

**APPENDIX F:
SUMMARY OF
CONSULTATION AND
COORDINATION**

From: [Jensen, Melissa L \(DOT\)](#)
To: [Emily Creely](#)
Subject: [EXT] Fwd: Z605630000 Saint Marys Airport Improvements Project Scoping Request
Date: Friday, May 07, 2021 10:18:17 AM
Attachments: [Scoping Letter 2021_0505.pdf](#)
[Preliminary Research 2021_0428 \(1\).docx](#)
[Saint Marys Airport Improvements Project Scoping Figures.pdf](#)

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

Begin forwarded message:

From: "Jensen, Melissa L (DOT)" <melissa.jensen@alaska.gov>
Date: May 7, 2021 at 9:07:00 AM AKDT
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Subject: Z605630000 Saint Marys Airport Improvements Project Scoping Request

The Alaska Department of Transportation and Public Facilities (DOT&PF) in cooperation with the Federal Aviation Administration (FAA) is proposing to upgrade existing aviation facilities under the Saint Mary's Airport Improvements project, State Project Number #Z605630000. The DOT&PF anticipates that construction of this project could begin in 2022.

DOT&PF is requesting scoping comments to support preparation of an environmental document for the proposed project in accordance with the National Environmental Policy Act of 1969, as amended (NEPA). Please identify any environmental, cultural, historic, or subsistence resources you believe may potentially be impacted by the proposed project, and also provide any other information you deem valuable to the environmental documentation process. Your responses will help provide us with the necessary input to develop and design a proposed final project that avoids and minimizes as many potential adverse environmental and human impacts as possible.

If you have any questions or need additional information do not hesitate to ask.

Thanks,
Missy Jensen

The Alaska Department of Transportation and Public Facilities (DOT&PF) in cooperation with the Federal Aviation Administration (FAA) is proposing to upgrade existing aviation facilities under the Saint Mary's Airport Improvements project, State Project Number #Z605630000. The DOT&PF anticipates that construction of this project could begin in 2022. The Saint Mary's airport is approximately 450 air miles west-northwest of Anchorage and 515 air miles southwest of Fairbanks, located in Sections 19, 24, 25, and 30, Township 23 North, Range 76 West, Seward Meridian at latitude 62.056216 North and longitude 163.299444 West (USGS Quadrangle Kwiguk A-3 SW)(see Figure 1).

A brief description of the proposed project is provided below. DOT&PF's preliminary research on potential environmental impacts and project Figures 1-5 are attached.

Purpose and Need

The purpose of the proposed project is to upgrade existing aviation facilities to meet current FAA standards.

The project is needed as the primary north/south runway (17/35) does not currently meet the FAA Standard of a 600-foot (ft) Runway Safety Area (RSA) length and its surface has degraded over time. The cross-wind runway (6/24) does not currently meet the FAA standard safety area width of 150 ft and its runway surface has degraded over time. All runway and taxiway lighting components and most Navigational Aids are more than 24 years old and at the end of their useful life. Vegetation within the proposed RSA consists of shrubs and trees which would require clearing to support a new embankment. Drainage ditches around the airport facilities would need to be shifted based on the proposed changes in airport layout.

Project Description

The proposed project would include improvements to the Saint Mary's Airport, replacement of lighting, and development of material sites.

Airport Improvements

- Primary north/south runway (17/35) improvements:
 - At the north end of the runway (17), an approximately 415-foot (ft) long and 300-ft wide embankment would be constructed to extend the RSA north of its current endpoint.
 - At the south end of the runway (35), the operational surface would be maintained, but the landing point would be moved north approximately 400 ft.
 - Runway would be resurfaced with new crushed aggregate.
- Cross-wind runway (6/24) improvements:
 - The outer edges of the RSA embankment would be widened by 17.5-ft on each side of runway centerline to meet FAA standards.
 - Runway would be surfaced with new crushed aggregate.
- Taxiways A and B would be resurfaced with new crushed aggregate
- With the exception of the existing asphalt paved portion of the main apron, all other operational surfaces at the airport would be resurfaced with new crushed aggregate.
 - The asphalt paved section of the apron would be repaved. The asphalt pavement's location, materials, and dimensions would remain the same.

- The airfield's existing drainage ditches and culverts would be evaluated for potential drainage improvements.
- Vegetation within the airport property, immediately adjacent to the runways would be cleared as needed for new embankment construction.
- After the new crushed aggregate is installed a dust palliative would be applied.

Lighting Improvements

- All runway and taxiway lighting components on the airport, including most Navigational Aids would be replaced.
- The existing Runway 17 approach lighting system would be permanently removed.
- The segmented circle and lighted wind cone would be replaced, as would the supplement wind cone on the cross-wind runway.

Material Sites

A number of potential material sources are currently being investigated for use by this project. The following options (shown on Figures 3-5) will be included in the environmental review of the project:

- Obtain material from existing, permitting material sites in Saint Mary's (Figure 3).
- Obtain material from an existing commercial source in Nome and transport via barge to Saint Mary's. This would require development of a temporary barge landing at the borealis fish camp to allow material to be transported up the Yukon River Access Road, approximately 1.3 miles to the airport. Use of this option may require widening of this existing road (Figure 2). The temporary barge landing would consist of using fill to extend an existing pier in the Yukon River approximately 100 ft.
- Develop a new material site, haul road, and barge landing in Marshall (Figure 4).
- Obtain material from two existing sources in Mountain Village and transport material over the existing Mountain Village-Saint Mary's road approximately 15 miles between the two communities. This option may require minor improvements to the existing road (Figure 5).

Environmental Documentation

An Environmental Assessment (EA), which includes a discussion of alternatives previously scoped in 2018, is being prepared for the project. The EA would evaluate an action and no-action alternative relative to the social, economic, and environmental effects. The EA would also discuss foreseeable future plans related to material site development to adequately assess cumulative impacts. As presently envisioned, DOT&PF anticipates impacts to resources (see attached Preliminary Research Results), but through avoidance, minimization, and mitigation measures does not anticipate significant resource impacts. FAA has determined an EA is the appropriate level of environmental documentation.

The DOT&PF is requesting this early coordination in preparation for completing the EA. It's important to the DOT&PF and FAA that you have an opportunity to provide comments, recommendations, or concerns to ensure that all factors are considered in the development of this proposed project.

If you would like to be sent a paper copy of these documents, provide comments, or request a public hearing please contact chris.johnston@alaska.gov, P.E. at the address below by June 7, 2021.

To ensure that all factors are considered in the development of the EA, please provide your written comments and/or recommendations and the additional requested information to our office no later than June 7, 2021.

Should you have any questions, please feel free to call our environmental consultant, Emily Creely at DOWL Engineers, at (907) 562-2000, or by e-mail at ecreely@dowl.com, or the DOT&PF project manager, Christopher Johnston, at (907) 451-2322.

Sincerely,



Melissa L. Jensen
Environmental Coordinator

Enclosures:

- Figure 1: Project Location & Vicinity
- Figure 2: Proposed Airport Improvements
- Figure 3: Saint Mary's Project Area and Existing Material Sites
- Figure 4: Potential New Marshall Material Site and Access Road
- Figure 5: Existing Mountain Village Material Sites and Access Road
- Preliminary Research Results

Preliminary Environmental Research
Saint Mary's Airport Improvements Project
Number: Z605630000

Preliminary research has been conducted using the most current available data from state and federal agencies to identify environmental resources within the proposed project area. The purpose of the preliminary research is to assist in identifying permitting and regulatory requirements and to ensure all environmental considerations are used in developing the proposed project.

Environmental resources were identified in accordance with Federal Aviation Administration's (FAA) Environmental Impacts: Policies and Procedures Order 1050.1F and FAA's National Environmental Policy Act Implementing Instructions for Airport Actions Order 5050.4b.

Resources that differ between potential material site options are described accordingly.

Air Quality

According to Alaska Administrative Code (AAC) 18 AAC 50, Saint Mary's, Marshall, and Mountain Village are considered a Class II area. As such, there are designated maximum allowable increases for particulate matter 10 (PM₁₀) micrometers or less in size, nitrogen dioxide, and sulfur dioxide. Activities in these areas must operate in such a way that they do not exceed listed air quality controls for these compounds (Alaska Department of Environmental Conservation [ADEC] 2021a).

The project area is not located within or near an area defined by ADEC as a Nonattainment or Maintenance Area, or within an area that regularly exceeds or is near violating the health-based National Ambient Air Quality Standards. The community of Saint Mary's was included on the list of communities reporting people are highly affected by dust (PM₁₀) on the 2010 Rural Dust Survey (ADEC 2021a).

Biological Resources

Fish

A review of the Alaska Department of Fish and Game (ADF&G) Catalog of *Waters Important for the Spawning, Rearing or Migration of Anadromous Fishes* identified two rivers, the Yukon River (#334-20-11000) and the Andreafsky River (# 334-20-11000-2451) as anadromous. Marshall is located on the Poltes Slough (#334-20-11000-2375), which is connected to the Yukon River, and is listed as an anadromous waterway. The Yukon River supports all five species of salmon (*Oncorhynchus sp.*) as well as Arctic Char (*Salvelinus alpinus*), Arctic Lamprey (*Lethenteron camtschaticum*), Sheefish (*Stenodus leucichthys nelma [Pallas]*), and Whitefish (*Coregonus clupeaformis*) (ADF&G 2021a). The Andreafsky River is located approximately 2 miles east of the project area and contains the same species as the Yukon River except arctic lamprey (*L. camtschaticum*) (ADF&G 2021a).

Eagles and Eagle Nests

According to ADF&G, the range of bald eagles extends over the project area, but the western extent of the golden eagle range is to the east of the project area (ADF&G 2021b). According to the US Fish and Wildlife Service (USFWS), the nearest documented bald eagle nest is approximately 96 miles to the east (USFWS 2021a). If an eagle or eagle's nest is identified within 660 feet of a project area, consultation with USFWS may be required. In addition, the project may be required to follow guidance, as outlined in the *National Bald Eagle Management Guidelines*.

Threatened and Endangered Species

According to the USFWS's Information for Planning and Conservation (IPaC) decision support tool, there

are no species listed as threatened or endangered under the Endangered Species Act (ESA) that occur within the project area (USFWS 2021b).

Migratory Bird Habitat

According to USFWS's IPaC decision support tool, no migratory birds of concern are expected to occur within the project area. To avoid adverse impacts to migratory birds, vegetation clearing will follow the USFWS *Recommended Time Periods for Avoiding Vegetation Clearing in Alaska* in order to protect migratory birds as well as the most appropriate clearing methods to avoid impacts to nesting migratory species (USFWS 2020).

For the Yukon-Kuskokwim Delta ecoregion the following vegetation clearing avoidance periods apply (USFWS 2021c):

- Forest or Woodland - May 1 through July 15
- Shrub or open habitat – May 5 through July 25

If working in shrub or open habitat (i.e. marsh, pond, tundra, gravel, or other treeless/shrubless ground habitat) the following time periods to avoid vegetation clearing may be expanded where the following species are present (USFWS 2020b):

- Raptors which may nest two or more months earlier than other birds.
- Canada geese and swans which begin nesting April 20.
- Black scoters which are known to nest through August 10.

Marine Mammals

Although uncommon, residents have observed beluga whales further upriver, as far as Hughes and even near Nenana (ADF&G 2021c). Unlike the Cook Inlet beluga population which cannot be hunted due to its endangered status, a beluga that swims upriver is not subject to additional hunting regulations. Belugas found in the Yukon River are likely from the Eastern Bering Sea, which sustains a healthy population and are not listed as a threatened species (AK Public Media 2015).

Landscape

According to Ecoregions of Alaska, the proposed project area is located in the Interior Forested Lowlands and Uplands ecological region (Gallant et al. 1995). This ecoregion is characterized by a patch work of ecological characteristics. Regionwide unifying features include a lack of Pleistocene glaciation, a continental climate, a mantling of undifferentiated alluvium and slope deposits, a predominance of forests dominated by spruce and hardwood species, and a very high frequency of lightning fires. On this backdrop of characteristics is superimposed a finer grained complex of vegetation communities resulting from the interplay of permafrost, surface water, fire, local elevational relief, and hillslope aspect (Gallant et al. 1995).

Department of Transportation Act, Section 4(f)

Review of the U.S. Bureau of Land Management, U.S. Forest Service, National Park Service, and the Alaska Department of Natural Resources (ADNR) websites indicate there are no state Recreation Areas, Critical Habitat Areas, or public parks in the vicinity of the proposed project.

A review of the USFWS's National Wildlife Refuges System identified the project as being located within the boundaries of the Yukon Delta National Wildlife Refuge (NWR) within inholdings owned by the State of Alaska and/or native corporations. The Andreafsky Wilderness area is located approximately 14.5 miles north of the proposed project in Saint Mary's and approximately 155 miles northeast of Marshall

(USFWS 2021c).

Hazardous Material, Solid Waste, and Pollution Prevention

Saint Mary's Project Area

According to ADEC's contaminated sites database, there are two known contaminated sites located within the project area. The first site, located west of the runway and known as FAA Saint Mary's Consolidated Bldg (Hazard ID 3052), involved the decommissioning and removal of four non-regulated heating oil tanks in June 1998. Contaminates sampled from soils surrounding the tanks showed contamination but met the cleanup levels with the exception of one detection of benzene below the ground surface. Since benzene was not found at shallower depths and there are no other contaminants of concern exceeding the cleanup levels, the ADEC believes that this soil contamination is limited and does not present an unacceptable risk to human health or the environment. Ground water monitoring is ongoing at this site (ADEC 2020b).

The second active contaminated site, located on the existing airport apron, known as MarkAir – Saint Mary's Airport (Hazard ID 1878), contains aviation gas contamination on property leased from Alaska Department of Transportation and Public Facilities (DOT&PF). A 1996 Phase II Environmental Site Assessment found a 1000 gallon Diesel above ground storage tank to be a likely spill source. Adjacent lease lots also show signs of historic aviation gasoline and heating oil spills with high levels of diesel range organics and benzene contamination in soil samples taken at depths 3 to 14 inches below the ground surface.

After an ADEC review of the file in 2009, further work was recommended for the site:

- areas of contaminated soil should be removed to the best extent practical and stockpiled land farmed on site; and
- confirmation soil samples should be collected at the depths of the excavation to verify removal of contaminated soil.

As of September 21, 2012, all former tanks and dispensers have been removed. On-going consultation with ADEC will be conducted during the design phase to determine if contamination may be present in the environment surrounding the project area and whether mitigation measures will need to be implemented during construction.

Marshall Material Site and Access Road

ADEC's contaminated sites database showed three active sites and one closed site with institutional controls. The three active sites are located approximately 3.5 miles south of the proposed material site and approximately 4.5 miles south of the proposed barge landing. Likelihood of encountering these contaminated sites is very low.

Historical, Architectural, Archaeological, and Cultural Resources

Preliminary APE Description

Based on the nature of the proposed project, a preliminary area of potential effect (APE) includes any areas at the Saint Mary's airport property that will be subject to construction and/or ground disturbing activity, including but not limited to embankment construction and expansion, vegetation clearing, and extension of Runway Safety Areas. The preliminary APE will also include any material source(s) for necessary project aggregate and the associated haul routes and/or existing roads that will be developed or improved to support the transportation of aggregate materials. However, material source options and suitability are still being evaluated as part of the design process. Finally, the preliminary APE will include any potential barge landing locations which may be required in the event that local material sources in

Saint Mary's are not suitable for use, and material must be barged to the project location from upstream or downstream locations.

Initiating consultation with the ADNR's State Historic Preservation Office (SHPO) and other consulting parties per Section 106 of the National Historic Preservation Act (NHPA) will be required during development of the environmental document.

Furthermore, once the Section 106 process has determined if any properties eligible for listing on the National Register of Historic Places (NRHP) are present within the area of potential effect, these historic properties will need to be evaluated under Section 4(f) of the Transportation Act and an applicability determination will need to be completed.

Saint Mary's Project Area

According to the Alaska Heritage Resources Survey (AHRs), there are no previously documented cultural resources or properties within the Saint Mary's project area (Alaska Department of Natural Resources [ADNR], Office of History and Archaeology [OHA] 2021). The Kotlik-Marshall Trail (RS2477 #120) follows the east bank of the Yukon River and bisects the Borealis Fish Camp, however the trail is winter trail only. According to ADNR Division of Mining, Land and Water (ADNR 2021):

"This trail was improved and maintained by Alaska Road Commission from 1922 to 1947. It was also a winter mail route. A substantial part of the area covered by this trail was reserved as Fort St. Michael in 1897, but returned to general BLM management in 1900. Another substantial part of the area was reserved as Yukon Delta Reservation in 1909, revoked in 1922 and returned to general BLM management until 1968."

In 2018, Northern Land Use Research Alaska, LLC (NLURA) completed a desktop cultural resource study and review of the Saint Mary's project area (NLURA 2018). According to NLURA's research there is one AHRs site adjacent to the project study area located downstream on the Yukon River. Furthermore, NLURA determined that four areas within airport property were previously surveyed for cultural resources. The remainder of the Saint Mary's study area includes undisturbed ground that has not been systematically surveyed for cultural resources.

Marshall Material Site, Access Road, and Barge Landing Area

According to the AHRs, there are no previously documented cultural resources or properties within the potential Marshall material site area, the proposed access road route, or the barge landing area (ADNR, OHA 2021).

Mountain Village Material Sites

According to the AHRs, there are no previously documented cultural resources or properties within the existing Mountain Village material sites and access road (ADNR, OHA 2021).

Land Use

The Saint Mary's project area is primarily located within existing airport property boundaries and is primarily owned by DOT&PF. The material site and storage site are also owned by DOT&PF. Designated land use adjacent to the airport boundary is undeveloped land. In the southwestern portion of the project area, adjacent to the Yukon River, is the Boreal Fisheries Saint Mary's commercial seafood processing and discharge plant. The potential Marshall material site and access road area is located on land conveyed to native corporations.

Natural Resources and Energy Supply

To complete airport upgrades, gravel from a permitted gravel source will be transported to the site. According to DOT&PF's Material Site Inventory website there are two active sites adjacent the Saint Mary's airport (DOT&PF 2021). Other potential material sources may include locations in Nome, Marshall, or Mountain Village, as described in the scoping letter.

Noise and Noise Compatible Land Use

The existing airport is designated as suitable for use by large aircraft with FAA. Existing noise sources in the area are primarily associated with the airport.

Existing land use surrounding the Saint Mary's airport is undeveloped and minimal conflict between noise and compatible land use is anticipated. The community of Saint Mary's is approximately 3.5 miles away while Pitka's Point is approximately 2 miles away. The project area is located within inholdings of the Yukon Delta NWR, a section 4(f) resource, where special consideration may need to be given to the evaluation of the significance of noise impacts in this area.

A noise analysis is not required, as the proposed airport improvements are not being done to accommodate larger aircraft, and the project is not anticipated to trigger a change to the aircraft fleet mix.

Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

According to the EPA Environmental Justice Screening and Mapping Tool (EJSCREEN) and 2014-2018 Census Data, 92.7% of the population in Saint Mary's is Alaska Native with the average per capita income in Saint Mary's being \$15,009. In Marshall, 99% of the population is Alaska Native with the average per capita income of \$9,135 (EPA 2021). Socioeconomic impacts will be considered as part of the EA.

Water Resources

Wetlands and Waters of the U.S.

A review of the USFWS National Wetland Inventory (NWI) and existing aerial imagery indicated the presence of palustrine wetlands within the Saint Mary's project area. Wetlands are present in all undeveloped areas where gravel fill is not currently present. No NWI mapping is available within the Marshall project area, however polygonal wetlands are visible on existing aerial imagery.

The Yukon River is located adjacent to the project area. This river discharges into the Bering Sea and is therefore, defined as a water of the U.S. and subject to the U.S. Army Corps of Engineers (USACE) jurisdiction. A wetland delineation will be completed in both Saint Mary's and Marshall during the summer of 2021 to verify wetland types and functions and values, which will be described in the EA.

Floodplains

The proposed project is located in an unmapped area. Federal Emergency Management Agency (FEMA) has not completed a study to determine flood hazards in Saint Mary's or Marshall; therefore, a flood map has not been published (FEMA 2021). According to the 2018 Hazard Mitigation Plan completed for Saint Mary's, the last flood event occurred in 1989 from a Yukon River ice jam (AECOM 2018). Additionally, a 2016 Disaster Cost Index states that a Spring Flood (declared by Governor Palin on May 6, 2009; FEMA declared under DR-1843 on June 11, 2009) had extensive widespread flooding due to snow melt and destructive river ice jams caused by rapid spring warming combined with excessive snow pack and river ice thickness.

Surface Waters/Navigability

According to the ADNR Alaska Mapper - Navigable Waters website, the USACE, and the U.S. Coast Guard

(USCG), the Yukon River is listed as navigable for its entire length (ADNR 2021, USACE 1995, USCG 2012).

Ground Water

A review of ADEC Drinking Water Protection Areas did not identify any protected drinking area within the project area in both Saint Mary's and Marshall. The ADF&G does maintain an instream water reservation for the Yukon River which starts at the Bering Sea and extends upstream to the confluence of the Innoko River, near the Village Holy Cross. An instream water reservation is a water right that protects specific instream water uses, such as fish spawning or recreation. It sets aside the water necessary for these activities and keeps later water users from appropriating water that may affect the instream activity (ADEC 2021c).

Wild and Scenic River

Saint Mary's is located along the banks of the Andreafsky River. The Andreafsky River, including the East Fork, was designated a National Wild and Scenic River by the Alaska National Interest Lands Conservation Act in 1980. The river received the designation due to its natural and free-flowing condition, water quality, wildlife, geology, and primitive setting. This designation covers approximately 265 river miles, of which approximately 198 miles are within designated wilderness (National Wild and Scenic Rivers System 2021). The proposed project is approximately two miles from the river and no construction activities are proposed within the river.

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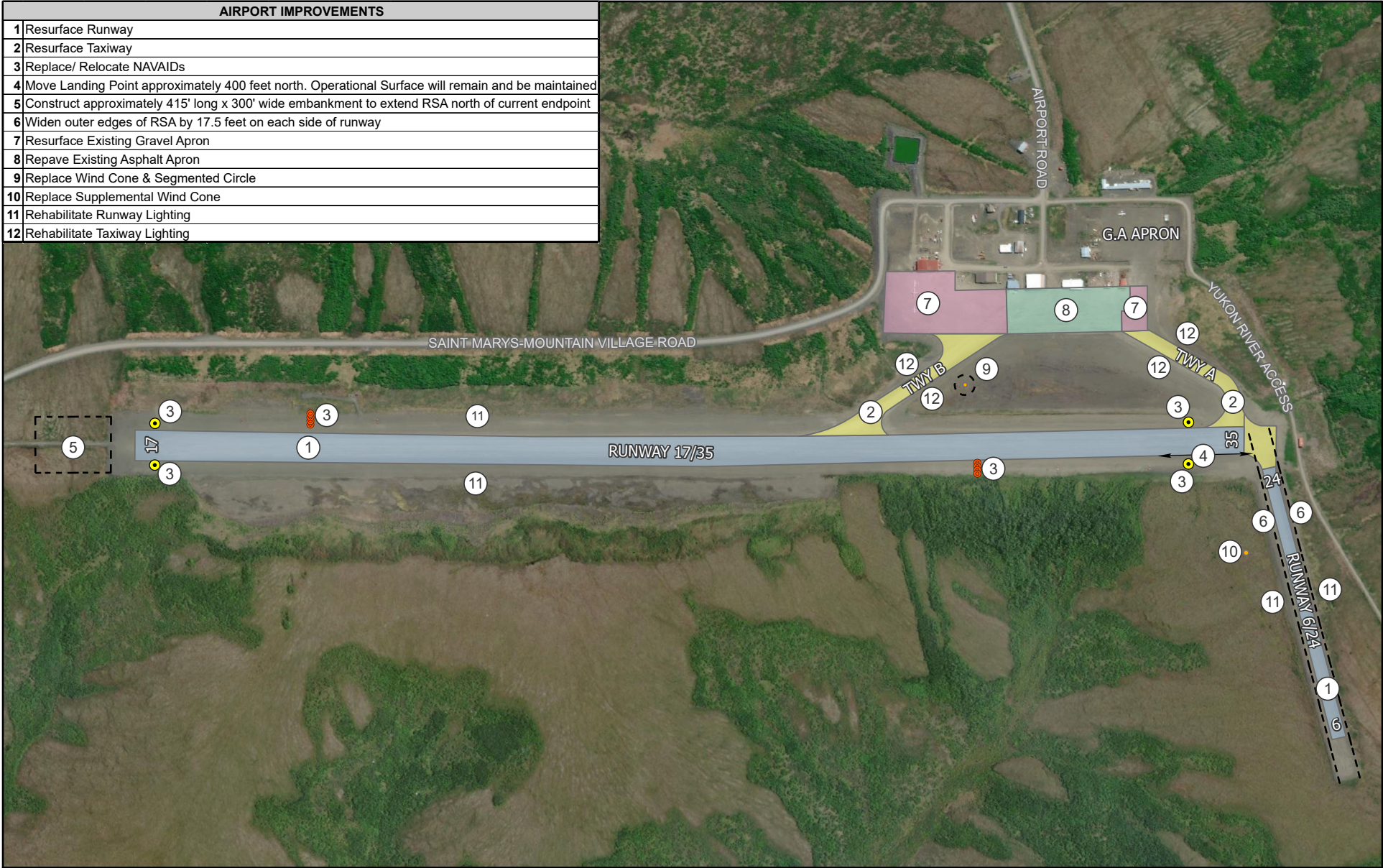
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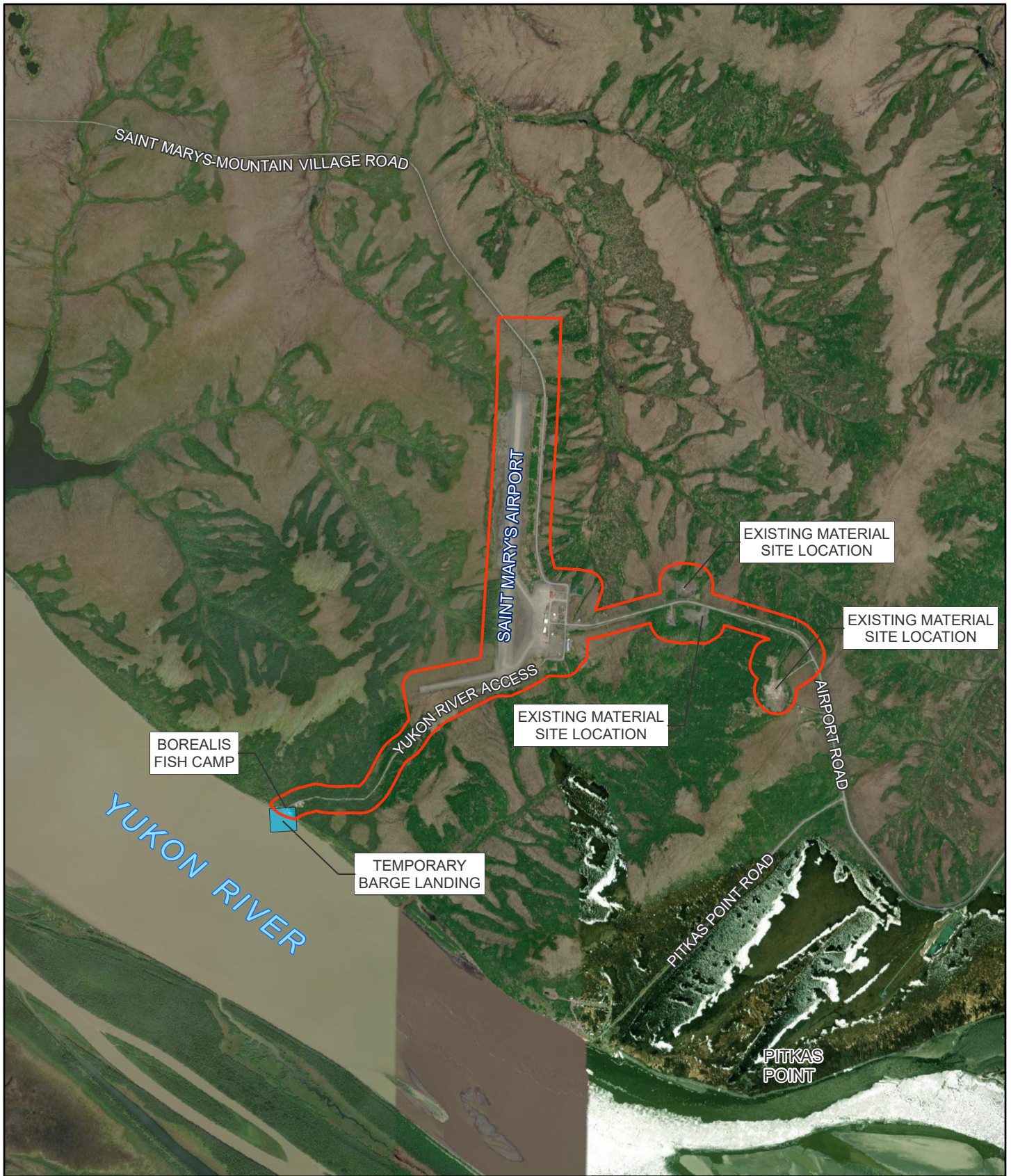
Project Location & Vicinity
Saint Mary's Airport Improvement State Project Number #Z605630000
Date: April 26, 2021
FIGURE 1 OF 5

AIRPORT IMPROVEMENTS	
1	Resurface Runway
2	Resurface Taxiway
3	Replace/ Relocate NAVAIDs
4	Move Landing Point approximately 400 feet north. Operational Surface will remain and be maintained
5	Construct approximately 415' long x 300' wide embankment to extend RSA north of current endpoint
6	Widen outer edges of RSA by 17.5 feet on each side of runway
7	Resurface Existing Gravel Apron
8	Repave Existing Asphalt Apron
9	Replace Wind Cone & Segmented Circle
10	Replace Supplemental Wind Cone
11	Rehabilitate Runway Lighting
12	Rehabilitate Taxiway Lighting

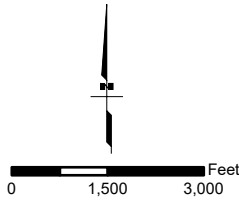


PAPI	Paved Apron	Segmented Circle
REIL	Taxiway	RSA Extension
Gravel Apron	Wind Cone	Runway

Proposed Airport Improvements
Saint Mary's Airport Improvement State Project Number #Z605630000
Date: May 05, 2021
FIGURE 2 OF 5



 Project Area

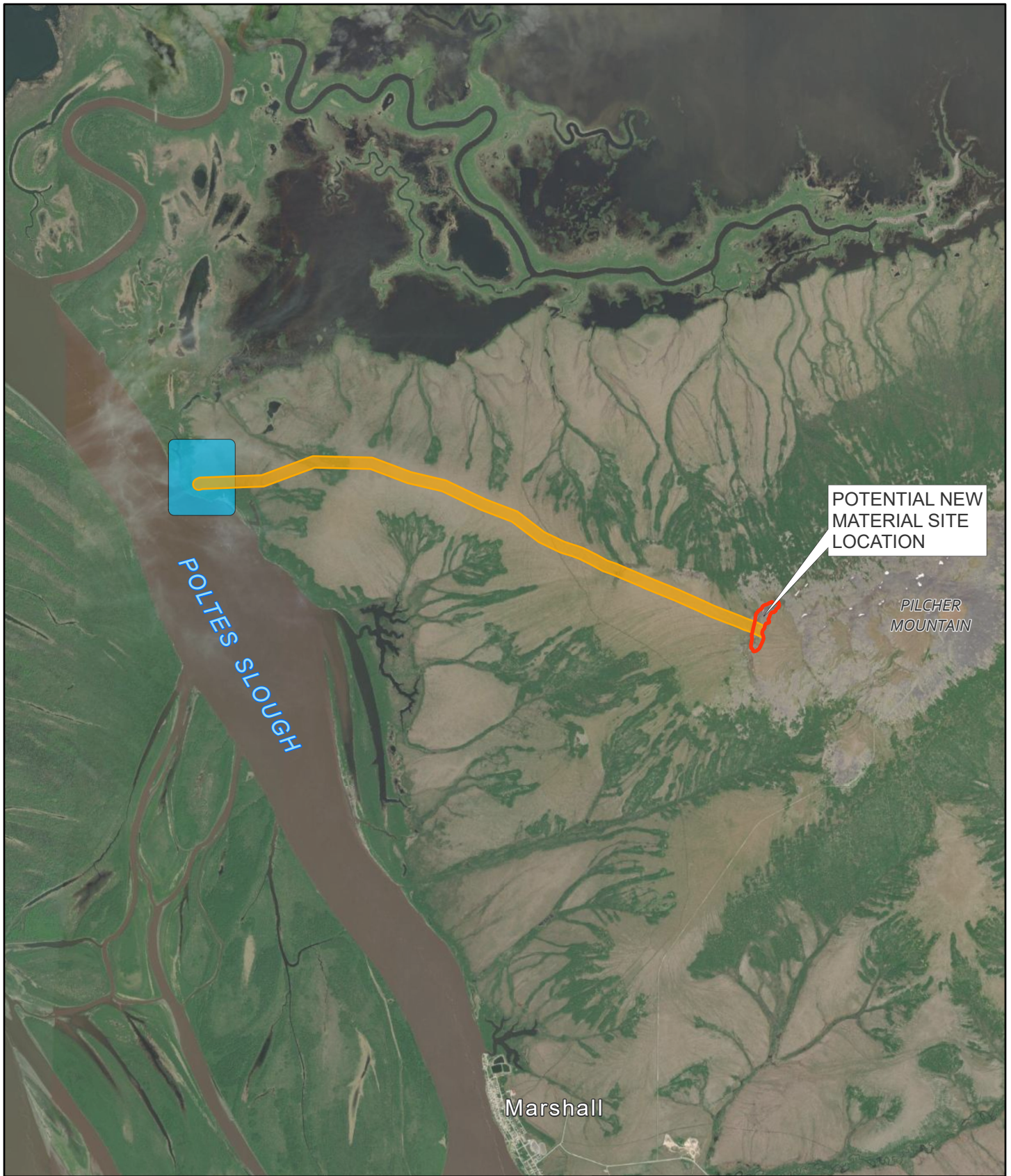


**Saint Mary's Project Area
and Existing Material Sites**

Saint Mary's Airport Improvement
State Project Number #Z605630000

Date: May 06, 2021

FIGURE 3 OF 5



POTENTIAL NEW MATERIAL SITE LOCATION

PILCHER MOUNTAIN

POLTES SLOUGH




Marshall

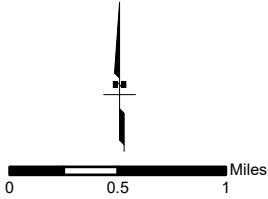
Potential New Marshall Material Site and Access Road

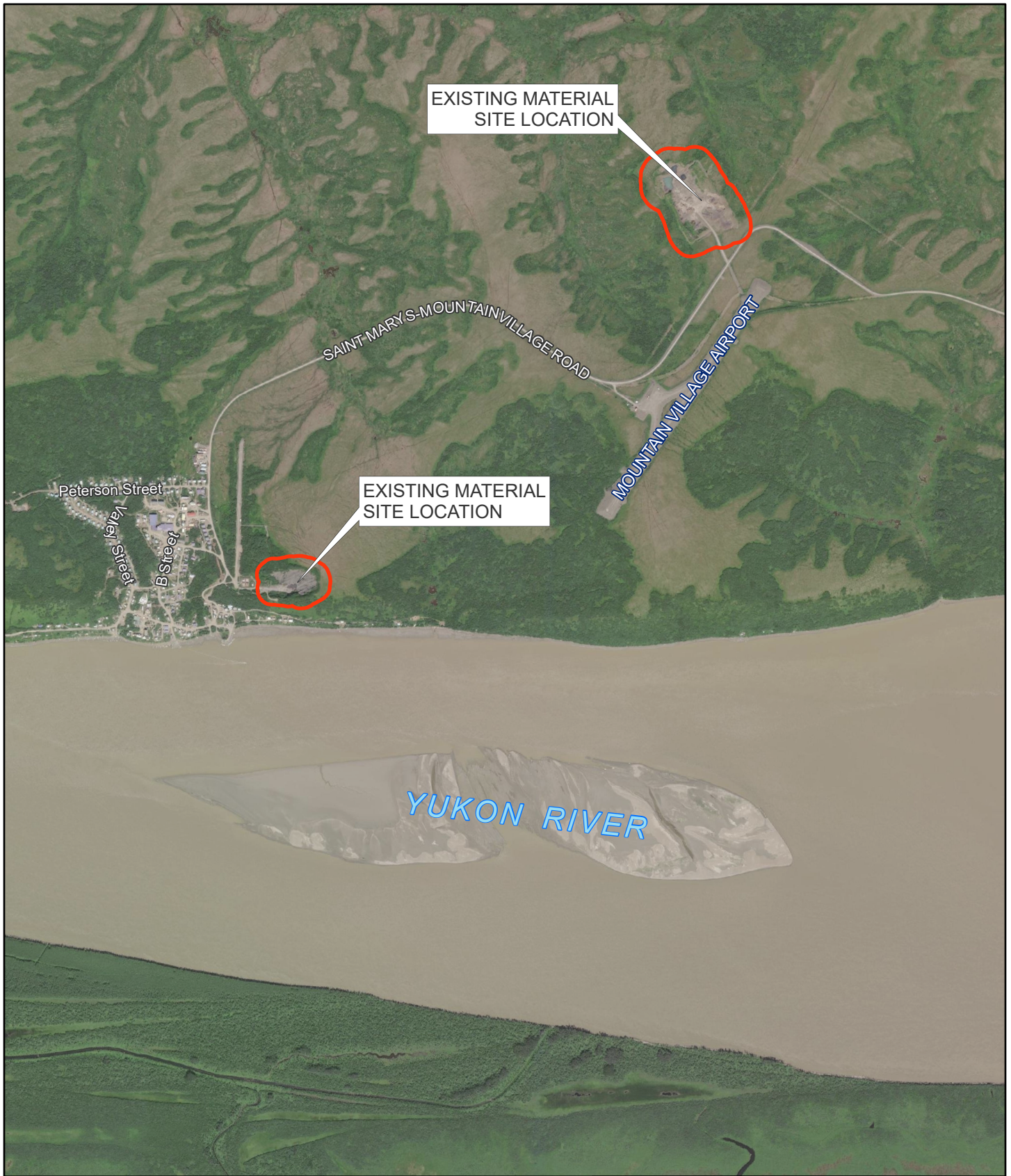
Saint Mary's Airport Improvement
State Project Number #Z605630000


Date: April 26, 2021

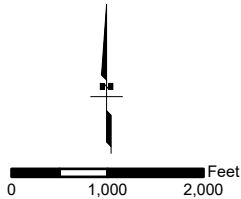
FIGURE 4 OF 5

-  Potential Material Site Extent
-  Access Road Project Area
-  Proposed Barge Landing





 Material Site Extent



**Existing Mountain Village
Material Sites and Access Road**

Saint Mary's Airport Improvement
State Project Number #Z605630000

Date: April 26, 2021

FIGURE 5 OF 5

From: [Jensen, Melissa L \(DOT\)](#)
To: [Emily Creely](#); [Melissa Osborn](#); [Johnston, Christopher F \(DOT\)](#)
Subject: [EXT] Fwd: Z605630000 Saint Marys Airport Improvements Project Scoping Request
Date: Wednesday, May 12, 2021 1:43:54 PM

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

Begin forwarded message:

From: "Alimi, Adeyemi S (DEC)" <adeyemi.alimi@alaska.gov>
Date: May 12, 2021 at 1:39:40 PM AKDT
To: "Jensen, Melissa L (DOT)" <melissa.jensen@alaska.gov>
Cc: "Heil, Cynthia L (DEC)" <cindy.heil@alaska.gov>
Subject: RE: Z605630000 Saint Marys Airport Improvements Project Scoping Request

Dear Melissa Jensen,

The Alaska Department of Transportation and Public Facilities (DOT&PF) has requested Alaska Department of Environmental Conservation (ADEC) to comment on the proposed upgrade of the existing aviation facilities under the Saint Mary's Airport Improvements project, State Project Number #Z605630000.

Thank you for the opportunity to comment on the proposed project. The following comments are limited to Air Quality (AQ). Other divisions within ADEC will need to respond within their areas of expertise.

ADEC agrees with DOT&PF that the proposed project is not located in a non-attainment or maintenance area for air quality control under the Clean Air Act. Therefore, projects receiving federal funds or approvals do not require a conformity analysis under General Conformity regulations.

-
However, if open burning is chosen as the preferred method of disposal of organic debris, DOT&PF or their contractor must use "reasonable procedures to minimize adverse environmental effects and limit the amount of smoke generated," as well as get any applicable permits. A complete description of the open burn information including policies can be found at: <http://dec.alaska.gov/air/air-permit/open-burn-info/>

Any construction activities should follow all reasonable precautions in accordance to 18 AAC 50.045(d) to prevent particulate matter from being emitted into the ambient air. Also, since the Saint Mary's community has dust (PM₁₀) issue, dust control plan (e.g.,

application of dust palliative) should be put in place by DOT&PF to mitigate any dust issues during the project.

Please, include me in any future requests for agency comments on DOT&PF projects.

If you have any questions, please do not hesitate to contact me.

Sincerely,

-

Adeyemi Alimi (Yemi)
State of Alaska, Department of Environmental Conservation
Air Quality Division
Non-Point Mobile Sources Section
adeyemi.alimi@alaska.gov
907-269-6953 (Office)

From: Jensen, Melissa L (DOT)
Sent: Friday, May 7, 2021 9:10 AM
To: ak-airport-env@faa.gov; ak-airport-env@faa.gov; douglass_cooper@fws.gov; matthew.eagleton@noaa.gov; sean.mcdermott@noaa.gov; regpagemaster@usace.army.mil; Heil, Cynthia L (DEC) <cindy.heil@alaska.gov>; Lomax, Terri J (DEC) <terri.lomax@alaska.gov>; Gleason, Erin P (DEC) <erin.gleason@alaska.gov>; Estensen, Jeff L (DFG) <jeff.estensen@alaska.gov>; Brase, Audra L (DFG) <audra.brased@alaska.gov>; Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>; Proulx, Jeanne A (DNR) <jeanne.proulx@alaska.gov>; algaaciq@yahoo.com; ksmcityclerk@yahoo.com; waltonksm@yahoo.com; matt99632@yahoo.com; cityofmarshall@yahoo.com; David Herbert <dherbert@smcsd.us>; billya47@gmail.com; tkuhns@calistacorp.com; algaaciq@yahoo.com; atcoperations@gci.net; pitkaspoint@yahoo.com; yupiit.of.andreaufski@gmail.com; yupiit.of.andreaufski@gmail.com; KDelaCruz@avcp.org; info@avcp.org; info@azachorok.com; pitkaspointnc@yahoo.com; marshalltc.manager@gmail.com; office@maserculiq.com; sbusch@smnc.net; Johnston, Christopher F (DOT) <chris.johnston@alaska.gov>; Kromrey, Lindsey L (DOT) <lindsey.kromrey@alaska.gov>; Nelson, Brett D (DOT) <brett.nelson@alaska.gov>; Weingarh, Erik S (DOT) <erik.weingarh@alaska.gov>; Schaeffer, Calvin C (DOT) <calvin.schaeffer@alaska.gov>; Beck, Albert M L (DOT) <albert.beck@alaska.gov>; community@flygrant.com; rzerkel@lynden.com; cfomai@nac.aero; reverts@evertsair.com; rob@ravnalaska.com; Lee Ryan <lryan.air@gmail.com>
Subject: Z605630000 Saint Marys Airport Improvements Project Scoping Request

The Alaska Department of Transportation and Public Facilities (DOT&PF) in cooperation with the Federal Aviation Administration (FAA) is proposing to upgrade existing aviation facilities under the Saint Mary's Airport Improvements project, State Project Number #Z605630000. The DOT&PF anticipates that construction of this project could begin in 2022.

DOT&PF is requesting scoping comments to support preparation of an environmental document for the proposed project in accordance with the National Environmental Policy Act of 1969, as amended (NEPA). Please identify any environmental, cultural, historic, or subsistence resources you believe may potentially be impacted by the proposed project, and also provide any other information you deem valuable to the environmental documentation process. Your responses will help provide us with the necessary input to develop and design a proposed final project that avoids and minimizes as many potential adverse environmental and human impacts as possible.

If you have any questions or need additional information do not hesitate to ask.

Thanks,
Missy Jensen

From: [Jensen, Melissa L \(DOT\)](#)
To: [Johnston, Christopher F \(DOT\)](#); [Melissa Osborn](#); [Emily Creely](#)
Subject: [EXT] Fwd: Z605630000 Saint Marys Airport Improvements Project Scoping Request
Date: Monday, May 17, 2021 4:27:42 PM

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

Begin forwarded message:

From: "Gleason, Erin P (DEC)" <erin.gleason@alaska.gov>
Date: May 17, 2021 at 4:25:46 PM AKDT
To: "Jensen, Melissa L (DOT)" <melissa.jensen@alaska.gov>
Subject: RE: Z605630000 Saint Marys Airport Improvements Project Scoping Request

Good afternoon Melissa,

There are two active contaminated sites registered with ADEC located at the Saint Mary's airport. Any construction project at the airport should plan for management of contaminated soil and water. All work conducted on a contaminated site must be overseen by a qualified environmental professional as defined by 18 AAC 75.333. I am the ADEC project manager assigned to both these sites and am the point of contact. The two sites are

<!--[if !supportLists]--> <!--[endif]-->MarkAir-Saint Mary's Airport, ADEC File
No 2444.38.004
<!--[if !supportLists]--> <!--[endif]-->FAA St. Mary's Consolidated Bldg, ADEC
File No 2444.38.001

Mountain Village, Saint Marys, and Pitka's Point all have active contaminated sites that are remediating petroleum contaminated soil via landfarming. Landfarming is when we till soil and natural processes degrade petroleum contamination. Once the petroleum has been degraded, the material could be reused for roads, aprons, and the runway. If ADOT had capacity to re-use this remediated soil in the construction project of the Sainy Mary's airport, that would be of a benefit to all three communities.

Please let me know if I can provide you an additional information about the contaminated in Saint Marys.

Thank you,

Erin Gleason (she, her)
Alaska Dept.of Environmental Conservation
Contaminated Sites Program

610 University Ave
Fairbanks, AK 99709
Ph: 907-451-2056

Due to Covid-19, I am telecommuting.

From: Jensen, Melissa L (DOT)

Sent: Friday, May 7, 2021 9:10 AM

To: ak-airport-env@faa.gov; ak-airport-env@faa.gov; douglass_cooper@fws.gov; matthew.eagleton@noaa.gov; sean.mcdermott@noaa.gov; regpagemaster@usace.army.mil; Heil, Cynthia L (DEC) <cindy.heil@alaska.gov>; Lomax, Terri J (DEC) <terri.lomax@alaska.gov>; Gleason, Erin P (DEC) <erin.gleason@alaska.gov>; Estensen, Jeff L (DFG) <jeff.estensen@alaska.gov>; Brase, Audra L (DFG) <audra.braser@alaska.gov>; Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>; Proulx, Jeanne A (DNR) <jeanne.proulx@alaska.gov>; algaaciq@yahoo.com; ksmcityclerk@yahoo.com; waltonksm@yahoo.com; matt99632@yahoo.com; cityofmarshall@yahoo.com; David Herbert <dherbert@smcsd.us>; billya47@gmail.com; tkuhns@calistacorp.com; algaaciq@yahoo.com; atcoperations@gci.net; pitkaspoint@yahoo.com; yupiit.of.andreafski@gmail.com; yupiit.of.andreafski@gmail.com; KDelaCruz@avcp.org; info@avcp.org; info@azachorok.com; pitkaspointnc@yahoo.com; marshalltc.manager@gmail.com; office@maserculicq.com; sbusch@smnc.net; Johnston, Christopher F (DOT) <chris.johnston@alaska.gov>; Kromrey, Lindsey L (DOT) <lindsey.kromrey@alaska.gov>; Nelson, Brett D (DOT) <brett.nelson@alaska.gov>; Weingarh, Erik S (DOT) <erik.weingarh@alaska.gov>; Schaeffer, Calvin C (DOT) <calvin.schaeffer@alaska.gov>; Beck, Albert M L (DOT) <albert.beck@alaska.gov>; community@flygrant.com; rzerkel@lynden.com; cfomai@nac.aero; reverts@evertsair.com; rob@ravnalaska.com; Lee Ryan <lryan.air@gmail.com>

Subject: Z605630000 Saint Marys Airport Improvements Project Scoping Request

The Alaska Department of Transportation and Public Facilities (DOT&PF) in cooperation with the Federal Aviation Administration (FAA) is proposing to upgrade existing aviation facilities under the Saint Mary's Airport Improvements project, State Project Number #Z605630000. The DOT&PF anticipates that construction of this project could begin in 2022.

DOT&PF is requesting scoping comments to support preparation of an environmental document for the proposed project in accordance with the National Environmental Policy Act of 1969, as amended (NEPA). Please identify any environmental, cultural, historic, or subsistence resources you believe may potentially be impacted by the proposed project, and also provide any other information you deem valuable to the environmental documentation process. Your responses will help provide us with the necessary input to develop and design a proposed final project that avoids and minimizes as many potential adverse environmental and human impacts as possible.

If you have any questions or need additional information do not hesitate to ask.

Thanks,
Missy Jensen



CALISTA CORPORATION
www.calistacorp.com

May 17, 2021

Melissa L. Jensen, Environmental Coordinator
Northern Region, DOT&PF
Aviation Design
2301 Peger Road
Fairbanks, Alaska 99709

Via E-mail: Melissa.jensen@alaska.gov

Re: St. Mary's Airport Rehabilitation
Project No. Z605630000

Dear Ms. Jensen:

Thank you for the opportunity to comment on the proposed St. Mary's Airport improvement project. According to Calista Corporation's databases, we have confirmed that there are no historical sites near the St. Mary's Airport Project that are located on Calista lands that may be impacted by your operations. Calista Corporation supports the State of Alaska Department of Transportation's St. Mary's airport improvement project. This project will include improvements to the existing airport and replacement of lighting. St. Mary's relies on air transportation for travel, air cargo and medivac services which is a critical need in the community. The improvement project will also provide reliable and safe landing access for air carriers.

Calista Corporation supports projects that provide benefits to its residents, including improving the safety of airports in rural Alaska.

Sincerely,

CALISTA CORPORATION

Mary Martinez, Land Planner
Land and Natural Resources

From: [Jensen, Melissa L \(DOT\)](#)
To: [Johnston, Christopher F \(DOT\)](#); [Emily Creely](#); [Melissa Osborn](#)
Subject: [EXT] FW: Z605630000 Saint Marys Airport Improvements Project Scoping Request
Date: Wednesday, June 02, 2021 9:51:05 AM

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

From: Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>
Sent: Wednesday, June 2, 2021 9:50 AM
To: Jensen, Melissa L (DOT) <melissa.jensen@alaska.gov>
Cc: Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>
Subject: RE: Z605630000 Saint Marys Airport Improvements Project Scoping Request

3130-1R FAA / 2021-00573

Good morning,

The Alaska State Historic Preservation Office received your correspondence (dated May 10, 2021) on May 13, 2021. Following our review of the documentation provided in the scoping materials, we have no objections to the level of effort proposed for historical or cultural resources identification at this early stage of project design and development. Our office recommends that the Area of Potential Effect (APE) and the possible need for additional historic properties identification be revisited as the project moves toward finalization.

We look forward to initiating Section 106 consultation for the St Marys Airport Rehabilitation project. Thank you for the opportunity to review and comment on the scoping documentation. Please contact Liz Ortiz at liz.ortiz@alaska.gov if we can be of further assistance.

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: Thursday, May 13, 2021 2:55 PM
To: Jensen, Melissa L (DOT) <melissa.jensen@alaska.gov>
Cc: Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>

Subject: FW: Z605630000 Saint Marys Airport Improvements Project Scoping Request

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 under 2021-00573. 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.

For future project review submissions to our office, we recommend sending documentation to oha.revcomp@alaska.gov.

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
Office: 907-269-8720
sarah.meitl@alaska.gov

Teleworking - Email is the best method of communication.

From: Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>
Sent: Monday, May 10, 2021 1:52 PM
To: DNR, Parks OHA Review Compliance (DNR sponsored) <oha.revcomp@alaska.gov>
Subject: FW: Z605630000 Saint Marys Airport Improvements Project Scoping Request

From: Jensen, Melissa L (DOT) <melissa.jensen@alaska.gov>
Sent: Friday, May 7, 2021 9:10 AM
To: ak-airport-env@faa.gov; ak-airport-env@faa.gov; douglass_cooper@fws.gov; matthew.eagleton@noaa.gov; sean.mcdermott@noaa.gov; regpagemaster@usace.army.mil; Heil, Cynthia L (DEC) <cindy.heil@alaska.gov>; Lomax, Terri J (DEC) <terri.lomax@alaska.gov>; Gleason, Erin P (DEC) <erin.gleason@alaska.gov>; Estensen, Jeff L (DFG) <jeff.estensen@alaska.gov>; Brase, Audra L (DFG) <audra.brased@alaska.gov>; Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>; Proulx, Jeanne A (DNR) <jeanne.proulx@alaska.gov>; algaaciq@yahoo.com; ksmcityclerk@yahoo.com;

waltonksm@yahoo.com; matt99632@yahoo.com; cityofmarshall@yahoo.com; David Herbert <dherbert@smcsd.us>; billya47@gmail.com; tkuhns@calistacorp.com; algaaciq@yahoo.com; atcoperations@gci.net; pitkaspoint@yahoo.com; yupiit.of.andreafski@gmail.com; yupiit.of.andreafski@gmail.com; KDelaCruz@avcp.org; info@avcp.org; info@azachorok.com; pitkaspointnc@yahoo.com; marshalltc.manager@gmail.com; office@maserculiq.com; sbusch@smnc.net; Johnston, Christopher F (DOT) <chris.johnston@alaska.gov>; Kromrey, Lindsey L (DOT) <lindsey.kromrey@alaska.gov>; Nelson, Brett D (DOT) <brett.nelson@alaska.gov>; Weingarh, Erik S (DOT) <erik.weingarh@alaska.gov>; Schaeffer, Calvin C (DOT) <calvin.schaeffer@alaska.gov>; Beck, Albert M L (DOT) <albert.beck@alaska.gov>; community@flygrant.com; rzerkel@lynden.com; cfomai@nac.aero; reverts@evertsair.com; rob@ravnalaska.com; Lee Ryan <lryan.air@gmail.com>
Subject: Z605630000 Saint Marys Airport Improvements Project Scoping Request

The Alaska Department of Transportation and Public Facilities (DOT&PF) in cooperation with the Federal Aviation Administration (FAA) is proposing to upgrade existing aviation facilities under the Saint Mary's Airport Improvements project, State Project Number #Z605630000. The DOT&PF anticipates that construction of this project could begin in 2022.

DOT&PF is requesting scoping comments to support preparation of an environmental document for the proposed project in accordance with the National Environmental Policy Act of 1969, as amended (NEPA). Please identify any environmental, cultural, historic, or subsistence resources you believe may potentially be impacted by the proposed project, and also provide any other information you deem valuable to the environmental documentation process. Your responses will help provide us with the necessary input to develop and design a proposed final project that avoids and minimizes as many potential adverse environmental and human impacts as possible.

If you have any questions or need additional information do not hesitate to ask.

Thanks,
Missy Jensen

From: [Jensen, Melissa L \(DOT\)](#)
To: [Emily Creely](#); [Johnston, Christopher F \(DOT\)](#)
Subject: [EXT] Fwd: Saint Mary's Airport Improvements EFHA Report
Date: Wednesday, September 22, 2021 8:09:28 AM

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

Begin forwarded message:

From: Charlene Felkley - NOAA Federal <charlene.felkley@noaa.gov>
Date: September 22, 2021 at 8:07:00 AM AKDT
To: "Jensen, Melissa L (DOT)" <melissa.jensen@alaska.gov>
Cc: Sean McDermott - NOAA Federal <sean.mcdermott@noaa.gov>, Stefanie Coxe - NOAA Federal <stefanie.coxe@noaa.gov>
Subject: **Fwd: Saint Mary's Airport Improvements EFHA Report**

Good morning Missy,

Thank you for sending us the Essential Fish Habitat (EFH) Assessment for Alaska Department of Transportation and Public Facilities' proposed improvements to Saint Mary's Airport. The proposed project objective is to construct a new temporary barge landing on the Yukon River near Saint Mary's Airport in order to support DOT&PF's planned improvements. We recognize your assessment that the project may adversely affect EFH. We agree that potential adverse effects to EFH would be minimal and temporary in nature and support the conservation measures described in your EFH Assessment. Also consider these additional measures to minimize adverse effects to EFH:

- Use silt curtains to contain turbidity during fill placement.
- Pile driving should incorporate "soft start" methods where there are a series of blows at 40 percent energy preceding the full energy impact pile driving. A hydraulic hammer is preferred as the operator can control sound intensity.
- When possible, use new piles to avoid the introduction of invasive species.
- All piles and equipment should be inspected for invasive invertebrates prior to being used in Seldovia Bay to prevent the spread of exotic species.

For additional conservation recommendations please see [Impacts to Essential Fish Habitat from Non-fishing Activities in Alaska](#). Specifically, to minimize impacts of discharge of fill see **section 5.4.4**, and for pile installation and removal see **section 5.4.7**.

If the airport improvement plans change and become more than minimal and no longer temporary in nature, as referenced in section 1.2 of the document Impacts to Essential Fish Habitat from Non-Fishing Activities in Alaska, please contact Charlene Felkley (charlene.felkley@noaa.gov) or Sean McDermott (sean.mcdermott@noaa.gov) to discuss further actions.

Have a great day,

Charlene

----- Forwarded message -----

From: **Sean McDermott - NOAA Federal** <sean.mcdermott@noaa.gov>

Thanks Matt. Adding Charlene.

On Mon, Sep 13, 2021 at 11:56 AM Matthew Eagleton - NOAA Federal <matthew.eagleton@noaa.gov> wrote:

fyi

On Mon, Sep 13, 2021 at 10:54 AM Jensen, Melissa L (DOT) <melissa.jensen@alaska.gov> wrote:

Hello,

I am sending a copy of the Saint Mary's Airport Improvements Essential Fish Habitat Assessment for your records. Please let me know if you have any questions.

Thank You,

Melissa Jensen

--

Matthew Eagleton

Fisheries Biologist

Habitat Conservation Division | Alaska Region

NOAA Fisheries | U.S. Department of Commerce

Office mobile: (907) 351-0410

www.fisheries.noaa.gov



--

Sean McDermott
Anchorage Office Supervisor
Habitat Conservation Division
Alaska Region
NOAA Fisheries | U.S. Department of Commerce

www.fisheries.noaa.gov

--

[Charlene Felkley](#) (pronouns: [she/her](#))

Alaska Region Habitat Division

[NOAA Fisheries](#) | U.S. Department of Commerce

Office: (907)271-5006

<https://www.fisheries.noaa.gov/>



From: [Jensen, Melissa L \(DOT\)](#)
To: [Emily Creely](#); [Johnston, Christopher F \(DOT\)](#)
Subject: [EXT] Fwd: Z605630000 Saint Marys Airport Improvements Project Scoping Request
Date: Thursday, May 13, 2021 2:27:34 PM
Attachments: [AKR EFH Fact Sheet.pdf](#)

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

Begin forwarded message:

From: Sean McDermott - NOAA Federal <sean.mcdermott@noaa.gov>
Date: May 13, 2021 at 2:12:17 PM AKDT
To: "Jensen, Melissa L (DOT)" <melissa.jensen@alaska.gov>, Charlene Felkley - NOAA Federal <charlene.felkley@noaa.gov>
Subject: Re: Z605630000 Saint Marys Airport Improvements Project Scoping Request

Missy,

Thank you for seeking scoping comments for this project. In response to your request, we offer the following online tools to facilitate the identification of coastal and aquatic resources in the project area, as well as our EFH fact sheet (attached). Please contact Charlene Felkley, copied here, if you have any questions.

[Essential Fish Habitat Mapper](#) is an online mapping application that provides an interactive platform for viewing a spatial representation of EFH.

[Shorezone Alaska](#) is a standardized system cataloging coastal geometric and biological resources.

-Sean

On Fri, May 7, 2021 at 9:14 AM Jensen, Melissa L (DOT) <melissa.jensen@alaska.gov> wrote:

The Alaska Department of Transportation and Public Facilities (DOT&PF) in cooperation with the Federal Aviation Administration (FAA) is proposing to upgrade existing aviation facilities under the Saint Mary's Airport Improvements project, State Project Number #Z605630000. The DOT&PF anticipates that construction of this project could begin in 2022.

DOT&PF is requesting scoping comments to support preparation of an environmental document for the proposed project in accordance with the National Environmental Policy Act of 1969, as amended (NEPA). Please

identify any environmental, cultural, historic, or subsistence resources you believe may potentially be impacted by the proposed project, and also provide any other information you deem valuable to the environmental documentation process. Your responses will help provide us with the necessary input to develop and design a proposed final project that avoids and minimizes as many potential adverse environmental and human impacts as possible.

If you have any questions or need additional information do not hesitate to ask.

Thanks,

Missy Jensen

--

Sean McDermott
Anchorage Office Supervisor
Habitat Conservation Division
Alaska Region
NOAA Fisheries | U.S. Department of Commerce

www.fisheries.noaa.gov



Essential Fish Habitat – Alaska Fact Sheet



I. Background

In 1996, Congress added new habitat conservation provisions to the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act), the federal law that governs U.S. marine fisheries management. The Magnuson-Stevens Act mandated the identification of **Essential Fish Habitat (EFH)** for managed species as well as measures to conserve and enhance the habitat necessary to fish to carry out their life cycles. The Magnuson-Stevens Act encourages cooperation among NMFS, the Council, fishing participants, Federal and state agencies, and others to conserve and enhance EFH.

II. What is EFH?

The Magnuson-Stevens Act defines EFH as "those waters and substrate necessary to fish for spawning, breeding, feeding or growth to maturity" (16 U.S.C. 1802(10)). NMFS further interprets EFH in the guidelines under 50 CFR 600 Subparts J and K.

III. The EFH Mandate

Section 305(b)(2)-(4) of the Magnuson-Stevens Act outlines a process for NMFS and the Council to comment on activities proposed by **Federal** or State agencies that may have an **adverse affect** to EFH. Specifically, Federal agencies are required to consult with NMFS on any action authorized, funded, or undertaken that may adversely affect EFH. The Council may comment on and make recommendations to NMFS and other Federal or State agencies that may affect EFH for fishery resources under its authority.

The EFH Consultation process begins with a determination of adverse effect by the Federal action agency. If the Federal agency determines the action would have adverse effect, then the Federal agency is required to prepare an **EFH Assessment**. After receiving an EFH Assessment, NMFS must provide the Federal agency with **EFH Conservation Recommendations**, if applicable. The process may use a general concurrence or a programmatic, abbreviated, or expanded consultation procedure.

EFH Conservation Recommendations are advisory. However, within 30 days of receiving NMFS's EFH Conservation Recommendations, the Federal agency must provide a detailed response to NMFS that includes the measures proposed to avoid, mitigate, or offset the impact on EFH. If the Federal agency chooses not to adopt NMFS's EFH Conservation Recommendations, it must explain its reasons for not following the recommendations.

IV. Terminology

Federal action is any action authorized, funded, undertaken, or proposed to be authorized, funded, or undertaken by a Federal agency (16 U.S.C. 1855(b)(2)).

Adverse effect is any impact that reduces quality and/or quantity of EFH. Adverse effects may include direct or indirect physical, chemical, or biological alterations of the waters or substrate and loss of, or injury to benthic organisms, prey species and their habitat, and other ecosystem components. Adverse effects may be site- specific or habitat-wide impacts, including individual, cumulative, or synergistic consequences of actions (50 CFR 600.910(a)).

NMFS provides **EFH Conservation Recommendations** to a Federal or state agency regarding measures that can be taken by that agency to conserve EFH. EFH Conservation Recommendations may be provided as part of an EFH consultation or may be provided by NMFS to any Federal or state agency whose actions would adversely affect EFH (50 CFR 600.925).

EFH Consultation satisfies the Federal agency consultation and response requirements of section 305(b)(2) and 305(b)(4) of the Magnuson-Stevens Act. NMFS makes EFH Conservation Recommendation under section 305(b)(4)(A) of that Act. When completed, an EFH consultation generally consists of:

- 1) Federal agency notifies NMFS of an action that may adversely affect EFH,
- 2) Federal agency provides an EFH Assessment to NMFS,
- 3) NMFS makes EFH Conservation Recommendations to the Federal agency, and
- 4) the Federal agency's responds to NMFS's EFH Conservation Recommendations.

General Concurrence is a process for Federal actions that may adversely affect EFH, but for which no further consultation is generally required because NMFS has determined, through an analysis of that type of action, that it will likely result in no more than minimal adverse effects individually and cumulatively (50 CFR 600.920(g)).

Programmatic Consultation allows NMFS to develop EFH Conservation Recommendations that cover all projects / actions implemented under a particular Federal program (50 CFR 600.920(j)).

Abbreviated Consultation allows NMFS to quickly make recommendations for Federal actions that are not likely to have substantial adverse impacts on EFH but that may need slight modifications to minimize adverse effects on EFH (50 CFR 600.920(h)). Once NMFS receives the EFH Assessment from the Federal agency, NMFS must respond in writing within 30 days.

Expanded Consultation allows maximum opportunity for NMFS and the Federal agency to work together in the development of EFH Conservation Recommendations that would minimize the proposed action's adverse impacts on EFH. This type of consultation is used for proposed Federal actions that would likely result in substantial adverse impacts to EFH (50 CFR 600.920(i)). Once NMFS receives an EFH Assessment from the Federal agency, NMFS must respond within 60 days.

EFH Assessment is a written assessment of the effects of a proposed Federal action on EFH (50 CFR 600.920(e)). Federal agencies must provide NMFS with an EFH Assessment for any action that may adversely affect EFH, except for those activities covered by a General Concurrence. An EFH Assessment must contain:

- 1) a description of the proposed action,
- 2) an analysis of the adverse effects of the action on EFH and managed species,
- 3) the Federal agency's conclusions regarding the effects of the action on EFH, and,
- 4) proposed mitigation, if applicable.

If appropriate, the EFH Assessment should also include the items listed at 50 CFR 600.920(e)(4). The level of detail in an EFH Assessment should be commensurate with the potential impacts to EFH.

V. Contact Information

Matthew Eagleton, Deputy ARA Habitat Conservation Division
(907) 271-6354

Gretchen Harrington, ARA Habitat Conservation Division
(907) 586-7824

Visit us at <https://alaskafisheries.noaa.gov/habitat>



In Reply Refer To:
Saint Mary’s Airport Improvements
Project Numbers (State/Federal): Z605630000/AIP TBA
No Historic Properties Affected
Attention: This finding contains one (1) DOE

October 4, 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 Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to upgrade existing aviation facilities at the Saint Mary’s Airport, in Saint Mary’s Alaska. The project areas are found on Table 1 and shown in Figure 1.

Table 1. Project location

Township	Range	Section(s)	USGS Quad Map1:63,360	Meridian
023N	076W	19,27,28,29,30,32,33	Kwiguk A-3	Seward
023N	077W	6,7,8,9,10,13,14,15,24,25,36	Kwiguk A-3	Seward
023N	078W	1,7,8,9,10,11,12	Kwiguk A-4	Seward
023N	079W	12	Kwiguk A-4	Seward

The DOT&PF on behalf of FAA finds **that no historic properties would be affected** by the proposed project pursuant to 36 CFR§800.5(b), 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(e).

Project Description

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

1. Resurface the runway with crushed aggregate and apply dust palliative (17/35 and 6/24) and replace existing runway edge lighting (the edge lighting would be installed in the same location and at the same depth as existing lighting).
2. Resurface the taxiways (A and B) with crushed aggregate and apply dust palliative and replace the existing taxiway edge lighting (the edge lighting would be installed in the same location and at the same depth as existing lighting).
3. Resurface existing gravel apron (with crushed aggregate and dust palliative) and install new lighting equipment (will require new ground disturbance).
4. Replace existing supplemental wind cone and foundation (location, materials, and dimensions would remain the same).
5. Replace existing rotating beacon (location, materials, and dimensions would remain the same).
6. Replace tiedown anchors (location, materials, and dimensions would remain the same).
7. Install new electrical equipment in new electrical equipment enclosure/building (EEE/EEB) (will require new ground disturbance).
8. Apply dust palliative to runway surfaces (Runway 17/35: 6,000' x 150'; Runway 6/24: 1,520' x 60').
9. Replace segmented circle and primary wind cone (location, materials, and dimensions would remain the same).
10. Construct approximately 415' long x 300' wide embankment to extend Runway Safety Area (RSA) north of current endpoint on Runway 17 (clearing vegetation as needed with a hydroaxe).
11. Reconstruct existing asphalt paved apron (mill and overlay).
12. Widen outer edges of Runway 6/24 RSA by 17.5 feet on each side of the runway.
13. Construct a new drainage swale (will require new ground disturbance).
14. Establish a temporary construction materials staging area.

Additional proposed project activities include:

- Develop a temporary barge landing/causeway near the Boreal Fisheries, Inc. (Boreal) fish processing facility by creating a separate structure (see Figure 4).
- Replace an existing culvert along the Yukon River Access Road (see Figure 3).

Materials sites proposed to be used for this project, include:

- Existing and permitted material sites in Saint Mary's [Pitkas Point- (owned and operated by Pitka's Point Corporation) and Saint Mary's- (owned and operated by Nerkilikmute Corporation)] (see Figure 5).
- Existing and permitted commercial source in Nome, materials to be transported via barge to the Boreal fish camp barge landing site and hauled to the airport work site via the Yukon River Access Road (see Figure 1).
- A new commercial material site (Pilcher Mountain), haul road, and barge landing near Marshall, Alaska is being developed by Calista Corporation. If Calista Corporation finishes development of that material site in time for the project, materials will be transported via barge down the Yukon River to the Boreal fish camp barge landing site, and materials will be hauled to the airport work site via the Yukon River Access Road (see Figure 1).
- Existing and permitted material site in Mountain Village (owned and operated by Azahorok Corporation), materials to be transported over the existing Mountain Village-Saint Mary's Road (approximately 15 miles) (see Figure 6).

Area of Potential Effect

The Area of Potential Effect (APE) includes the construction areas at the Saint Mary's Airport (see Figures 1 and 2); the drivable surface of the Yukon River Access Road (see Figures 1 and 3), and the temporary

barge landing/causeway near the Boreal fish processing facility (see Figure 4). Staging is proposed to occur within the existing work area at the Saint Mary's Airport and at the temporary barge landing at the Boreal fish processing facility (see Figures 2 and 4). The APE also includes the existing Saint Mary's and Pitkas Point Material sites and the drivable surface of the associated haul road (see Figure 5). Additionally, the APE includes the existing and permitted boundary of the Mountain Village Material site, and the ROW boundary (100 feet either side of the road centerline) of the associated haul road to the material site (see Figures 1 and 6). Visual effects on adjacent properties were taken into consideration when determining the APE, and none were identified.

Identification Efforts

A search of the Alaska Heritage Resources Survey-IBS (AHRIS) database on September 8, 2021 indicated that one AHRIS site is found within the APE. This AHRIS site was recorded during a 2021 cultural resources survey completed by DOWL (2021) in support of this project (see Attachment 1). A description of the AHRIS site is provided below.

KWI-00087 Boreal Fisheries Complex- The Boreal fisheries complex consists of two primary buildings, several ancillary buildings (including a shipping container), and a 24' x 160' sheet pile backfilled causeway that extends into the Yukon River. Associated dates with this fish camp, as it is locally known, are from 1974 to present. A comparison of aerial photos from 1984 and 2012 show that a small building at the center of the complex was removed and replaced by an expansion of the large processing building on the east side of the complex. The complex otherwise remains unchanged to date. This AHRIS site has not received a determination of eligibility (DOE) for inclusion in the National Register of Historic Places (NRHP).

Additional Identification Efforts

A search of the Alaska Department of Natural Resources Division of Mining, Lands and Water Revised Statute (RS) 2477 database of public rights-of-way indicates that one (1) RS 2477 trail intersects the project APE (RST-120). A description of the RS-2477 trail is provided below.

RST-120 Kotlik-Marshall Trail- This RS-2477 trail begins at Kotlik, Alaska on Apoon Pass, it travels overland until it reaches the north bank of the Yukon River, where it continues until it reaches Marshall, Alaska. This trail is not visible on satellite imagery, suggesting it is a winter trail. The AHRIS database shows this linear feature crossing the project APE at the Boreal fish processing barge landing site. The DOT&PF Northern Region PQI believes that there is reliable historical and current documented evidence by the DNR that the location of a segment of RS2477 #120 does run through the project APE. The DOT&PF believes that evaluation of the entire trail for NRHP eligibility is beyond the scope of this project since the trail is about 150 miles long and the portion within the APE is only 100 feet long. For these reasons, no AHRIS number has been assigned to the trail. As there is no physical evidence of the trail within or adjacent to the project APE, the trail does not reach the threshold for the application of the Criteria of Evaluation for the National Register of Historic Places (36CFR§60.4). Therefore, no potential effect to the trail needs to be assessed.

A review of the DOT&PF Northern Region Cultural Resources Library revealed that the APE within the Saint Mary's Airport Boundaries has been previously surveyed for cultural resources (DePew and Pendleton 2003). literature review also revealed that the St. Mary's-Mountain Village Road and the three village corporation-owned material sites proposed to be used for this project (Saint Mary's, Pitkas Point, and Mountain Village) have been previously surveyed for cultural resources (Hull 2012). The temporary barge landing at the Boreal fish processing facility and the Yukon River Access Road near Saint Mary's Airport (see Figures 1 and 4) were surveyed by DOWL personnel in support of this project (see

Attachment 1). Stephen R. Braund and Associates (SRB&A) surveyed the proposed barge landing, Port Access Road and the proposed Pitcher Mountain material site near Marshall, Alaska (see Attachment 2). SRB&A's survey was in support of the development of a new commercial material site by Calista Corporation that will benefit this project if it is developed in time. The DOT&PF Archaeologist-Cultural Resources Specialist (PQI) believes that this level of identification is sufficient for this project.

Determination of Eligibility

KWI-00087 Boreal Fisheries Complex- A review of the available literature indicates that the Boreal Fisheries Complex is not associated with an event or pattern of events that have made significant contributions to the broad patterns of Alaskan or regional history (Criterion A). Although Boreal Fisheries has played a role in the Yukon River commercial fisheries, it does not rise to the level of local, state, or national significance required to be considered for the NRHP. Likewise, the Boreal Fisheries Complex is not associated with the life of significant persons (Criterion B). The fisheries complex was established in 1974 by the Crawford Family and run as a family business. The fisheries complex was purchased by International Seafoods (Kodiak) in 2018, and they remain the owners today. The Fisheries complex does not display distinctive architectural characteristics of a type, period, or method of construction (Criterion C). The fisheries complex is a mixture of building types, including a repurposed shipping container, that show no continuity in style or method of construction. The fisheries complex lacks potential to further our understanding of the history of the area and does not appear to contain a subsurface component (Criterion D). Therefore, the DOT&PF PQI finds KWI-00087 not eligible for inclusion in the NRHP under any of the four criteria (A, B, C, D.), and seeks concurrence from the Alaska SHPO.

Consulting Parties

On June 8, 2021 the DOT&PF, on behalf of FAA sent out consultation initiation letters to the following potential interested parties regarding this project: the State Historic Preservation Officer (SHPO); the Association of Village of Council Presidents (AVCP), Algaaciq Native Village, Asa'carsarmiut Tribe, Azachorok, Incorporated, Calista Corporation, Native Village of Pitka's Point, Nerkikmute Native Corporation, Pitka's Point Native Corporation, Saint Mary's Native Corporation, Yupiit of Andreafski, Native Village of Marshall, Maserculiq, Incorporated, City of Marshall, City of Saint Mary's.

Comments were received from Tisha Kuhns, Vice President of Land and Natural Resources for Calista Corporation, on June 11, 2021 asking for clarification related to whether we had already received correspondence from her corporation. Additionally, the DOT&PF received correspondence from Liz Ortiz of the SHPO office reference 3130-1R FAA/2021-00573 on June 24, 2021 indicating that her office had not objections to the proposed area of potential effect or the level of effort proposed for the project. She indicated that her office is anticipating the forthcoming survey report that includes the Pilcher Mountain Materials Source and access road, as well as the other previously un-surveyed areas within the APE. Those cultural resources reports are attached (Attachments 1 and 2) to this document. No other comments were received.

Please direct your concurrence or comments to me at my address above, by telephone 907-451-2227, or by e-mail at holly.mckinney@alaska.gov.

Sincerely,



Holly J. McKinney
Cultural Resource Specialist -Archaeologist (PQI)

State of Alaska DOT&PF, Northern Region

Enclosures:

- Figure 1. Project Location and Vicinity map.
- Figure 2. Proposed Airport Improvements and APE, St. Mary's Airport.
- Figure 3. Yukon River Access Road APE.
- Figure 4. Proposed Causeway and APE at Borealis fish processing facility.
- Figure 5. APE Saint Mary's and Pitka's Point material sites.
- Figure 5. APE Mountain Village material site.

Attachment 1: Cultural Resources Report and Recommendations: Saint Mary's Airport Improvements, Project Number Z605630000 (DOWL 2021).

Attachment 2: Cultural Resources Field Survey Report for Barge Landing and Material site in Marshall, Alaska associated with Saint Mary's Airport Improvement Project (SRB&A 2021).

References:

DePew, A.D. and C.L. Pendleton 2003 Archaeological Survey of Proposed Improvements to the Saint Mary's Airport, ADOT&PF Project No. 60563. Office of History and Archaeology Short Report Number 2003-6.

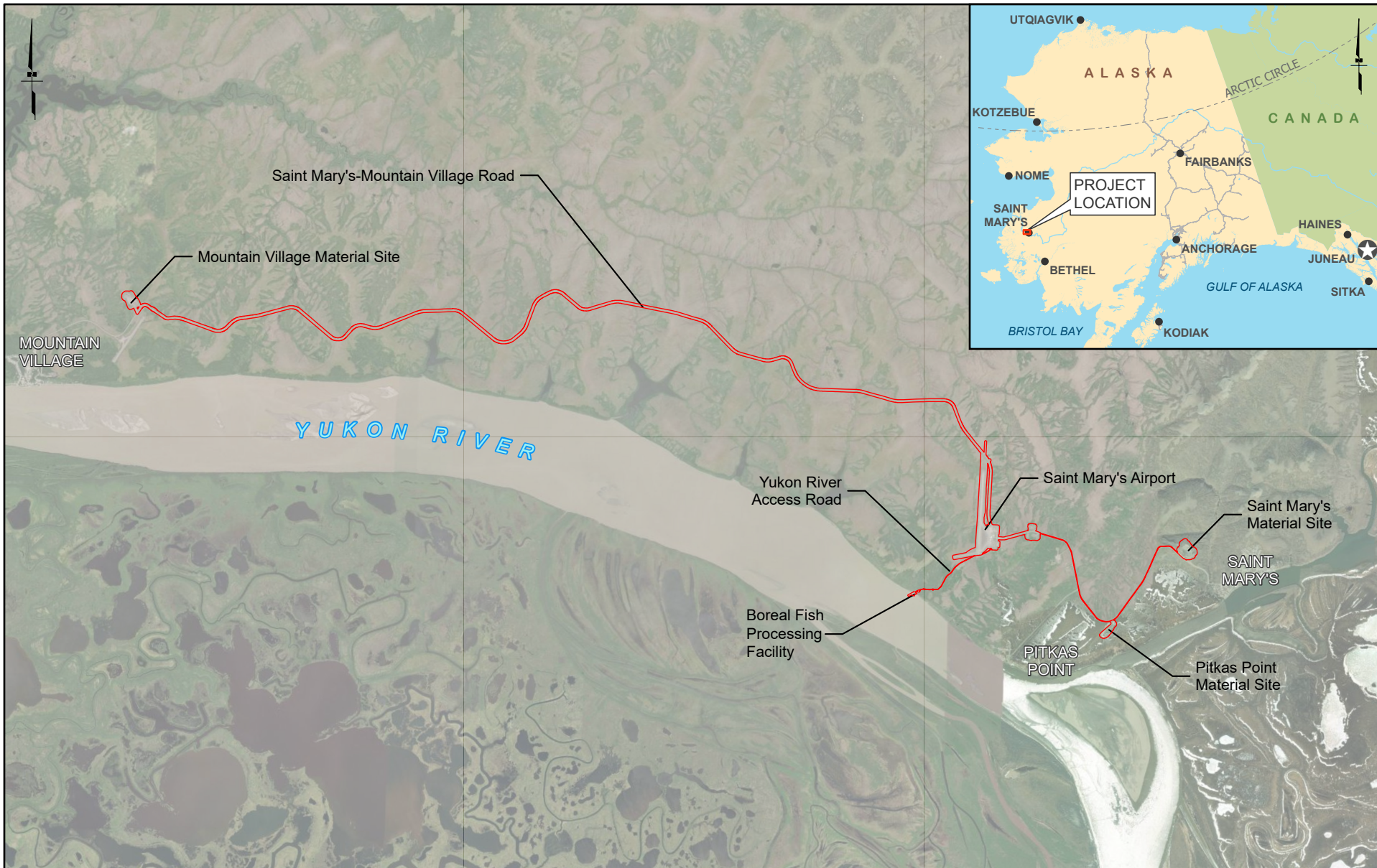
DOWL, 2021 Cultural Resources Report and Recommendations: Saint Mary's Airport Improvements, Project Number Z605630000. Report prepared for the Alaska Department of Transportation and Public Facilities.

Hull, M. 2012 The St. Mary's- Mountain Village Road Rehabilitation Archaeological Survey: AKAS Project No. 60240. Report prepared for Alaska DOT&PF.

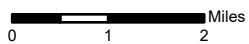
Stephen R. Braund & Associates (SRB&A) 2021 Cultural Resources Field Survey Report for Barge Landing and Material Site in Marshall, Alaska associated with Saint Mary's Airport Improvement Project. Prepared for DOWL, Anchorage, Alaska.

Electronic cc w/ enclosures:

Christopher Johnston, P.E., DOT&PF Northern Region, Project Manager
Jack Gilbertsen, FAA, Alaska Region, Regional Environmental Manager
Brett Nelson, DOT&PF Northern Region, Regional Environmental Manager
Melissa Jensen, DOT&PF, Northern Region, Environmental Impact Analyst



 Area of Potential Effect



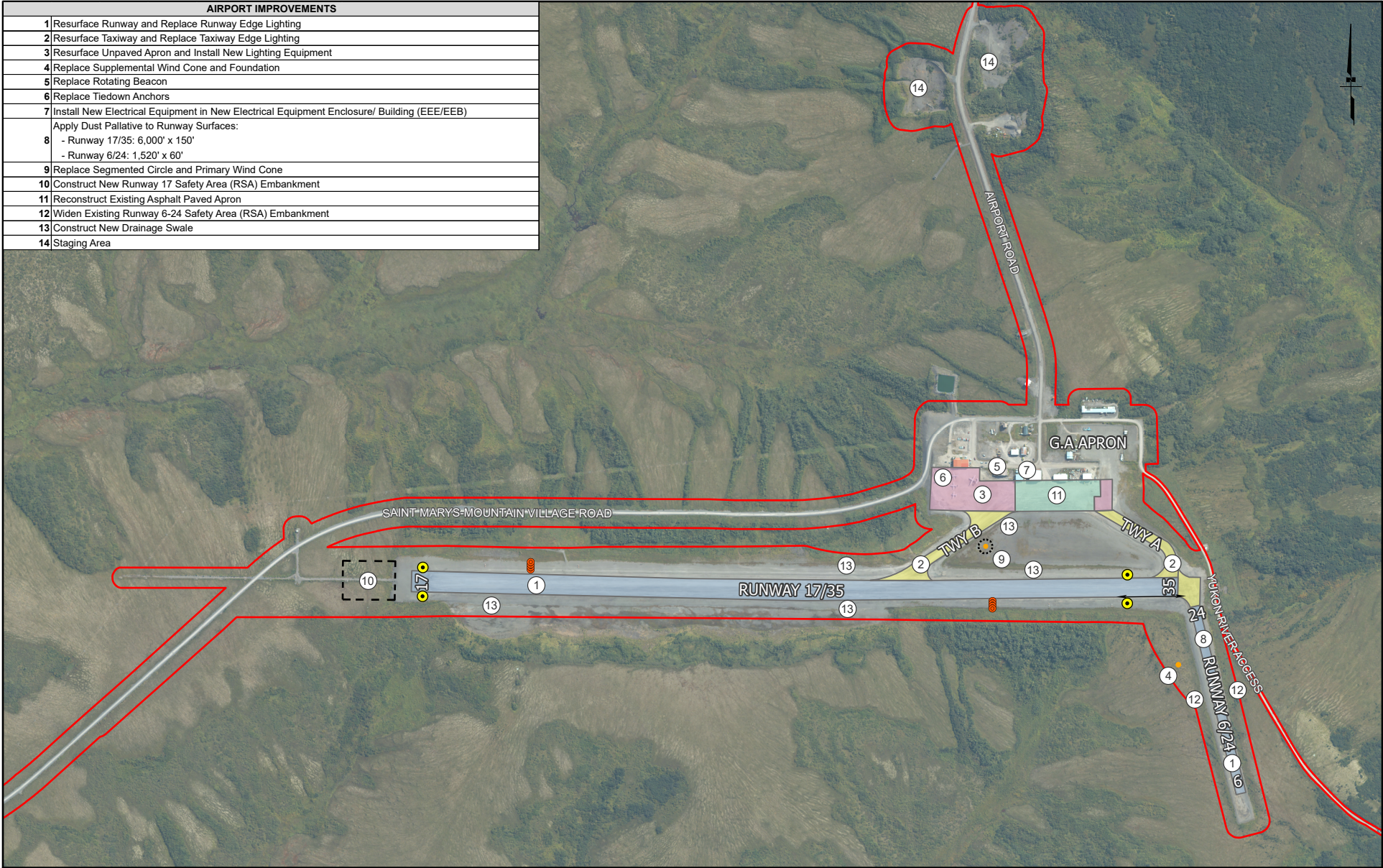
Saint Mary's Airport Improvement
State Project Number #Z605630000

Project Location & Vicinity

Date: September 03, 2021

FIGURE 1 OF 6

AIRPORT IMPROVEMENTS	
1	Resurface Runway and Replace Runway Edge Lighting
2	Resurface Taxiway and Replace Taxiway Edge Lighting
3	Resurface Unpaved Apron and Install New Lighting Equipment
4	Replace Supplemental Wind Cone and Foundation
5	Replace Rotating Beacon
6	Replace Tiedown Anchors
7	Install New Electrical Equipment in New Electrical Equipment Enclosure/ Building (EEE/EEB)
8	Apply Dust Palliative to Runway Surfaces: - Runway 17/35: 6,000' x 150' - Runway 6/24: 1,520' x 60'
9	Replace Segmented Circle and Primary Wind Cone
10	Construct New Runway 17 Safety Area (RSA) Embankment
11	Reconstruct Existing Asphalt Paved Apron
12	Widen Existing Runway 6-24 Safety Area (RSA) Embankment
13	Construct New Drainage Swale
14	Staging Area



PAPI	Segmented Circle	Taxiway	Area of Potential Effect
REIL	Gravel Apron	Runway	
Wind Cone	Paved Apron	RSA Extension	

0 550 1,100 Feet



Saint Mary's Airport Improvement
State Project Number #Z605630000

Saint Mary's APE

Date: September 10, 2021

FIGURE 2 OF 6



-  Area of Potential Effect
-  Proposed Culvert Replacement

0 90 180 Feet





Saint Mary's Airport Improvement
State Project Number #Z605630000

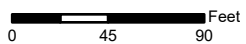
Yukon River Access Road APE

Date: September 03, 2021

FIGURE 3 OF 6



-  Area of Potential Effect
-  Proposed Causeway
-  Existing Causeway
-  Proposed Staging Area

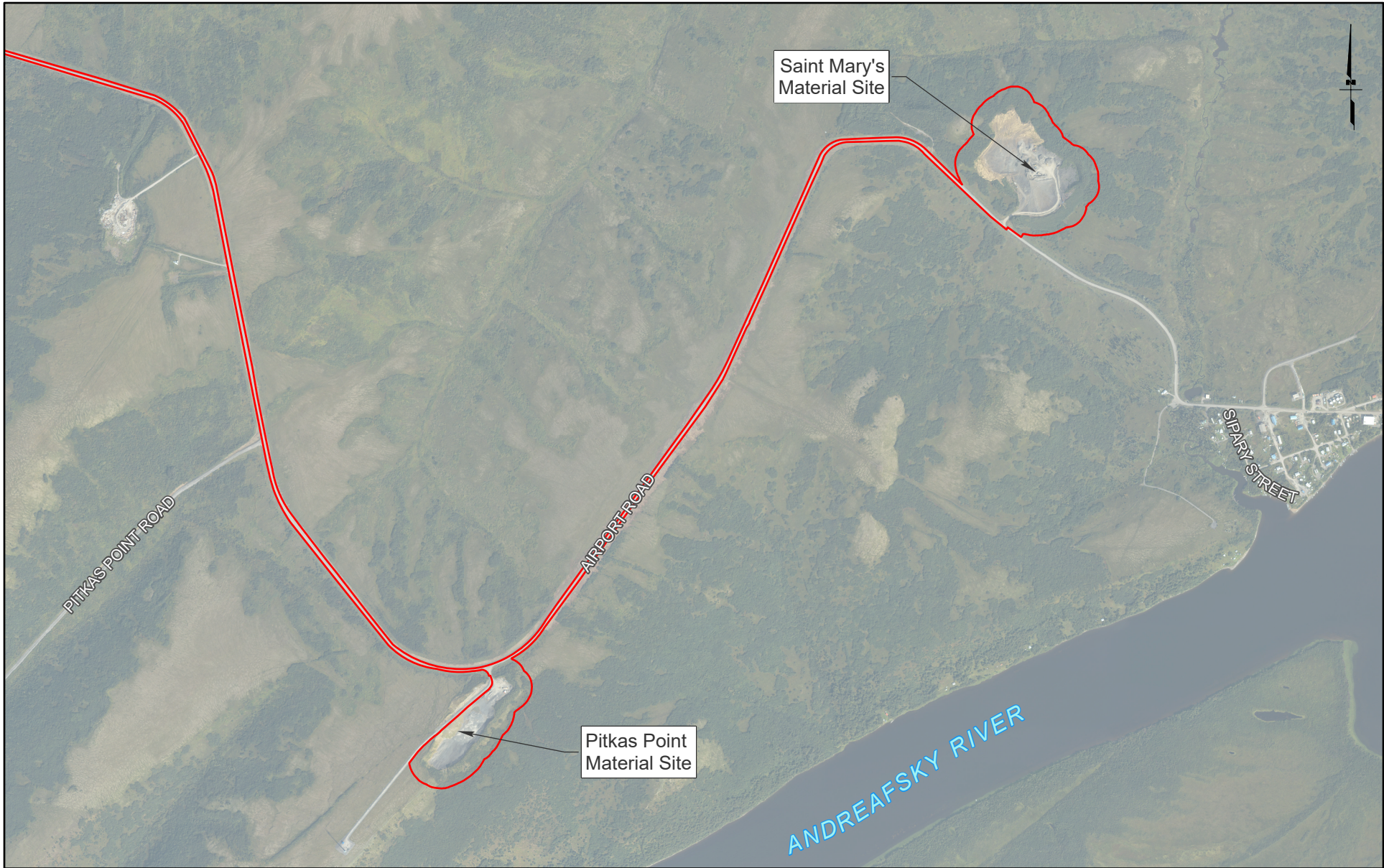


Saint Mary's Airport Improvement
State Project Number #Z605630000

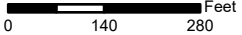
Boreal Fisheries Complex APE

Date: September 03, 2021

FIGURE 4 OF 6



 Area of Potential Effect

 Feet
0 140 280

Saint Mary's Airport Improvement
State Project Number #Z605630000

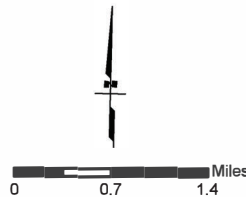
Pitkas Point and Saint Mary's Material Sites APE

Date: September 03, 2021

FIGURE 5 OF 6



 Area of Potential Effect



Mountain Village Material Site

Saint Mary's Airport Improvement
State Project Number #Z605630000

Date: June 07, 2021

FIGURE 6 OF 6



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

Northern Region
Design and Engineering Services

2301 Peger Road
Fairbanks, Alaska 99709-5316
Main: 907-451-2237
Toll free: 800-451-2363
Fax: 907-451-5126

In Reply Refer To:
Saint Mary’s Airport Improvements
State/Federal Project Number(s): Z605630000/Pending
Initiation of Consultation

June 8, 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 Alaska Region, Airports Division of the Federal Aviation Administration (FAA), is proposing to upgrade existing aviation facilities at the Saint Mary’s Airport, in Saint Mary’s Alaska. To support this project, a new material site (Pilcher Mountain) and associated haul route near Marshall, Alaska is being proposed for development. The project areas are found on Table 1 and shown in Figure 1.

Table 1. Project location

Township	Range	Section(s)	USGS Quad Map1:63,360	Meridian
023N	076W	18,19,30	Kwiguk A-3	Seward
023N	077W	13, 24, 25, 36	Kwiguk A-3	Seward
021N	070W	2,3,4,5,11,12	Marshall D-1	Seward

Project Description

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

1. Resurface the Runway with crushed aggregate and apply dust palliative (17/35 and 6/24).
2. Resurface the Taxiways (A and B) with crushed aggregate and apply dust palliative.
3. Replace/Relocate Navigational Aids (NAVAIDs).

4. Move Runway 35 landing point approximately 400 feet north. Operational Surface will remain and be maintained (new striping indicators will be placed on the runway surface).
5. Construct approximately 415' long x 300' wide embankment to extend Runway Safety Area (RSA) north of current endpoint (clearing vegetation as needed with a hydroaxe).
6. Widen outer edges of Runway 6/24 RSA by 17.5 feet on each side of the runway.
7. Resurface existing gravel apron (with crushed aggregate and dust palliative).
8. Repave (mill and overlay) existing asphalt apron.
9. Replace wind cone and segmented circle (location, materials, and dimensions would remain the same).
10. Replace supplemental wind cone (location, materials, and dimensions would remain the same).
11. Rehabilitate runway lighting (location, materials, and dimensions would remain the same).
12. Rehabilitate taxiway lighting (location, materials, and dimensions would remain the same).
13. Establish a temporary construction materials staging area.

Additional proposed project activities include:

- Make necessary drainage improvements to the airfield's existing drainage ditches and culverts (exact locations will be included in the findings letter).
- Develop a temporary barge landing/causeway near the Boreal fish processing facility, by either extending the existing causeway by approximately 250- feet (see Figure 3) or creating a separate structure.
- Create a new road (Port Access Road) to access the proposed Pilcher Mountain material site near Marshall, Alaska (see Figure 5).
- Develop a new barge landing site along Poltes Slough, near the Pilcher Mountain material site proposed Port Access Road (see Figure 5).
- Develop the Pilcher Mountain material site near Marshall, Alaska (see Figure 5).

There are additional potential materials sites that are being investigated for suitability of use for this project, including:

- Existing, permitted material sites in Saint Mary's (see Figure 4).
- Using material from an existing commercial source in Nome and transporting it via barge to the Borealis fish camp barge landing site, and hauling the materials to the airport work site via the Yukon River Access Road (see Figure 1).
- Develop a new material site (Pilcher Mountain), haul road, and barge landing near Marshall, Alaska (see Figure 5). Transport the materials via barge down the Yukon River to the Borealis fish camp barge landing site, and hauling the materials to the airport work site via the Yukon River Access Road (see Figure 1).
- Existing, permitted material sites in Mountain Village, and transport the material over the existing Mountain Village-Saint Mary's Road (approximately 15 miles) (see Figure 6). This option may require minor improvements to the existing haul route.

The specific Material site(s) that will be used to support project activities will be presented in the findings letter.

Preliminary Area of Potential Effect

The Preliminary Area of Potential Effect (Preliminary APE) includes the construction areas at the Saint Mary's Airport (see Figures 1 and 2); the drivable surface of the Yukon River Access Road (see Figure 1), and the temporary barge landing/causeway near the Boreal fish processing facility (see Figure 3). Staging is proposed to occur within the existing work area at the Saint Mary's Airport and at the temporary barge landing at the Borealis fish processing facility (see Figures 2 and 3). The Preliminary APE also includes the construction areas near Marshall, Alaska that are associated with the new Pilcher Mountain material site (see Figures 1 and 5). The Preliminary APE near Marshall includes the proposed new barge landing area, the proposed new access road (the right-of-way extends 100 feet either side of the road centerline), and the proposed area to be developed as a material source (Pilcher Mountain) (see Figure 5). Staging for the work area near Marshall, is proposed to occur within the right-of-way of the new proposed access road (see Figure 5). Additionally, the Preliminary APE includes the drivable surface of the haul road to the existing material sites in Saint Mary's, and the Saint Mary's material site boundaries (see Figure 4) as well as the ROW boundary (100 feet either side of the road centerline) of the haul road to the existing Mountain Village material site, and the Mountain Village material site boundary (see Figure 6). The Area of Potential Effect (APE) will be defined after comments are received from your agency and other consulting parties.

Identification Efforts

A search of the Alaska Heritage Resources Survey-IBS (AHRS) database on May 27, 2021 indicated that no AHRS sites are found within the Preliminary APE. A search of the Alaska Department of Natural Resources Division of Mining, Lands and Water Revised Statute (RS) 2477 database of public right-of-ways indicates that one (1) RS 2477 trail intersects the proposed Preliminary APE (RST 120). A description of the RS-2477 is provided below.

RST-120 Kotlik-Marshall Trail- This RS-2477 trail begins at Kotlik, Alaska on Apoon Pass, it travels overland until it reaches the north bank of the Yukon River, where it continues on until Marshall. This trail is not visible on satellite imagery, suggesting it is a winter trail.

A review of the DOT&PF Northern Region Cultural Resources Library revealed that the Preliminary APE within the Saint Mary's Airport Boundaries has been previously surveyed for cultural resources (DePew and Pendleton 2003). No cultural resources were encountered during that investigation. The literature review also revealed that the St. Mary's-Mountain Village Road has been previously surveyed for cultural resources (Hull 2012). There is a portion of the Preliminary APE that has not been subjected to a cultural resources survey. The temporary barge landing at the Borealis fish processing facility and the Yukon River Access Road near Saint Mary's Airport (see Figures 1 and 3); and the proposed barge landing, Port Access Road and the proposed Pitcher Mountain material site near Marshall have not been previously surveyed (see Figure 5). DOWL cultural resource personnel are scheduled to survey those areas in summer 2021. The results of DOWL's cultural resource survey will be included with the Findings letter for this project.

Consulting Parties

The DOT&PF, on behalf of FAA has identified the following potential interested parties to initiate consultation with regarding this project: the State Historic Preservation Officer (SHPO); the

Association of Village of Council Presidents (AVCP), Algaaciq Native Village, Asa'carsarmiut Tribe, Azachorok, Incorporated, Calista Corporation, Native Village of Pitka's Point, Nerkikmute Native Corporation, Pitka's Point Native Corporation, Saint Mary's Native Corporation, Yupiit of Andreafski, Native Village of Marshall, Maserculiq, Incorporated, City of Marshall, City of Saint Mary's.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-451-2227 or by e-mail at holly.mckinney@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,



Holly J. McKinney
Cultural Resource Specialist -Archaeologist (PQI)
State of Alaska DOT&PF, Northern Region

Enclosures:

- Figure 1. Project Location and Vicinity map.
- Figure 2. Proposed Airport Improvements and Preliminary APE, St. Mary's Airport.
- Figure 3. Proposed Causeway and Preliminary APE at Borealis fish processing facility.
- Figure 4. Preliminary APE Saint Mary's and Pitka's Point material sites.
- Figure 5. Preliminary APE for a potential new Marshall material site and Access Road.
- Figure 6. Preliminary APE Mountain Village material sites.

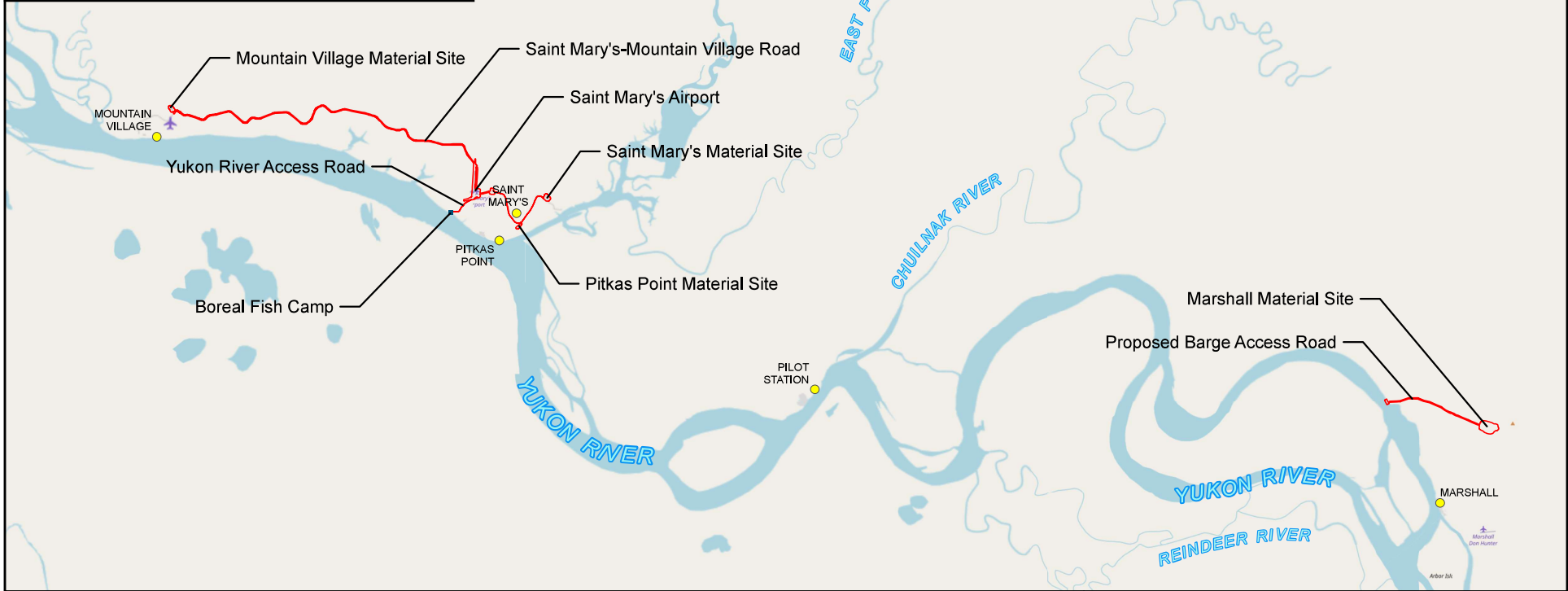
References:



DePew, A.D. and C.L. Pendleton 2003 Archaeological Survey of Proposed Improvements to the Saint Mary's Airport, ADOT&PF Project No. 60563. Office of History and Archaeology Short Report Number 2003-6.

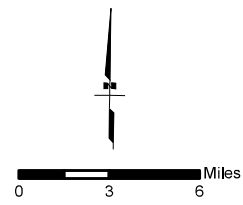
Hull, M. 2012 The St. Mary's- Mountain Village Road Rehabilitation Archaeological Survey: AKAS Project No. 60240. Report prepared for Alaska DOT&PF.

Electronic cc w/ enclosures:

Jack Gilbertsen, FAA, Alaska Region, Regional Environmental Manager
Kathy Price, DOT&PF, Statewide Cultural Resources Manager
Christopher Johnston, P.E., DOT&PF Northern Region, Project Manager
Brett Nelson, DOT&PF Northern Region, Regional Environmental Manager
Melissa Jensen, DOT&PF, Northern Region, Environmental Impact Analyst
Molly Proue, DOT&PF, Statewide NEPA Manager



-  Preliminary Area of Potential Effect
-  akplacenames



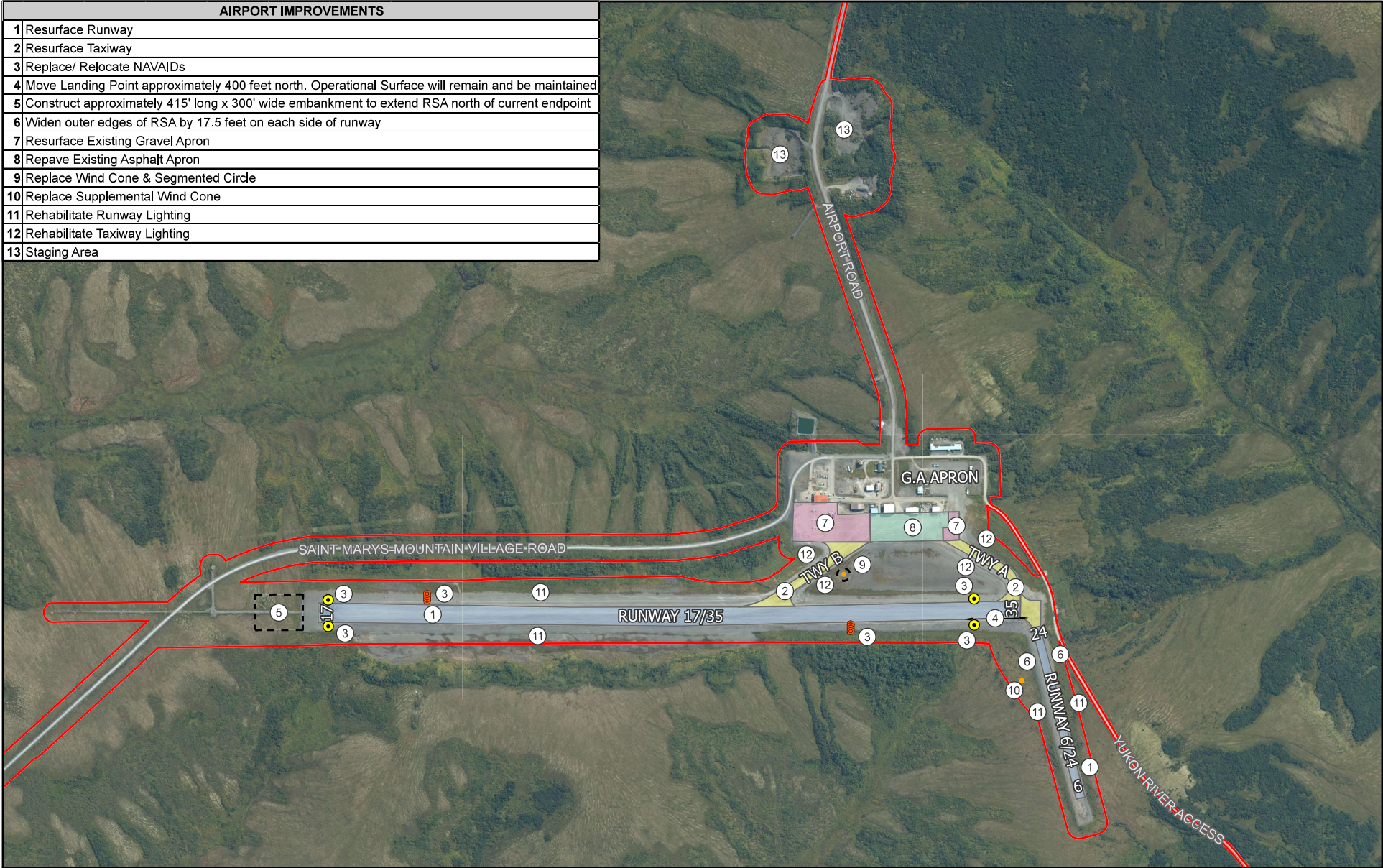
Project Location & Vicinity

Saint Mary's Airport Improvement
State Project Number #Z605630000


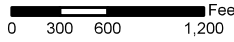
Date: June 07, 2021

FIGURE 1 OF 6

AIRPORT IMPROVEMENTS	
1	Resurface Runway
2	Resurface Taxiway
3	Replace/ Relocate NAVAIDs
4	Move Landing Point approximately 400 feet north. Operational Surface will remain and be maintained
5	Construct approximately 415' long x 300' wide embankment to extend RSA north of current endpoint
6	Widen outer edges of RSA by 17.5 feet on each side of runway
7	Resurface Existing Gravel Apron
8	Repave Existing Asphalt Apron
9	Replace Wind Cone & Segmented Circle
10	Replace Supplemental Wind Cone
11	Rehabilitate Runway Lighting
12	Rehabilitate Taxiway Lighting
13	Staging Area




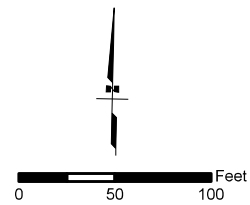
PAPI	Taxiway	Runway
REIL	Wind Cone	Preliminary Area of Potential Effect
Gravel Apron	Segmented Circle	
Paved Apron	RSA Extension	

Proposed Airport Improvements
Saint Mary's Airport Improvement State Project Number #Z605630000
Date: June 07, 2021
FIGURE 2 OF 6



 Preliminary Area of Potential Effect

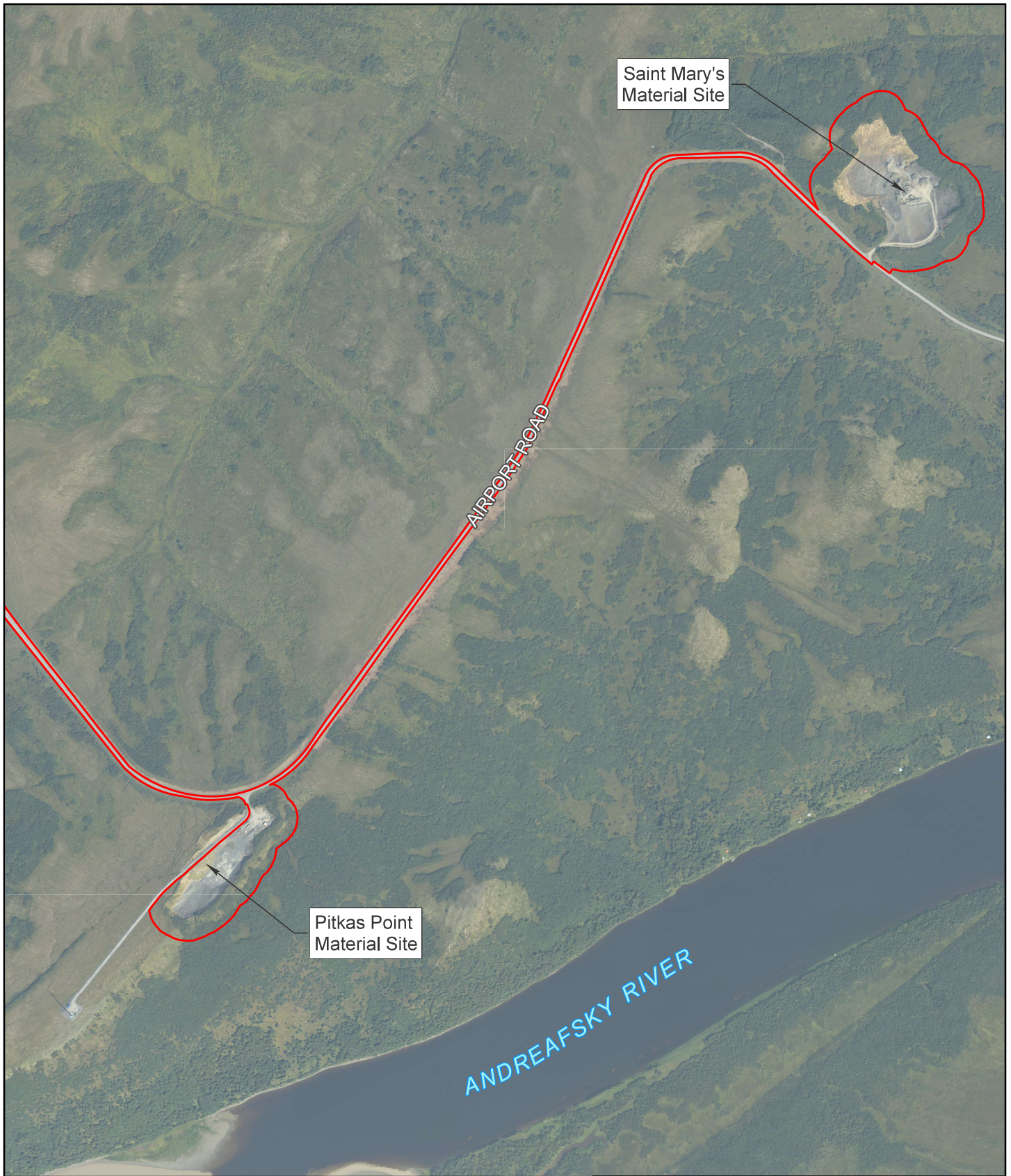


Proposed Causeway

Saint Mary's Airport Improvement
State Project Number #Z605630000

Date: June 07, 2021

FIGURE 3 OF 6




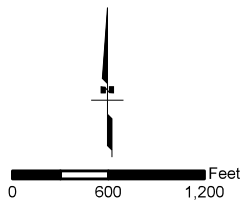
Saint Mary's
Material Site

AIRPORT ROAD

Pitkas Point
Material Site

ANDRAEFSKY RIVER

 Preliminary Area of Potential Effect

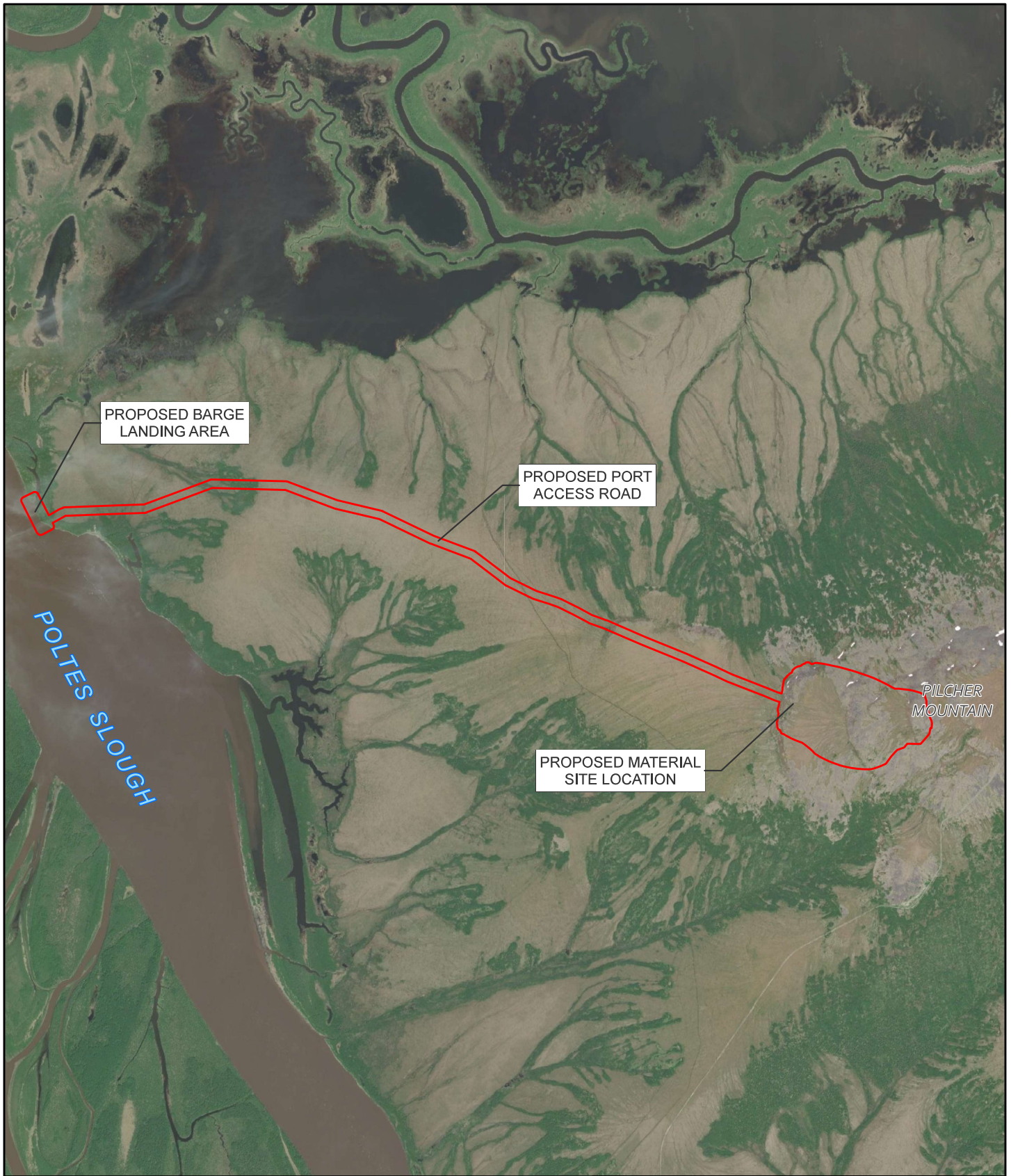



Saint Mary's Material Sites

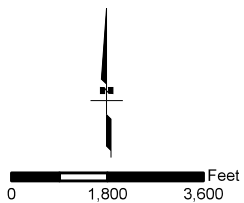
Saint Mary's Airport Improvement
State Project Number #Z605630000

Date: June 07, 2021

FIGURE 4 OF 6



 Preliminary Area of Potential Effect




Potential New Marshall Material Site and Access Road

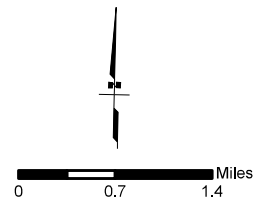
Saint Mary's Airport Improvement
State Project Number #Z605630000

Date: June 07, 2021

FIGURE 5 OF 6



 Preliminary Area of Potential Effect



Mountain Village Material Site

Saint Mary's Airport Improvement
State Project Number #Z605630000

Date: June 07, 2021

FIGURE 6 OF 6

From: [Jensen, Melissa L \(DOT\)](#)
To: [Emily Creely](#); [Johnston, Christopher F \(DOT\)](#)
Subject: [EXT] Fwd: Z605630000 Saint Marys Airport Improvements Project Scoping Request
Date: Thursday, May 13, 2021 2:57:03 PM
Attachments: [Scoping Letter 2021_0505.pdf](#)
[Preliminary Research 2021_0428 \(1\).docx](#)
[Saint Marys Airport Improvements Project Scoping Figures.pdf](#)

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

Begin forwarded message:

From: "DNR, Parks OHA Review Compliance (DNR sponsored)" <oha.revcomp@alaska.gov>
Date: May 13, 2021 at 2:55:01 PM AKDT
To: "Jensen, Melissa L (DOT)" <melissa.jensen@alaska.gov>
Cc: "Ortiz, Liz M (DNR)" <liz.ortiz@alaska.gov>
Subject: FW: Z605630000 Saint Marys Airport Improvements Project Scoping Request

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 under 2021-00573. 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.

For future project review submissions to our office, we recommend sending documentation to oha.revcomp@alaska.gov.

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
Office: 907-269-8720

sarah.meitl@alaska.gov<mailto:sarah.meitl@alaska.gov>
Teleworking - Email is the best method of communication.

From: Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>
Sent: Monday, May 10, 2021 1:52 PM
To: DNR, Parks OHA Review Compliance (DNR sponsored)
<oha.revcomp@alaska.gov>
Subject: FW: Z605630000 Saint Marys Airport Improvements Project Scoping Request

From: Jensen, Melissa L (DOT)
<melissa.jensen@alaska.gov<mailto:melissa.jensen@alaska.gov>>
Sent: Friday, May 7, 2021 9:10 AM
To: ak-airport-env@faa.gov<mailto:ak-airport-env@faa.gov>; ak-airport-env@faa.gov<mailto:ak-airport-env@faa.gov>; douglass_cooper@fws.gov<mailto:douglass_cooper@fws.gov>; matthew.eagleton@noaa.gov<mailto:matthew.eagleton@noaa.gov>; sean.mcdermott@noaa.gov<mailto:sean.mcdermott@noaa.gov>; regpagemaster@usace.army.mil<mailto:regpagemaster@usace.army.mil>; Heil, Cynthia L (DEC) <cindy.heil@alaska.gov<mailto:cindy.heil@alaska.gov>>; Lomax, Terri J (DEC) <terri.lomax@alaska.gov<mailto:terri.lomax@alaska.gov>>; Gleason, Erin P (DEC) <erin.gleason@alaska.gov<mailto:erin.gleason@alaska.gov>>; Estensen, Jeff L (DFG) <jeff.estensen@alaska.gov<mailto:jeff.estensen@alaska.gov>>; Brase, Audra L (DFG) <audra.braser@alaska.gov<mailto:audra.braser@alaska.gov>>; Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov<mailto:liz.ortiz@alaska.gov>>; Proulx, Jeanne A (DNR) <jeanne.proulx@alaska.gov<mailto:jeanne.proulx@alaska.gov>>; algaaciq@yahoo.com<mailto:algaaciq@yahoo.com>; ksmcityclerk@yahoo.com<mailto:ksmcityclerk@yahoo.com>; waltonksm@yahoo.com<mailto:waltonksm@yahoo.com>; matt99632@yahoo.com<mailto:matt99632@yahoo.com>; cityofmarshall@yahoo.com<mailto:cityofmarshall@yahoo.com>; David Herbert <dherbert@smcsd.us<mailto:dherbert@smcsd.us>>; billya47@gmail.com<mailto:billya47@gmail.com>; tkuhns@calistacorp.com<mailto:tkuhns@calistacorp.com>; algaaciq@yahoo.com<mailto:algaaciq@yahoo.com>; atcoperations@gci.net<mailto:atcoperations@gci.net>; pitkaspoint@yahoo.com<mailto:pitkaspoint@yahoo.com>; yupiit.of.andreafski@gmail.com<mailto:yupiit.of.andreafski@gmail.com>; yupiit.of.andreafski@gmail.com<mailto:yupiit.of.andreafski@gmail.com>; KDelaCruz@avcp.org<mailto:KDelaCruz@avcp.org>; info@avcp.org<mailto:info@avcp.org>; info@azachorok.com<mailto:info@azachorok.com>; pitkaspointnc@yahoo.com<mailto:pitkaspointnc@yahoo.com>; marshalltc.manager@gmail.com<mailto:marshalltc.manager@gmail.com>; office@maserculiq.com<mailto:office@maserculiq.com>;

sbusch@smnc.net<mailto:sbusch@smnc.net>; Johnston, Christopher F (DOT) <chris.johnston@alaska.gov<mailto:chris.johnston@alaska.gov>>; Kromrey, Lindsey L (DOT) <lindsey.kromrey@alaska.gov<mailto:lindsey.kromrey@alaska.gov>>; Nelson, Brett D (DOT) <brett.nelson@alaska.gov<mailto:brett.nelson@alaska.gov>>; Weingarh, Erik S (DOT) <erik.weingarh@alaska.gov<mailto:erik.weingarh@alaska.gov>>; Schaeffer, Calvin C (DOT) <calvin.schaeffer@alaska.gov<mailto:calvin.schaeffer@alaska.gov>>; Beck, Albert M L (DOT) <albert.beck@alaska.gov<mailto:albert.beck@alaska.gov>>; community@flygrant.com<mailto:community@flygrant.com>; rzerkel@lynden.com<mailto:rzerkel@lynden.com>; cfomai@nac.aero<mailto:cfomai@nac.aero>; reverts@evertsair.com<mailto:reverts@evertsair.com>; rob@ravnalaska.com<mailto:rob@ravnalaska.com>; Lee Ryan <lryan.air@gmail.com<mailto:lryan.air@gmail.com>>
Subject: Z605630000 Saint Marys Airport Improvements Project Scoping Request

The Alaska Department of Transportation and Public Facilities (DOT&PF) in cooperation with the Federal Aviation Administration (FAA) is proposing to upgrade existing aviation facilities under the Saint Mary's Airport Improvements project, State Project Number #Z605630000. The DOT&PF anticipates that construction of this project could begin in 2022.

DOT&PF is requesting scoping comments to support preparation of an environmental document for the proposed project in accordance with the National Environmental Policy Act of 1969, as amended (NEPA). Please identify any environmental, cultural, historic, or subsistence resources you believe may potentially be impacted by the proposed project, and also provide any other information you deem valuable to the environmental documentation process. Your responses will help provide us with the necessary input to develop and design a proposed final project that avoids and minimizes as many potential adverse environmental and human impacts as possible.

If you have any questions or need additional information do not hesitate to ask.

Thanks,
Missy Jensen

From: [Jensen, Melissa L \(DOT\)](#)
To: [Emily Creely](#); [Melissa Osborn](#); [Johnston, Christopher F \(DOT\)](#)
Subject: [EXT] FW: Z605630000 Saint Marys Airport Improvements Project Scoping Request
Date: Monday, May 10, 2021 1:51:56 PM
Attachments: [image001.png](#)

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

From: Callie Delgado <callie.delgado@ravnalaska.com>
Sent: Monday, May 10, 2021 1:40 PM
To: Jensen, Melissa L (DOT) <melissa.jensen@alaska.gov>; Rob McKinney <Rob@ravnalaska.com>
Subject: RE: Z605630000 Saint Marys Airport Improvements Project Scoping Request

Hi Missy,

I confirmed with our director of airports as well as our station manager for St. Mary's and at this time, we have nothing to add in terms of improvements. We are, however, excited to seeing this project come to fruition and wish you and your team the best of luck!

Please feel free to reach out to me directly should you have any further questions or concerns.

V/r,

Callie Delgado
Manager, Contact Center
Ravn Alaska
(907) 266 8491 Direct
(907) 266 8394 Reservations
(800) 866 8394 Toll Free
4700 Old International Airport Rd
Anchorage, AK 99502
callie.delgado@ravnalaska.com



From: Jensen, Melissa L (DOT) <melissa.jensen@alaska.gov>
Sent: Monday, May 10, 2021 1:32 PM
To: Rob McKinney <Rob@ravnalaska.com>; Callie Delgado <callie.delgado@ravnalaska.com>

Subject: Re: Z605630000 Saint Marys Airport Improvements Project Scoping Request

Yes,

Callie, how can we help you?

Missy

On May 10, 2021, at 1:30 PM, Rob McKinney <Rob@ravnalaska.com> wrote:

Melissa,

You can reach out to Callie Delgato copied above. She will take good care of you.

Rob

From: Jensen, Melissa L (DOT) <melissa.jensen@alaska.gov>

Sent: Friday, May 7, 2021 9:10 AM

To: ak-airport-env@faa.gov; ak-airport-env@faa.gov; douglass_cooper@fws.gov; matthew.eagleton@noaa.gov; sean.mcdermott@noaa.gov; regpagemaster@usace.army.mil; Heil, Cynthia L (DEC) <cindy.heil@alaska.gov>; Lomax, Terri J (DEC) <terri.lomax@alaska.gov>; Gleason, Erin P (DEC) <erin.gleason@alaska.gov>; Estensen, Jeff L (DFG) <jeff.estensen@alaska.gov>; Brase, Audra L (DFG) <audra.brased@alaska.gov>; Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>; Proulx, Jeanne A (DNR) <jeanne.proulx@alaska.gov>; algaaciq@yahoo.com; ksmcityclerk@yahoo.com; waltonksm@yahoo.com; matt99632@yahoo.com; cityofmarshall@yahoo.com; David Herbert <dherbert@smcsd.us>; billya47@gmail.com; tkuhs@calistacorp.com; algaaciq@yahoo.com; atcoperations@gci.net; pitkaspoint@yahoo.com; yupiit.of.andreafski@gmail.com; yupiit.of.andreafski@gmail.com; KDelaCruz@avcp.org; info@avcp.org; info@azachorok.com; pitkaspointnc@yahoo.com; marshalltc.manager@gmail.com; office@maserculiq.com; sbusch@smnc.net; Johnston, Christopher F (DOT) <chris.johnston@alaska.gov>; Kromrey, Lindsey L (DOT) <lindsey.kromrey@alaska.gov>; Nelson, Brett D (DOT) <brett.nelson@alaska.gov>; Weingarh, Erik S (DOT) <erik.weingarh@alaska.gov>; Schaeffer, Calvin C (DOT) <calvin.schaeffer@alaska.gov>; Beck, Albert M L (DOT) <albert.beck@alaska.gov>; community@flygrant.com; rzerkel@lynden.com; cfomai@nac.aero; reverts@evertsair.com; Rob McKinney <Rob@ravnalaska.com>; Lee Ryan <ryan.air@gmail.com>

Subject: Z605630000 Saint Marys Airport Improvements Project Scoping Request

The Alaska Department of Transportation and Public Facilities (DOT&PF) in cooperation with the Federal Aviation Administration (FAA) is proposing to upgrade existing aviation

facilities under the Saint Mary's Airport Improvements project, State Project Number #Z605630000. The DOT&PF anticipates that construction of this project could begin in 2022.

DOT&PF is requesting scoping comments to support preparation of an environmental document for the proposed project in accordance with the National Environmental Policy Act of 1969, as amended (NEPA). Please identify any environmental, cultural, historic, or subsistence resources you believe may potentially be impacted by the proposed project, and also provide any other information you deem valuable to the environmental documentation process. Your responses will help provide us with the necessary input to develop and design a proposed final project that avoids and minimizes as many potential adverse environmental and human impacts as possible.

If you have any questions or need additional information do not hesitate to ask.

Thanks,
Missy Jensen

This email has been scanned for spam and viruses by Proofpoint Essentials. Click [here](#) to report this email as spam.



United States Department of the Interior

U.S. FISH AND WILDLIFE SERVICE
Anchorage Fish and Wildlife Conservation Office
4700 BLM Road
Anchorage, Alaska 99507



In Reply Refer to:
FWS/IR11/AFWCO

June 7, 2021

Ms. Melissa Jensen
Alaska Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, Alaska 99709

Subject: NEPA Comments on the effects of the proposed Saint Mary's Airport Improvements Project, State Project #Z605630000 (Consultation 07CAAN00-2021-CPA-0078)

Dear Ms. Jensen,

Thank you for the opportunity to provide early comments on the Saint Mary's Airport Improvements Project, State Project #Z605630000. The Alaska Department of Transportation and Public Facilities (DOT&PF) in cooperation with the Federal Aviation Administration (FAA) is proposing to upgrade existing aviation facilities under the Saint Mary's Airport Improvements project. You have requested scoping comments pursuant to the National Environmental Policy Act of 1969 (NEPA).

Project components include improvements to the primary and secondary runways, resurfacing of the taxiways and other operational surfaces, improvement of airport drainage systems, and replacement of runway and taxiway lighting and navigational aids. To facilitate construction, vegetation adjacent to the runways would be cleared. To control dust after placement of crushed aggregate for surface upgrades, you would apply a dust palliative. A final material source has not yet been identified, but you have proposed several alternatives under consideration.

You have made preliminary assessments of potential impacts to fish, eagles and eagle nests, threatened and endangered species, migratory birds and their habitats, and marine mammals. You have identified mitigation measures to address anticipated impacts. Furthermore, you acknowledge the potential need for additional consultation with the U.S. Fish and Wildlife Service (Service) to address impacts to our trust resources.

We appreciate your commitment to protecting Alaska's fish, wildlife, and vegetation. In addition to the mitigation measures you have stated in the preliminary environmental research document, please consider the following actions to increase conservation outcomes:

Minimizing impacts to eagles and migratory birds:

The Service works with project proponents to address impacts on trust resources, including migratory birds. Conservation measures for migratory birds may also benefit non-migratory species. We recommend considering the following voluntary measures to minimize impacts to migratory birds:

- Where practicable, minimize and concentrate construction activities, infrastructure, and man-made structures (e.g., roads, parking lots, and staging areas) to minimize the project's footprint and its impact on bird habitat. Consider staging construction activities and infrastructure in cultivated, fragmented, or degraded habitats rather than relatively intact areas, and/or co-locate construction activities and infrastructure immediately adjacent to already-disturbed areas, including roads and existing utility rights-of-way.
- Minimize human presence near nesting birds during construction and maintenance actions.
- With the proposed construction of new airport lighting, the Service recommends reviewing and implementing, where applicable, the Federal Aviation Administration's Advisory Circular AC70/7460-1L new lighting standards to further reduce impacts on migratory birds. This document can be found here:
http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_70_7460-1L_.pdf
- Educate all employees, contractors, and/or site visitors of relevant rules and regulations that protect wildlife. See the Service webpage on Regulations and Policies (<https://www.fws.gov/birds/policies-and-regulations.php>) for more information on regulations that protect migratory birds.

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. Project proponents play an important role in limiting the spread of invasive species by implementing conservation measures in their project design. As this project will involve vegetation clearing and the acquisition of crushed aggregate, we recommend considering the following voluntary measures:

- Use certified weed free gravel (<http://plants.alaska.gov/invasives/weed-free-gravel.htm>).
- When using wetland matting it should be cleaned before being transported to the site and before removal from the site.
- Revegetate with native and local plant species. Vigorous non-invasive perennial grass species can also be considered since they can minimize the potential of invasive species to become established. The Alaska Division of Agriculture's Plant Material Center (<http://plants.alaska.gov/>) is a good reference for appropriate seed mixes.
 - Re-vegetate bare soils as soon as feasible to minimize the possible establishment of invasive plant species.
 - Stabilize disturbed soils using appropriate erosion and sediment control procedures as soon as possible. Use certified invasive-free materials.
- Avoid infested areas to the extent possible. If not possible, consider the seasonality of the work to minimize the operations when invasive species seeds or would be viable and readily moved. The more geographically distant or disturbed sites in Nome may present more of a threat for spreading invasive species as opposed to other identified sites to

acquire crushed aggregate. If Nome is used as a source of materials, we recommend ensuring rigorous measures to prevent the introduction of invasive species.

- Equipment should arrive and leave the project clean without visible soil clumps, plant, or animal material.
 - Use a pressure washer paying special attention to wheel wells, areas behind the bumper, trailers and other areas that are likely to catch vegetation or seeds.
 - Equipment washing should occur at the same location during project operations; this site should then be surveyed regularly and treated as necessary. Do not clean equipment in or near waterways as it may promote the spread of invasive plant species downstream.

Record and report locations of invasive plants that are new to a particular area. Visit <https://accs.uaa.alaska.edu/invasive-species/submit-data-to-akepic/> to record and report your findings.

Limiting Impacts to Wetlands:

Wetlands serve important ecological function and are very vulnerable to impacts. Project proponents play an important role in reducing impacts to wetlands by incorporating conservation measures in project designs. We recommend the following voluntary measures:

- Isolate wetlands from construction-generated sediment and pollutants (i.e., soil sediments, fuels, grease and oil) with properly installed silt fencing to avoid and minimize water quality degradation to protect respiratory gill function of fish. See https://www.adfg.alaska.gov/static/lands/habitatrestoration/streambankprotection/pdfs/cs_bs_siltfence.pdf
- Use the appropriate size of culverts and bridge structures to maintain surface and subsurface sheet flow of wetland hydrology and to promote wetland function (i.e., maintain areas of upwelling, downwelling, filtering of nutrients), aquatic organism movement, and water exchange in important feeding, rearing and refugia habitats.

The Service is happy to provide technical assistance as needed. If you have any questions or need additional information, please contact Mr. Jake Gottschalk at jake_gottschalk@fws.gov or (702) 994-4927. Please reference consultation number 07CAAN00-2021-CPA-0078.

Sincerely,

Douglass M. Cooper
Ecological Services Branch Chief

From: [Johnston, Christopher F \(DOT\)](#)
To: [Emily Creely](#); [Melissa Osborn](#)
Subject: [EXT] FW: Z605630000 Saint Marys Airport Improvements Consultation Initiation
Date: Thursday, June 24, 2021 2:58:08 PM
Attachments: [image001.png](#)

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

FYI. SHPO response to initiation.

From: Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>
Sent: Thursday, June 24, 2021 10:49 AM
To: McKinney, Holly Jean (DOT) <holly.mckinney@alaska.gov>
Cc: Johnston, Christopher F (DOT) <chris.johnston@alaska.gov>; Jensen, Melissa L (DOT) <melissa.jensen@alaska.gov>; Nelson, Brett D (DOT) <brett.nelson@alaska.gov>; Price, Kathy E (DOT) <kathy.price@alaska.gov>; Proue, Molly M (DOT) <molly.proue@alaska.gov>; Gordon, Keith (FAA) <keith.gordon@faa.gov>; Gilbertsen, Jack (FAA) <jack.gilbertsen@faa.gov>
Subject: RE: Z605630000 Saint Marys Airport Improvements Consultation Initiation

3130-1R FAA / 2021-00573

Good morning Holly,

The Alaska State Historic Preservation Office received your correspondence (dated June 8, 2021) on June 8, 2021. Following our review of the documentation provided in the initiation letter, we have no objections to the proposed area of potential effect (APE), or level of effort proposed for identification at this time given the early stage of project design and development. Our office is anticipating the forthcoming survey report that includes the Pilcher Mountain materials source and access road, as well as the other previously un-surveyed areas within the APE, and looks forward to continued consultation on this project as it moves to findings of effect and toward completion.

Thank you for sending a Section 106 consultation initiation letter to our office. Please contact Liz Ortiz at (907)269-8722 or 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!

From: Ortiz, Liz M (DNR)
Sent: Tuesday, June 8, 2021 1:47 PM
To: McKinney, Holly Jean (DOT) <holly.mckinney@alaska.gov>; DNR, Parks OHA Review Compliance (DNR sponsored) <oha.revcomp@alaska.gov>
Cc: Meitl, Sarah J (DNR) <sarah.meitl@alaska.gov>; Johnston, Christopher F (DOT) <chris.johnston@alaska.gov>; Jensen, Melissa L (DOT) <melissa.jensen@alaska.gov>; Nelson, Brett D (DOT) <brett.nelson@alaska.gov>; Price, Kathy E (DOT) <kathy.price@alaska.gov>; Proue, Molly M (DOT) <molly.proue@alaska.gov>; Gordon, Keith (FAA) <keith.gordon@faa.gov>; Gilbertsen, Jack (FAA) <jack.gilbertsen@faa.gov>
Subject: RE: Z605630000 Saint Marys Airport Improvements Consultation Initiation

Hi Holly,

This project is logged in with me as file number 2021-00573. We are still tolling, but I will get back to you as soon as I 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

We are currently teleworking; email communication is best. Be well!

From: McKinney, Holly Jean (DOT) <holly.mckinney@alaska.gov>
Sent: Tuesday, June 8, 2021 1:06 PM
To: DNR, Parks OHA Review Compliance (DNR sponsored) <oha.revcomp@alaska.gov>
Cc: Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>; Meitl, Sarah J (DNR) <sarah.meitl@alaska.gov>; Johnston, Christopher F (DOT) <chris.johnston@alaska.gov>; Jensen, Melissa L (DOT) <melissa.jensen@alaska.gov>; Nelson, Brett D (DOT) <brett.nelson@alaska.gov>; Price, Kathy E (DOT) <kathy.price@alaska.gov>; Proue, Molly M (DOT) <molly.proue@alaska.gov>; Gordon, Keith (FAA) <keith.gordon@faa.gov>; Gilbertsen, Jack (FAA) <jack.gilbertsen@faa.gov>
Subject: Z605630000 Saint Marys Airport Improvements Consultation Initiation

Hi Liz,

Please see attached consultation Initiation letter for the Saint Mary's Airport Improvements Project.

Sincerely,
Holly McKinney



Holly McKinney, PhD
Archaeologist (PQI)
Cultural Resource Specialist
Alaska DOT&PF

2301 Peger Road / Fairbanks, AK 99709
Office (907) 451-2227
Fax (907)451-5126

In-Office Schedule: Monday-Friday 7:00AM-3:00PM

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From: [Jensen, Melissa L \(DOT\)](#)
To: [Emily Creely](#)
Subject: [EXT] FW: Z605630000 Saint Marys Airport Improvements Consultation Initiation
Date: Tuesday, June 08, 2021 1:55:01 PM
Attachments: [image001.png](#)
[Z605630000_Saint_Marys_Airport_Improvements_Consultation_Initiation_Packet_SHPO_06082021.pdf](#)

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

From: McKinney, Holly Jean (DOT) <holly.mckinney@alaska.gov>
Sent: Tuesday, June 8, 2021 1:06 PM
To: DNR, Parks OHA Review Compliance (DNR sponsored) <oha.revcomp@alaska.gov>
Cc: Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>; Meitl, Sarah J (DNR) <sarah.meitl@alaska.gov>; Johnston, Christopher F (DOT) <chris.johnston@alaska.gov>; Jensen, Melissa L (DOT) <melissa.jensen@alaska.gov>; Nelson, Brett D (DOT) <brett.nelson@alaska.gov>; Price, Kathy E (DOT) <kathy.price@alaska.gov>; Proue, Molly M (DOT) <molly.proue@alaska.gov>; Gordon, Keith (FAA) <keith.gordon@faa.gov>; Gilbertsen, Jack (FAA) <jack.gilbertsen@faa.gov>
Subject: Z605630000 Saint Marys Airport Improvements Consultation Initiation

Hi Liz,

Please see attached consultation Initiation letter for the Saint Mary's Airport Improvements Project.

Sincerely,
Holly McKinney



Holly McKinney, PhD
Archaeologist (PQI)
Cultural Resource Specialist
Alaska DOT&PF

2301 Peger Road / Fairbanks, AK 99709
Office (907) 451-2227
Fax (907)451-5126

In-Office Schedule: Monday-Friday 7:00AM-3:00PM

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Findings Letter to be inserted here.



MEETING SUMMARY

Project: Saint Mary's Airport Improvement Project

Project No: 215028

Meeting Date: June 3, 2021

Location: Virtual via, ZOOM

Project Team: Emily Creely (EC), DOWL
Melissa Osborn (MO), DOWL
Chris Johnston (CJ), Alaska DOT&PF
Melissa Jensen (MJ), Alaska DOT&PF
Erik Weingarth (EW), Airport Manager - Saint Mary's Airport, Alaska DOT&PF
Harrison Houston (HH), SALT
Michael Fredericks (MF), SALT

Community Participants: Marvin Parent (MP), Tribal Administrator, Native Village of Marshall
John Andrews (JA), Transportation Director, Native Village of Marshall
George Beans (GB), Tribal President, Yupiit of Andreasfsky (Saint Mary's TC)
Mary Martinez (MM), Land Planner, Calista Corporation
Ivy Lamont (IL), IGAP Coordinator, Native Village of Pitkas Point

The purpose of the meeting was to review the project history, current project overview, environmental review, and discuss any questions/concerns/comments.

The following items were discussed:

Overall Project Goal:

- Rehabilitate the runways, taxiways, and main apron at St. Mary's airport to current standards.
 - Resurface both runways at their existing lengths.
 - Expand Runway Safety Areas (RSA) on each runway.
 - Replace airport lighting systems.
 - Working with FAA on replacing of their navigational aids.
- This is an FAA funded project.
- An environmental document in accordance with the National Environmental Policy Act (or NEPA), must be created to document and address any potential impacts to the environment. The environmental review addresses both the immediate project scope and any impacts connected to the project such as material sites.

- This meeting provides an opportunity for public comments.

Project History:

Alaska DOT&PF's Christopher Johnson provided a historical overview of the project:

- 1990's Last major Airport Improvements Project
- 2016 Agency and Community Discussions: Saint Mary's Airport Resurfacing Project
 - Identified the need to update the aviation forecast and planning documents to determine how best to bring the airport into conformance with current design standards and ensure the airport meets the community need.
- 2018 Public Meeting: Aviation Forecasting and to Determine Critical Aircraft for Airport (April)
 - Gathered information necessary to complete an aviation forecast and determine critical aircraft.
- 2019 Public Meeting Present Proposed Main Runway Concepts (March)
 - Presented the results from practicability study and the proposed project concept.
 - Confirmed the existing length of the runways.
 - Confirmed the needs.
- 2019/20 Updated Airport Planning Documents and Concept Design
 - Updated airport planning documents.
 - Begin design process.
- 2021 Complete Environmental Review and Design (Current)
 - Partnered with DOWL to complete the actions regarding environmental and design.
- 2021/22 Bidding for Construction
- 2022 Construction Begins
 - Starts in the summer of 2022.
 - Anticipates 2 years.

Current Project Overview:

Melissa Osborn with DOWL used figure 2 of the presentation to provide an overview of the project in depth:

- The project resurface runway 17/35 with gravel per number 1, figure 2.
- The runway will remain at 6000 feet.
- On the south end of runway, we will move the landing point approximately 400 feet north shown as number 4, figure 2.
- On the north end of the runway there will be a 415' x 300' runway safety area constructed. This area is not usable for take-off or landing but is there for an overrun shown as number 5, figure 2.
- Also on runway 17/35 is the replacement of all lighting and signage per number 11, figure 2.
- On the other, smaller runway 6/24 the safety area will be widened about 17.5 feet on each side as show number 6, figure 2.
- The lighting and signage on runway 6/24 will be replaced.
- Moving to taxiways A and B that lead from the main runway to the parking apron, those taxiways will be both be rehabilitated. They will both stay gravel, and the lighting and signage will be replaced per number 2, 12, 9, figure 2.
- At the apron, number 7 & 8, figure 2, the surfaces will be replaced. Where there is gravel it will remain gravel and where is asphalt it will remain asphalt. There will also be lighting and signage replaced.
- Number 9 and 10, the primary wind cone and segmented circle will be replaced.

- The GA apron is not a part of the scope. It will remain as it is now.

Suitable Material Required

- There are two kinds of rock that can be used to meet FAA standards.
- Some of that rock can be found locally, and some will need to be barged in from either Marshall or Nome.
- We are currently assessing where we will get that rock, as well as how and when we will bring it to the project site.

Environmental Review Overview

Emily Creely with DOWL discussed the Environmental Review (ER) for the project required by the National Environmental Policy Act.

- The ER requires Federal Agencies (Federal Aviation Administration) to assess the environmental effects of proposed projects.
- Currently conducting the ER through an Environmental Assessment (EA) which is a document that contains:
 - Reason for the project
 - Details the project plan and considered alternatives
 - Potential effects of the project
 - Document's outreach to agencies and public
- The Environmental Assessment will:
 - Look at impacts associated with finding adequate rock material sources to do the work and figure out how to access and transport the material to the site.
 - Look at ways to minimize impacts to the communities and environment while still getting the job done.
- Material Site Options to be evaluated in the Environmental Assessment:
 - Access option for material from Nome or Marshall through a temporary barge landing at the Borealis Fish Camp
 - Pitka's Point material site (slide 6)
 - Saint Mary's material site (slide 6)
 - Marshall material site – harder rock runway surfacing (slide 7)
 - Mountain Village material site (slide 8)
- Field studies in support material site evaluation of the project are conducted in the next 3 weeks.
 - Includes a wetland delineation team – next week
 - Cultural and historic resources team – the week following the wetland delineation team
- Environmental Assessment draft completed in July and out to communities for comment.

Next Steps

Michael Fredericks presented other ways to provide comment or ask questions about the project:

- Next Community Meeting: End of July
- Project Website: www.saintmarysairportimprovements.com
 - Provides project information
 - Link to recording and summary of this meeting
 - Comment form
 - Contact information



Questions/Comments/Concerns:

Q: When you are done with the runway resurfacing; will the length be 6000 ft? (George)

A: Yes, planning a 6000ft runway. Main change is extending the safety areas gravel embankment.

Q: So, Area 5 shown on Figure 2 is not an extension of the runway? (George)

A: Yes, based on the type of aircraft that uses the airport, the length beyond the runway threshold called the runway safety area (RSA) was only 200 ft and needs to be 600 ft, so it wasn't meeting the standard. The extension shown on the map as Area 5 allows us to meet the runway safety area requirements.

Q: On this project, in total; how much CO1/CO2 (greenhouse gases) do you anticipate will be displaced for this runway/quarry? (In reference to the decreased numbers of Salmon/King Salmon over the years) (Marvin)

A: Will investigate and provide information.

Q: There are two routes in Marshall's inventory (that are NOT surveyed) that follow the approximate route to the barge landing site. (John)

A: Design Team Requests: Tribal Transportation Plan from John

Q: Proposed Marshall barge landing area includes a graveyard and "a handful" of native allotments. (John)

A: Worked with the city/Calista and representation from the Tribe and is ensuring:

- Additional work to flush out route.
- Suitable Study Area.
 - Get permission to conduct studies in the area.
- Plan will have No impact on graveyard.

Q: In the future, will someone contact the owners of the native allotments?

A: Current plan is designed around the native allotment but will reach out if necessary or if changes transpire.

Prepared by Harrison Houston, Project Assistant, SALT

cc: all attendees

Attachment: Meeting Presentation
Engagement Record

Saint Mary's Airport Improvement Project Community Engagement Meeting



June 3, 2021

Agenda

Welcome

Introductions

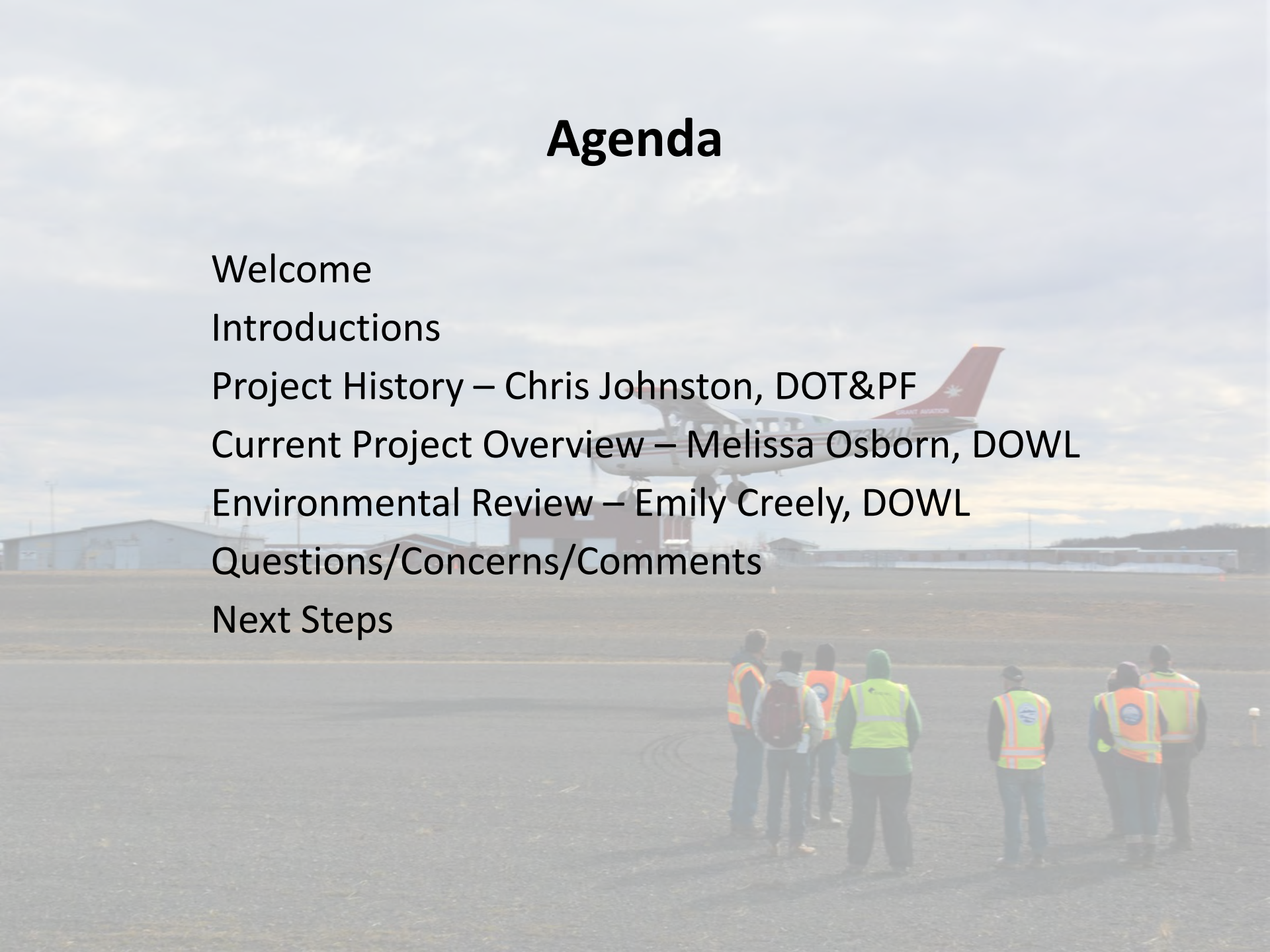
Project History – Chris Johnston, DOT&PF

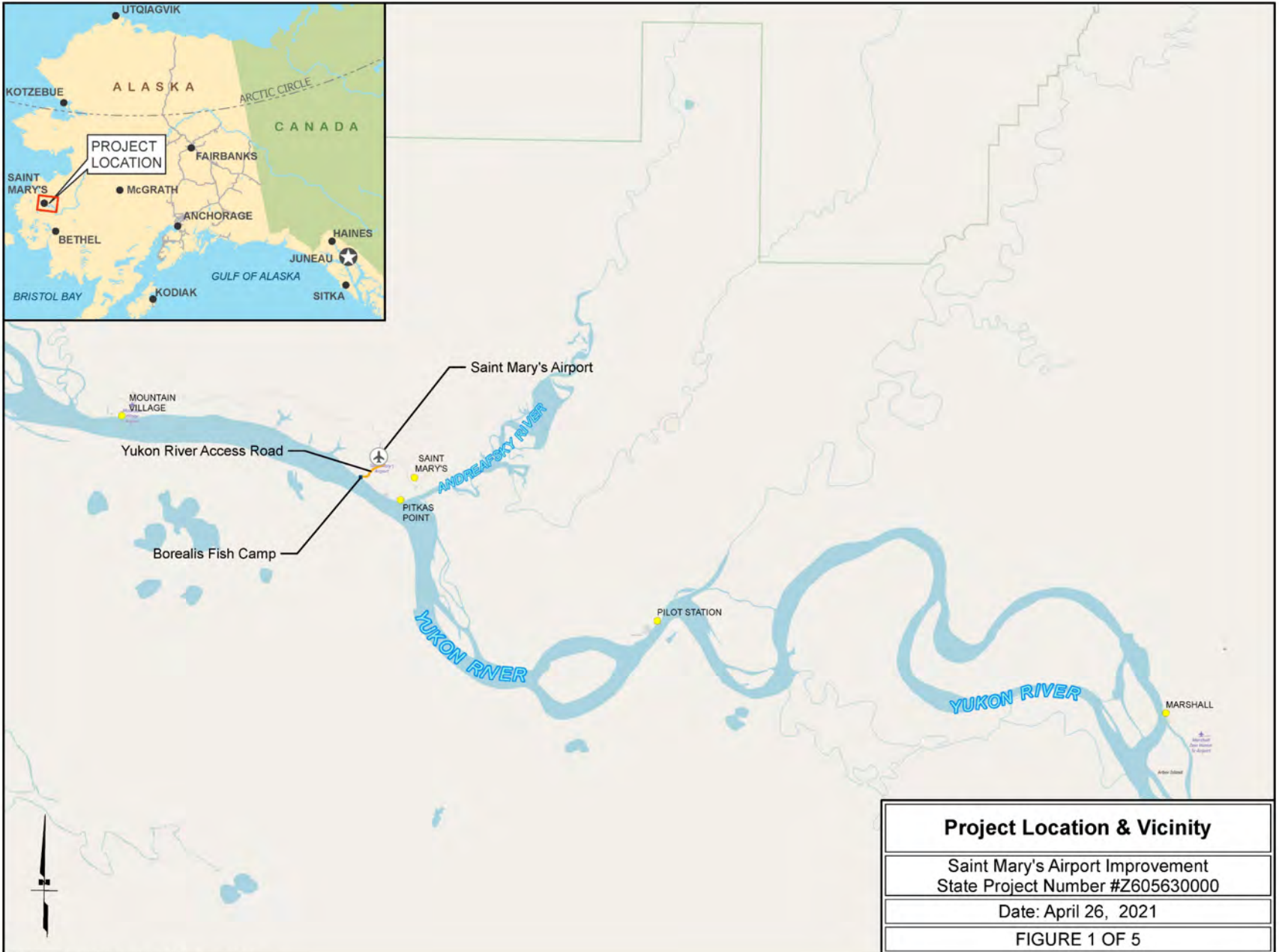
Current Project Overview – Melissa Osborn, DOWL

Environmental Review – Emily Creely, DOWL

Questions/Concerns/Comments

Next Steps





Project Timeline

2016

Agency and
Community
Discussions: Saint
Mary's Airport
Resurfacing project

2018

Public Meeting:
Aviation
Forecasting and to
Determine Critical
Aircraft for
Airport

2019

Public Meeting:
Present
Proposed Main
Runway Concept

2019/2020

Updated Airport
Planning
Documents and
Concept Design

2021

Complete
Environmental
Review and
Design

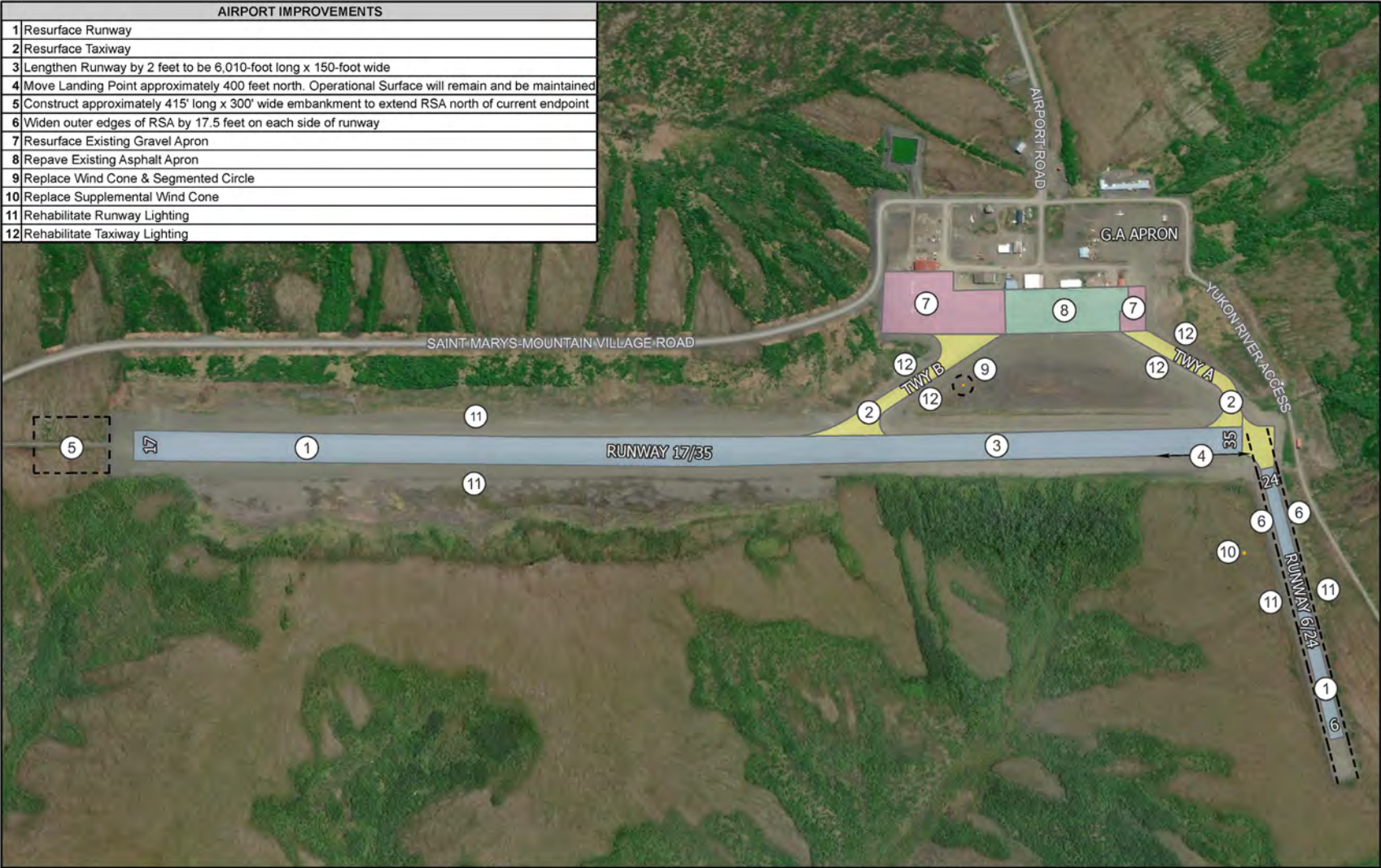
2021/2022

Bidding for
Construction

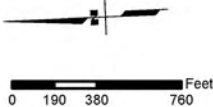
2022-2024

Construction
Begins in
Summer and
anticipated to
last 2 years

AIRPORT IMPROVEMENTS	
1	Resurface Runway
2	Resurface Taxiway
3	Lengthen Runway by 2 feet to be 6,010-foot long x 150-foot wide
4	Move Landing Point approximately 400 feet north. Operational Surface will remain and be maintained
5	Construct approximately 415' long x 300' wide embankment to extend RSA north of current endpoint
6	Widen outer edges of RSA by 17.5 feet on each side of runway
7	Resurface Existing Gravel Apron
8	Repave Existing Asphalt Apron
9	Replace Wind Cone & Segmented Circle
10	Replace Supplemental Wind Cone
11	Rehabilitate Runway Lighting
12	Rehabilitate Taxiway Lighting



- Gravel Apron
- Paved Apron
- Taxiway
- Wind Cone
- Segmented Circle
- RSA Extension
- Runway

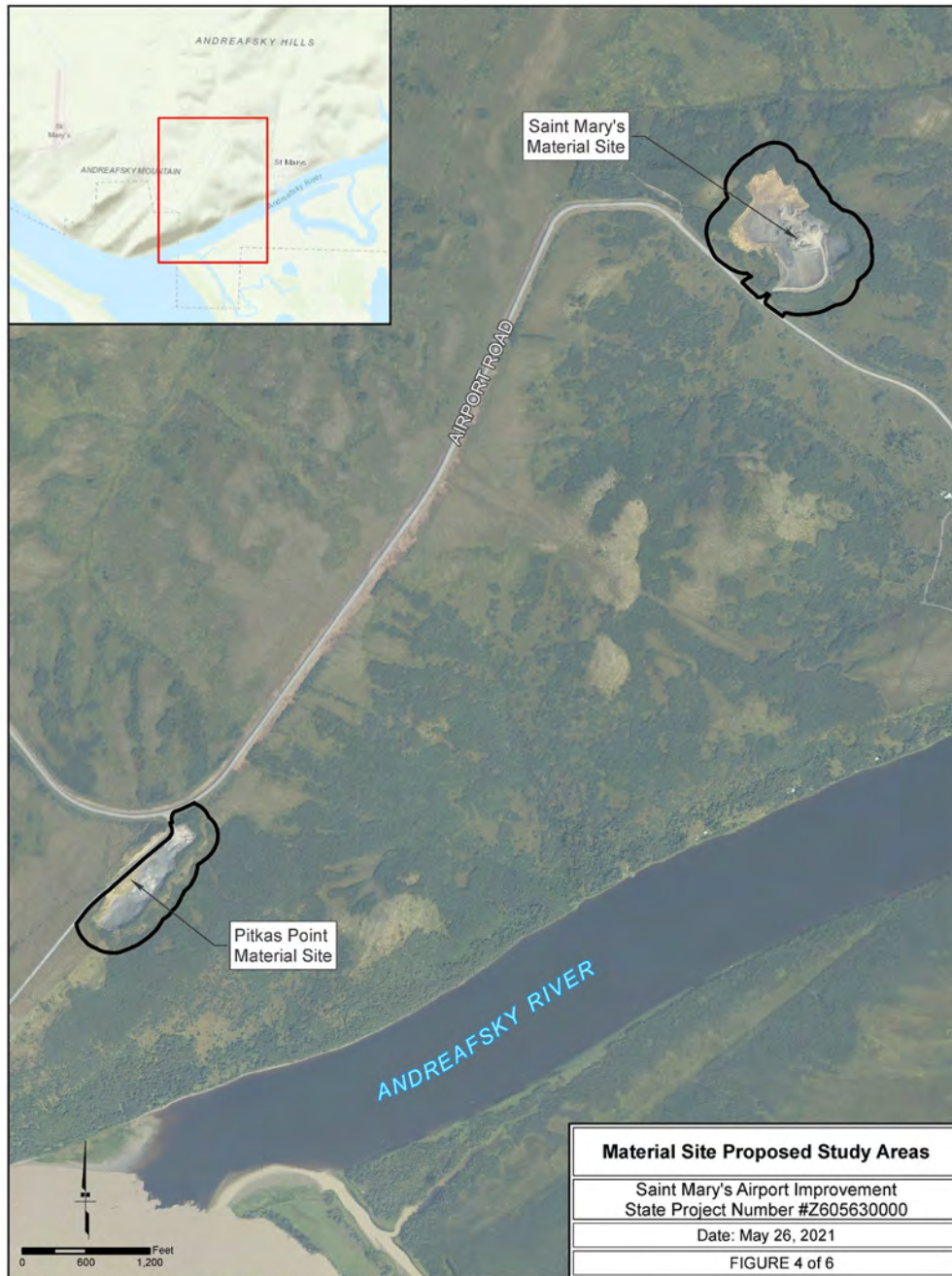


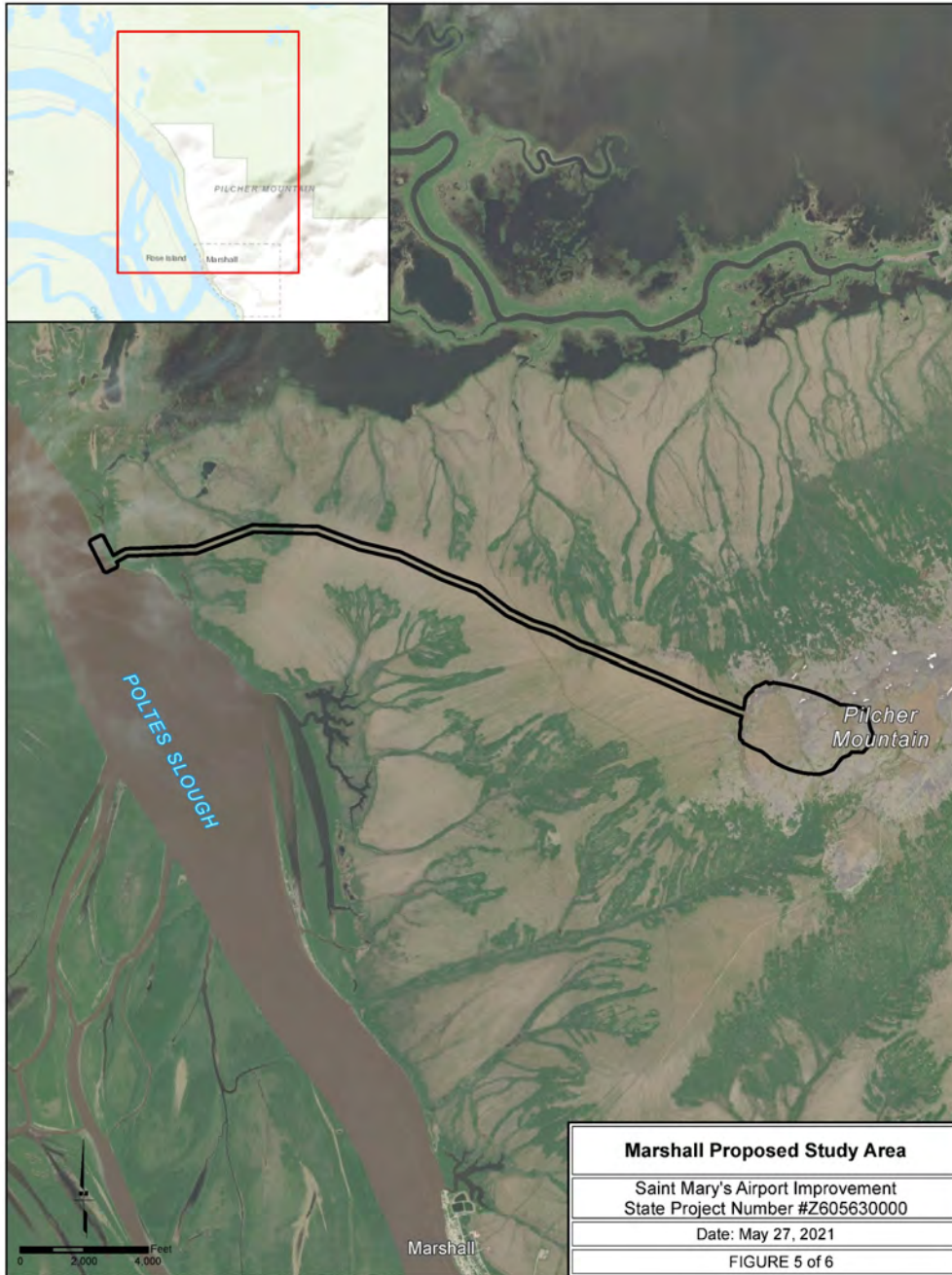
Proposed Airport Improvements

Saint Mary's Airport Improvement
State Project Number #Z605630000

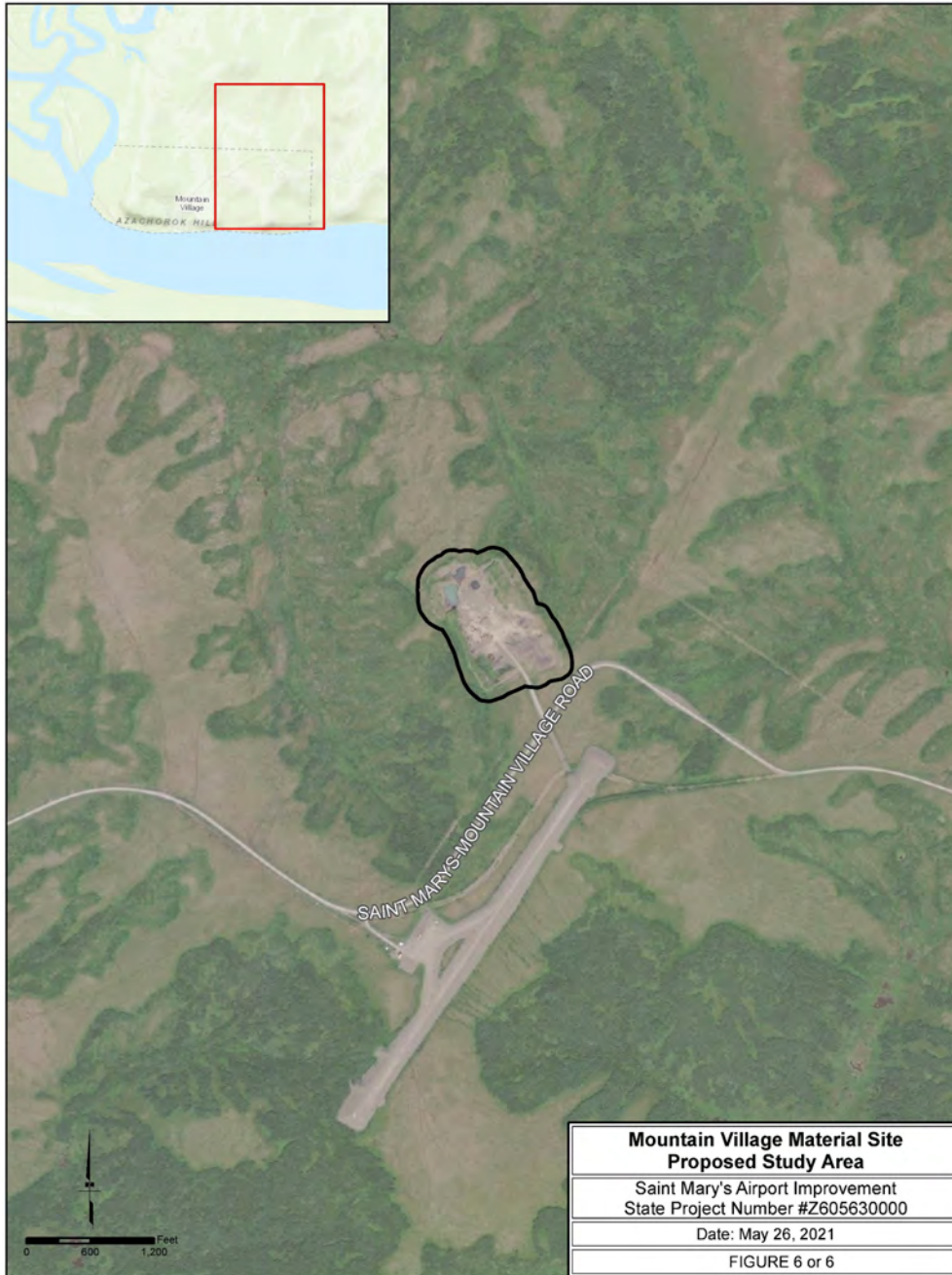
Date: April 28, 2021

FIGURE 2 OF 5





Marshall Proposed Study Area
Saint Mary's Airport Improvement State Project Number #Z605630000
Date: May 27, 2021
FIGURE 5 of 6



Next Steps

Next Community Meeting
End of July

Project Website:

www.saintmarysairportimprovements.com



You Are Invited!

Saint Mary's Airport Improvement Project



The Anchorage Department of Transportation and Public Facilities (DOT&PF) is proposing to improve the Saint Mary's Airport with upgrades to the existing aviation facilities, aging navigational aids, and drainage. Pre-construction activities including environmental permitting will take place in 2021. Construction is anticipated to begin in 2022.

Community Engagement Meeting

When: 4:00pm, Thursday June 3rd, 2021

Virtual Link: <https://us02web.zoom.us/j/85685059984>

Call-In Number: 669-900-9128, Meeting ID: 856 8505 9984

Agenda: The purpose of the meeting is to gather community input on the Saint Mary's Airport Improvement project. ADOT&PF staff will provide an overview of the project history, the current project status, and the proposed project schedule. Staff will provide time to take community comments and answer questions.

For more information visit: www.saintmarysairportimprovements.com

For questions regarding the project, please contact Chris Johnston, Project Manager, Alaska DOT&PF, 907-451-2322 or chris.johnston@alaska.gov

For questions regarding the meeting, please contact Michael Fredericks, Public Involvement Coordinator, 907-223-3493 or mfredericks@salt-ak.com

This project is being developed in accordance with the following Executive Orders (EO): EO12898 Environmental Justice, EO 11990 Wetland Involvement, EO 11593 Protection and Enhancement of Cultural Resources, EO11988 Floodplain Management, and EO13112 Invasive Species, as amended by EO 13751. DOT&PF operates all programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml.

AIRPORT IMPROVEMENTS	
1	Resurface Runway
2	Resurface Taxiway
3	Lengthen Runway by 2 feet to be 6,010-foot long x 150-foot wide
4	Move Landing Point approximately 400 feet north. Operational Surface will remain and be maintained
5	Construct approximately 415' long x 300' wide embankment to extend RSA north of current endpoint
6	Widen outer edges of RSA by 17.5 feet on each side of runway
7	Resurface Existing Gravel Apron
8	Repave Existing Asphalt Apron
9	Replace Wind Cone & Segmented Circle
10	Replace Supplemental Wind Cone
11	Rehabilitate Runway Lighting
12	Rehabilitate Taxiway Lighting



<p>Proposed Airport Improvements</p> <p>Saint Mary's Airport Improvement State Project Number #Z605630000</p> <p>Date: April 28, 2021</p> <p>FIGURE 2 OF 5</p>	<p> Gravel Apron </p> <p> Paved Apron </p> <p> Taxiway </p> <p> Wind Cone </p> <p> Segmented Circle </p> <p> RSA Extension </p> <p> Runway </p>
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The background image shows an airport tarmac under a cloudy sky. In the center, a small propeller plane is parked. In the foreground, several people wearing high-visibility safety vests are standing and talking. In the background, there are airport buildings and hangars.

JOIN US TONIGHT!

Saint Mary's Airport Improvement Project **Community Engagement Meeting**

When: 4:00pm, Thursday June 3, 2021

Virtual Link: <https://us02web.zoom.us/j/85685059984>

Call-In Number: 669-900-9128, Meeting ID 856 8505 9984



Public Meeting Sign In Sheet

Meeting: Saint Mary's Airport Improvements

Date: June 3, 2021

Location: Via Zoom

This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Please print legibly- Thanks!

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Marvin Parent	Native Village of Marshall	Female	<input type="checkbox"/>	Male	<input checked="" type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input checked="" type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
John Andrews	Native Village of Marshall	Female	<input type="checkbox"/>	Male	<input checked="" type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input checked="" type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Mary Martinez	Calista Corporation	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input checked="" type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Ivy Lamont	Native Village of Pitkas Point	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input checked="" type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
George Beans	Yupit of Andreasfsky	Female	<input type="checkbox"/>	Male	<input checked="" type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input checked="" type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>

Organization Type	Organization	First Name	Last Name	Title	Address
ANCSA Regional Corporation	Calista Corporation	Andrew	Guy	President/Chief Executive Officer	301 Calista Court, Suite A
ANCSA Regional Corporation	Calista Corporation	Tisha	Kuhns	VP of Land and Natural Resources	5015 Bussiness Park Blvd., Ste 3000
ANCSA Village Corporation	Azachorok, Incorporated	Loren	Peterson	President	P.O. Box 32213
ANCSA Village Corporation	Maserculiq, Incorporated	Dolores	Hunter	Chair	P.O. Box 90
ANCSA Village Corporation	Nerkikmute Native Corporation	William	Ashton	President	P.O. Box 87
ANCSA Village Corporation	Pitka's Point Native Corporation	Bibianna	Sage	President	P.O. Box 289
ANCSA Village Corporation	Saint Mary's Native Corporation	Florence	Busch	President	P.O. Box 149
City Government	City of Marshall	Jaylene	Mayor	Mayor	P.O. Box 09
City Government	City of Mountain Village	Peter	Andrew	Mayor	PO Box 32085
City Government	City of Saint Mary's	Sven	Paukan	Mayor	P.O. Box 209
City Government	City of Saint Mary's	Marvla	Sipary	City Clerk	P.O. Box 209
City Government	City of Saint Mary's	Walton	Smith	City Manager	P.O. Box 209
City Government	Saint Mary's School District	Herbert	David	Superintendent	PO Box 9
Regional Non-Profit	Association of Village of Council Presidents	Scott	Hess	AVCP Unit 2	P.O. Box 219
Tribal Government	Algaaciq Native Village	Flora	Paukan	President	P.O. Box 48
Tribal Government	Asa'carsarmiut Tribe	James C.	Landlord	First Chief	P.O. Box 32249
Tribal Government	Native Village of Marshall	Nicolai	Duny	President	P.O. Box 110
Tribal Government	Native Village of Marshall	Marvin	Parent	Administrator	P.O. Box 110
Tribal Government	Native Village of Marshall	John	Andrew	Transportation Director	P.O. Box 110
Tribal Government	Native Village of Pitka's Point	Margaret	Guidry	President	P.O. Box 127
Tribal Government	Yupiit of Andreafsky	Gail	Alstrom-Beans	President	P.O. Box 88
Tribal Government	Yupiit of Andreafsky	Richard	Alstrom	Tribal Administrator	P.O. Box 88

PROJECT:	Saint Mary's Airport Improvements	DATE:	6/3/2021
PROJECT NUMBER:	15143.01	TIME:	10:00
ORGANIZER:	Emily Creely	SUBJECT:	Marshal Material Site
ATTENDEES:		ORGANIZATION:	
	Emily Creely, Gary Jenkins, Melissa Osborn		DOWL
	Chris Johnston, Missy Jensen, Lindsey Kromrey		DOT&PF
	Tisha Kuhns, Miranda Strong, Mary Martinez		Calista Corp.
	Russ Weller, Dolores Hunter, Marilyn Williams		Maserculiq, Inc.
	Jaylene Sitka, Garret Peters, Michael Peters		City of Marshall

DOT&PF: Introduction of project and obstacles of project pertaining to best material. Our goal is to get a thumbs up on Marshall site and permissions to get out in the field.

DOWL: Is this the correct location for the material extraction on the map?

Calista Corp.: Yes, the backside of Pilcher Mountain has been in discussion for some time.

Maserculiq, Inc.: Yes. There is private land not shown on this map, such as a native cemetery. The cemetery is near the proposed road and east of the proposed site. It is an individual allotment on Calista land. We are unsure of the status, but they might be interested in the sale of the property.

Calista Corp.: That is something she needs to request, or we can approach once we have more information to purchase allotment, only if the trail goes through the property. The cemetery is south of road and south of bluff, in the green area.

DOWL: Where is the private land located?

Maserculiq, Inc.: The bluff

Calista Corp.: The road is to go around allotments to avoid private property but its all conceptual. That's why the road currently curves a bit on the ridgeline

DOWL: Do we have permission to conduct the study? If so, can we get it in writing?

Maserculiq, Inc.: Yes, we would want written agreement with whoever is conducting study since land is owned by Maserculiq.

DOWL: Since we will be digging soil plugs, is that considered subsurface?

Calista Corp: Because of 4(f), we can send a letter of non-objection.

DOWL: This project has a very fast turnaround and field crew are going out next week. Is it possible to obtain these agreements before that?

Calista Corp: Possibly.

Maserculiq, Inc.: No, but maybe next week

DOWL: How about by next Thursday?

Maserculiq, Inc.: Yes. What type of equipment will be used by the field crew?

DOWL: The only motorized equipment will be to get the 2 individuals through the GCI access trail and Pilcher Mountain for wetland delineation and to rent a boat to see the bluff. They will be digging approximately 24" deep holes while placing soil on plastic sheeting for minimal disturbance. They will be taking observational photos and notes while documenting vegetation,

hydrology, and the landscape. In a couple weeks, the cultural crew will be doing their fieldwork with a similar process and equipment. No heavy equipment or hazardous materials will be used during fieldwork.

Maserculiq, Inc.: Great, that makes it easier to create the agreement.

DOWL: Do you want us to send you a write up with what exactly we will be doing in the field?

Maserculiq, Inc.: Yes.

DOWL: Edits will be made to the two figures so the road alignments match.

DOT&PF: Are we separating traffic to the material site and access road?

Calista Corp.: There will be need to so no haul trucks go through town.

Maserculiq, Inc.: There has been issues with the road and lease agreement with United Telephone in the past. They aren't willing to allow other traffic.

DOT&PF: We may need to study the ATV trail more. If there are folks from Marshall that can weigh in?

Maserculiq, Inc.: There has been opposition to road across from Pilcher Mountain, it is more of an aesthetic issue.

City of Marshall: It is a concern about ground disturbance to berry picking grounds.

DOT&PF: Will the haul route along the ridge line be a concern?

City of Marshall: The road would open opportunity for residents to access more berry picking grounds. It would be best to hold public meeting for input.

DOT&PF: Yes, we are open to host public involvement. There is a virtual meeting tonight and will solicit comments for Pilcher Mountain. We can hold a separate meeting for Marshall if needed.

Maserculiq, Inc.: It is encouraged to hold physical meeting in Marshall due to connectivity issues and low participation compared to in person meetings.

DOT&PF: We can work on setting that up.

DOWL: Does it make sense to include the study in that potential route? We can do the fieldwork now just in case that option moves forward.

DOT&PF: We would differ to community on that. It makes sense to cover basis, so we don't have to come back out to Marshall.

Can DOWL draw something up for study area and send over? If there is concern over it, we can eliminate once we have permissions.

Maserculiq, Inc.: Will it be an issue that the site is located within the refuge?

DOWL: We don't think so. It is 4(f), so permission for access if not refuge.

Calista Corp: The Marshall site is outside of refuge boundary and only crosses in 2 sections. We can get the total length. We can show USFWS letters of support, non-objection letters, and scope of work. We don't perceive them denying request since it is land status to village corp. and Calista.

DOWL: Will the refuge have to sign off on the entire project?

Calista Corp.: Unsure on that. We will need to discuss more. The first thing is a letter of non-objection for Calista subsurface. Please share work description so we can draft letter of non-objection.

DOWL: Our field crew will be in Saint Mary's and Mountain village the first half of next week and Marshall by Thursday. Will it be possible to have the letters by then?

Calista Corp.: Yes

DOWL: Any other permitting questions?

MEETING SUMMARY

DOT&PF: Not right now. Eventually for the contractors for specific materials. We want to make sure the pit is ready for contactors. The public meeting will be good opportunity to discuss.

DOWL: Has there been an in person public meeting in Marshall since the pandemic?

City of Marshall: No, you will be the first. Bryce came in 2018/2019 to discuss rock query project but it's different.

DOT&PF: That was tied to Pilot Station Airport relocation project. There was concern about hauling material through town.

City of Marshall: Yes, that was the only time rock query was discussed.

Calista Corp.: Jaylene or Russ, please send out updated Covid policy.

City of Marshall: Travel mandates were lifted February 8th.

DOT&PF: We will find a date that works for the presentation on Marshall airport project while we are out there. That project has been discussed off and on for some time due to funding but rescored as priority. The goal is to start construction 2023/2024.

Maserculiq, Inc.: Will someone make sure the haul trucks aren't too heavy for the bridge? The new bridge was constructed 2 years ago.

DOT&PF: Yes. We will have it go through bridge inspection and place appropriate restrictions for the contractor.

Calista Corp.: Will there be local hire and a union waver?

DOT&PF: That will be up to contractor

Maserculiq, Inc.: Can you create a list of CDLs?

City of Marshall: Yes.

DOT&PF: Do we need people from the tribe or city out there in the field?

Calista Corp.: It is highly encouraged, maybe even bear guard.

Maserculiq, Inc.: The dotted line to proposed site and existing road is a well-used 4 wheeler trail. It would separate berry picking to tree line below

City of Marshall: There is no existing trail before road and proposed access road. The existing trail is further down the hill from proposed road.

DOT&PF: Have you made contact for local hire?

DOWL: No.

The wetlands crew will carry a firearm and is experienced with this type of work. The cultural team will ready out for an elder to come out. Cultural people will reach out

Maserculiq, Inc.: Please send us info on meeting.

TASK ASSIGNMENTS:	ASSIGNED TO:	DUE BY:
♦ Send out field work description	Emily Creely	ASAP
♦ Update figures	Emily Creely	ASAP
♦ Put access request in	Emily Creely	ASAP
♦ Update Covid policy	Jaylene and Russ	ASAP
♦ Send Maserculiq info on public meeting	Emily Creely	ASAP

