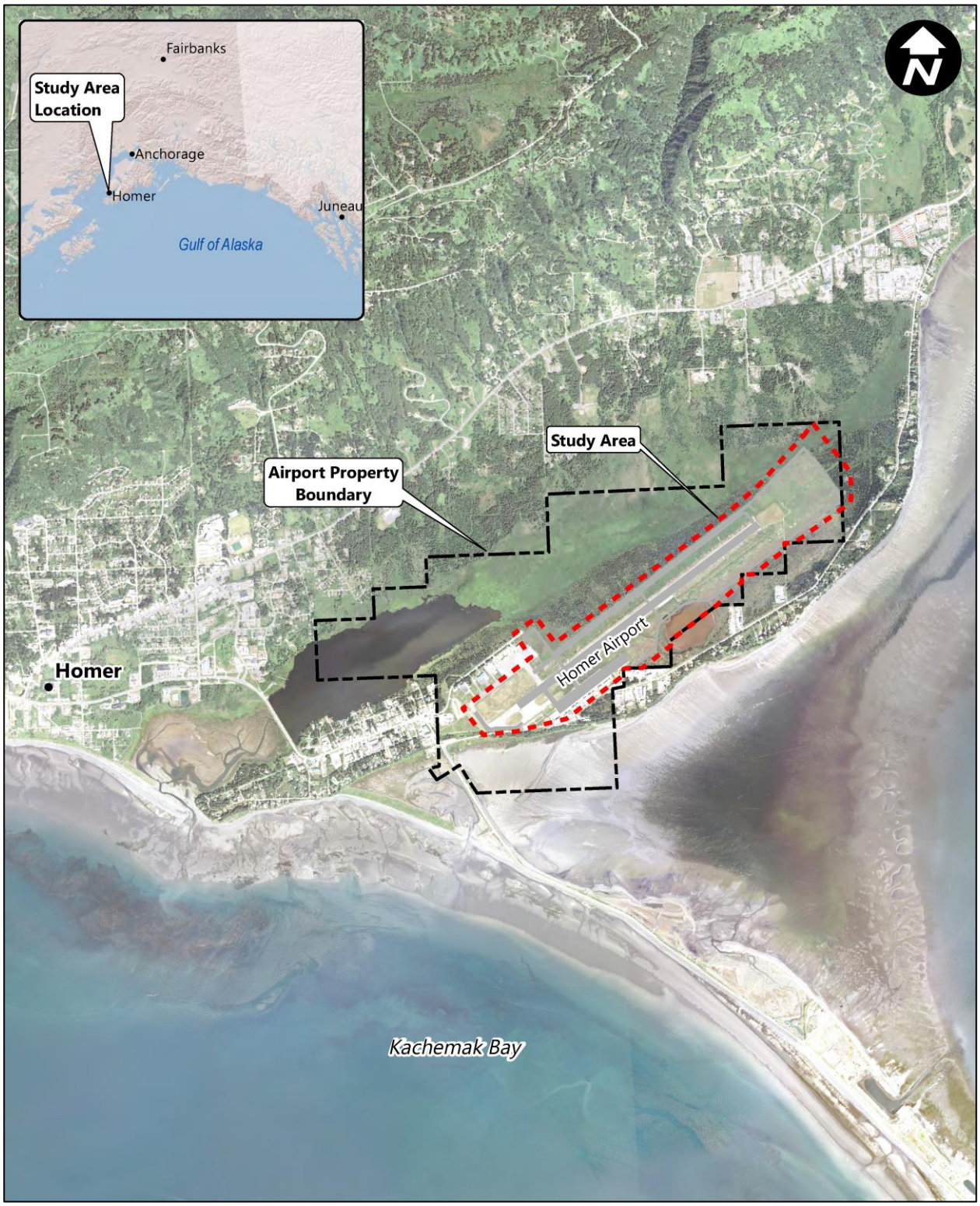


Figure 1: Project Location

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).

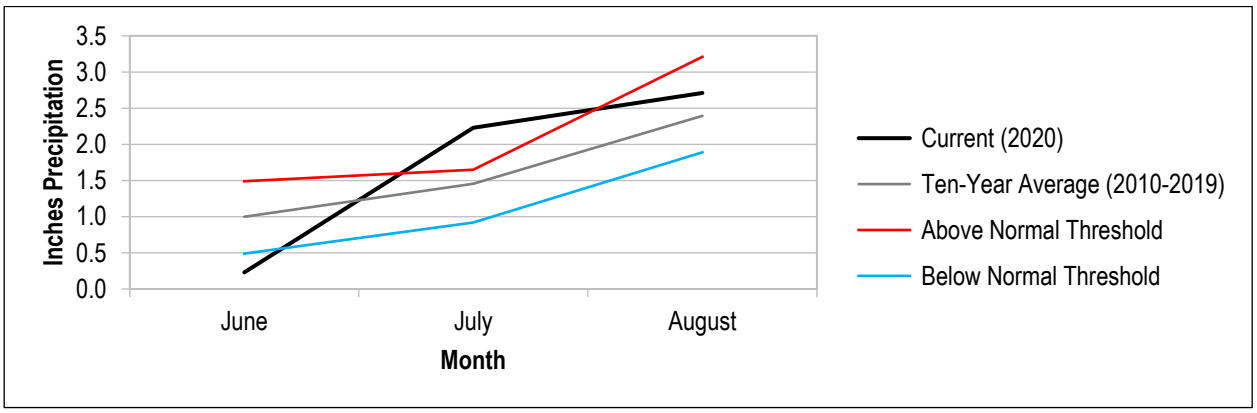


Figure 2: Current versus 10-year Monthly Precipitation Averages

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.

Table 1: Precipitation Worksheet

Month	Precipitation Thresholds (inches) Below	Normal	Above	Current Precipitation	Condition	Condition Value	Month Weight	Condition x 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 10-14: then period has been normal 15-18: then period has been wetter than normal				Condition Value:	Dry=1 Normal=2 Wet=3	**Sum**	**13**

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.

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

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

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.

Table 3: Summary of Jurisdictional Waters, Uplands, and Habitat Types

Cowardin/NWI Classification		Associated Field Sampling Points		Acres		Linear Feet	
Subsystem or Class	Code	Full Determination Points	Photo Points				
Wetlands – Palustrine							
Emergent	PEM1B	-	-	2.15	ac		
	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 – Riverine							
Intermittent	R4SBC	-	3	0.06	ac	624	ft
Upland							
Upland	U	5,8,10,12	-	195.49	ac		
Summary							
Total Jurisdictional Wetlands and Waters of the U.S.:				93.60	ac		
Total Study Area Acreage:				289.09	ac		
Percent of Study Area that is Wetlands or other Waters of the U.S.:				32.4	%		
Percent of Study Area that is Uplands:				67.6	%		

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.

Table 4: Function and Value Ratings

Function	Assessment Group	
	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**	**II**

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.

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Appendix A

Preliminary Wetland Mapping

Wetland / Upland Complex
Discharge Slope
FAA Rd
Discharge Slope
Discharge Slope
Drainageway
PSS1/EM5B
Drainageway
PEM5B
Drainageway
Discharge Slope
Kettle
Discharge Slope
PSS4/1B
Discharge Slope
Kettle
PSS1/EM5B
Kettle
DISTURB
Discharge Slope
Runway 04/22
T/W B
T/W A
Kettle
Drainageway
Discharge Slope
Kettle
Kettle
Lakebed
Tidal
Tidal
Tidal
DISTURB
Lakebed
GA Apron
Lakebed
E2EM5P
PSS1/EM5B
Lampert Lake
LAKE
PUBH
Kachemak Dr
M2FLN
Tidal
Tidal
Lakebed
Lakebed
Discharge Slope
Depression
Tidal
Tidal
DISTURB

National Wetland
Cook Inlet Wetlands
Study Area
Airport Property

0 250 500 Feet

Index Map
0 0.1 0.2 0.3 0.4 0.5 Miles

Homer Airport Improvements
Project No. CFAPT00491

Alaska Department of Transportation
and Public Facilities

Sheet 1
Preliminary Wetland Mapping
National Wetland Inventory
Cook Inlet Wetlands

Document Path: H:\jobs\20-022 Homer Airport Improvements (DOT&PF CR)\04-Environmental\GIS\map\20-022-04_WetlandMapping.mxd, User Name: oneals, Date: 10/9/2020

Drainageway
PEM5B
Drainageway
PSS1/EM5B
Drainageway
Discharge Slope
Discharge Slope
Discharge Slope
Discharge Slope
Discharge Slope
Discharge Slope
Drainageway
Drainageway
Discharge Slope
PSS4/1B
DISTURB
Discharge Slope
Discharge Slope
Drainageway
Drainageway
Drainageway
Runway 04/22
22
04
Lakebed
Kettle
Discharge Slope
Lakebed
Lampert Lake
PUBH
LAKE
Lakebed
Lakebed
Lakebed
Lakebed
Lakebed
PSS1/EM5F
Lakebed
Lakebed
Lakebed
Lakebed
PSS4/1B
Discharge Slope
Lakebed
Lakebed

National Wetland
Cook Inlet Wetlands
Study Area
Airport Property

0 250 500 Feet

Index Map
0 0.1 0.2 0.3 0.4 0.5 Miles

Homer Airport Improvements
Project No. CFAPT00491

Alaska Department of Transportation
and Public Facilities

Sheet 2
Preliminary Wetland Mapping
National Wetland Inventory
Cook Inlet Wetlands

Document Path: H:\jobs\20-022 Homer Airport Improvments (DOT&PF CR)\04-Environmental\GIS\maps\20-022-04_WLD_Prelim Mapping.mxd, User Name: omeara, Date: 10/9/2020

Appendix B

Data Forms and Site Photos

FULL DETERMINATION POINT

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/9/2020

Applicant/Owner: Alaska DOT&PF Sampling Point: 1

Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Lowland

Local relief (concave, convex, none): None Slope (%): 0

Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.64139 Long: -151.48540 Datum: NAD83

Soil Map Unit Name: Urban land (704) NWI classification: PEM1C

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation X, Soil _____, or Hydrology X significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X

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 within a Wetland?** Yes X No _____
Hydric Soil Present?	Yes X	No _____	
Wetland Hydrology Present?	Yes X	No _____	

Remarks:
Vegetation experiences periodic mowing.

VEGETATION – Use scientific names of plants. List all species in the plot.

			Absolute % Cover	Dominant Species?	Indicator Status
Tree Stratum					
1.	None				
2.					
3.					
4.					
		Total Cover:	0		
		50% of total cover: 0		20% of total cover: 0	
Sapling/Shrub Stratum					
1.	salfus	*Salix fuscescens*	1	Yes	FACW
2.					
3.					
4.					
5.					
6.					
		Total Cover:	1		
		50% of total cover: 0.5		20% of total cover: 0.2	
Herb Stratum					
1.	erivag	*Eriophorum vaginatum*	10	No	FACW
2.	carliv	*Carex lívida*	40	Yes	OBL
3.	calcan	*Calamagrostis canadensis*	10	No	FAC
4.	descae	*Deschampsia caespitosa*	10	No	FAC
5.	poapra	*Poa pratensis*	10	No	FACU
6.	compal	*Comarum palustre*	1	No	OBL
7.					
8.					
9.					
10.					
		Total Cover:	81		
		50% of total cover: 40.5		20% of total cover: 16.2	

Plot size (radius, or length x width) 15 foot radius % Bare Ground 0

% Cover of Wetland Bryophytes (Where applicable) 10 Total Cover of Bryophytes 10

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	41	x 1 =	41
FACW species	11	x 2 =	22
FAC species	20	x 3 =	60
FACU species	10	x 4 =	40
UPL species	0	x 5 =	0
Column Totals:	82 (A)		163 (B)

Prevalence Index = B/A = 1.99

Hydrophytic Vegetation Indicators:

Y Dominance Test is >50%

Y Prevalence Index is ≤3.0

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1] Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks:

FULL DETERMINATION POINT

SOIL

Sampling Point: 1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Redox Features Type[1]	Redox Features Loc[2]	Texture	Remarks
0-10							Organic	
10-12	10YR 3/2	100					Loamy sand	
12-22							Organic	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

___ Histosol or Histel (A1)
X Histic Epipedon (A2)
___ Hydrogen Sulfide (A4)
___ Thick Dark Surface (A12)
___ Alaska Gleyed (A13)
___ Alaska Redox (A14)
___ Alaska Gleyed Pores (A15)

Indicators for Problematic Hydric Soils[3]:

___ Alaska Color Change (TA4)[4]
___ Alaska Alpine Swales (TA5)
___ Alaska Redox With 2.5Y Hue
___ Alaska Gleyed Without Hue 5Y or Redder Underlying Layer
___ Other (Explain in Remarks)

[3]One indicator of hydrophytic vegetation, one primary indicator of wetland hydrology, and an appropriate landscape position must be present.
[4]Give details of color change in Remarks.

Restrictive Layer (if present):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes X No _____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (any one indicator is sufficient)

X Surface Water (A1)
___ High Water Table (A2)
X Saturation (A3)
___ Water Marks (B1)
___ Sediment Deposits (B2)
___ Drift Deposits (B3)
___ Algal Mat or Crust (B4)
___ Iron Deposits (B5)
___ Surface Soil Cracks (B6)
___ Inundation Visible on Aerial Imagery (B7)
___ Sparsely Vegetated Concave Surface (B8)
___ Marl Deposits (B15)
___ Hydrogen Sulfide Odor (C1)
___ Dry-Season Water Table (C2)
___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

___ Water-stained Leaves (B9)
___ Drainage Patterns (B10)
___ Oxidized Rhizospheres along Living Roots (C3)
___ Presence of Reduced Iron (C4)
___ Salt Deposits (C5)
___ Stunted or Stressed Plants (D1)
___ Geomorphic Position (D2)
___ Shallow Aquitard (D3)
___ Microtopographic Relief (D4)
X FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes X No _____ Depth (inches): 2
Water Table Present? Yes X No _____ Depth (inches): 13
Saturation Present? (includes capillary fringe) Yes X No _____ Depth (inches): 0

Wetland Hydrology Present? Yes X No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), 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:	1
Investigator(s):	O. Means, H. Campfield, H. Zimmer	Watershed/Stream (N/A if upland):	Beluga Lake

Remarks: Wetland area between Taxiways A and B.



Subject: Vegetation



Subject: Soil

FULL DETERMINATION POINT

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/9/2020
Applicant/Owner: Alaska DOT&PF Sampling Point: 2
Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Lowland
Local relief (concave, convex, none): None Slope (%): 0
Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.64329 Long: -151.48059 Datum: NAD83
Soil Map Unit Name: Salamatof peat, 0 to 4 percent slopes (651) NWI classification: PSS1/EM1B
Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)
Are Vegetation X, Soil _____, or Hydrology X significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X
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 _____
Hydric Soil Present? Yes X No _____
Wetland Hydrology Present? Yes X No _____

Is the Sampled Area within a Wetland? Yes X No _____

Remarks:
Vegetation experiences periodic mowing.

VEGETATION – Use scientific names of plants. List all species in the plot.

Tree Stratum			Absolute % Cover	Dominant Species?	Indicator Status
1. None.					
2.					
3.					
4.					
Total Cover: 0					
50% of total cover: 0		20% of total cover: 0			
Sapling/Shrub Stratum					
1. betnan	*Betula nana*		10	No	FAC
2. myrgal	*Myrica gale*		25	Yes	OBL
3. vaculi	*Vaccinium uliginosum*		10	No	FAC
4. andpol	*Andromeda polifolia*		10	No	FACW
5.					
6.					
Total Cover: 55					
50% of total cover: 27.5		20% of total cover: 11			
Herb Stratum					
1. equpra	*Equisetum pratense*		5	No	FACW
2. erivag	*Eriophorum vaginatum*		10	Yes	FACW
3. carliv	*Carex livida*		10	Yes	OBL
4. calcan	*Calamagrostis canadensis*		10	Yes	FAC
5.					
6.					
7.					
8.					
9.					
10.					
Total Cover: 35					
50% of total cover: 17.5		20% of total cover: 7			

Plot size (radius, or length x width) 15 foot radius % Bare Ground 0
% Cover of Wetland Bryophytes (Where applicable) 0 Total Cover of Bryophytes 10

Dominance Test worksheet:
Number of Dominant Species That Are OBL, FACW, or FAC: 4 (A)
Total Number of Dominant Species Across All Strata: 4 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 100% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	35	x 1 =	35
FACW species	25	x 2 =	50
FAC species	30	x 3 =	90
FACU species	0	x 4 =	0
UPL species	0	x 5 =	0
Column Totals:	90 (A)		175 (B)

Prevalence Index = B/A = 1.94

Hydrophytic Vegetation Indicators:
Y Dominance Test is >50%
Y Prevalence Index is ≤3.0
___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
___ Problematic Hydrophytic Vegetation[1] (Explain)

[1] Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks:

FULL DETERMINATION POINT

SOIL

Sampling Point: 2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-22							Organic	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- X Histosol or Histel (A1)
- ___ Histic Epipedon (A2)
- ___ Hydrogen Sulfide (A4)
- ___ Thick Dark Surface (A12)
- ___ Alaska Gleyed (A13)
- ___ Alaska Redox (A14)
- ___ Alaska Gleyed Pores (A15)

Indicators for Problematic Hydric Soils[3]:

- ___ Alaska Color Change (TA4)[4]
- ___ Alaska Alpine Swales (TA5)
- ___ Alaska Redox With 2.5Y Hue
- ___ Alaska Gleyed Without Hue 5Y or Redder Underlying Layer
- ___ Other (Explain in Remarks)

[3]One indicator of hydrophytic vegetation, one primary indicator of wetland hydrology, and an appropriate landscape position must be present.

[4]Give details of color change in Remarks.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X No _____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (any one indicator is sufficient)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- X Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-stained Leaves (B9)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Salt Deposits (C5)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- X Microtopographic Relief (D4)
- X FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____

Water Table Present? Yes X No _____ Depth (inches): 19

Saturation Present? (includes capillary fringe) Yes X No _____ Depth (inches): 4

Wetland Hydrology Present? Yes X No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), 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:	2
Investigator(s):	O. Means, H. Campfield, H. Zimmer	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

PHOTO POINT

Project/Site:	Homer Airport Improvements					Sampling Date:	9/9/2020
Applicant/Owner:	Alaska DOT&PF					Sampling Point:	3
Investigator(s):	Means, Campfield, Zimmer	Lat:	59.64453	Long:	-151.47757	Datum:	NAD83
Watershed/Stream (N/A if upland):	Beluga Lake					NWI Classification:	R4SB7
If Still Water, Approximate Size (acres):	N/A	&	Estimated depth at deepest:	N/A			
If Flowing Water, Average Width (ft):	1	,	Avg. depth (ft):	0.5	&	Substrate:	Vegetated/organic/mud

Remarks: Densely vegetated intemittent/ephemeral channel draining from Lampert Lake. Channel ends at a series of culverts under a berm and the runway. Water conveyed in channel likely recharges to groundwater.



Subject: Stream channel

FULL DETERMINATION POINT

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/9/2020

Applicant/Owner: Alaska DOT&PF Sampling Point: 4

Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Flat

Local relief (concave, convex, none): Flat Slope (%): 0

Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.64442 Long: -151.47536 Datum: NAD83

Soil Map Unit Name: Salamatof peat, 0 to 4 percent slopes (651) NWI classification: PSS1/EM1B

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, 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 _____

Hydric Soil Present? Yes X No _____

Wetland Hydrology Present? Yes X No _____

Is the Sampled Area within a Wetland? Yes X No _____

Remarks: Vegetation likely experiences occassional but infrequent mowing. An adjacent similar plant community includes taller, but still stunted, spruce. Lack of stunted, mature spruce in the plot area is assumed a result of airfield mowing. Vegetation is disturbed, but not significantly.

VEGETATION – Use scientific names of plants. List all species in the plot.

			Absolute % Cover	Dominant Species?	Indicator Status
Tree Stratum					
1.	None				
2.					
3.					
4.					
		Total Cover:	0		
		50% of total cover: 0		20% of total cover: 0	
Sapling/Shrub Stratum					
1.	betnan	*Betula nana*	15	Yes	FAC
2.	myrgal	*Myrica gale*	5	No	OBL
3.	vaculi	*Vaccinium uliginosum*	5	No	FAC
4.	rhogro	*Rhododendron groenlandicum*	5	No	FAC
5.	empnig	*Empetrum nigrum*	15	Yes	FAC
6.	rhotom	*Rhododendron tomentosum*	5	No	FACW
		Total Cover:	50		
		50% of total cover: 25		20% of total cover: 10	
Herb Stratum					
1.	equsyl	*Equisetum sylvaticum*	30	Yes	FAC
2.	rubcha	*Rubus chamaemorus*	1	No	FACW
3.					
4.					
5.					
6.					
7.					
8.					
9.					
10.					
		Total Cover:	31		
		50% of total cover: 15.5		20% of total cover: 6.2	

Plot size (radius, or length x width) 15 foot radius % Bare Ground 0

% Cover of Wetland Bryophytes (Where applicable) 10 Total Cover of Bryophytes 10

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 3 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	5	x 1 =	5
FACW species	6	x 2 =	12
FAC species	70	x 3 =	210
FACU species	0	x 4 =	0
UPL species	0	x 5 =	0
Column Totals:	81 (A)		227 (B)

Prevalence Index = B/A = 2.80

Hydrophytic Vegetation Indicators:

Y Dominance Test is >50%

Y Prevalence Index is ≤3.0

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1] Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks:

FULL DETERMINATION POINT

SOIL Sampling Point: 4

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-22							Organic	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- X Histosol or Histel (A1)
- ___ Histic Epipedon (A2)
- X Hydrogen Sulfide (A4)
- ___ Thick Dark Surface (A12)
- ___ Alaska Gleyed (A13)
- ___ Alaska Redox (A14)
- ___ Alaska Gleyed Pores (A15)

Indicators for Problematic Hydric Soils[3]:

- ___ Alaska Color Change (TA4)[4]
- ___ Alaska Alpine Swales (TA5)
- ___ Alaska Redox With 2.5Y Hue
- ___ Alaska Gleyed Without Hue 5Y or Redder Underlying Layer
- ___ Other (Explain in Remarks)

[3]One indicator of hydrophytic vegetation, one primary indicator of wetland hydrology, and an appropriate landscape position must be present.

[4]Give details of color change in Remarks.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X No _____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (any one indicator is sufficient)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- X Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Marl Deposits (B15)
- X Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-stained Leaves (B9)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Salt Deposits (C5)
- X Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- X Microtopographic Relief (D4)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____

Water Table Present? Yes _____ No X Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes X No _____ Depth (inches): 8

Wetland Hydrology Present? Yes X No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), 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:	4
Investigator(s):	O. Means, H. Campfield, H. Zimmer	Watershed/Stream (N/A if upland):	Beluga Lake

Remarks: Bog adjacent to Lampert Lake.



Subject: Vegetation



Subject: Soil

FULL DETERMINATION POINT

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: Date

Applicant/Owner: Alaska DOT&PF Sampling Point: 5

Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Terrace

Local relief (concave, convex, none): Convex Slope (%): 0

Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.64346 Long: -151.47858 Datum: NAD83

Soil Map Unit Name: Salamatof peat, 0 to 4 percent slopes (651) NWI classification: Upland

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation X, Soil _____, or Hydrology X significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X

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 _____	No x	**Is the Sampled Area within a Wetland?** Yes _____ No X
Hydric Soil Present?	Yes _____	No x	
Wetland Hydrology Present?	Yes _____	No x	

Remarks:
Vegetation experiences periodic mowing.

VEGETATION – Use scientific names of plants. List all species in the plot.

Tree Stratum			Absolute % Cover	Dominant Species?	Indicator Status
1.					
2.					
3.					
4.					
Total Cover:			0		
50% of total cover: 0			20% of total cover: 0		
Sapling/Shrub Stratum					
1.	betpap	*Betula papyrifera*	5	Yes	FACU
2.	spiste	*Spiraea stevenii*	5	Yes	FACU
3.	vaculi	*Vaccinium uliginosum*	5	Yes	FAC
4.	salbar	*Salix barclayi*	1	No	FAC
5.					
6.					
Total Cover:			16		
50% of total cover: 8			20% of total cover: 3.2		
Herb Stratum					
1.	achmil	*Achillea millefolium*	20	Yes	FACU
2.	calcan	*Calamagrostis canadensis*	20	Yes	FAC
3.	chaang	*Chamaenerion angustifolium*	20	Yes	FACU
4.					
5.					
6.					
7.					
8.					
9.					
10.					
Total Cover:			60		
50% of total cover: 30			20% of total cover: 12		

Plot size (radius, or length x width) 15 foot radius % Bare Ground 0

% Cover of Wetland Bryophytes 0 (Where applicable) Total Cover of Bryophytes 0

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 6 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 33% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	26	x 3 =	78
FACU species	50	x 4 =	200
UPL species	0	x 5 =	0
Column Totals:	76 (A)		278 (B)

Prevalence Index = B/A = 3.66

Hydrophytic Vegetation Indicators:

No Dominance Test is >50%

No Prevalence Index is ≤3.0

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1] Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes _____ No X

Remarks:

FULL DETERMINATION POINT

SOIL Sampling Point: 5

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-5							Organic	
5-10	7.5YR 4/2	60	7.5YR 2.5/3	40	RM	M	Clay loam	
10-22	2.5YR 2.5/2	100					Gravelly sand	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

___ Histosol or Histel (A1)
___ Histic Epipedon (A2)
___ Hydrogen Sulfide (A4)
___ Thick Dark Surface (A12)
___ Alaska Gleyed (A13)
___ Alaska Redox (A14)
___ Alaska Gleyed Pores (A15)

Indicators for Problematic Hydric Soils[3]:

___ Alaska Color Change (TA4)[4]
___ Alaska Alpine Swales (TA5)
___ Alaska Redox With 2.5Y Hue
___ Alaska Gleyed Without Hue 5Y or Redder Underlying Layer
___ Other (Explain in Remarks)

[3]One indicator of hydrophytic vegetation, one primary indicator of wetland hydrology, and an appropriate landscape position must be present.
[4]Give details of color change in Remarks.

Restrictive Layer (if present):
Type: _____
Depth (inches): _____

Hydric Soil Present? Yes _____ No X

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (any one indicator is sufficient)

___ Surface Water (A1)
___ High Water Table (A2)
___ Saturation (A3)
___ Water Marks (B1)
___ Sediment Deposits (B2)
___ Drift Deposits (B3)
___ Algal Mat or Crust (B4)
___ Iron Deposits (B5)
___ Surface Soil Cracks (B6)
___ Inundation Visible on Aerial Imagery (B7)
___ Sparsely Vegetated Concave Surface (B8)
___ Marl Deposits (B15)
___ Hydrogen Sulfide Odor (C1)
___ Dry-Season Water Table (C2)
___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

___ Water-stained Leaves (B9)
___ Drainage Patterns (B10)
___ Oxidized Rhizospheres along Living Roots (C3)
___ Presence of Reduced Iron (C4)
___ Salt Deposits (C5)
___ Stunted or Stressed Plants (D1)
___ Geomorphic Position (D2)
___ Shallow Aquitard (D3)
___ Microtopographic Relief (D4)
___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____
Water Table Present? Yes _____ No X Depth (inches): _____
Saturation Present? (includes capillary fringe) Yes _____ No X Depth (inches): _____

Wetland Hydrology Present? Yes _____ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), 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:	5
Investigator(s):	O. Means, H. Campfield, H. Zimmer	Watershed/Stream (N/A if upland):	N/A

Remarks: Higher elevation area adjacent to GA Apron.



Subject: Vegetation



Subject: Soil

FULL DETERMINATION POINT

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/10/2020

Applicant/Owner: Alaska DOT&PF Sampling Point: 6

Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Flat

Local relief (concave, convex, none): None Slope (%): 0

Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.64731 Long: -151.46619 Datum: NAD83

Soil Map Unit Name: Salamatof peat, 0 to 4 percent slopes (651) NWI classification: PSS1/EM1B

Are climatic / hydrologic conditions on the site typical for this time of year? Yes x No _____ (If no, explain in Remarks.)

Are Vegetation _____, 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 _____

Hydric Soil Present? Yes x No _____

Wetland Hydrology Present? Yes x No _____

Is the Sampled Area within a Wetland? Yes x No _____

Remarks: Vegetation likely experiences occassional but infrequent mowing. An adjacent similar plant community includes taller, but still stunted, spruce. Lack of stunted, mature spruce in the plot area is assumed a result of airfield mowing. Vegetation is disturbed, but not significantly.

VEGETATION – Use scientific names of plants. List all species in the plot.

Tree Stratum			Absolute % Cover	Dominant Species?	Indicator Status
1.					
2.					
3.					
4.					
		Total Cover:	0		
		50% of total cover: 0		20% of total cover: 0	
Sapling/Shrub Stratum					
1.	betnan	*Betula nana*	10	No	FAC
2.	rhogro	*Rhododendron groenlandicum*	40	Yes	FAC
3.	rhotom	*Rhododendron tomentosum*	10	No	FACW
4.	vaculi	*Vaccinium uliginosum*	10	No	FAC
5.	empnig	*Empetrum nigrum*	10	No	FAC
6.	salmyr	*Salix myrtillifolia*	1	No	FACW
		Total Cover:	81		
		50% of total cover: 40.5		20% of total cover: 16.2	
Herb Stratum					
1.	rubcha	*Rubus chamaemorus*	30	Yes	FACW
2.	calcan	*Calamagrostis canadensis*	1	No	FAC
3.	erivag	*Eriophorum vaginatum*	2	No	FACW
4.	equsyl	*Equisetum sylvaticum*	2	No	FAC
5.					
6.					
7.					
8.					
9.					
10.					
		Total Cover:	35		
		50% of total cover: 17.5		20% of total cover: 7	

Plot size (radius, or length x width) 15 foot radius % Bare Ground 0

% Cover of Wetland Bryophytes (Where applicable) 0 Total Cover of Bryophytes 30

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	43	x 2 =	86
FAC species	73	x 3 =	219
FACU species	0	x 4 =	0
UPL species	0	x 5 =	0
Column Totals:	116 (A)		305 (B)

Prevalence Index = B/A = 2.63

Hydrophytic Vegetation Indicators:

Y Dominance Test is >50%

Y Prevalence Index is ≤3.0

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1] Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks:

FULL DETERMINATION POINT

SOIL

Sampling Point: 6

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-16							Organic	
16-22	7.5YR 3/2	95	7.5YR 5/2	5	D	M	Silty clay loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- X Histosol or Histel (A1)
- ___ Histic Epipedon (A2)
- X Hydrogen Sulfide (A4)
- ___ Thick Dark Surface (A12)
- ___ Alaska Gleyed (A13)
- ___ Alaska Redox (A14)
- ___ Alaska Gleyed Pores (A15)

Indicators for Problematic Hydric Soils[3]:

- ___ Alaska Color Change (TA4)[4]
- ___ Alaska Alpine Swales (TA5)
- ___ Alaska Redox With 2.5Y Hue
- ___ Alaska Gleyed Without Hue 5Y or Redder Underlying Layer
- ___ Other (Explain in Remarks)

[3]One indicator of hydrophytic vegetation, one primary indicator of wetland hydrology, and an appropriate landscape position must be present.

[4]Give details of color change in Remarks.

Restrictive Layer (if present):

Type: Clay

Depth (inches): 23

Hydric Soil Present? Yes X No ___

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (any one indicator is sufficient)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- X Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Marl Deposits (B15)
- X Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-stained Leaves (B9)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Salt Deposits (C5)
- X Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- X Microtopographic Relief (D4)
- X FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ___ No X Depth (inches): ___

Water Table Present? Yes ___ No X Depth (inches): ___

Saturation Present? (includes capillary fringe) Yes X No ___ Depth (inches): 4

Wetland Hydrology Present? Yes X No ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), 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:	6
Investigator(s):	O. Means, H. Campfield, H. Zimmer	Watershed/Stream (N/A if upland):	Beluga Lake

Remarks: Bog adjacent to Lampert Lake.



Subject: Vegetation



Subject: Soil

FULL DETERMINATION POINT

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/10/2020

Applicant/Owner: Alaska DOT&PF Sampling Point: 7

Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Flat

Local relief (concave, convex, none): None Slope (%): 0

Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.65080 Long: -151.45554 Datum: NAD83

Soil Map Unit Name: Salamatof peat, 0 to 4 percent slopes (651) NWI classification: PSS1/EM1B

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, 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 _____

Hydric Soil Present? Yes X No _____

Wetland Hydrology Present? Yes X No _____

Is the Sampled Area within a Wetland? Yes X No _____

Remarks: Vegetation likely experiences occassional but infrequent mowing. An adjacent similar plant community includes taller, but still stunted, spruce. Lack of stunted, mature spruce in the plot area is assumed a result of airfield mowing. Vegetation is disturbed, but not significantly.

VEGETATION – Use scientific names of plants. List all species in the plot.

			Absolute % Cover	Dominant Species?	Indicator Status
Tree Stratum					
1.	None				
2.					
3.					
4.					
		Total Cover:	0		
		50% of total cover: 0	20% of total cover: 0		
Sapling/Shrub Stratum					
1.	betnan	*Betula nana*	30	Yes	FAC
2.	rhotom	*Rhododendron tomentosum*	30	Yes	FACW
3.	vaculi	*Vaccinium uliginosum*	10	No	FAC
4.	empnig	*Empetrum nigrum*	60	Yes	FAC
5.					
6.					
		Total Cover:	130		
		50% of total cover: 65	20% of total cover: 26		
Herb Stratum					
1.	erivag	*Eriophorum vaginatum*	3	No	FACW
2.	equsyl	*Equisetum sylvaticum*	5	Yes	FAC
3.	rubcha	*Rubus chamaemorus*	5	Yes	FACW
4.	carliv	*Carex livida*	3	No	OBL
5.					
6.					
7.					
8.					
9.					
10.					
		Total Cover:	16		
		50% of total cover: 8	20% of total cover: 3.2		

Plot size (radius, or length x width) 15 foot radius % Bare Ground 0

% Cover of Wetland Bryophytes (Where applicable) 0 Total Cover of Bryophytes 60

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 5 (A)

Total Number of Dominant Species Across All Strata: 5 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	3	x 1 =	3
FACW species	38	x 2 =	76
FAC species	105	x 3 =	315
FACU species	0	x 4 =	0
UPL species	0	x 5 =	0
Column Totals:	146 (A)		394 (B)

Prevalence Index = B/A = 2.70

Hydrophytic Vegetation Indicators:

Y Dominance Test is >50%

Y Prevalence Index is ≤3.0

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1] Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks:

FULL DETERMINATION POINT

SOIL

Sampling Point: 7

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-16							Organic	
16-17	7.5YR 4/2	100					Silty clay loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- X Histosol or Histel (A1)
- ___ Histic Epipedon (A2)
- ___ Hydrogen Sulfide (A4)
- ___ Thick Dark Surface (A12)
- ___ Alaska Gleyed (A13)
- ___ Alaska Redox (A14)
- ___ Alaska Gleyed Pores (A15)

Indicators for Problematic Hydric Soils[3]:

- ___ Alaska Color Change (TA4)[4]
- ___ Alaska Alpine Swales (TA5)
- ___ Alaska Redox With 2.5Y Hue
- ___ Alaska Gleyed Without Hue 5Y or Redder Underlying Layer
- ___ Other (Explain in Remarks)

[3]One indicator of hydrophytic vegetation, one primary indicator of wetland hydrology, and an appropriate landscape position must be present.

[4]Give details of color change in Remarks.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X No _____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (any one indicator is sufficient)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- X Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-stained Leaves (B9)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Salt Deposits (C5)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ Microtopographic Relief (D4)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____

Water Table Present? Yes X No _____ Depth (inches): 17

Saturation Present? (includes capillary fringe) Yes X No _____ Depth (inches): 4

Wetland Hydrology Present? Yes X No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), 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:	7
Investigator(s):	O. Means, H. Campfield, H. Zimmer	Watershed/Stream (N/A if upland):	Beluga Lake

Remarks: Bog on southeast end of airfield near Lampert Lake.



Subject: Vegetation



Subject: Soil

FULL DETERMINATION POINT

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/10/2020
Applicant/Owner: Alaska DOT&PF Sampling Point: 8
Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): slope
Local relief (concave, convex, none): Concave Slope (%): 1
Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.65144 Long: -151.45544 Datum: NAD83
Soil Map Unit Name: Spenard peat, 0 to 4 percent slopes (673) NWI classification: Upland
Are climatic / hydrologic conditions on the site typical for this time of year? Yes x No _____ (If no, explain in Remarks.)
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 _____	No x	**Is the Sampled Area within a Wetland?** Yes _____ No x
Hydric Soil Present?	Yes _____	No x	
Wetland Hydrology Present?	Yes _____	No x	

Remarks:
Vegetation experiences periodic mowing.

VEGETATION – Use scientific names of plants. List all species in the plot.

			Absolute % Cover	Dominant Species?	Indicator Status
Tree Stratum					
1.	None				
2.					
3.					
4.					
		Total Cover:	0		
		50% of total cover: 0		20% of total cover: 0	
Sapling/Shrub Stratum					
1.	betpap	*Betula papyrifera*	10	Yes	FACU
2.	rhotom	*Rhododendron tomentosum*	5	No	FACW
3.	vacvit	*Vaccinium vitis-idaea*	5	No	FAC
4.	rhogro	*Rhododendron groenlandicum*	5	No	FAC
5.	betnan	*Betula nana*	3	No	FAC
6.	vaculi	*Vaccinium uliginosum*	3	No	FAC
		Total Cover:	31		
		50% of total cover: 15.5		20% of total cover: 6.2	
Herb Stratum					
1.	chaang	*Chamaenerion angustifolium*	5	Yes	FACU
2.	equpra	*Equisetum pratense*	2	No	FACW
3.	equarv	*Equisetum arvense*	2	No	FAC
4.	equsyl	*Equisetum sylvaticum*	1	No	FAC
5.	calcan	*Calamagrostis canadensis*	1	No	FAC
6.	achmil	*Achillea millefolium*	1	No	FACU
7.					
8.					
9.					
10.					
		Total Cover:	12		
		50% of total cover: 6		20% of total cover: 2.4	

Plot size (radius, or length x width) 15 foot radius % Bare Ground 0
% Cover of Wetland Bryophytes 0 (Where applicable) Total Cover of Bryophytes 0

Dominance Test worksheet:
Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)
Total Number of Dominant Species Across All Strata: 2 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	7	x 2 =	14
FAC species	20	x 3 =	60
FACU species	16	x 4 =	64
UPL species	0	x 5 =	0
Column Totals:	43 (A)		138 (B)

Prevalence Index = B/A = 3.21

Hydrophytic Vegetation Indicators:
No Dominance Test is >50%
No Prevalence Index is ≤3.0
___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
___ Problematic Hydrophytic Vegetation[1] (Explain)
[1] Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes _____ No X

Remarks:

FULL DETERMINATION POINT

SOIL

Sampling Point: 8

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-11	5YR 4/2	95	2.5Y 5/4	5	C	M	Clay	
11-22	10YR 4/4	95	2.5Y 5/2	5	D	M	Clay loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

___ Histosol or Histel (A1)
___ Histic Epipedon (A2)
___ Hydrogen Sulfide (A4)
___ Thick Dark Surface (A12)
___ Alaska Gleyed (A13)
___ Alaska Redox (A14)
___ Alaska Gleyed Pores (A15)

Indicators for Problematic Hydric Soils[3]:

___ Alaska Color Change (TA4)[4]
___ Alaska Alpine Swales (TA5)
___ Alaska Redox With 2.5Y Hue
___ Alaska Gleyed Without Hue 5Y or Redder Underlying Layer
___ Other (Explain in Remarks)

[3]One indicator of hydrophytic vegetation, one primary indicator of wetland hydrology, and an appropriate landscape position must be present.

[4]Give details of color change in Remarks.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes _____ No X

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (any one indicator is sufficient)

___ Surface Water (A1)
___ High Water Table (A2)
___ Saturation (A3)
___ Water Marks (B1)
___ Sediment Deposits (B2)
___ Drift Deposits (B3)
___ Algal Mat or Crust (B4)
___ Iron Deposits (B5)
___ Surface Soil Cracks (B6)
___ Inundation Visible on Aerial Imagery (B7)
___ Sparsely Vegetated Concave Surface (B8)
___ Marl Deposits (B15)
___ Hydrogen Sulfide Odor (C1)
___ Dry-Season Water Table (C2)
___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

___ Water-stained Leaves (B9)
___ Drainage Patterns (B10)
___ Oxidized Rhizospheres along Living Roots (C3)
___ Presence of Reduced Iron (C4)
___ Salt Deposits (C5)
___ Stunted or Stressed Plants (D1)
___ Geomorphic Position (D2)
___ Shallow Aquitard (D3)
___ Microtopographic Relief (D4)
___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____

Water Table Present? Yes _____ No X Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No X Depth (inches): _____

Wetland Hydrology Present? Yes _____ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), 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:	8
Investigator(s):	O. Means, H. Campfield, H. Zimmer	Watershed/Stream (N/A if upland):	N/A

Remarks: Ridge north of bog and above/south of discharge slope.



Subject: Vegetation



Subject: Soil

FULL DETERMINATION POINT

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/10/2020

Applicant/Owner: Alaska DOT&PF Sampling Point: 9

Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Slope

Local relief (concave, convex, none): Concave Slope (%): 1

Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.65265 Long: -151.45576 Datum: NAD83

Soil Map Unit Name: Spenard peat, 4 to 8 percent slopes (674) NWI classification: PSS1/EM1B

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

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 within a Wetland?** Yes X No _____
Hydric Soil Present?	Yes X	No _____	
Wetland Hydrology Present?	Yes X	No _____	

Remarks:
Vegetation experience periodic mowing.

VEGETATION – Use scientific names of plants. List all species in the plot.

Tree Stratum			Absolute % Cover	Dominant Species?	Indicator Status
1.					
2.					
3.					
4.					
		Total Cover:	0		
		50% of total cover: 0		20% of total cover: 0	
Sapling/Shrub Stratum					
1.	betnan	*Betula nana*	10	No	FAC
2.	vaculi	*Vaccinium uliginosum*	5	No	FAC
3.	empnig	*Empetrum nigrum*	1	No	FAC
4.	salbar	*Salix barclayi*	50	Yes	FAC
5.					
6.					
		Total Cover:	66		
		50% of total cover: 33		20% of total cover: 13.2	
Herb Stratum					
1.	chaang	*Chamaenerion angustifolium*	10	No	FACU
2.	equarv	*Equisetum arvense*	10	No	FAC
3.	calcan	*Calamagrostis canadensis*	40	Yes	FAC
4.	carex sp.		5	No	
5.	rubarc	*Rubus arcticus*	0.5	No	FAC
6.	sollep	*Solidago lepida*	0.5	No	FACU
7.					
8.					
9.					
10.					
		Total Cover:	66		
		50% of total cover: 33		20% of total cover: 13.2	

Plot size (radius, or length x width) 15 foot radius % Bare Ground 0

% Cover of Wetland Bryophytes (Where applicable) 0 Total Cover of Bryophytes 0

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	116.5	x 3 =	349.5
FACU species	10.5	x 4 =	42
UPL species	0	x 5 =	0
Column Totals:	127 (A)		391.5 (B)

Prevalence Index = B/A = 3.08

Hydrophytic Vegetation Indicators:

Y Dominance Test is >50%

No Prevalence Index is ≤3.0

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1] Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks:

FULL DETERMINATION POINT

SOIL

Sampling Point: 9

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-12							Organic	
12-18	5YR 2.5/2	95	2.5YR 3/6	5	C	PL	Silty clay	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

___ Histosol or Histel (A1)
X Histic Epipedon (A2)
___ Hydrogen Sulfide (A4)
___ Thick Dark Surface (A12)
___ Alaska Gleyed (A13)
___ Alaska Redox (A14)
___ Alaska Gleyed Pores (A15)

Indicators for Problematic Hydric Soils[3]:

___ Alaska Color Change (TA4)[4]
___ Alaska Alpine Swales (TA5)
___ Alaska Redox With 2.5Y Hue
___ Alaska Gleyed Without Hue 5Y or Redder Underlying Layer
___ Other (Explain in Remarks)

[3]One indicator of hydrophytic vegetation, one primary indicator of wetland hydrology, and an appropriate landscape position must be present.

[4]Give details of color change in Remarks.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X No _____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (any one indicator is sufficient)

___ Surface Water (A1)
___ High Water Table (A2)
X Saturation (A3)
___ Water Marks (B1)
___ Sediment Deposits (B2)
___ Drift Deposits (B3)
___ Algal Mat or Crust (B4)
___ Iron Deposits (B5)
___ Surface Soil Cracks (B6)
___ Inundation Visible on Aerial Imagery (B7)
___ Sparsely Vegetated Concave Surface (B8)
___ Marl Deposits (B15)
___ Hydrogen Sulfide Odor (C1)
___ Dry-Season Water Table (C2)
___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

___ Water-stained Leaves (B9)
___ Drainage Patterns (B10)
___ Oxidized Rhizospheres along Living Roots (C3)
___ Presence of Reduced Iron (C4)
___ Salt Deposits (C5)
___ Stunted or Stressed Plants (D1)
___ Geomorphic Position (D2)
___ Shallow Aquitard (D3)
___ Microtopographic Relief (D4)
___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____
Water Table Present? Yes X No _____ Depth (inches): 18
Saturation Present? (includes capillary fringe) Yes X No _____ Depth (inches): 4

Wetland Hydrology Present? Yes X No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), 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:	9
Investigator(s):	O. Means, H. Campfield, H. Zimmer	Watershed/Stream (N/A if upland):	Beluga Lake

Remarks: Discharge slope adjacent to service road at east end of airfield.



Subject: Vegetation



Subject: Soil

FULL DETERMINATION POINT

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/10/2020
Applicant/Owner: Alaska DOT&PF Sampling Point: 10
Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Slope
Local relief (concave, convex, none): None Slope (%): 1
Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.65059 Long: -151.46450 Datum: NAD83
Soil Map Unit Name: Urban Land (704) NWI classification: Upland
Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)
Are Vegetation X, Soil _____, or Hydrology X 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 _____
Hydric Soil Present? Yes _____ No X
Wetland Hydrology Present? Yes _____ No X

Is the Sampled Area within a Wetland? Yes _____ No X

Remarks:
Site is downslope of runway which likely impacts hydrology.

VEGETATION – Use scientific names of plants. List all species in the plot.

Tree Stratum			Absolute % Cover	Dominant Species?	Indicator Status
1. None					
2.					
3.					
4.					
Total Cover: 0					
50% of total cover: 0		20% of total cover: 0			
Sapling/Shrub Stratum					
1. salbar	*Salix barclayi*		1	Yes	FAC
2.					
3.					
4.					
5.					
6.					
Total Cover: 1					
50% of total cover: 0.5		20% of total cover: 0.2			
Herb Stratum					
1. angluc	*Angelica lucida*		1	No	FACU
2. chaang	*Chamaenerion angustifolium*		5	No	FACU
3. calcan	*Calamagrostis canadensis*		80	Yes	FAC
4. agrsca	*Agrostis scabra*		10	No	FAC
5. achmil	*Achillea millefolium*		10	No	FACU
6. equarv	*Equisetum arvense*		5	No	FAC
7. galtet	*Galeopsis tetrahit*		0.5	No	NI
8.					
9.					
10.					
Total Cover: 111.5					
50% of total cover: 55.75		20% of total cover: 22.3			

Plot size (radius, or length x width) 15 foot radius % Bare Ground 0
% Cover of Wetland Bryophytes (Where applicable) 0 Total Cover of Bryophytes 0

Dominance Test worksheet:
Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)
Total Number of Dominant Species Across All Strata: 2 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 100% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	96	x 3 =	288
FACU species	16	x 4 =	64
UPL species	0	x 5 =	0
Column Totals:	112 (A)		352 (B)

Prevalence Index = B/A = 3.14

Hydrophytic Vegetation Indicators:
Y Dominance Test is >50%
No Prevalence Index is ≤3.0
___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
___ Problematic Hydrophytic Vegetation[1] (Explain)

[1] Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks:

FULL DETERMINATION POINT

SOIL

Sampling Point: 10

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
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	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

___ Histosol or Histel (A1)
___ Histic Epipedon (A2)
___ Hydrogen Sulfide (A4)
___ Thick Dark Surface (A12)
___ Alaska Gleyed (A13)
___ Alaska Redox (A14)
___ Alaska Gleyed Pores (A15)

Indicators for Problematic Hydric Soils[3]:

___ Alaska Color Change (TA4)[4]
___ Alaska Alpine Swales (TA5)
___ Alaska Redox With 2.5Y Hue
___ Alaska Gleyed Without Hue 5Y or Redder Underlying Layer
___ Other (Explain in Remarks)

[3]One indicator of hydrophytic vegetation, one primary indicator of wetland hydrology, and an appropriate landscape position must be present.

[4]Give details of color change in Remarks.

Restrictive Layer (if present):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes _____ No X

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (any one indicator is sufficient)

___ Surface Water (A1)
___ High Water Table (A2)
___ Saturation (A3)
___ Water Marks (B1)
___ Sediment Deposits (B2)
___ Drift Deposits (B3)
___ Algal Mat or Crust (B4)
___ Iron Deposits (B5)
___ Surface Soil Cracks (B6)
___ Inundation Visible on Aerial Imagery (B7)
___ Sparsely Vegetated Concave Surface (B8)
___ Marl Deposits (B15)
___ Hydrogen Sulfide Odor (C1)
___ Dry-Season Water Table (C2)
___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

___ Water-stained Leaves (B9)
___ Drainage Patterns (B10)
___ Oxidized Rhizospheres along Living Roots (C3)
X Presence of Reduced Iron (C4)
___ Salt Deposits (C5)
___ Stunted or Stressed Plants (D1)
___ Geomorphic Position (D2)
___ Shallow Aquitard (D3)
___ Microtopographic Relief (D4)
___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____
Water Table Present? Yes X No _____ Depth (inches): 22
Saturation Present? (includes capillary fringe) Yes _____ No X Depth (inches): 14

Wetland Hydrology Present? Yes _____ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: A-A test positive for reduced iron.

FULL DETERMINATION POINT
PHOTO DOCUMENTATION FORM

Project/Site:	Homer Airport Improvements	Sampling Date:	9/9/2020
Applicant/Owner:	Alaska DOT&PF	Sampling Point:	10
Investigator(s):	O. Means, H. Campfield, H. Zimmer	Watershed/Stream (N/A if upland):	N/A

Remarks: Slope on north side of runway.



Subject: Vegetation



Subject: Soil

FULL DETERMINATION POINT

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/10/2020

Applicant/Owner: Alaska DOT&PF Sampling Point: 11

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

Soil Map Unit Name: Spenard peat, 4 to 8 percent slopes (674) NWI classification: PEM1/SS1B

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

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 within a Wetland?** Yes X No _____
Hydric Soil Present?	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.

Tree Stratum			Absolute % Cover	Dominant Species?	Indicator Status
1.					
2.					
3.					
4.					
		Total Cover:	0		
		50% of total cover: 0	20% of total cover: 0		
Sapling/Shrub Stratum					
1.	salfus	*Salix fuscescens*	5	Yes	FACW
2.	betnan	*Betula nana*	5	Yes	FAC
3.	salbar	*Salix barclayi*	10	Yes	FAC
4.					
5.					
6.					
		Total Cover:	20		
		50% of total cover: 10	20% of total cover: 4		
Herb Stratum					
1.	chaang	*Chamaenerion angustifolium*	5	No	FACU
2.	calcan	*Calamagrostis canadensis*	60	Yes	FAC
3.	achmil	*Achillea millefolium*	5	No	FACU
4.	polacu	*Polemonium acutiflorum*	1	No	FAC
5.					
6.					
7.					
8.					
9.					
10.					
		Total Cover:	71		
		50% of total cover: 35.5	20% of total cover: 14.2		

Plot size (radius, or length x width) 15 foot radius % Bare Ground 0

% Cover of Wetland Bryophytes (Where applicable) 10 Total Cover of Bryophytes 10

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 4 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	5	x 2 =	10
FAC species	76	x 3 =	228
FACU species	10	x 4 =	40
UPL species	0	x 5 =	0
Column Totals:	91 (A)		278 (B)

Prevalence Index = B/A = 3.05

Hydrophytic Vegetation Indicators:

Y Dominance Test is >50%

No Prevalence Index is ≤3.0

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1] Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks:

FULL DETERMINATION POINT

SOIL

Sampling Point: 11

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-16							Organic	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- X Histosol or Histel (A1)
- ___ Histic Epipedon (A2)
- X Hydrogen Sulfide (A4)
- ___ Thick Dark Surface (A12)
- ___ Alaska Gleyed (A13)
- ___ Alaska Redox (A14)
- ___ Alaska Gleyed Pores (A15)

Indicators for Problematic Hydric Soils[3]:

- ___ Alaska Color Change (TA4)[4]
- ___ Alaska Alpine Swales (TA5)
- ___ Alaska Redox With 2.5Y Hue
- ___ Alaska Gleyed Without Hue 5Y or Redder Underlying Layer
- ___ Other (Explain in Remarks)

[3]One indicator of hydrophytic vegetation, one primary indicator of wetland hydrology, and an appropriate landscape position must be present.

[4]Give details of color change in Remarks.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X No _____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (any one indicator is sufficient)

- ___ Surface Water (A1)
- X High Water Table (A2)
- X Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Marl Deposits (B15)
- X Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-stained Leaves (B9)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Salt Deposits (C5)
- ___ Stunted or Stressed Plants (D1)
- X Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ Microtopographic Relief (D4)
- X FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____

Water Table Present? Yes X No _____ Depth (inches): 1

Saturation Present? (includes capillary fringe) Yes X No _____ Depth (inches): 0

Wetland Hydrology Present? Yes X No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), 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:	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 airfield.



Subject: Vegetation



Subject: Soil

FULL DETERMINATION POINT

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/10/2020

Applicant/Owner: Alaska DOT&PF Sampling Point: 12

Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Hillside

Local relief (concave, convex, none): None Slope (%): 2

Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.64622 Long: -151.47732 Datum: NAD83

Soil Map Unit Name: Spenard peat, 4 to 8 percent slopes (674) NWI classification: Upland

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation X, Soil _____, or Hydrology X 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 within a Wetland?** Yes _____ No X
Hydric Soil Present?	Yes _____	No X	
Wetland Hydrology Present?	Yes _____	No X	

Remarks:
Site is downslope of runway which likely impacts hydrology.

VEGETATION – Use scientific names of plants. List all species in the plot.

Tree Stratum			Absolute % Cover	Dominant Species?	Indicator Status
1. None					
2.					
3.					
4.					
Total Cover: 0					
50% of total cover: 0		20% of total cover: 0			
Sapling/Shrub Stratum					
1. betnan	*Betula nana*		5	Yes	FAC
2. rubarc	*Rubus arcticus*		5	Yes	FAC
3. salfus	*Salix fuscescens*		10	Yes	FACW
4.					
5.					
6.					
Total Cover: 20					
50% of total cover: 10		20% of total cover: 4			
Herb Stratum					
1. calcan	*Calamagrostis canadensis*		90	Yes	FAC
2. chaang	*Chamaenerion angustifolium*		2	No	FACU
3. equarv	*Equisetum arvense*		1	No	FAC
4.					
5.					
6.					
7.					
8.					
9.					
10.					
Total Cover: 93					
50% of total cover: 46.5		20% of total cover: 18.6			

Plot size (radius, or length x width) 15 foot radius % Bare Ground 0

% Cover of Wetland Bryophytes 0 (Where applicable) Total Cover of Bryophytes 0

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 4 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	10	x 2 =	20
FAC species	101	x 3 =	303
FACU species	2	x 4 =	8
UPL species	0	x 5 =	0
Column Totals:	113 (A)		331 (B)

Prevalence Index = B/A = 2.93

Hydrophytic Vegetation Indicators:

Y Dominance Test is >50%

Y Prevalence Index is ≤3.0

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1] Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks:

FULL DETERMINATION POINT

SOIL

Sampling Point: 12

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-2							Organic	
2-16	7.5YR 2.5/1	70	7.5YR 4/2	30	C	M	Silty clay	
16-22	10YR 4/2	100					Clay	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

___ Histosol or Histel (A1)
___ Histic Epipedon (A2)
___ Hydrogen Sulfide (A4)
___ Thick Dark Surface (A12)
___ Alaska Gleyed (A13)
___ Alaska Redox (A14)
___ Alaska Gleyed Pores (A15)

Indicators for Problematic Hydric Soils[3]:

___ Alaska Color Change (TA4)[4]
___ Alaska Alpine Swales (TA5)
___ Alaska Redox With 2.5Y Hue
___ Alaska Gleyed Without Hue 5Y or Redder Underlying Layer
___ Other (Explain in Remarks)

[3]One indicator of hydrophytic vegetation, one primary indicator of wetland hydrology, and an appropriate landscape position must be present.

[4]Give details of color change in Remarks.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes _____ No X

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (any one indicator is sufficient)

___ Surface Water (A1)
___ High Water Table (A2)
___ Saturation (A3)
___ Water Marks (B1)
___ Sediment Deposits (B2)
___ Drift Deposits (B3)
___ Algal Mat or Crust (B4)
___ Iron Deposits (B5)
___ Surface Soil Cracks (B6)
___ Inundation Visible on Aerial Imagery (B7)
___ Sparsely Vegetated Concave Surface (B8)
___ Marl Deposits (B15)
___ Hydrogen Sulfide Odor (C1)
___ Dry-Season Water Table (C2)
___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

___ Water-stained Leaves (B9)
___ Drainage Patterns (B10)
___ Oxidized Rhizospheres along Living Roots (C3)
___ Presence of Reduced Iron (C4)
___ Salt Deposits (C5)
___ Stunted or Stressed Plants (D1)
___ Geomorphic Position (D2)
___ Shallow Aquitard (D3)
___ Microtopographic Relief (D4)
X FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____

Water Table Present? Yes _____ No X Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No X Depth (inches): _____

Wetland Hydrology Present? Yes _____ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), 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:	12
Investigator(s):	O. Means, H. Campfield, H. Zimmer	Watershed/Stream (N/A if upland):	N/A

Remarks: Slope on north side of runway.



Subject: Vegetation



Subject: Soil

FULL DETERMINATION POINT

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/10/2020

Applicant/Owner: Alaska DOT&PF Sampling Point: 13

Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Hillside

Local relief (concave, convex, none): None Slope (%): 2

Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.64409 Long: -151.48350 Datum: NAD83

Soil Map Unit Name: Spenard peat, 0 to 4 percent slopes (673) NWI classification: PEM1/SS1B

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation X, Soil _____, or Hydrology X 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 within a Wetland?** Yes X No _____
Hydric Soil Present?	Yes X	No _____	
Wetland Hydrology Present?	Yes X	No _____	

Remarks:
Site is downslope of runway which likely impacts hydrology.

VEGETATION – Use scientific names of plants. List all species in the plot.

Tree Stratum			Absolute % Cover	Dominant Species?	Indicator Status
1. None					
2.					
3.					
4.					
Total Cover: 0					
50% of total cover: 0		20% of total cover: 0			
Sapling/Shrub Stratum					
1. rubarc	*Rubus arcticus*		1	No	FAC
2. salbar	*Salix barclayi*		10	Yes	FAC
3.					
4.					
5.					
6.					
Total Cover: 11					
50% of total cover: 5.5		20% of total cover: 2.2			
Herb Stratum					
1. calcan	*Calamagrostis canadensis*		95	Yes	FAC
2. polacu	*Polemonium acutiflorum*		1	No	FAC
3. achmil	*Achillea millefolium*		2	No	FACU
4.					
5.					
6.					
7.					
8.					
9.					
10.					
Total Cover: 98					
50% of total cover: 49		20% of total cover: 19.6			

Plot size (radius, or length x width) 15 foot radius % Bare Ground 0

% Cover of Wetland Bryophytes 0 (Where applicable) Total Cover of Bryophytes 5

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	107	x 3 =	321
FACU species	2	x 4 =	8
UPL species	0	x 5 =	0
Column Totals:	109 (A)		329 (B)

Prevalence Index = B/A = 3.02

Hydrophytic Vegetation Indicators:

Y Dominance Test is >50%

No Prevalence Index is ≤3.0

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1] Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks:

FULL DETERMINATION POINT

SOIL Sampling Point: 13

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-10							Organic	
10-12	7.5YR 2.5/1	100					Silty clay	
12-13	7.5YR 3/1	100					Sand	
13-17	7.5YR 2.5/2	100					Silty clay	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

___ Histosol or Histel (A1)
X Histic Epipedon (A2)
X Hydrogen Sulfide (A4)
___ Thick Dark Surface (A12)
___ Alaska Gleyed (A13)
___ Alaska Redox (A14)
___ Alaska Gleyed Pores (A15)

Indicators for Problematic Hydric Soils[3]:

___ Alaska Color Change (TA4)[4]
___ Alaska Alpine Swales (TA5)
___ Alaska Redox With 2.5Y Hue
___ Alaska Gleyed Without Hue 5Y or Redder Underlying Layer
___ Other (Explain in Remarks)

[3]One indicator of hydrophytic vegetation, one primary indicator of wetland hydrology, and an appropriate landscape position must be present.
[4]Give details of color change in Remarks.

Restrictive Layer (if present):
Type: ___
Depth (inches): ___

Hydric Soil Present? Yes X No ___

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (any one indicator is sufficient)

___ Surface Water (A1)
___ High Water Table (A2)
X Saturation (A3)
___ Water Marks (B1)
___ Sediment Deposits (B2)
___ Drift Deposits (B3)
___ Algal Mat or Crust (B4)
___ Iron Deposits (B5)
___ Surface Soil Cracks (B6)
___ Inundation Visible on Aerial Imagery (B7)
___ Sparsely Vegetated Concave Surface (B8)
___ Marl Deposits (B15)
X Hydrogen Sulfide Odor (C1)
___ Dry-Season Water Table (C2)
___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

___ Water-stained Leaves (B9)
___ Drainage Patterns (B10)
___ Oxidized Rhizospheres along Living Roots (C3)
___ Presence of Reduced Iron (C4)
___ Salt Deposits (C5)
___ Stunted or Stressed Plants (D1)
___ Geomorphic Position (D2)
___ Shallow Aquitard (D3)
___ Microtopographic Relief (D4)
___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ___ No X Depth (inches): ___
Water Table Present? Yes X No ___ Depth (inches): 17
Saturation Present? (includes capillary fringe) Yes X No ___ Depth (inches): 0

Wetland Hydrology Present? Yes X No ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), 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:	13
Investigator(s):	O. Means, H. Campfield, H. Zimmer	Watershed/Stream (N/A if upland):	Beluga Lake

Remarks: Toe of slope on north side of airfield.



Subject: Vegetation



Subject: Soil

FULL DETERMINATION POINT

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/10/2020

Applicant/Owner: Alaska DOT&PF Sampling Point: 14

Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Slope

Local relief (concave, convex, none): Concave Slope (%): 2

Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.64277 Long: -151.48658 Datum: NAD83

Soil Map Unit Name: Salamatof peat, 0 to 4 percent slopes (651) NWI classification: PEM1/SS1B

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation X, Soil _____, or Hydrology X 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 within a Wetland?** Yes X No _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

VEGETATION – Use scientific names of plants. List all species in the plot.

Tree Stratum			Absolute % Cover	Dominant Species?	Indicator Status
1.	None				
2.					
3.					
4.					
		Total Cover:	0		
		50% of total cover: 0		20% of total cover: 0	
Sapling/Shrub Stratum					
1.	salfus	*Salix fuscescens*	2	Yes	FACW
2.	salbar	*Salix barclayi*	1	Yes	FAC
3.					
4.					
5.					
6.					
		Total Cover:	3		
		50% of total cover: 1.5		20% of total cover: 0.6	
Herb Stratum					
1.	calcan	*Calamagrostis canadensis*	100	Yes	FAC
2.					
3.					
4.					
5.					
6.					
7.					
8.					
9.					
10.					
		Total Cover:	100		
		50% of total cover: 50		20% of total cover: 20	

Plot size (radius, or length x width) 15 foot radius % Bare Ground 0

% Cover of Wetland Bryophytes (Where applicable) 0 Total Cover of Bryophytes 0

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 3 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	2	x 2 =	4
FAC species	101	x 3 =	303
FACU species	0	x 4 =	0
UPL species	0	x 5 =	0
Column Totals:	103 (A)		307 (B)

Prevalence Index = B/A = 2.98

Hydrophytic Vegetation Indicators:

Y Dominance Test is >50%

Y Prevalence Index is ≤3.0

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1] Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks:

FULL DETERMINATION POINT

SOIL

Sampling Point: 14

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-10							Organic	Saturated
10-20	7.5YR 2.5/2	100					Silty clay	Unsaturated; restrictive layer

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

___ Histosol or Histel (A1)
X Histic Epipedon (A2)
___ Hydrogen Sulfide (A4)
___ Thick Dark Surface (A12)
___ Alaska Gleyed (A13)
___ Alaska Redox (A14)
___ Alaska Gleyed Pores (A15)

Indicators for Problematic Hydric Soils[3]:

___ Alaska Color Change (TA4)[4]
___ Alaska Alpine Swales (TA5)
___ Alaska Redox With 2.5Y Hue
___ Alaska Gleyed Without Hue 5Y or Redder Underlying Layer
___ Other (Explain in Remarks)

[3]One indicator of hydrophytic vegetation, one primary indicator of wetland hydrology, and an appropriate landscape position must be present.

[4]Give details of color change in Remarks.

Restrictive Layer (if present):

Type: Silty clay layer
Depth (inches): 10

Hydric Soil Present? Yes X No _____

Remarks:

Silty clay mineral layer begins immediately below saturated zone and appears to be resulting in episaturated soil conditons.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (any one indicator is sufficient)

___ Surface Water (A1)
___ High Water Table (A2)
X Saturation (A3)
___ Water Marks (B1)
___ Sediment Deposits (B2)
___ Drift Deposits (B3)
___ Algal Mat or Crust (B4)
___ Iron Deposits (B5)
___ Surface Soil Cracks (B6)
___ Inundation Visible on Aerial Imagery (B7)
___ Sparsely Vegetated Concave Surface (B8)
___ Marl Deposits (B15)
___ Hydrogen Sulfide Odor (C1)
___ Dry-Season Water Table (C2)
___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

___ Water-stained Leaves (B9)
___ Drainage Patterns (B10)
___ Oxidized Rhizospheres along Living Roots (C3)
___ Presence of Reduced Iron (C4)
___ Salt Deposits (C5)
___ Stunted or Stressed Plants (D1)
___ Geomorphic Position (D2)
___ Shallow Aquitard (D3)
___ Microtopographic Relief (D4)
X FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____
Water Table Present? Yes _____ No X Depth (inches): _____
Saturation Present? (includes capillary fringe) Yes X No _____ Depth (inches): 0-10" bgs

Wetland Hydrology Present? Yes X No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Saturation appears precipitation-driven rather than groundwater-driven because it is not associated with a high water table.

FULL DETERMINATION POINT
PHOTO DOCUMENTATION FORM

Project/Site:	Homer Airport Improvements	Sampling Date:	9/9/2020
Applicant/Owner:	Alaska DOT&PF	Sampling Point:	14
Investigator(s):	O. Means, H. Campfield, H. Zimmer	Watershed/Stream (N/A if upland):	Beluga Lake

Remarks: Slope on north side 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 Borough/City: Homer, Alaska Sampling Date: 9/10/2020

Applicant/Owner: Alaska DOT&PF Sampling Point: 15

Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Lowland

Local relief (concave, convex, none): None Slope (%): 0

Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.64388 Long: -151.48840 Datum: NAD83

Soil Map Unit Name: Salamatof peat, 0 to 4 percent slopes (651) NWI classification: PEM1C

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation X, Soil _____, or Hydrology X 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 within a Wetland?** Yes X No _____
Hydric Soil Present?	Yes X	No _____	
Wetland Hydrology Present?	Yes X	No _____	

Remarks: Site is down-gradient from an airport apron storm water outfall and likely receives greater surface water input than under natural conditions.

VEGETATION – Use scientific names of plants. List all species in the plot.

Tree Stratum			Absolute % Cover	Dominant Species?	Indicator Status
1. None					
2.					
3.					
4.					
Total Cover: 0					
50% of total cover: 0		20% of total cover: 0			
Sapling/Shrub Stratum					
1. betnan	*Betula nana*		5	Yes	FAC
2. salfus	*Salix fuscescens*		5	Yes	FACW
3. vacvit	*Vaccinium vitis-idaea*		5	Yes	FAC
4.					
5.					
6.					
Total Cover: 15					
50% of total cover: 7.5		20% of total cover: 3			
Herb Stratum					
1. calcan	*Calamagrostis canadensis*		50	Yes	FAC
2. erivag	*Eriophorum vaginatum*		20	Yes	FACW
3. tarcer	*Taraxacum ceratophorum*		1	No	UPL
4.					
5.					
6.					
7.					
8.					
9.					
10.					
Total Cover: 71					
50% of total cover: 35.5		20% of total cover: 14.2			

Plot size (radius, or length x width) 15 foot radius % Bare Ground 0

% Cover of Wetland Bryophytes (Where applicable) 10 Total Cover of Bryophytes 10

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 5 (A)

Total Number of Dominant Species Across All Strata: 5 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	25	x 2 =	50
FAC species	60	x 3 =	180
FACU species	0	x 4 =	0
UPL species	1	x 5 =	5
Column Totals:	86 (A)		235 (B)

Prevalence Index = B/A = 2.73

Hydrophytic Vegetation Indicators:

Y Dominance Test is >50%

Y Prevalence Index is ≤3.0

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1] Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks: Sparse horned dandelion growing in microtopographic highs within plot area.

FULL DETERMINATION POINT

SOIL

Sampling Point: 15

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

___ Histosol or Histel (A1)
___ Histic Epipedon (A2)
___ Hydrogen Sulfide (A4)
___ Thick Dark Surface (A12)
___ Alaska Gleyed (A13)
___ Alaska Redox (A14)
___ Alaska Gleyed Pores (A15)

Indicators for Problematic Hydric Soils[3]:

___ Alaska Color Change (TA4)[4]
___ Alaska Alpine Swales (TA5)
___ Alaska Redox With 2.5Y Hue
___ Alaska Gleyed Without Hue 5Y or Redder Underlying Layer
___ Other (Explain in Remarks)

[3]One indicator of hydrophytic vegetation, one primary indicator of wetland hydrology, and an appropriate landscape position must be present.

[4]Give details of color change in Remarks.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X No _____

Remarks:

Surface water present; no soil pit.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (any one indicator is sufficient)

X Surface Water (A1)
___ High Water Table (A2)
___ Saturation (A3)
___ Water Marks (B1)
___ Sediment Deposits (B2)
___ Drift Deposits (B3)
___ Algal Mat or Crust (B4)
___ Iron Deposits (B5)
___ Surface Soil Cracks (B6)
___ Inundation Visible on Aerial Imagery (B7)
___ Sparsely Vegetated Concave Surface (B8)
___ Marl Deposits (B15)
___ Hydrogen Sulfide Odor (C1)
___ Dry-Season Water Table (C2)
___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

___ Water-stained Leaves (B9)
___ Drainage Patterns (B10)
___ Oxidized Rhizospheres along Living Roots (C3)
___ Presence of Reduced Iron (C4)
___ Salt Deposits (C5)
___ Stunted or Stressed Plants (D1)
___ Geomorphic Position (D2)
___ Shallow Aquitard (D3)
___ Microtopographic Relief (D4)
___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes X No _____ Depth (inches): 1

Water Table Present? Yes X No _____ Depth (inches): 0

Saturation Present? (includes capillary fringe) Yes X No _____ Depth (inches): 0

Wetland Hydrology Present? Yes X No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), 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
Investigator(s):	O. Means, H. Campfield, H. Zimmer	Watershed/Stream (N/A if upland):	Beluga Lake

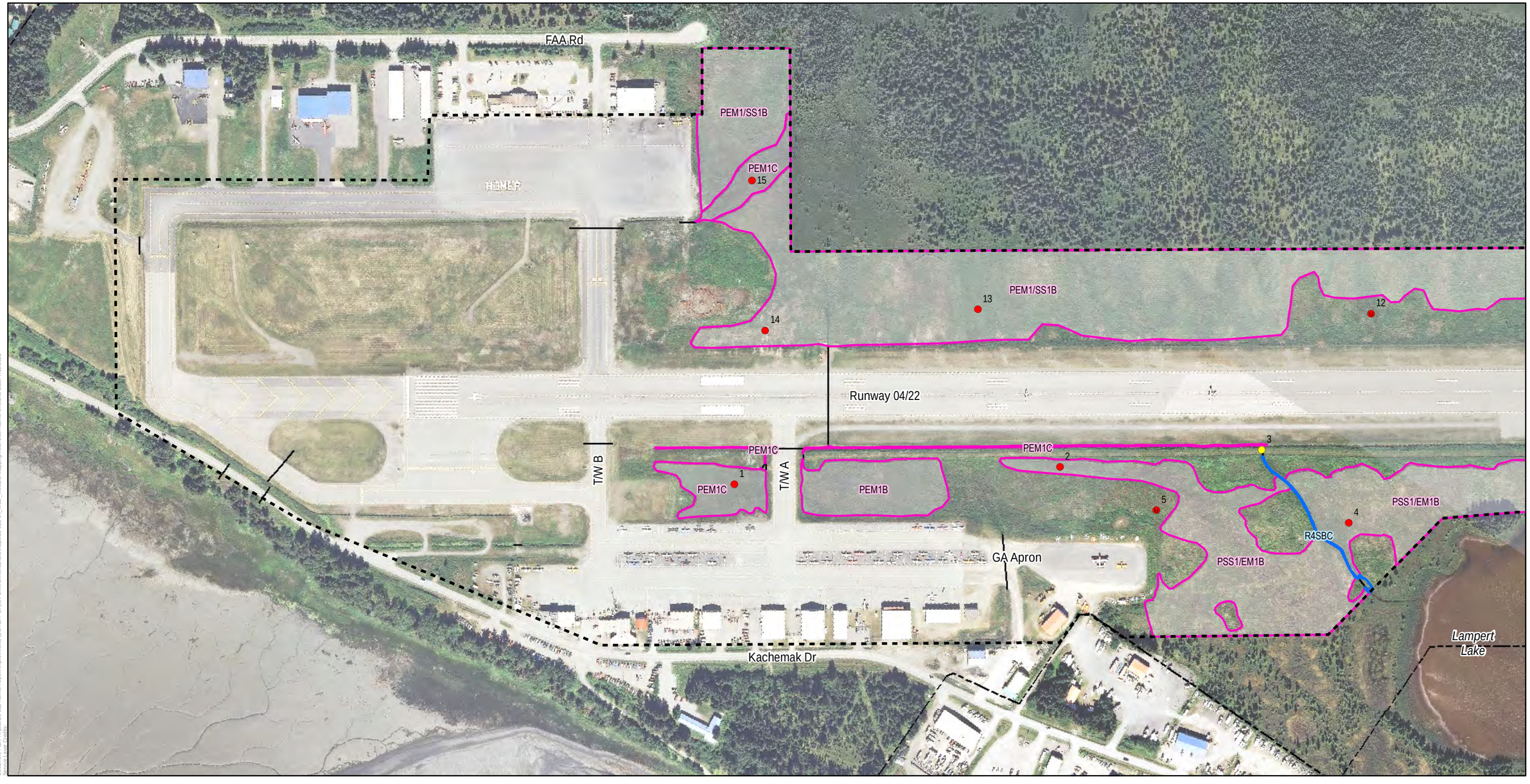
Remarks: Low-lying area near east end of FAA Road on north side of airfield.



Subject: Vegetation

Appendix C

Final Wetland Mapping

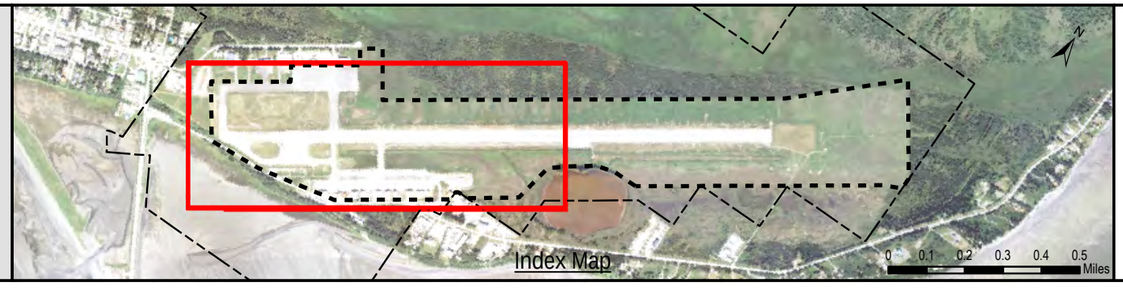


Study Area
Airport Property Boundary

Wetlands / Waterbodies
Riverine
Palustrine
Culverts

Sampling Points
Full Wetland Determination, Upland
Full Determination, Wetland
Photo Point, Waterbody

0 250 500 Feet

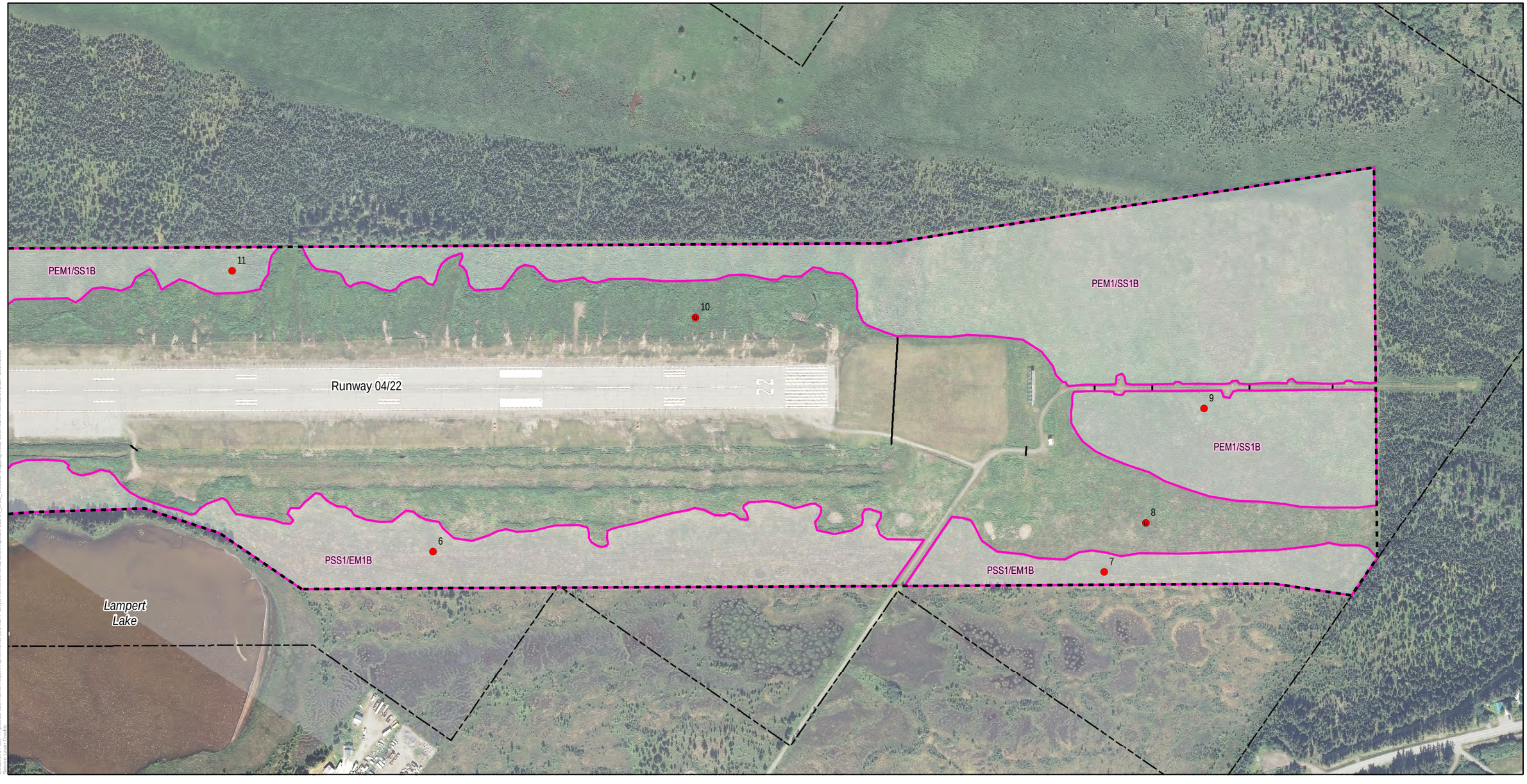


Homer Airport Improvements
Project No. CFAPT00491

Alaska Department of Transportation and Public Facilities

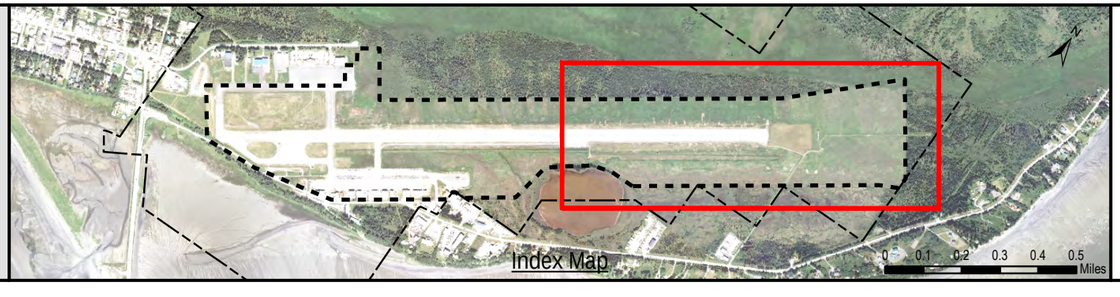
Sheet 1
Final Wetland Mapping

Document Path: H:\Jobs\20-022 Homer Airport Improvements (DOT&PF CR)\04-Environmental\GIS\mxd\20-022-04_WLD_Wetland Mapping.mxd User Name: smeans Date: 7/15/2021



Study Area
Airport Property
Wetlands / Waterbodies
Riverine
Palustrine
Culverts
0 250 500 Feet

Sampling Points
Full Wetland Determination, Upland
Full Determination, Wetland
Photo Point, Waterbody



Homer Airport Improvements
Project No. CFAPT00491

Alaska Department of Transportation and Public Facilities

Sheet 2
Final Wetland Mapping

Document Path: H:\Jobs\20-022 Homer Airport Improvements (DOT&PF CR)\04-Environmental\GIS\mxds\20-022-04_WLD_Wetland Mapping.mxd, User Name: omeara, Date: 10/27/2020

Appendix D

Functional Assessment and Waterbody Characterization Forms

Wetland Functions Data Form – Alaska Regulatory Best Professional Judgment Characterization
(Modified by HDL, September 2015)

Project: Homer Airport Improvements **Date:** 9/14/2020 **Wetland Assessment Group ID:** 2 **Assessor:** O. Means
Approximate Location: North and south of runway Watershed/Nearest Stream: Beluga Lake watershed
Approximate Size (acres): Approximately 94 acres in study area Percent (%) Wetland/Waterbody: 99.9/<0.1

A. Flood Flow Regulation (storage and desynchronization)	Rating: LOW
1. Wetland is capable of retaining much higher volumes of water during storm events than under normal rainfall conditions. 2. Wetland is a closed (depressional) system subject to flooding or shows evidence of flooding. 3. If flow-through, wetland has constricted outlet with signs of fluctuating water levels, algal mats, and/or lodged debris. 4. Wetland has dense (>40% cover) woody vegetation. 5. Wetland receives floodwater from an adjacent water course at least once every 10 years. 6. 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: 1 > 4 attributes (Y)—High Function 2-4 attributes (Y)—Moderate Function 0-1 attributes (Y)—Low Function
B. Sediment, Nutrient (N and P), Toxicant Removal	Rating: MODERATE
1. 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. 2. Slow-moving or still water is present or occurs during flooding that happens at least once every 10 years. 3. Dense (≥50% cover) herbaceous vegetation is present. 4. At least moderate interspersion of vegetation and water is present or occurs during flooding that happens at least once every 10 years. 5. Sediment deposits are present (evidence of deposition during floods). 6. Thick surface organic horizon and/or abundant fine organic litter is present.	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: 3 > 4 attributes (Y)—High Function 2-4 attributes (Y)—Moderate Function 0-1 attributes (Y)—Low Function Industrial land use present on south side of airport.
C. Erosion Control and Shoreline Stabilization (only assess if wetland directly abuts permanent or relatively permanent water)	Rating: Not Rated
1. Wetland has dense, energy absorbing vegetation (trees, shrubs) bordering the water course and no evidence of erosion. 2. 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
1. Wetland has at least 30% cover of herbaceous vegetation. 2. Woody plants in wetland are mostly deciduous. 3. High degree of plant community structure, vegetation density, and species richness present. 4. Interspersion of vegetation and water is at least moderate. 5. Wetland is flooded at least once every 10 years. 6. 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**☐ 2. **Y**☒ **N**☐ 3. **Y**☐ **N**☒ 4. **Y**☐ **N**☒ 5. **Y**☐ **N**☒ 6. **Y**☐ **N**☒ # of Attributes: 2 > 4 attributes (Y)—High Function 2-4 attributes (Y)—Moderate Function 0-1 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
1. Wetland is not fragmented by development. 2. Upland surrounding wetland is undisturbed. 3. Diversity (evenness of cover) of plant species is moderately high (>5 species with at least 10% cover each). 4. Plant community has two or more strata, with at least two of those strata having >10% total cover. 5. Wetland has at least a moderate degree of Cowardin Class interspersion. 6. Evidence of wildlife use (e.g., nests, tracks, scat, gnawed stumps, survey data) is present.	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: 1 > 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 water)	Rating: Not Rated
1. Wetland has perennial or intermittent surface water connection to a fish-bearing water body. 2. Wetland has sufficient size and depth of open water so as not to freeze completely during winter. 3. Fish are present or are known to be present. 4. Herbaceous and/or woody vegetation is present in wetland and/or buffer to provide cover, shade, and/or detrital matter. 5. Spawning areas are present (aquatic vegetation and/or gravel beds 6. Juvenile rest areas present (e.g. pools with organic debris or overhanging vegetation).	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: _____ > 4 attributes (Y)—High Function 3-4 attributes (Y)—Moderate Function 0-2 attributes (Y)—Low Function
G. Native Plant Richness	Rating: MODERATE
1. At least 20 native plant species occur in the wetland. 2. Wetland contains two or more Cowardin Classes. 3. Wetland has three or more strata of vegetation with at least 10% cover in each stratum.	Likely or not likely to Provide (Y or N) 1. **Y**☐ **N**☒ 2. **Y**☒ **N**☐ 3. **Y**☐ **N**☒ # 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
1. Site has documented scientific or educational use. 2. Wetland is in public ownership. 3. Accessible trails are available. 4. Wetland supports subsistence activities (e.g., hunting, fishing, berry picking).	Likely or not likely to Provide (Y or N) 1. **Y**☐ **N**☒ 2. **Y**☒ **N**☐ 3. **Y**☐ **N**☒ 4. **Y**☐ **N**☒ # of Attributes: 1 > 2 attributes (Y)—High Function 1 attribute (Y)—Moderate Function None—Low Function Adjacent to state-designated critical habitat areas, but isolated by fence for wildlife hazard management.
I. Uniqueness and Special Status	Rating: LOW
1. Wetland contains documented occurrence of a state or federally listed threatened or endangered species.** 2. Wetland contains documented critical habitat, high quality ecosystems, or priority species, respectively designated by the U.S. Fish and Wildlife Service. 3. Wetland has biological, geological, or other features that are determined to be rare. 4. Wetland has been determined significant because it provides functions scarce for the area.	Likely or not likely to Provide (Y or N) 1. **Y**☐ **N**☒ 2. **Y**☐ **N**☒ 3. **Y**☐ **N**☒ 4. **Y**☐ **N**☒ # of Attributes: 0 > 2 attributes (Y)—High Function 1 attribute (Y)—Moderate Function None—Low Function **If attribute 1 is Y, then automatically High Function Adjacent to state-designated critical habitat areas, but isolated by fence for wildlife hazard management.

Project: Homer Airport Improvements **Date:** 9/14/2020 **Wetland Assessment Group ID:** 1 **Assessor:** O. Means
Approximate Location: South side of runway, between Lampert Lake and runway.
Watershed/Stream(s): Beluga Lake watershed.
Notes: Intermittent stream channel with vegetated/mud substrate. Not known to support fish.

Waterbody Type	Waterbody Characteristics				Category	
Flowing Waterbody	Any flowing waterbody that has a special status designation (i.e., component of the National Wild and Scenic Rivers System).				1	☐
	Any flowing waterbody that is documented or suspected critical or primary habitat for listed or candidate threatened or endangered species.				1	☐
	Any flowing waterbody that is secondary habitat for listed or candidate threatened or endangered species or primary critical habitat for other species of concern.				2	☐
	Stream	Open Channel; perennial, seasonal intermittent, temporary, or ephemeral	Natural (undisturbed) or naturalized (recovered from disturbance, with natural-like banks, sinuosity, substrate)	Supports Salmon	1	☐
				Supports resident and other non-salmon fish species	2	☐
				Not known or thought to support fish	3	☒
			Channelized and not naturalized	Supports salmon	1	☐
				Does not support salmon	3	☐
		Originally a stream; now in a culvert/pipe	Fish passage rating of "no impact on fish passage"	Supports salmon	2	☐
				Does not support salmon	3	☐
			Fish passage rating of "may impact fish passage" or "likely impacts fish passage"	Supports salmon	3	☐
				Does not support salmon	4	☐
	Ditch (originally formed by excavation; did not originally replace a stream)	Open channel; supports salmon			2	☐
		Naturalized; does not support salmon			3	☐
		Not naturalized; does not support salmon			4	☐
	Inactive (abandoned channel)	Seasonally or more often connected to active channel			Same as active channel	☐
		Irregularly (less than annually) connected to active channel that is:	Category 1		1	☐
			Category 2		2	☐
			Category 3		3	☐
			Category 4		4	☐
		No existing connection to an active channel, even at high water			4	☐
Still Waterbody	Any still waterbody that is documented or suspected critical or primary habitat for listed or candidate threatened or endangered species.				1	☐
	Any still waterbody that is secondary habitat for listed or candidate threatened or endangered species or primary critical habitat for other species of concern.				2	☐
	Other still waterbodies	Supports salmon	Spawning or rearing habitat		1	☐
			Migratory route only		2	☐
		Supports resident and other non-salmon fish species used for subsistence or recreation	Spawning or rearing habitat		1	☐
			Migratory route only		2	☐
		Supports fish not used by humans			3	☐
		Not known or thought to support fish			3	☐

Appendix F

Public and Agency Involvement

Public and Agency Scoping Summary F-1
General Project Outreach Materials F-4
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 Summary
Homer 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:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Central Region, Homer
Project/Regulation #:	CFAPT00491

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
this 12th day of October 2020

NOTARY PUBLIC
JADA L. NOWLING
STATE OF ALASKA
MY COMMISSION EXPIRES July 14, 2024

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

MY COMMISSION EXPIRES
7/14/2024

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 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).

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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

X _____

SUBSCRIBED AND SWORN before me on this

22 day of Oct, 2020.

_____

NOTARY PUBLIC in favor for the State of Alaska.

My commission expires 3-6-24.

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

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Brian Elliott, Regional Environmental Manager
DOT&PF Preliminary Design & Environmental
P.O. Box 196900
Anchorage, Alaska 99519-6900

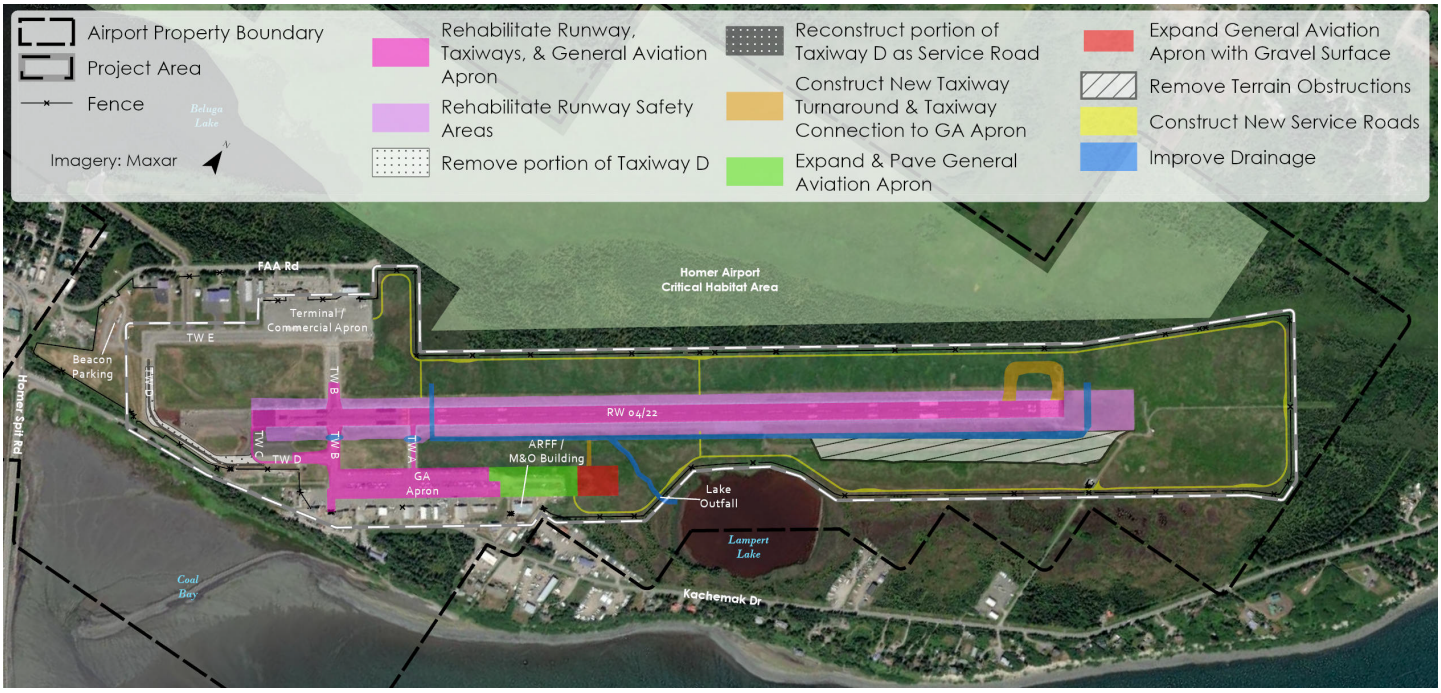
If you have any questions or require additional information, please contact Matthew Hansen, P.E., Project Manager, at 269-0602 or Heidi Zimmer, Environmental Analyst, at 269-0529.

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Homer Airport Improvements: Fact Sheet

Project Description

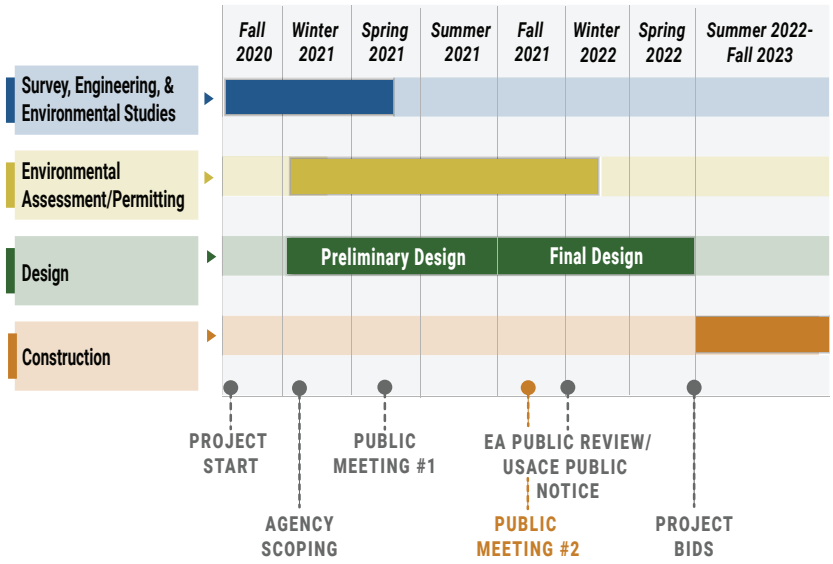
The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to rehabilitate and improve the Homer Airport and associated airport facilities to extend the service life of the airport, improve safety, and improve airport 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.

Project Schedule



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:

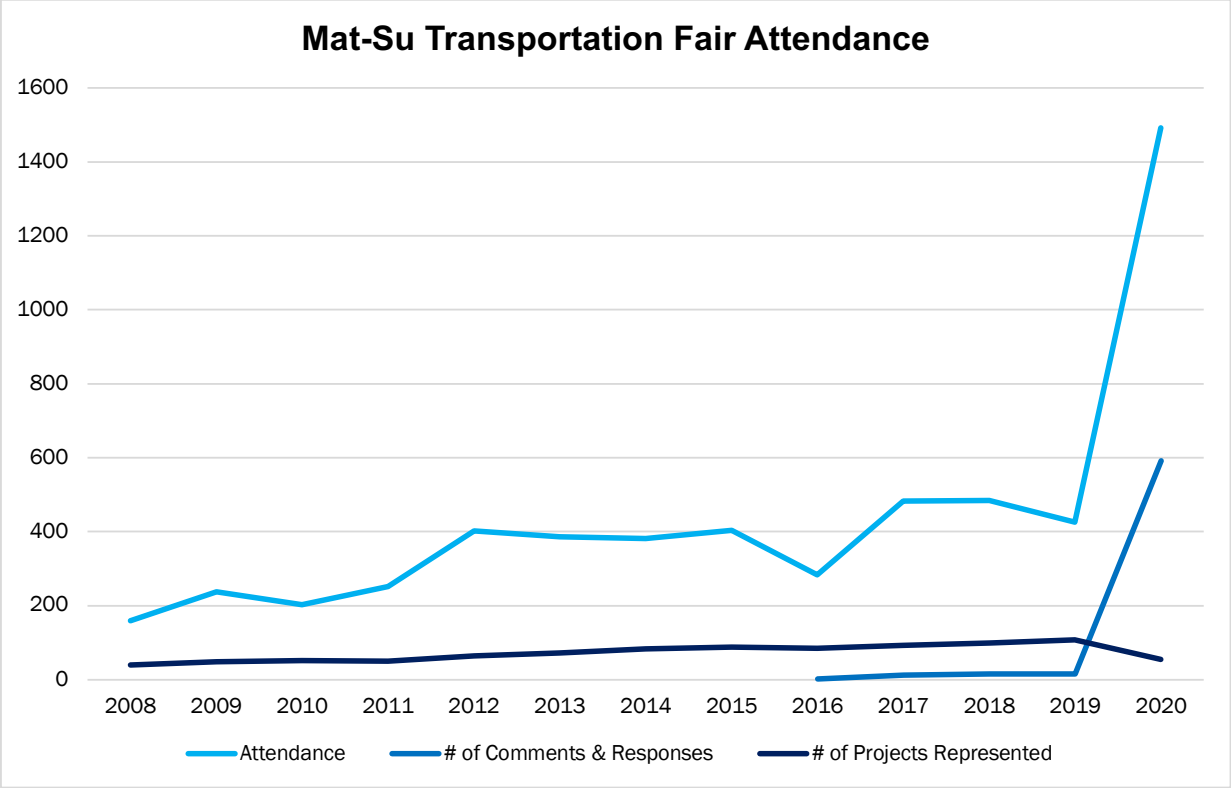
- The event and project interface were intuitive for most people.
- It was easy for the public to submit comments on specific projects.
- The online format reduced drive time and set-up time for staff.

- Minus:

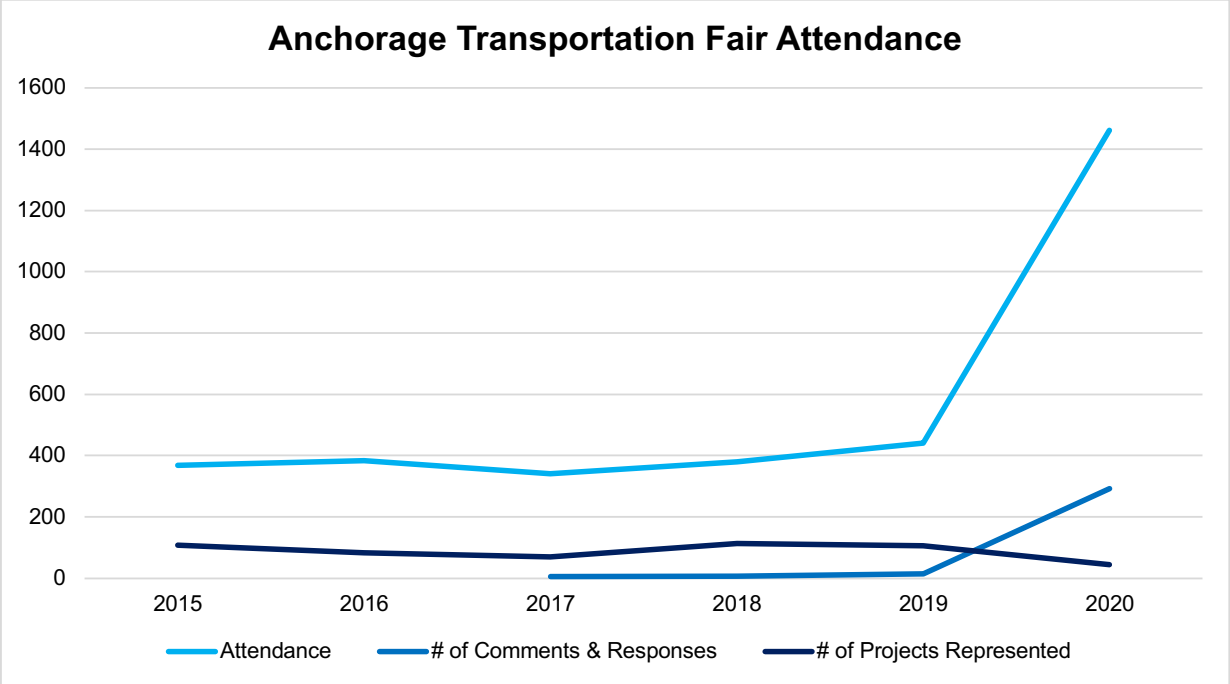
- Some people found the online format difficult to navigate.
- Few people filled out the Title VI demographic information.
- Things that can't be online:
    - Public social interactions.
    - Large roll plots on tables.
    - Giveaways.

> Delta:

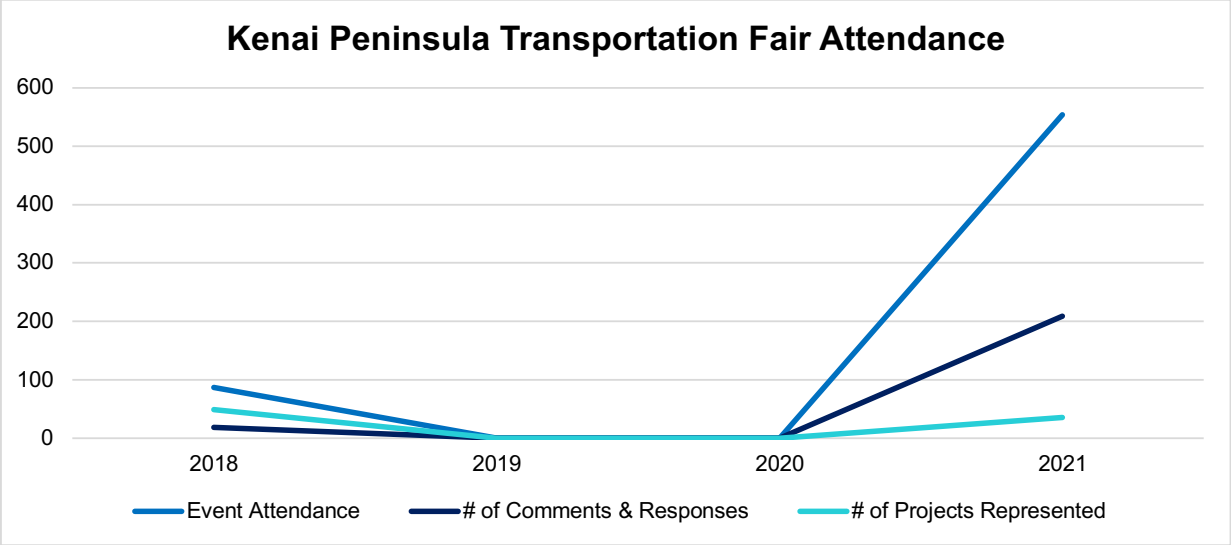
- In presentations, tell a story starting with the problem, i.e. don't be boring.
- Consider using videos for all projects and live representatives only for bigger projects.
- Start the event during business hours to limit staff overtime.
- Include automatic closed captioning.



Mat-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 #1
Homer 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).

It is the policy of the 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

Details
Department: Transportation and Public

Revision History

Created 5/11/2021 4:28:34 PM by mlbyrd

	Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Central Region, Homer
Project/Regulation #:	CFAPT00491 / AIP 3-02-0122-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

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, th the advertisement, a printed copy of which is hereto annexed was published in said paper on the dates listed below:

Notice of Public Meeting
May 13, 2021

X _____

SUBSCRIBED AND SWORN before me on this
26th day of May, 2021.

_____

NOTARY PUBLIC in favor for the State of Alaska.

My commission expires 3-6-24.

Notice of Public Meeting

Homer Airport Improvements
Project No. CFAPT00491 / AIP 3-02-0122-XXX-2022

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
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- 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
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- Place excess excavated material (if any) to construct embankment for portions of future parallel Taxiway H
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- 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 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 Coordination Act, and U.S. DOT Act Section 4(f).

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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.

Pub: May 13, 2021 926992

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.

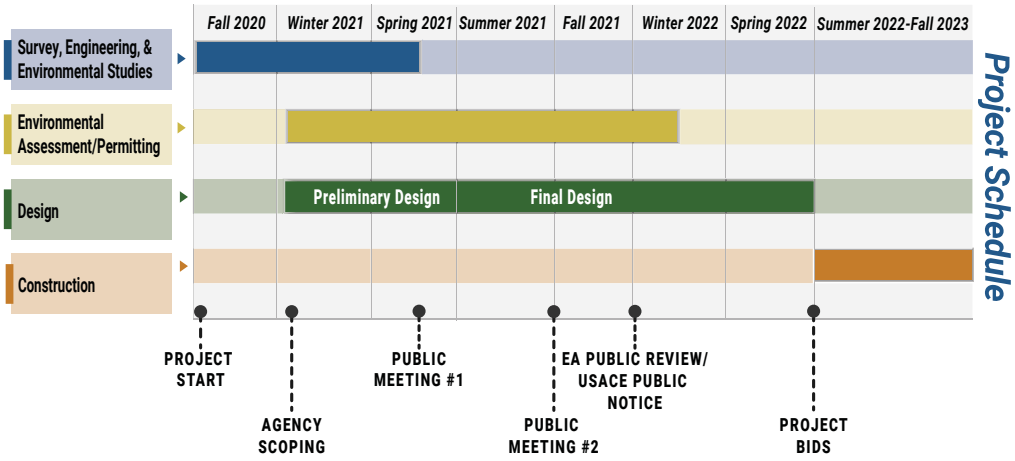
Project Status & Updates

- 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:

- **Project Website** – 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 #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**, matthew.hansen@alaska.gov, 907-269-0602, with questions or concerns.

Sincerely,

Heather Campfield
Homer Airport Improvements Public Involvement Coordinator
HDL Engineering Consultants, LLC
homerairport@HDLalaska.com

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
- Q&A
  - Type question or “Raise Hand” to speak
  - Be respectful
  - Be specific
  - Be clear and concise
  - Share your feedback

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

● Video and audio is recording

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

● Video and audio is recording

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





Video and audio is recording

Project Purpose

01

Improve safety for runway operations, taxiing, and aircraft parking

02

Extend the service life of the airport

03

Address terrain that does not meet current obstruction standards

04

Improve access to the airport perimeter for airport security, maintenance, wildlife hazard management, and airfield rescue operations

● Video and audio is recording

Improvements Under Consideration

Runway, Apron, and Taxiway Improvements

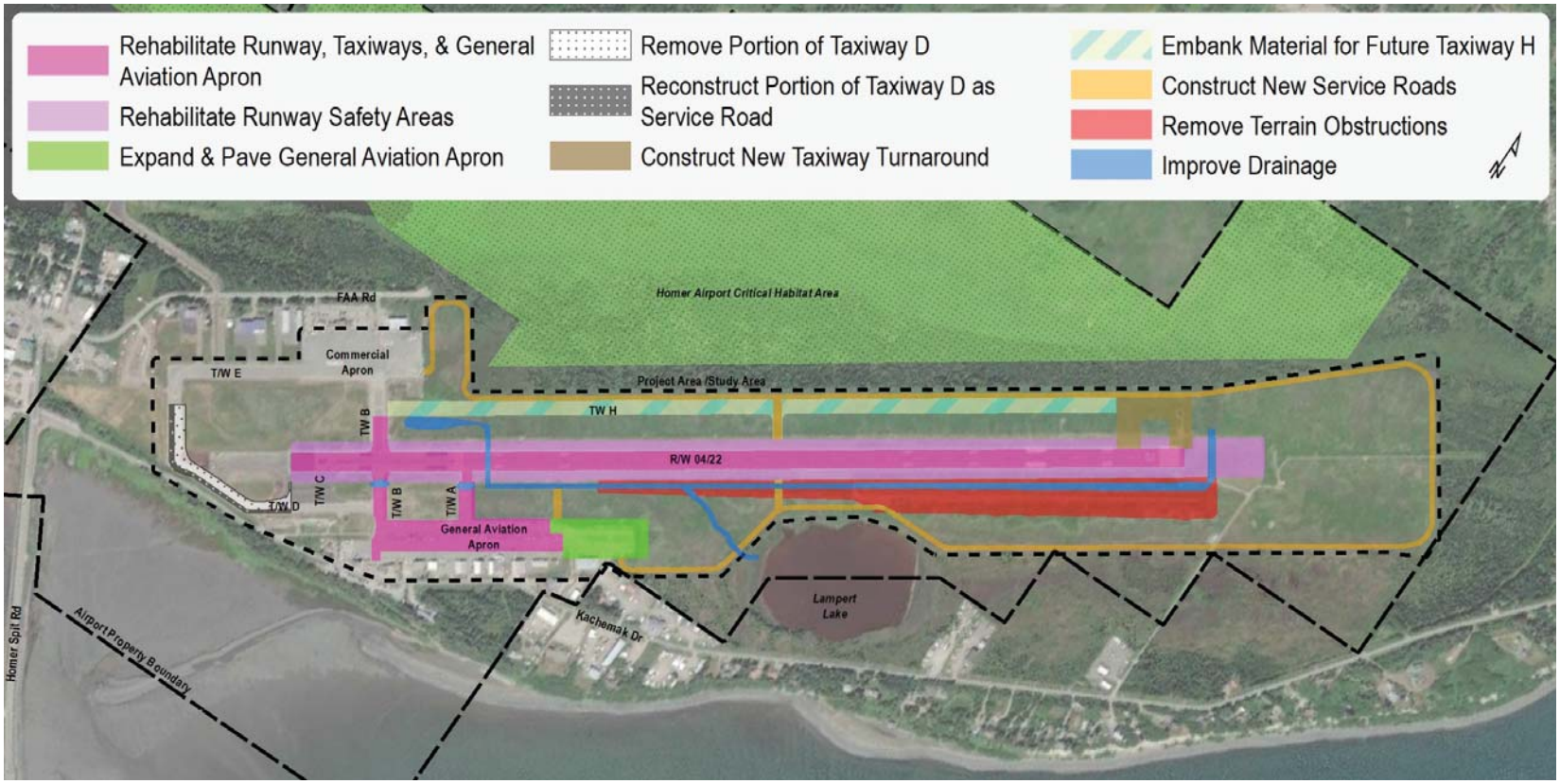
- Rehabilitate Runway 04/22 and reduce width from 150 feet to 100 feet with paved shoulders
- Rehabilitate Taxiway A and the General Aviation (GA) Apron and portions of Taxiways B and D
- Rehabilitate Runway Safety Areas
- Expand and pave the gravel tie-down area at the east end of the GA Apron
- Remove 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
- Improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall

● Video and audio is recording

Improvements Under Consideration



● Video and audio is recording

Studies and Input

Completed and Ongoing Activities

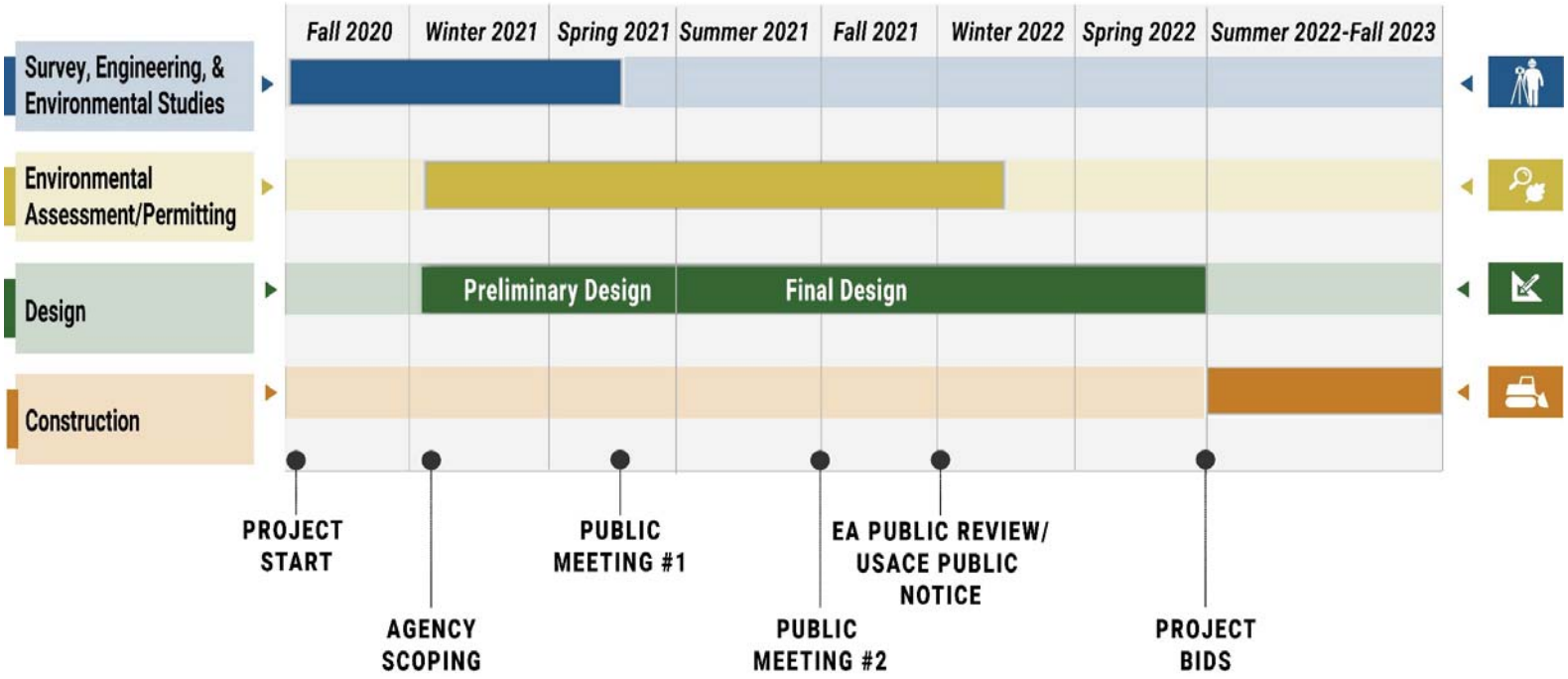
- Topographic Survey
- Geotechnical Evaluation
- Hydrologic and Hydraulics Evaluation
- Cultural Resource Survey
- Wetland Delineation and Functional Assessment
- Input from Local, State, and Federal agencies
- Input from the Public

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 already-disturbed areas when possible
- Avoid higher value wetlands when possible

● Video and audio is recording

Project Schedule



● Video and audio is recording

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

- Video and audio is recording

Homer Airport Improvements Online Open House

About Status Need Photos Purpose Improvements Next Steps Give Feedback

About the Project

The Alaska Department of Transportation & Public Facilities (DOT&PF) welcomes you to the first 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 first Online Open House is underway and continues through June 28, 2021. The project team held the live presentation as part of the Online Open House via Zoom on Wednesday, May 26, 2021. A recording of the presentation can be viewed **here**.



Tell Me More

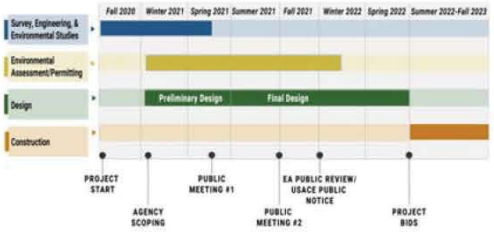
1/8 About the Project

Homer Airport Improvements Online Open House

Homer Airport Improvements Online Open House

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

-Survey

-Preliminary engineering analyses, including geotechnical, and hydrologic & hydraulics recommendations

-Wetland Delineation

-Preliminary cultural resources identification

Next Steps

Work to be completed in summer 2021 through winter 2022 includes:

-Cultural resources field survey and evaluations

-Drainage and culvert hydraulic evaluations

-PFAS testing

-Engineering/design

-Environmental Assessment

-Public Involvement

Keep Going

2/8 Project Status

Homer Airport Improvements Online Open House

Homer Airport Improvements Online Open House

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.

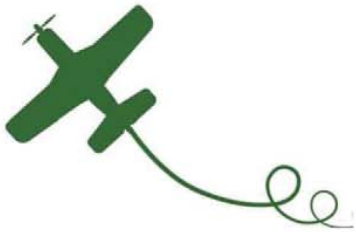
-The outlet control structure at Lampert Lake is in poor condition. Washout of the control structure in the past had led to lower lake levels.

Airspace Obstructions
-Several terrain obstructions are above the Runway 4/22 centerline elevation and penetrate the runway Object Free Area (OFA).

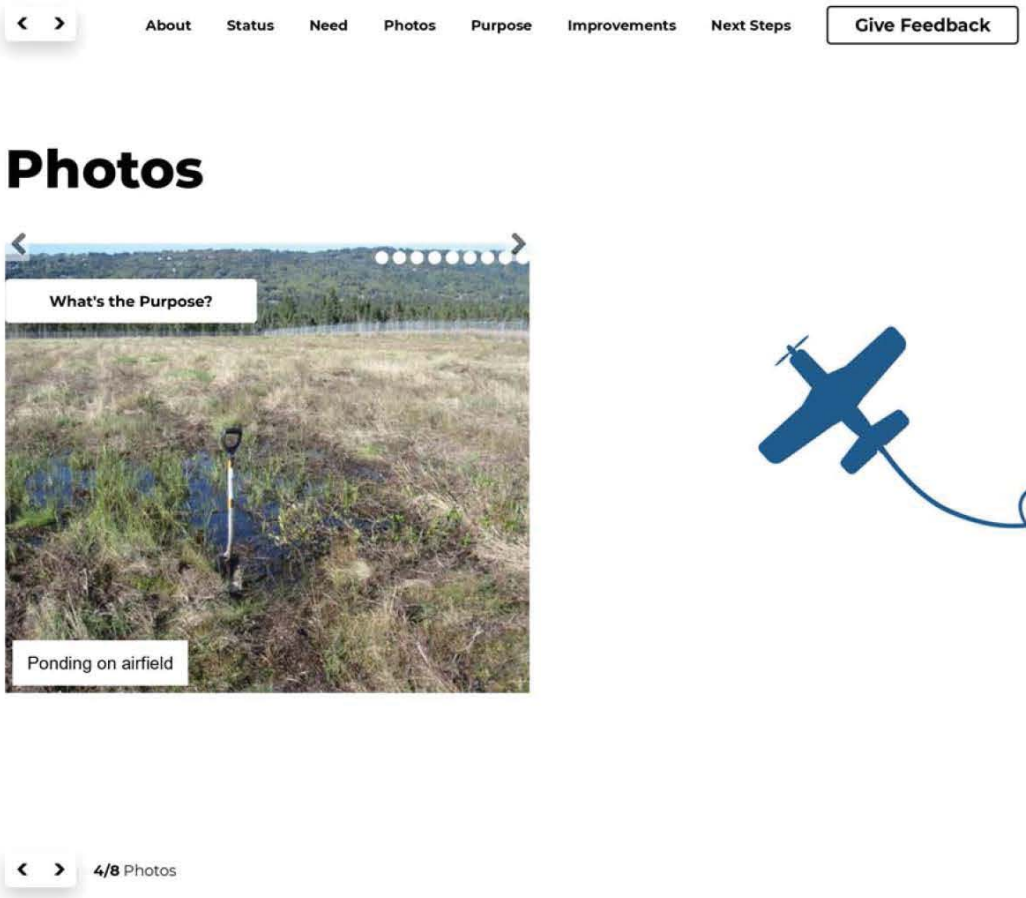
Limited Maintenance & Emergency Access
-Currently, it is difficult for airport personnel to access the airport perimeter fencing to perform security, maintenance, wildlife hazard management, and airfield rescue operations. The airport perimeter contains wetlands, making it problematic to reach with equipment 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.

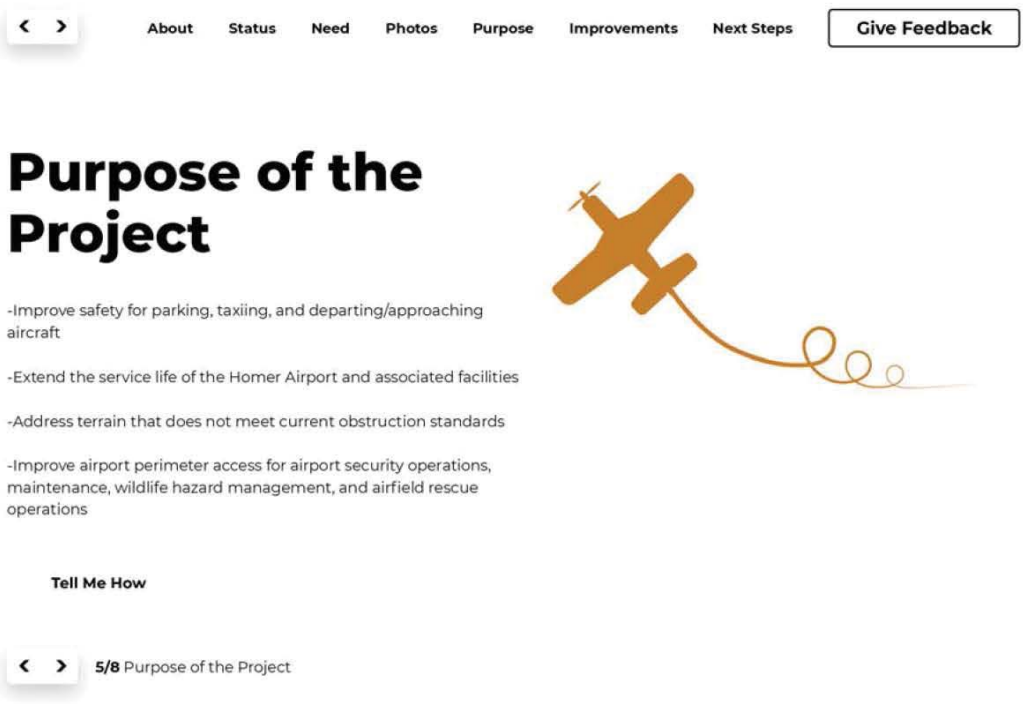


Homer Airport Improvements Online Open House



Homer Airport Improvements Online Open House

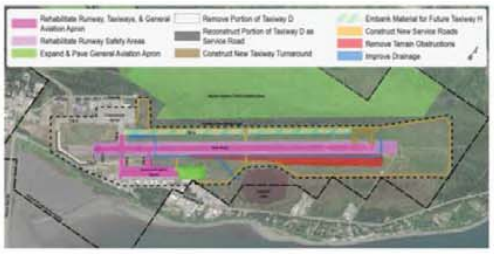
Homer Airport Improvements Online Open House



Homer Airport Improvements Online Open House

Homer Airport Improvements Online Open House

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

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-Construct new one-lane, gravel-surface perimeter service road and connectors

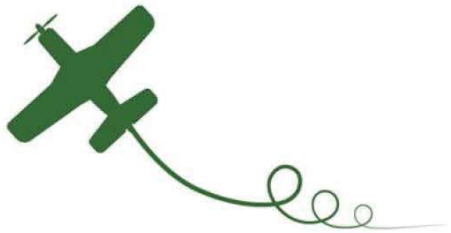
-Remove terrain obstructions penetrating the Object Free Area (OFA)

-Replace runway and taxiway edge lighting



Homer Airport Improvements Online Open House

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

Homer Airport Improvements Online Open House

Homer Airport Improvements Online Open House

Give Feedback

About Status Need Photos Purpose Improvements Next Steps **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

Submit Your Comments and Questions Here

* Required

Name *

Your answer

Email

Your answer

Organization

Your answer

Comment *

Your answer

Submit

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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 #2
Homer 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).

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:	9/21/2021
Archive Date:	10/21/2021
Events/Deadlines:	

PUBLISHER'S AFFIDAVIT

UNITED STATES OF AMERICA,
STATE OF ALASKA } S

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, 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

x _____

SUBSCRIBED AND SWORN before me on this
13th day of October, 2021.

_____

NOTARY PUBLIC in favor for the State of Alaska.

My commission expires 3-6-24.

Elizabeth A. McDonald
Notary Public, State of Alaska
Commission #200306009
My Commission Expires March 6, 2024

Notice of Public Meeting

Homer Airport Improvements
Project No. CFAPT00491 / AIP 3-02-0122-XXX-2022

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:

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It is the policy of the 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.

Pub: October 7, 2021 939770

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

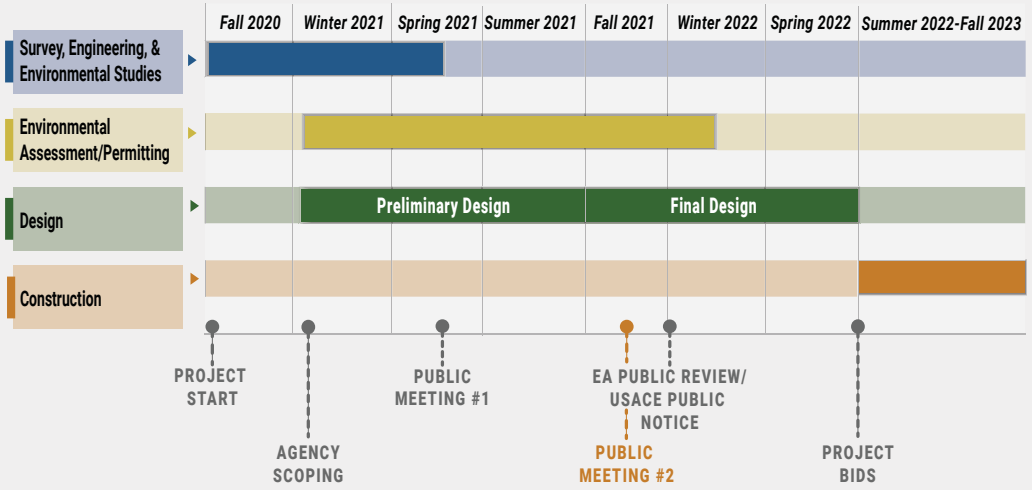
- Preliminary engineering and environmental assessment activities began in fall 2020 and will continue through 2021.
- Project scope presented at public meeting #1 in May 2021.
- Final design began in Fall 2021, based on input received during the first public comment period.
- Sign up for electronic 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 Project
Sent: Thursday, October 07, 2021 1:29 PM
Subject: October 21, 2021: Homer Airport Improvements Open House Public Meeting
Attachments: 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:

- **Project Website** – 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 homerairport@hdlalaska.com 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**, matthew.hansen@alaska.gov, 907-269-0602, with questions or concerns.

Sincerely,

Heather Campfield
Homer Airport Improvements Public Involvement Coordinator
HDL Engineering Consultants, LLC
homerairport@HDLalaska.com

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

● Video and audio is recording

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, IAP^3
Public Involvement Coordinator

● Video and audio is recording

Known Deficiencies

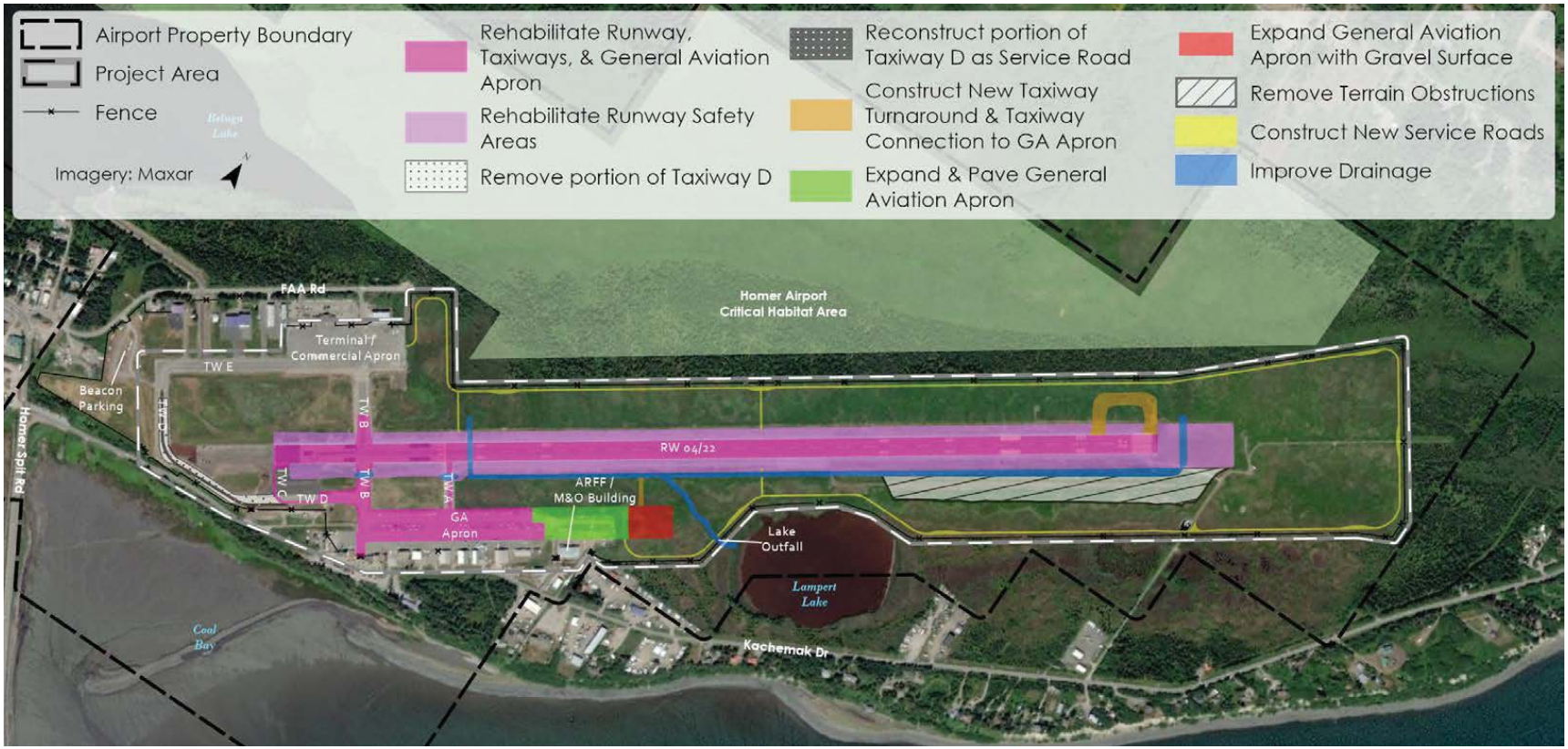
- Deteriorated pavement & gravel surfaces
- Culverts and drainage facilities in poor condition
- Terrain obstructions within runway Object Free Area (OFA)
- Limited/difficult access to airport perimeter to perform security operations, fence maintenance, wildlife hazard management, and airfield rescues
- Inadequate line of sight on runway and no parallel taxiway
- Inadequate GA parking





● Video and audio is recording

Proposed Project Improvements



8/20 Improvements Carried Forward to Design

- Video and audio is recording

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

● Video and audio is recording

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

● Video and audio is recording

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.

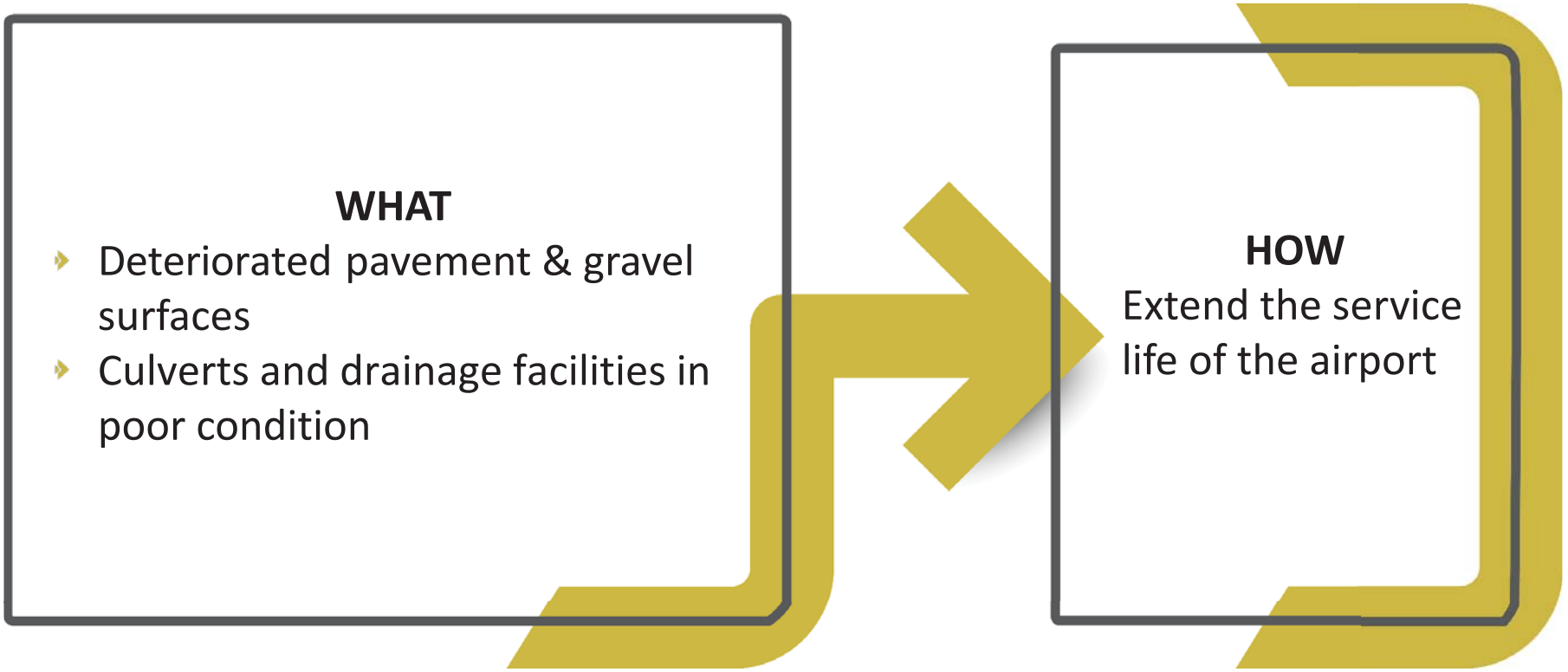
The project's **Need** is an identified deficiency or problem.

The project's **Purpose** is a summary of objectives that will be met to address the deficiency or problem.

4/20 Meeting Structure & Guidelines

● Video and audio is recording

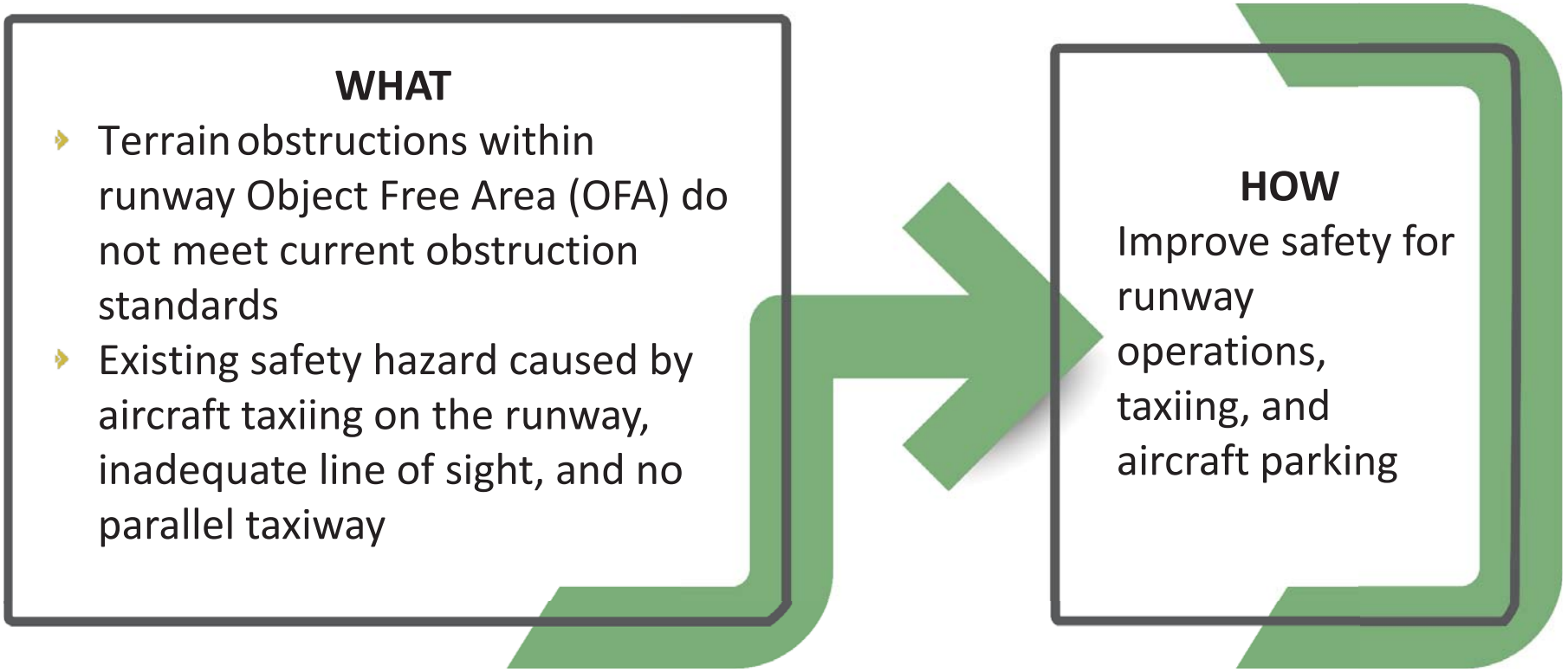
Project Purpose & Need



9/20 Project Purpose & Need

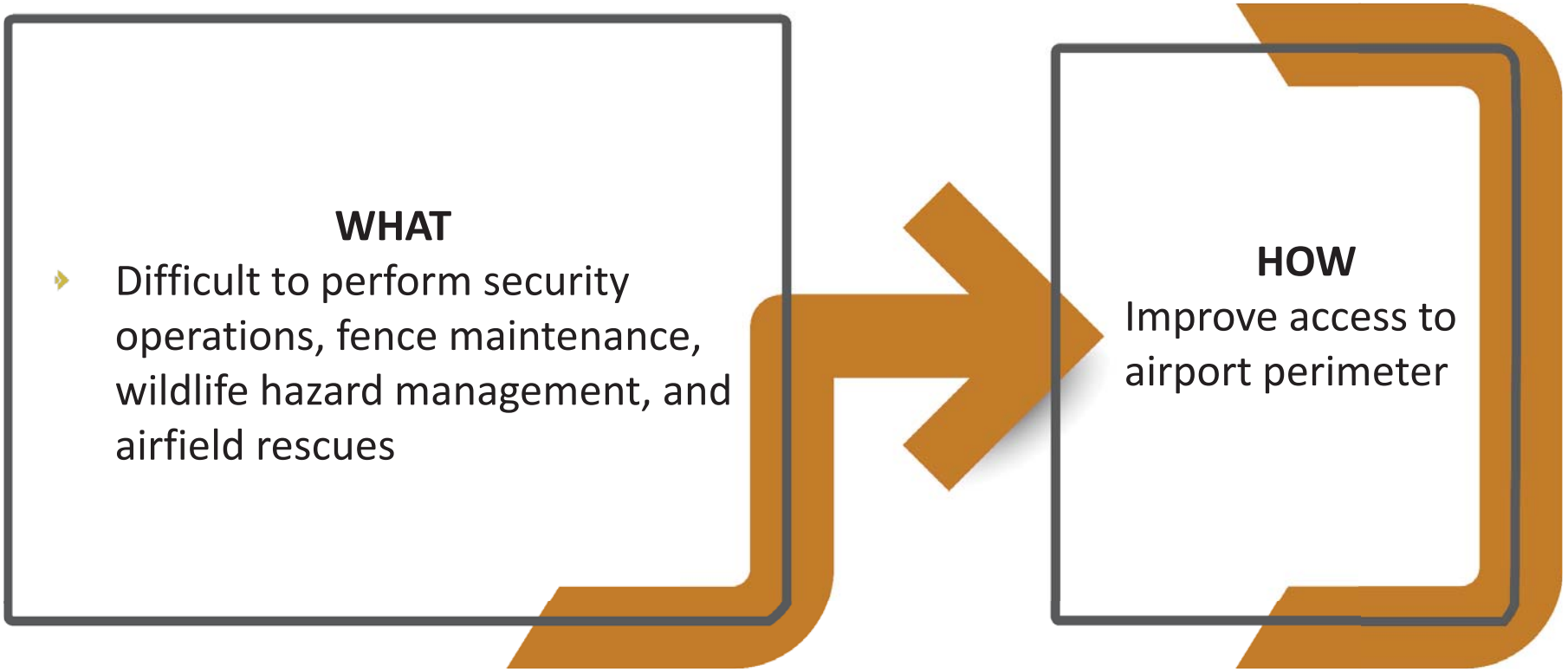
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Project Purpose & Need



● Video and audio is recording

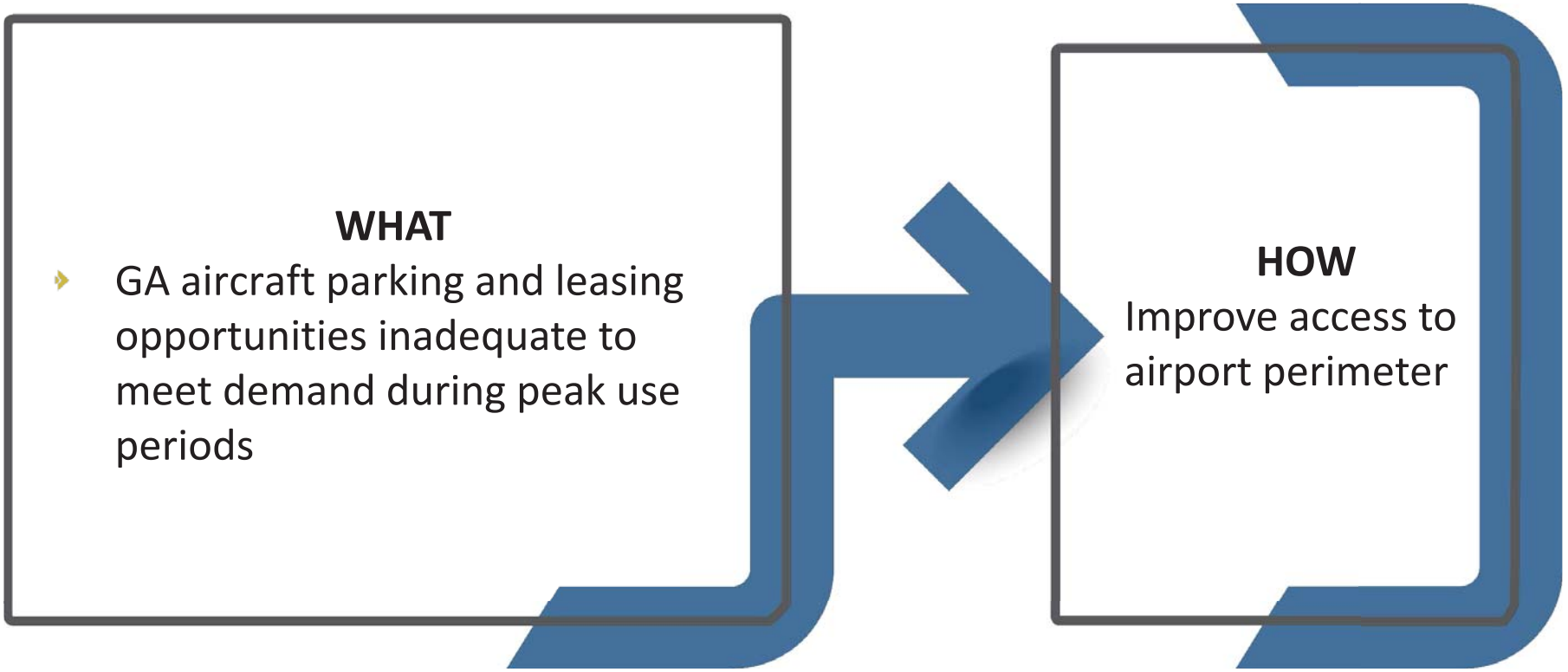
Project Purpose & Need



11/20 Project Purpose & Need

● Video and audio is recording

Project Purpose & Need



12/20 Project Purpose & Need

● Video and audio is recording

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

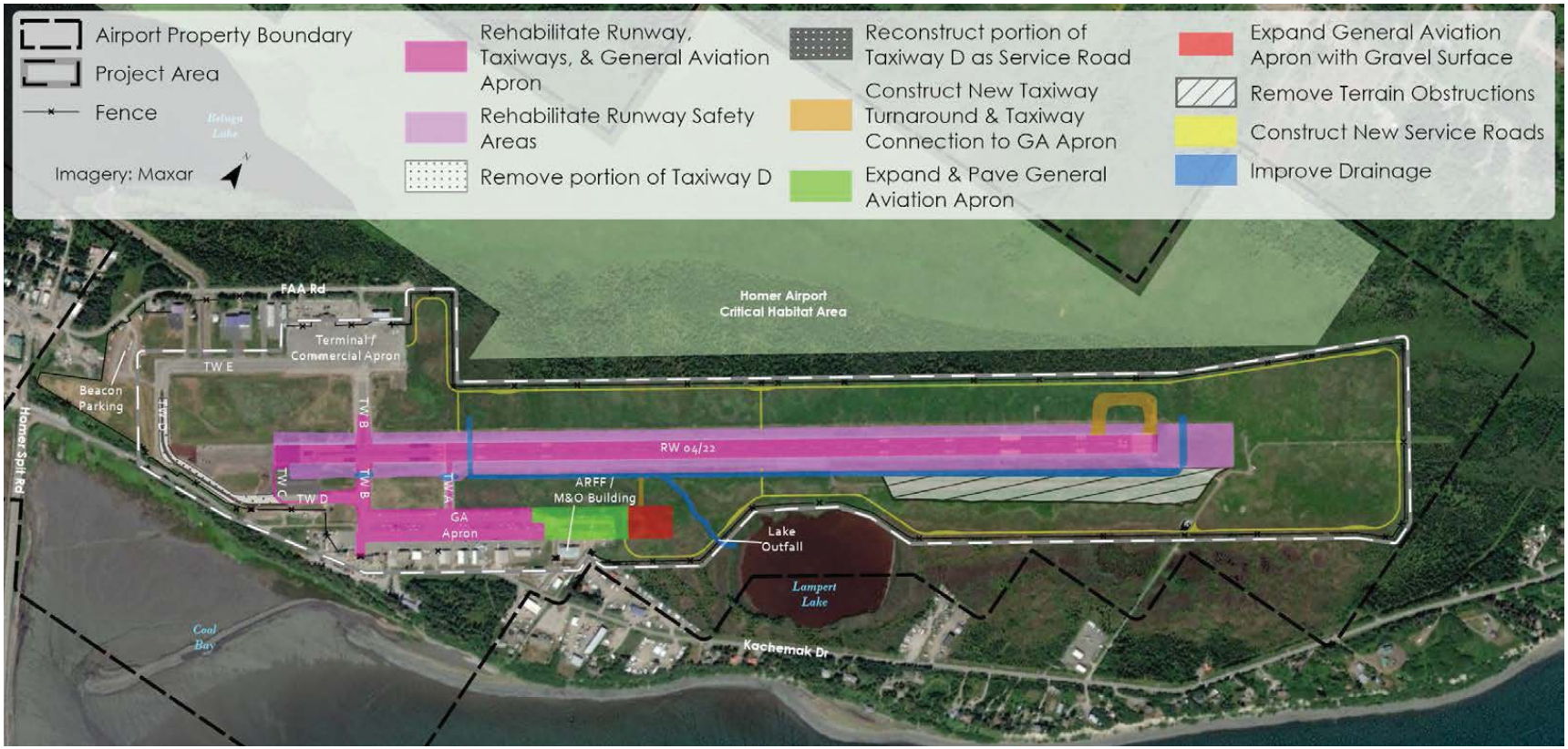
- Remove terrain obstructions penetrating the runway Object Free Area (OFA)
- Construct new one-lane, gravel-surface perimeter service road and connectors
- Replace runway and taxiway edge lighting
- Replace existing Visual Approach Slope Indicators (VASI) with Precision Approach Path Indicators (PAPI) for both runway ends
- Improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall

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13/20 Improvements Carried Forward to Design

● Video and audio is recording

Improvements Carried Forward to Design



- Video and audio is recording

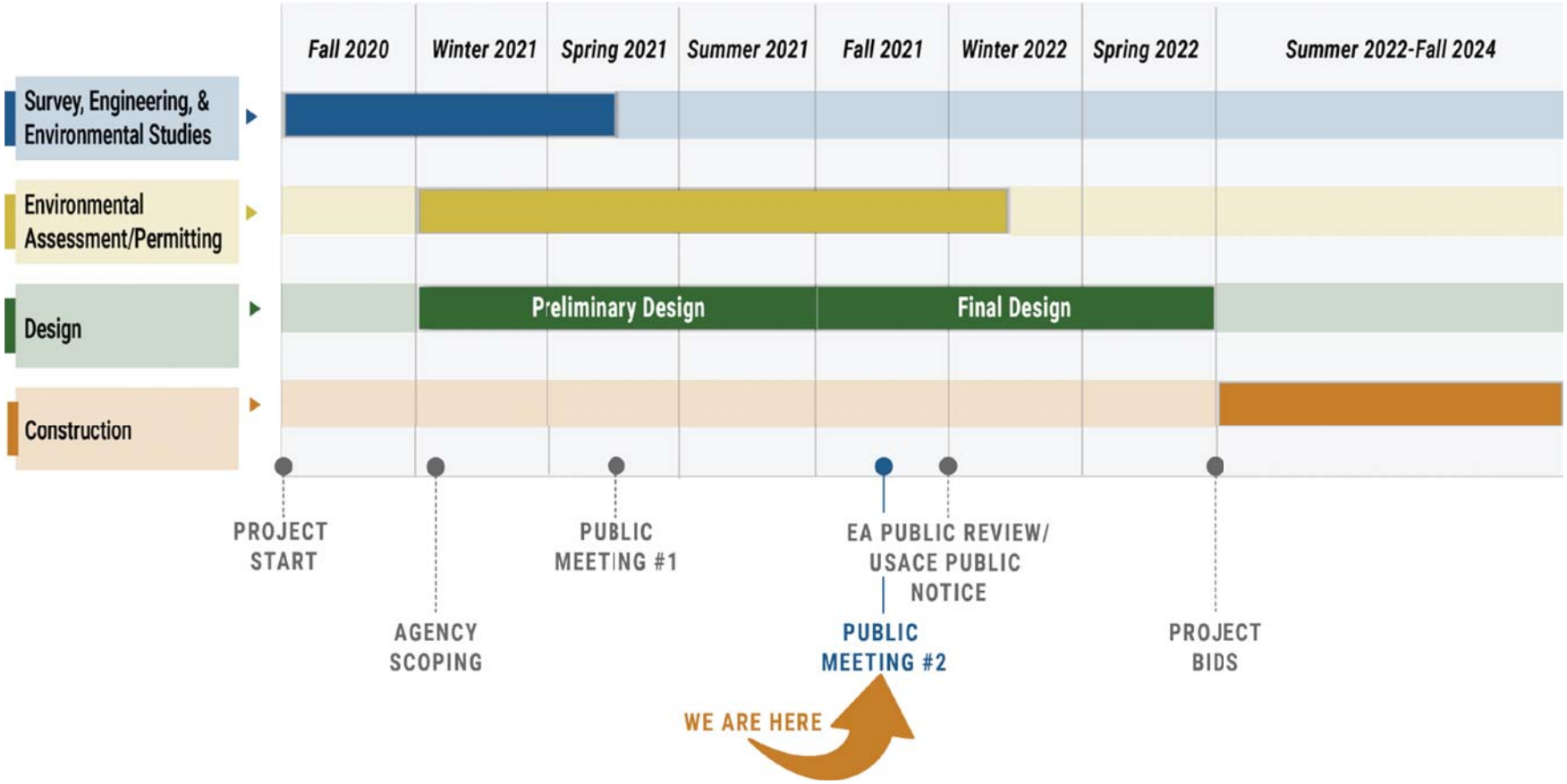
Agency Input

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

Video and audio is recording

Project Schedule



● Video and audio is recording

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.

● Video and audio is recording

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

● Video and audio is recording

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

● Video and audio is recording

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

- Video and audio is recording

About the Project

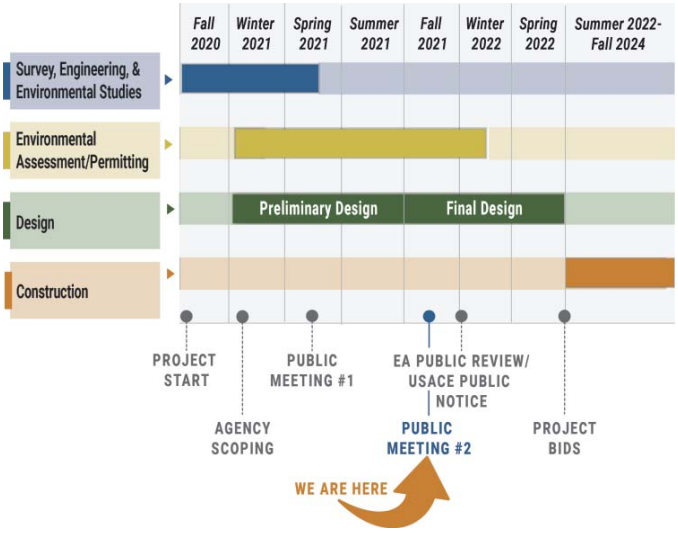
The Alaska Department of Transportation & Public Facilities (DOT&PF) welcomes you to the second online public meeting for the Homer Airport Improvements project. This meeting aims to introduce the purpose and need for the project and solicit your input on the development of the Proposed Action.

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

1/8 About the Project

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

-Survey

-Preliminary engineering analyses, including geotechnical, and hydrologic & hydraulics recommendations

-Wetland Delineation

-Cultural resources field survey and evaluations

Next Steps

Work to be continued in fall 2021 through winter 2022 includes:

-Drainage and culvert hydraulic evaluations

-PFAS testing and evaluation

-Engineering/design

-Environmental Assessment

-Public Involvement

Keep Going

2/8 Project 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

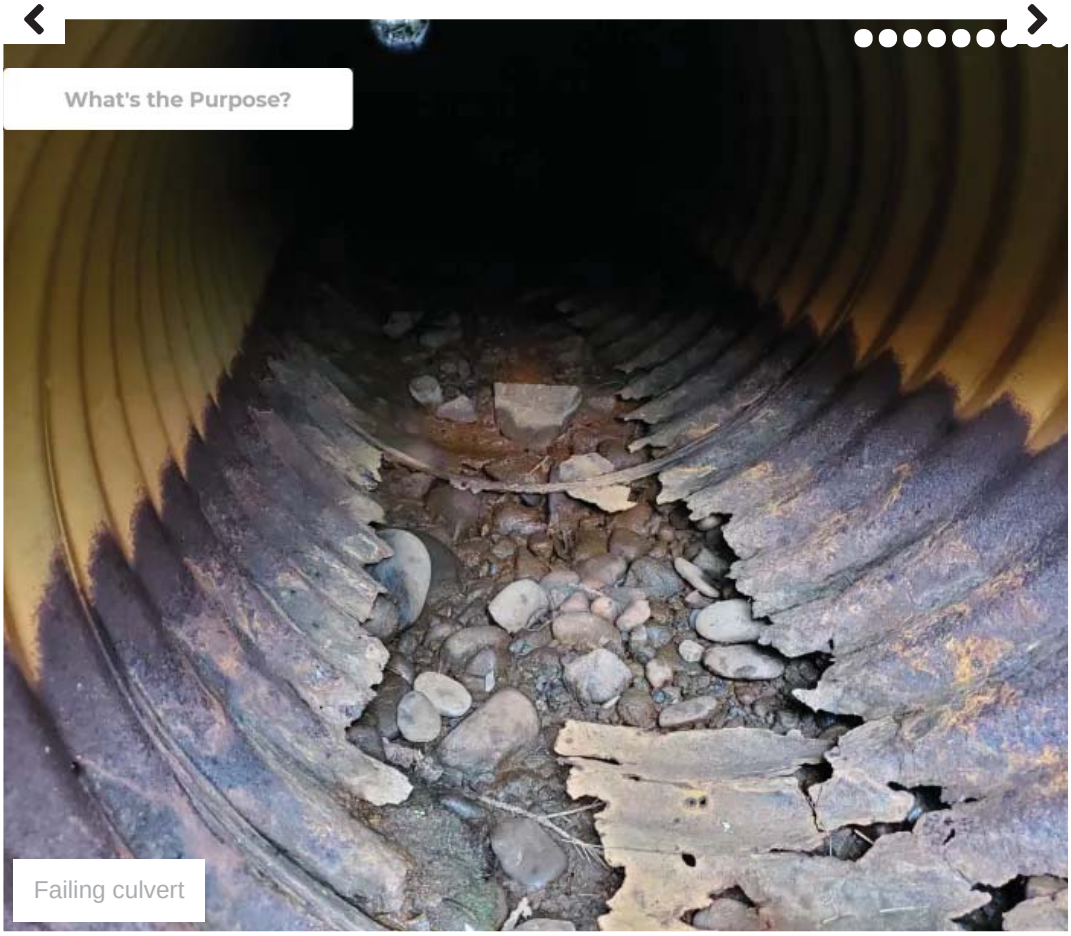
taxiway or other taxiway connecting the runway to the GA or Commercial Aprons.

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

Photos



4/8 Photos

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

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:

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
-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

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

7/8 Next Steps

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 October 21 to November 21. 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

Submit Your Comments and Questions Here

omeans@gmail.com (not shared) Switch account

* Required

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 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. 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 lighting structure. Volunteers from various hiking, biking, and walking groups could probably be found to make these improvements. Some funding for all weather wood 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. Keep following the fence and you can easily get across airport property to the FAA road. 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. This would be a very usable route for air travelers with carry on luggage to get from the north side terminal to the air taxis on the south side to get across the bay, no need to travel on dangerous roads. There are great views from this route, almost worth a picnic. Occasionally you might get buzzed by an airplane, just like walking on the trails around the airports in Juneau, Anchorage, and other towns and lakes throughout the state. The project description includes "improve airport perimeter access for airport security...". Is this inside or outside the perimeter fence? If outside the fence, a walking / biking path following the perimeter access would be great!	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. 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. All airport passenger facilities should have safe access for non-motorized traffic. 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. 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. 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. 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. 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. 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: http://dot.alaska.gov/creg/homerairport/involvement.shtml	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. 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.
6	Dotti Harness-Foster	May 24, 2021	dottiharness@hotmail.com	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. 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. 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. 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. Respectfully submitted,	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.
7	Steve Theno	May 26, 2021	Stevethenoak@gmail.com	Here are my comments: 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. 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.	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. 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. 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. 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. 6. Consider providing toilet facilities accessible from the general aviation ramp area. 7. Add public viewing/pedestrian use area, or at least plan for it. 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. 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. 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. 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. Thanks	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. Accommodations for restroom facilities may be made by working with airport Maintenance & Operations personnel. 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. The addition of a parallel gravel runway or pedestrian facilities areas are not possible within the scope of this project; however, an Airport Master Plan update could address these issues. Look for the Airport Master Plan update to invite comments in 2024.
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 porta-potty (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. 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. 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.	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 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.

Comment #	Name	Date Received	Commenter Contact	Comment	DOT&PF Response
				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 <u>less</u> 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 had previously contacted DOT about the need for a Taxiway on the south side and they asked that we develop an argument or rationale for it which we are working on. 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. 	
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 is. Note the following: 1. When the airport fencing was replaced a couple years ago, the old posts were pulled out. In some cases, the post holes were left exposed, about 2' outside the new fence. These holes should be filled. 2. In the bottom left corner, there is an existing spur down to the parking lot at the intersection of Kachemak Drive and Homer Spit Road. Signage and brush removal may be required. FYI, 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 trail will need 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 chair should be considered. The lighting structure is protected with chain link fencing with barbed wire on top. 4. Where the proposed path parallels existing Taxiway D, outside the fence, it is now walkable, but barely. Extra fill, maybe a small retaining wall, or boardwalk would solve the problem. 5. On the north side of the airport, the FAA Road has wide shoulders and is has designated bike and pedestrian signage. Please make a huge improvement for the SAFETY of airport users traveling between terminals, around the airport, as well as kids (and families / adults / commuters) on foot, with strollers, and on bikes who travel to the spit, downtown, or east on Kachemak Drive. This entire path is on airport property. I would be happy to answer any questions about details of this proposal. I'd also take any measurements or send you additional photos I have taken as I walk (or push my bike) around this fence line. Kevin Walker homerkev@gmail.com 907-235-5304	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 Soderholm	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?) 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: 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. 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,  	Thank you for sharing your comments. The DOT&PF and 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 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.
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, I made verbal comments on the evening of May 26th and now by written word with enclosed photos. It is of great concern to many in Homer and users of the airport who have reviewed the plans presented. The concerns I have are related to the: 1) proposed service road along the entire inside perimeter of the fence line surrounding the airport facilities. 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 reasons……habitat, 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.	Thank you for sharing your comments. 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.

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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. 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. 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 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. I have not heard an argument yet that makes sense for the installation of a service road along the fence. Please address this. 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. 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. 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. Please consider these comments. Thank you, Rika Mouw Homer, Alaska 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 do.	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 aircraft accident sites that may be away from the runway, c) allowing regular inspections of the fence condition, and d) facilitating fence repairs and clearing. Potential impacts to wetlands downslope will be minimized by frequently-spaced culverts. 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 would be parallel taxiways on each side of the runway -- large aircraft on the north, and small aircraft on the south – and that is shown in the Ultimate Airport Layout Plan. Although Taxiway H has been dropped from this project, 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 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.
17	James Lack	October 16, 2021	gotcha_roberts@yahoo.com	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 update 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 would improve this condition. 5. Similarly, it would be beneficial to add a designated holding/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 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. In the response to comments, the response is simply head bolt heaters are not included in the project scope. While I can appreciate that, it will be much more cost effective to at least rough-in for future head bolt heaters as a part of the construction under this project rather than to incorporate them at some later time. It would be especially effective to rough-in now in the area if the general aviation ramp that is going to be paved, and to a lessor extent, in the expanded general aviation parking apron that will be finished as a gravel surface. In the existing apron areas that are indicated to be rehabilitated in this project, if that rehabilitation would readily facilitate the rough-in of head bolt heater infrastructure it would be very cost effective to do it now. How might it be possible to make this happen? Thanks, I appreciate the opportunity to provide input and look forward to the response.	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: 1. 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? 2. Safety should be and is the primary objective of any airport project. 3. 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 fence and avoid this hill, altho this path has not been developed. 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. It would be necessary to go under the lighting structure for RW 4, but that structure is secure with chain link fence and barbed wire. Non motorized traffic on this hill on Kachemak Drive has been a concern for the City of Homer for several years. 4. Technology, such as drones, could be used to inspect the fenceline with a very minor expenditure. 5. 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 accident 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 route for 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 semi 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 off the 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 Drive. 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 be 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 safety. Please pass Resolution 21-065 for all the points detailed in the "Whereas's".	
22	Roberta Highland, Present, Kachemak Bay Conservation Society	October 21, 2021	kbayconservation@gmail.com	Airport Project Team: 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. 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 area, and developments at the airport can negatively impact a wide variety of ecosystem services provided by the surrounding peatlands. 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 too high 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 necessary 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 lot 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 that 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 will fill 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 to all of us who live here. These services include mitigation of storm-water runoff and associated mitigation of flooding and erosion along Kachemak Drive. Additionally, peatlands remove contaminants—such as fecal coliform and hydrocarbons—from freshwater as it flows into the Kachemak Bay Critical Habitat Area, something every 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 project, and 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 peatlands 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 Homer's 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, impermeable surfaces such as roads, parking lots, sidewalks and roofs prevent storm-water from being absorbed into the ground - as would naturally occur in an undeveloped setting….contaminants present in the urban environment are more readily transported via these hardened corridors, increasing the potential for pollutants to enter water-bodies. Also, lack of infiltration at the precipitation point increases flood potential and can lead to costly erosion issues."	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.

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: https://www.industrialtimberproducts.com/wp-content/uploads/2017/01/Resource- Roads-and-Wetlands_July2016.pdf; https://www.fs.fed.us/nrs/pubs/jrnl/2021/nrs_2021_krause_001.pdf; https://www.nature.com/articles/d41586-020-00355-3; 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. 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. 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. Thank you. 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.	Good afternoon Laurie, I apologize for the delay in getting back to you. 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. As a result, we are no longer intending to have a local meeting to discuss the issues associated with the perimeter road. If you would still like to provide formal comments, the comment period following last month's meeting is open until 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 wouold lead to a further walk/bike way along Kachemak Bay. 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).	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 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

Owen L. Means

From: Owen L. Means
Sent: Monday, November 02, 2020 11:40 AM
To: Owen L. Means
Subject: RE: CFAPT00491 Homer Airport Improvements: Request for comments

From: Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>
Sent: Friday, October 9, 2020 8:08 AM
To: Smith, Jimmy C (CED) <jimmy.smith@alaska.gov>; DEC-Webmaster (DEC sponsored) <DEC.Webmaster@alaska.gov>; Lidren, Grant M (DEC) <grant.lidren@alaska.gov>; Rypkema, James (DEC) <james.rypkema@alaska.gov>; william.ashton@alaska.gov; DFG, HAB InfoSxq (DFG sponsored) <dfg.hab.infosxq@alaska.gov>; Blossom, Brian D (DFG) <brian.blossom@alaska.gov>; Davis, Tammy J (DFG) <tammy.davis@alaska.gov>; Selinger, Jeff S (DFG) <jeff.selinger@alaska.gov>; Russell, Pamela J (DNR) <pamela.russell@alaska.gov>; Richie, Melissa A (DNR) <melissa.richie@alaska.gov>; DNR, Parks OHA Review Compliance (DNR sponsored) <oha.revcomp@alaska.gov>
Cc: Elliott, Brian A (DOT) <brian.elliott@alaska.gov>; Gilbertsen, Jack (FAA) <jack.gilbertsen@faa.gov>; Hansen, Matthew H (DOT) <matthew.hansen@alaska.gov>
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 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: Heidi.zimmer@alaska.gov

Owen L. Means

From: Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>
Sent: Monday, November 02, 2020 5:05 PM
To: AK-Airport-ENV@faa.gov; Hcd.Anchorage@noaa.gov; CEPOA-RD-Kenai@usace.army.mil; 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: Heidi.zimmer@alaska.gov

THE STATE of ALASKA
GOVERNOR MICHAEL J. DUNLEAVY

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

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

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

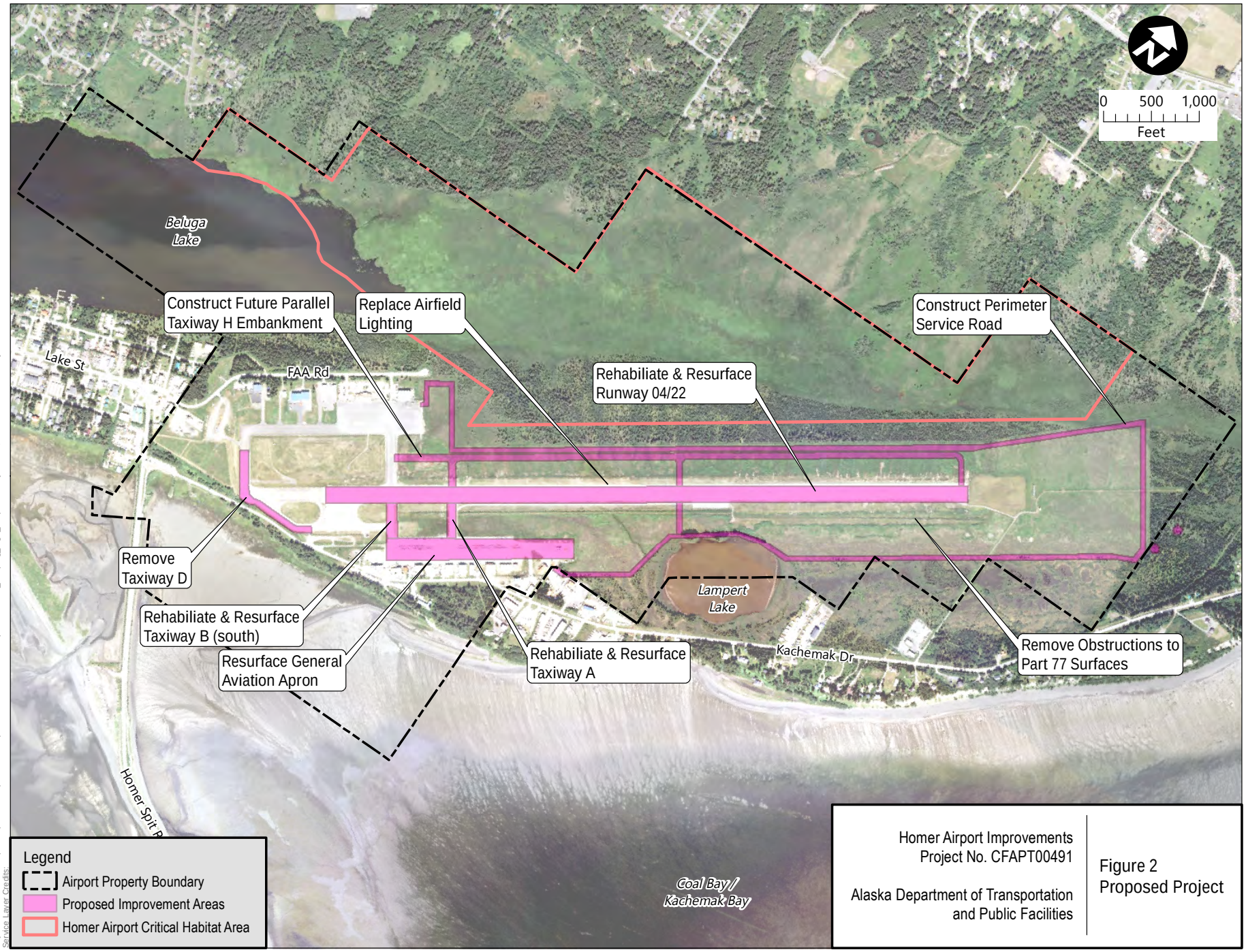


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Service Layer Credits: Copyright (c) 2014 Esri

Homer Airport Improvements
Project No. CFAPT00491

Alaska Department of Transportation
and Public Facilities

Figure 1
Project Location


Beluga Lake
Construct Future Parallel Taxiway H Embankment
Replace Airfield Lighting
Construct Perimeter Service Road
Lake St
FAA Rd
Rehabiliate & Resurface Runway 04/22
Remove Taxiway D
Rehabiliate & Resurface Taxiway B (south)
Resurface General Aviation Apron
Rehabiliate & Resurface Taxiway A
Lampert Lake
Kachemak Dr
Remove Obstructions to Part 77 Surfaces
Homer Spit R
Coal Bay / Kachemak Bay
N
0 500 1,000
Feet
Legend
Airport Property Boundary
Proposed Improvement Areas
Homer Airport Critical Habitat Area
Homer Airport Improvements
Project No. CFAPT00491
Alaska Department of Transportation and Public Facilities
Figure 2
Proposed Project
H:\jobs\20-022 Homer Airport Improvments (DOT&PF CR)\04-Environmental\GIS\maps\20-022-04_Scoping_Fig2_Proposed Project.mxd, 9/2/2020 2:10:19 PM by omeans
Service Layer Credits:

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.

Owen L. Means

From: Owen L. Means
Sent: Tuesday, January 26, 2021 10:15 AM
To: Owen L. Means
Subject: RE: ADF&G Scoping Comments_Homer Airport Improvements CFAPT00491

From: Blossom, Brian D (DFG) <brian.blossom@alaska.gov>
Sent: Wednesday, January 20, 2021 2:34 PM
To: Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>
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:
https://www.homernews.com/news/city-to-pay-assessment-fees-on-parcel-eyed-by-moose-habitat-group/

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) <brian.blossom@alaska.gov>
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: Heidi.zimmer@alaska.gov

From: Blossom, Brian D (DFG) <brian.blossom@alaska.gov>
Sent: Tuesday, October 27, 2020 12:19 PM
To: Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>

Cc: Hansen, Matthew H (DOT) <matthew.hansen@alaska.gov>
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

Owen L. Means

From: Owen L. Means
Sent: Tuesday, November 03, 2020 10:47 AM
To: Owen L. Means
Subject: RE: CFAPT00491 Homer Airport Improvements: Request for comments

From: Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>
Sent: Tuesday, November 3, 2020 10:33 AM
To: Heather A. Campfield <hcampfield@hdlalaska.com>
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 <Curtis.Jennifer@epa.gov>
Sent: Tuesday, November 3, 2020 6:12 AM
To: Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>
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) <heidi.zimmer@alaska.gov>
Sent: Monday, November 2, 2020 5:05 PM
To: AK-Airport-ENV@faa.gov; Hcd.Anchorage@noaa.gov; CEPOA-RD-Kenai@usace.army.mil; Curtis, Jennifer <Curtis.Jennifer@epa.gov>; ak_fisheries@fws.gov; douglass_cooper@fws.gov; jordan_muir@fws.gov; Mueller, Marcus <MMueller@kpb.us>; Carver, Nancy <ncarver@kpb.us>; planning@ci.homer.ak.us; rabboud@ci.homer.ak.us; kyra@homerswcd.org; ajacuk@ciri.com; Gary Oskolkoff <gvo@alaska.net>; ntc@ninilchiktribe-nsn.gov; ccollier@tribalnet.org
Cc: Heather A. Campfield <hcampfield@hdlalaska.com>; Owen L. Means <omeans@hdlalaska.com>
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 **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: Heidi.zimmer@alaska.gov

Owen L. Means

From: Owen L. Means
Sent: Wednesday, November 04, 2020 10:00 AM
To: Owen L. Means
Subject: RE: CFAPT00491 Homer Airport Improvements: Request for comments

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From: Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>
Sent: Tuesday, November 3, 2020 4:07 PM
To: Kyra Wagner <kyra@homerswcd.org>
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: Heidi.zimmer@alaska.gov

From: Kyra Wagner <kyra@homerswcd.org>
Sent: Tuesday, November 3, 2020 6:16 AM
To: Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>
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

432 E. Pioneer Ave.
Homer, AK 99603
(907) 299-4920

On Mon, Nov 2, 2020 at 5:05 PM Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov> 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
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> 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: Heidi.zimmer@alaska.gov

Owen L. Means

From: Owen L. Means
Sent: Tuesday, November 03, 2020 10:46 AM
To: Owen L. Means
Subject: RE: <EXTERNAL-SENDER>CFAPT00491 Homer Airport Improvements: Request for comments

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From: Carver, Nancy <ncarver@kpb.us>
Sent: Monday, November 2, 2020 8:53 PM
To: Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>
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: AK-Airport-ENV@faa.gov; Hcd.Anchorage@noaa.gov; CEPOA-RD-Kenai@usace.army.mil; curtis.jennifer@epa.gov; ak_fisheries@fws.gov; douglass_cooper@fws.gov; jordan_muir@fws.gov; Mueller, Marcus <MMueller@kpb.us>; Carver, Nancy <ncarver@kpb.us>; planning@ci.homer.ak.us; rabboud@ci.homer.ak.us; kyra@homerswcd.org; ajacuk@ciri.com; Gary Oskolkoff <gvo@alaska.net>; ntc@ninilchiktribe-nsn.gov; ccollier@tribalnet.org
Cc: Heather A. Campfield <hcampfield@hdlalaska.com>; Owen L. Means <omeans@hdlalaska.com>
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 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: Heidi.zimmer@alaska.gov

Owen L. Means

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

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From: Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>
Sent: Tuesday, October 27, 2020 2:16 PM
To: Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>; Hansen, Matthew H (DOT) <matthew.hansen@alaska.gov>
Cc: Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>
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:
1. 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.
2. 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
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 liz.ortiz@alaska.gov 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!

Owen L. Means

From: Owen L. Means
Sent: Tuesday, November 17, 2020 3:44 PM
To: Owen L. Means
Subject: RE: USACE Comments, POA-1981-00312, Beluga Lake, DOT&PF, Homer Airport

From: Polley, Benjamin L (Ben) CIV USARMY CEPOA (USA) <Benjamin.L.Polley@usace.army.mil>
Sent: Tuesday, November 17, 2020 10:48 AM
To: Elliott, Brian A (DOT) <brian.elliott@alaska.gov>
Cc: Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>; Hansen, Matthew H (DOT) <matthew.hansen@alaska.gov>; 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

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
Regulatory Specialist

CC:
Jack Gilbertsen (FAA)
Matthew Hansen (AKDOT&PF Aviation Design)
Heidi Zimmer (AKDOT&PF PD&E)

Owen L. Means

From: Owen L. Means
Sent: Wednesday, January 20, 2021 2:26 PM
To: Owen L. Means
Subject: RE: CFAPT00491 Homer Airport Improvements: Request for comments

From: Boldenow, Megan L <megan_boldenow@fws.gov>
Sent: Thursday, November 5, 2020 9:03 AM
To: Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>
Cc: Cooper, Douglass <douglass_cooper@fws.gov>
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 http://aknhp.uaa.alaska.edu/botany/akepic/ 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 top-dress 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 megan_boldenow@fws.gov 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] https://dec.alaska.gov/spar/csp/pfas/responses/

- 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.