

Meeting Minutes

Project: Angoon Airport

Subject: Public Meeting #2

Date: Friday, June 01, 2018

Location: Angoon Elementary School Gym

Attendees: **Public:** 33 people signed-in.

DOT&PF SR: Lance Mearig (Regional Director), Chris Goins (Design Group Chief), Danielle Ryder (Engineer), Greg Weinert (ROW Chief), Ben Storey (Environmental Specialist)

PDC: Angela Smith (Assistant Project Manager and Airport Engineer), Mark Pusich (Contract Manager)

HDR: Katherine Wood (Public Outreach Lead), Paula Brault (ROW Specialist)

FAA: Venus Larson, Engineer

On Friday, June 1, 2018 the Angoon Airport Design Project hosted a public open house from 5:00PM to 7:00PM at the Angoon Elementary School. The purpose of this event was to share information about the project's design phase, scope, and schedule, and to solicit public feedback. The meeting was held the day before the annual Kootznoowoo Board meeting, at the suggestion of Kootznoowoo Inc.

Advertising

The meeting was advertised in the following ways:

- Meeting information was advertised in the Juneau Empire on Friday, May 18, 2018.
- Radio advertisements were broadcasted on local station KCAW-Raven Radio beginning on Monday, May 21 and running through Thursday, May 31, 2018. The PSA ran in prime time, two spots per day.
- Email Newsletter notification that included 129 email addresses was sent out on Friday, May 18 and a reminder email was sent on Tuesday, May 29, 2018.
- A State Online Public Notice (OPN) was published on May 14, 2018.
- The project website was updated on May 24, 2018 and displayed meeting information on the home page.
- The meeting was advertised on the DOT&PF Facebook Page on May 24, 2018.
- An email was sent to area local and elected officials on May 18, 2018 notifying them of the upcoming meeting.
- Postcard mailer to all mailing addresses in the zip code 99820 which included 180 recipients/addresses, was sent out on May 18, 2018.

Meeting Materials

- Handouts (Fact Sheet, FAQs, comment sheets, project contacts card, contractor & union contacts, and Airport Naming Policy & Procedure)
- Graphic posters:

1. welcome
2. map of the project site 12a showing Echo engineering preferred alternative
3. project schedule

Photos

Meeting Notes

*Note: Commitments by the team are **bolded**.*

Lance Mearig opened the meeting by thanking everyone for attending and introduced the project team (see roles above).

Angela gave an update on the project status (see presentation). The reason we are here is that DOT&PF is designing and going to construct a new airport for Angoon. We are designing where the airport needs to go (on site 12a), what materials are needed, what permits are needed. We will need to buy some property. We will prepare bid documents for contractors and the lowest bidder will build the airport. This is our second meeting in the design process, but there was an Environmental Impact Statement (EIS) done by FAA before that. The EIS looked at different sites and environmental impacts and determining that site 12a is the preferred and least environmentally impactful site. At this point, DOT&PF has taken over from FAA and is in the lead for the design process.

Our goal is to start construction in 2020. The only way that will be possible is if everyone in the community comes together and provides support—that is the only way we will be successful.

Currently we are 35% through design and we haven't started the ROW process. We came to Angoon in October 2017 at the beginning of the design process. Since then we've done a lot of work.

The new airport will be similar in size and type to Kake airport with a single runway and a taxiway and apron. There will be lighting. It will be paved. There will be lease lots that will be available for lease. It will support design group II aircraft, small passenger aircraft. The runway will be 3,300 feet long which is adequate for that kind of aircraft. There will be an airport access road from the BIA road to the apron. The lighting and visual navigation aids will allow for nighttime operations and will provide more reliability in bad weather.

Geotechnical work is underway to assess what the soils are. There is a lot of soft ground and materials. We dug some test pits with an excavator. We are currently doing some drilling.

Some trees have been cut to create a pioneer road for the drilling equipment to get into the site. We will be done with drilling at the end of June.

We published a scoping report on the website that identifies the existing conditions, constraints, potential problem areas and advantages. The report includes an aviation forecast that predicts how many and what types of planes will use the airport, based on similar airports in the region. We assessed the needs of the airport—to provide safe and reliable service. We did an alternatives analysis. The map in the presentation shows one alternative, but we looked at five different concepts. We narrowed that down to three alternatives (blue=echo, red= alpha, FAA's alternative, brown/gold=bravo). The scoping report describes the analysis. The engineering preferred alternative is the blue one, Echo. Based on new information collected during geotechnical work, new survey, and new hydrology information, we rotated the runway to provide the best approaches. This also shifted the runway so the arrivals and departures are not right over town. Echo also works best with the soils and water/streams.

Once we set the runway orientation, we looked for where to put the apron (where airplanes park to let people on and off the aircraft, and where buildings may be built in the future). The apron is best suited for the northeast end of the runway which is located on an area where the bedrock is located close to the surface in a knob. The location of the apron dictated where the access road will be—it's a short segment from the BIA road to the apron. The runway protection zones (RPZs) are areas we want to keep clear (no buildings or people) for safety reasons. The dashed line on the Echo map shows the area where we will clear all the trees, so it will look significantly different from the air. The clear area will make enough safe airspace for pilots to take off and land.

So we go through the design process, prepare cost estimates and reports. Once design is at 100%, the project will go out for bid and contractors will price the project. The low bid will be selected and then we will know who the contractor is. Due to federal funding limitations, the contractor is responsible for all hiring of the construction crew and for determining the material sources.

Public Question: The dashed line—does that include all the trees that will have to be cut? Will some be cut partway?

Angela Smith: There is a certain amount of airspace that will have to remain clear. It starts at the pavement and then goes up at a slope. We have survey points for every tree—there are a lot of trees. We looked at the trees that are there now and added a growth factor of 20 years, so the clearing limits account for that so the project will last for that amount of time.

Public Question: Who will own the buildings and maintain them? Will that be DOT&PF or FAA?

Angela Smith: Whoever decides to lease that land would lease it from DOT&PF, and they would be responsible to maintain those buildings.

Public Question: The Kake airport can get really windy and close. Will the Angoon airport be like that?

Angela Smith: At some point the weather can get too bad the airport may be closed. But what we did was look at the wind patterns and sited the airport so that planes can take off and land 98% of the time. Also the lights will allow pilots to land better in poor weather. We can't design it for 100% coverage.

Sean Kveum, Alaska Seaplanes (public pilot): The problem is that if the wind is blowing a certain direction in Kake, it's really bad air. This alignment is good so it will work well.

Danielle Ryder stated that because of federal funding, the contractor gets to make their own hiring decisions based upon the needs of the job. However, DOT&PF wants to partner with the community to create opportunities. Once the contractor is selected, DOT&PF will come to Angoon with the contractor and hold a post-award conference so that anyone in Angoon who is interested in a job can come and learn more about what the contractor needs. The contractor will describe their construction plans so they can also reach out to the community and see what kind of resources are available. The contractor will describe available positions and the process for applying for those jobs. We have provided a list of potential contractors who may bid on the job, so people can also reach out to those contractors now and see what their needs and requirements may be and what training may be required. We also have union contacts for training. Some jobs may include flaggers, equipment operators, truck drivers, laborers, and grade checkers. The contractor may also bring in a camp or need housing. Also, DOT&PF will administer the contract and have inspection staff on site; if people are interested in that role, they should contact our engineering technical Local Union 71 to learn about training.

Lance Mearig: Once construction is done, DOT&PF will need to plow snow and stripe the runway, etc. Currently we contract our road maintenance in Angoon. Similarly, we will likely contract out the airport maintenance. It could be a local contractor or City or Tribe—that happens all around the state. That work will continue for years after the airport is complete.

Public Question: Will workers need to be union employees? What about wages—will they be standard?

Danielle Ryder: That depends on the contractor, some are union and some are not. Yes, the wages will all be Davis-Bacon standard wages.

Public Question: Will there still be access to the properties to the southeast of the airport? Will people be cut off? Will that get determined later?

Angela Smith: We can't just cut off access to property. We either have to provide an alternate access or we would purchase that property.

Public Question: We heard just yesterday that Lisa Murkowski was in the area. Why wasn't she invited to the meeting? We are Tribal Members, Corporation Members, and citizens of Angoon (City). You need to be talking to all those groups. Our community needs to be able to have our say. We need to be told what is going on. We need to know when there is an important meeting in the community. You can't just tell us what is going to happen. Why can't you build the whole thing rather than wait? This is just a band-aid.

Katherine Wood: We would be happy to have Lisa Murkowski attend our meeting. We didn't know that she was going to be in the region either but would be happy to extend that invitation in the future. We met with Kootznoowoo Inc. this afternoon and had a teleconference this fall. We have been reaching out to the ACA and the City, so we are trying to work with all the entities. If there are other ideas to better coordinate with those entities and the community we are open to that. We are here today because we want to talk with you. We have a 3,300 foot runway now based on the forecast, but there is a long term vision for a 4,000 foot runway. And we are planning for that.

Angela Smith: We forecasted for 20 years in the future based on what is going on in the community now, and that looks like a 3,300 foot runway will handle it. This is a community class airport and the minimum length is 3,300. There are planes that will fly in here and use less than 3,300 feet. We are planning to clear trees and purchase property for the 4,000 foot runway, but we are not going to pave it that long at this point.

The contractor will be using the BIA road for a haul route. We understand there is a water line under that road. If anyone knows of any other utilities, please let us know. We want to make sure those are protected during construction. The contractor has to leave that road in as good or better condition than they found it. We are going to need to store equipment and materials near or on the airport, and we don't know where that is yet. There is going to be a lot of dirt that will come out of the ground that we will need to place somewhere.

The airport's default name is Angoon Airport. If the community would like a different name, there is a process to do that and we have a handout in the back of the room that describes the process.

Public Question: Where will you put that extra material?

Angela Smith: We are determining where that will go. Right now we will dig that out from under the runway and taxiway and currently we think it will be piled up to the southwest of the runway on site. The mud is really oozy/runny, so we don't want the contractor to handle it more than we have to. That is a significant challenge of this project to dig and store that mud and make sure it doesn't run.

Other common questions: DOT&PF will contract out the airport maintenance. We can't pave the BIA road because the FAA funding is for aeronautical use only. Since the BIA road has multiple uses, it is not eligible for funding. The seaplane base will remain in use as is.

Schedule/next steps. The earliest we could construct the project is in 2020. Much still has to be done. We will need to purchase property which takes time and coordination and agreement. We plan to come back to Angoon when we have new information at the next phase of design (65%) which is fall/winter 2018. That is about the same time the property acquisition will start. Then final design will happen in spring 2019. In the interim we will post on the website and send newsletters. The only way this can happen is if we all work together.

Please tell us how you want to receive information. We want to bring you along on this journey. There is a comment form available, website, email, and we look forward to your ideas on an airport name.

Public Question: Is this airport design drawing final?

Angela Smith: No. This map shows what the engineers think is the best alternative on site 12a. We need FAA to look at this alternative and compare the impacts of this concept with what was analyzed in the EIS. They need to give us clearance to move forward.

Public Question: Can you show which properties will be impacted? Can you please show property lines?

Angela Smith: We intentionally did not put property lines on the map because we are still early in the design process and if we have to move something or reposition the runway, different properties will be impacted. Things can change, so it's too early to know specific impacts to properties.

Public Question: How much will you offer for property? \$50,000 or \$75,000?

Greg Weinert: We are too early for that and there is not a set amount. When we get to that stage, each property will be surveyed by a registered surveyor, and appraised by a real property appraiser. Then the appraisal is reviewed and DOT&PF makes an offer based on the value of each individual property. It's called just compensation, based on the 5th amendment. It will include the value of improvements, or some may be partial acquisitions or just a piece of the property. We will be acquiring aviation easements as well which means you have to keep things on your property to a certain height to allow for aircraft travel.

Public Question: What happens if someone does not want to sell?

Greg Weinert: We continue negotiations.

Public Question: It's a short trip from the Sealaska rock pit to the site and you could develop an access road there that would be a benefit for the contractor. The Sealaska pit could also take the overburden. Instead of using our existing road from the ferry terminal and the BIA road, you could go right from the rock pit to the site.

Angela Smith: We did meet Bill Bennett with Sealaska yesterday. Ultimately it will be up to the contractor to determine how they will build the project.

Public Question: My relative in Seattle had some of his property taken on a road project. Will that happen here—taking of property?

Greg Weinert: The 5th amendment of the constitution says we cannot take property without just compensation. We can't take property. We have to acquire it at fair market value. All the protections are for the property owner. I can't speak to what happened on the project in Seattle, but we are required to pay just compensation.

Public Question: There are some other projects/improvements we need constructed in and around town. It would be really great if the contractor could do that work while they are here.

Angela Smith: Contractors can choose to do other work while they are on site, but you would have to work that out with them directly.

Public Comment: You mentioned that all organizations need to work together on this. This is going to happen—it's the biggest thing that is ever going to happen in Angoon. We can't afford to sit around and talk and argue. This project is not going to benefit the Corporation, the City or the Tribe. This is going to benefit the people of Angoon. We need to leave everything else aside and figure out how we can all work together and figure out how we can all benefit. If the state sees us fighting among each other, they may just pull out. We need this airport, it is long overdue. We could get cheap flights all the time. It's time for us to put our heads together and get on board with this project to benefit the people of Angoon. We need to start building things of our own and create jobs. There will be job opportunities but our people will need training. The contractor will be on a budget and timeline. They won't be able to wait for us so we need to get together in the next year and plan. Now is the time. The way it is right now we are suffering. We don't have jobs and necessary things for our kids to move forward. We want this built. If my land is there, I will be more than happy to give it up. We need to work together.
[applause]

Public Question: Is this the final plan?

Angela Smith: No. Site 12a is the area cleared by FAA who has said if there is going to be an airport, this is where it's going to go. Where it fits on site 12a is not final.

Public Question: We turned this site down 30 years ago, we can do it again. This site means lots of airplanes fly over town. It's not the best location. I'm not going to sell my land.

Angela Smith: There are impacts of this location; that is true. But FAA has found that this site has the least impact to the environment and to the people.

Public Comment: You're doing a good thing for us, but I'm not sure the location is the best one. But I'm not going to stand in the way.

Public Question: Is the airport too close to the dump?

Angela Smith: No, the site location and distance is within the regulations.

Public Question: What about birds in the area? There are birds at the dump.

Angela Smith: There are regulations and guidance on the location of a landfill and an airport. We looked at those and we are far enough away from the landfill.

Public Question: Are the tree clearing limits final?

Angela Smith: No that still could change if the runway layout changes.

Public Question: How do you coordinate among the team?

Angela Smith: The core team meets twice a week. During intense times the design team meets daily.

Public Question: When does FAA get involved?

Angela Smith: Every other week they listen in on our coordination meetings.

Public Question: You should come out to Angoon whenever you have information to share rather than after the decisions have been made. You need to keep us on board and not keep us in the dark.

Angela Smith: That is why we are here today—to share information and our tentative direction moving forward and to collect feedback. We want to keep you updated. We have the website and are sending email updates. Anytime something happens, we try to get the word out.

Public Question: Where is the website?

Katherine Wood: It's on the materials provided today dot.alaska.gov/sereg/projects/angoon_airport_new/

Angela Smith: FAA had a website for the EIS process. That website has been closed, and now there is a new DOT&PF website.

Public Comment: Based on how important this is to our community, I think the City or Corporation should appoint someone to be on board with the design team to see what's going on and report back. It would be nice to have someone from Angoon inside the team to report on what's going on. If it's that important, put an Angoon representative at those meetings. Have someone there who can speak on our behalf.

Chris Goins: We'd be willing to consider that if the different organizations would like to recommend someone. We did a partnering session with FAA in January for similar reasons.

Public Question: Will the trees be available for the community? Who do they belong to?

Greg Weinert: Trees are considered a commodity. The trees on the Kootznoowoo property belong to the city of Angoon. We will have to work out with the City what they want to do with the trees. We have a copy of the agreement where the City of Angoon purchased the timber rights.

During the geotechnical drilling, trees were cleared. That wasn't cleared properly with the City and we are very, very sorry.

Paula Brault. The original deed of timber development rights was signed in March 27, 1987 and amended February 5, 1997. We also have copies of restrictive covenants for the Auk' Tah Lake Road Subdivision and Keats Subdivision which restricts use of the trees on privately owned lots in those subdivision. The trees are owned by the City.

Greg Weinert: As we progress with right-of-way, we will also talk about the commodity rights of the trees and how the City wants those disposed.

The discussion adjourned at 6:45pm.