

ERRATA SHEET

March 2020

Public Meeting

The Alaska Department of Transportation and Public Facilities, in association with the Alaska Region of the Federal Aviation Administration (FAA), published a Draft Environmental Assessment (EA) for improvements to the Seward Airport in November of 2018. A public meeting was held in December 2018 in Seward to review the EA and updated design for the Seward Airport Improvements project. Items within the document were added or changed for clarification based on public comments, and changes to the project design were incorporated into the EA figures. An Errata sheet was then distributed to alert the public to these changes during the public review and comment period which extended through January 9, 2019. That errata sheet included the following list of substantive changes:

- Figure 2. Proposed Action:
 - 1) fencing added to north airport boundary;
 - 2) staging area removed;
 - 3) clearing & grubbing boundaries added; and
 - 4) beacon deleted as this will be completed under a separate project.
- Page 6, Section 3.3 – changed repave airport surfaces to repave taxiways and aprons
- Page 9, Table 1, Cumulative Impacts – changed language to match Table 20 which was reworded for clarity.
- Figures 3-9 - updated to reflect changes in Figure 2.

Public Hearing

A public hearing regarding the Draft EA was requested by the City of Seward and held on August 2019. Comments received as part of the public hearing or since the publication of the previous Errata Sheet in December 2018, as well as the FAA's responses to those comments, resulted in further edits to the EA document. The following is a list of changes made to the EA:

1. Document date changed from November 2018 to March 2020
2. Page iii – added dates to and updated Appendix A and Appendix AA titles to clarify where public comments are documented
3. Page 5, Purpose and Need –
 - Engineering solutions changed to practicable solutions
 - Added to last sentence of paragraph 1, “but do not address existing reduction in runway load bearing capacity due to flood and sub-surface flow damage”.
4. Page 6, Proposed Action –
 - Added FAA guidance citation
 - Added, “Utilities will be rerouted in support of relocated runway, NAVAIDS and weather reporting system.”

5. Page 6, Alternatives Dropped from Further Consideration – Added history of previous alternatives analyzed prior to EA development.
6. Page 7, Dropped Alternative 1.1 – Added list of federal guidelines
7. Page 8, Proposed Action – Alternative 2.2 – added bullet point concerning rerouting of utilities
8. Pages 8-9, Table 1 –
 - for Land Use, clarified language about recreational users and bird watchers;
 - for Biological Resources, removed qualifying language regarding bird impacts; added language regarding Essential Fish Habitat (EFH) impacts; and updated impact value; (*applied the same changes to page 21, Table 4*)
 - for Wetlands, updated impact, added wetland value, and removed statement regarding State of Alaska’s approach to managing wetlands; (*applied the same changes to page 45, Table 17*)
9. Page 12, Hydrology – Added description of weight restriction as an effect of flooding
10. Pages 12-13, Section 5.2.1 – clarified language regarding the presence of anadromous fish in the project area, updated EFH information based on changes made to the State of Alaska’s Anadromous Waters Catalog (AWC) since the Draft EA was published, and added clarifying language noting that Marine Mammal Protection Act-protected species are not within the project area
11. Page 14, Figure 3. Biological Resources – added anadromous fish streams, labeled Taxiway A, updated habitat layer to match Figure 7
12. Page 18, Section 5.2.1.4 – species that were reported as invasive but are actually native were removed
13. Page 18, Section 5.2.2 – added Significance Thresholds statement noting that FAA has not established a threshold for EFH or Migratory Birds
14. Page 18, Section 5.2.2.1 – added impacts to EFH
15. Pages 19–21, Section 5.2.2.3 – removed statements regarding birds moving to Resurrection Bay-adjacent habitats and added discussion of impacts from the floatplane channel
16. Page 22, Section 5.2.3 - updated minimization and mitigation measures via synthesizing NMFS EFH conservation recommendations.
17. Page 31, Section 5.5.2 and page 33, Table 9 – clarified language about recreational users and bird watchers
18. Page 33, Section 5.5.4 – updated description of tidelands survey and land ownership.
19. Page 38, Section 5.8.1.2 – removed the word planning
20. Pages 41–43, Section 5.9.1 and Table 15 – updated wetland values and impacts, added AWC changes since the draft EA was published, added impacts from the floatplane channel including river wetland type impacted and saltwater intrusion, clarified material reuse on-site, and removed language regarding Alaska Department of Environmental Conservation’s wetland management approach.
21. Page 44, Figure 7. Wetlands Impact – added anadromous fish streams, labeled Taxiway A, and updated legend and changed layer coloring to match Figure 3
22. Pages 45–46, Section 5.9.1.3 and 5.9.1.4 – clarified U.S. Army Corps of Engineers (USACE) mitigation requirements, wetlands permitting, Taxiway A removal

impacts, and impacts to wetlands in buffer zones, cited Figure 7, and removed jurisdictional wetlands statement, added USACE permitting statement regarding the wetland delineation

23. Page 46, Section 5.9.1.3 – added mitigation language for work in tidal areas
24. Page 48, Figure 8. Floodplain Map – defined acronyms and abbreviations for Zone AE, Zone VE, FIRM, and SFHA
25. Page 49, Section 5.9.3.1 – updated to include 3 unnamed anadromous streams
26. Page 50, Figure 9. Surface Water – updated to include 3 unnamed anadromous streams
27. Page 51, Section 5.9.3.2 – included impacts to unnamed anadromous stream and updated wetland quantity impacts
28. Page 51-52, Section 5.9.3.3 – added language describing hydrologic connectivity of the new flood plain channel
29. Page 52, Section 5.9.3.4 – clarified language regarding the need for an Alaska Department of Natural Resources land use permit and where to find the state tideland survey.
30. Page 55, Section 5.10.2.1 – extrapolated on prior references to the projects compliance with the Magnuson-Stevens Fishery Conservation and Management Act compliance.
31. Pages 57–58, Sections 6.1 and 6.2 – added public and agency coordination efforts that have occurred since the Draft EA was published, including the December 2018 public meeting, distribution of the updated Draft EA and Errata, the December 2018 Stakeholder Working Group (SWG) meeting, and the August 2019 public hearing, and added the purpose of the SWG and each of its meetings.
32. Appendix AA – added summary of public comments received along with responses and FAA’s NMFS consultation letters including conservation recommendations.

All comments and other material related to the December 2018 public and stakeholder meetings and the August 2019 public hearing can be found in Appendix AA of the EA.