



## **DRAFT** **Public Involvement Plan**

# **ANC Runway 15/33 Rehabilitation Project Environmental Phase**

Project No. Z590490000

Prepared for:

Alaska Department of Transportation and Public Facilities

Prepared by:  
HDR

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## Abbreviations and Acronyms

ADG	Airplane Design Group
ANC	Ted Stevens Anchorage International Airport
DOT&PF	Department of Transportation and Public Facilities
EA	Environmental Assessment
FAA	Federal Aviation Administration
FAQ	Frequent Asked Questions
MOA	Municipality of Anchorage
PIP	Public Involvement Plan
PSA	Public Service Announcement
RSA	Runway Safety Area
RW	Runway
TW	Taxiway

## 1. Project Background and Description

The Ted Stevens Anchorage International Airport (ANC) is the largest airport in Alaska, serving more than 5 million passengers annually. It is the second largest airport in the United States for landed weight of cargo aircraft. Completed in 2014, the ANC Master Plan Update identified needed improvements to meet Federal Aviation Administration (FAA) standards and improve safety and efficiency. These include updating the ANC Runway (RW) 15/33 (the north/south runway) and related taxiway and runway safety area improvements. In addition, RW 15/33's aging pavement needs to be repaired. Department of Transportation and Public Facilities (DOT&PF), in cooperation with the FAA, Alaskan Region Airports Division, plans to combine the runway improvements proposed in the updated ANC Airport Layout Plan with the pavement rehabilitation project.

The DOT&PF in coordination with the FAA is currently developing an Environmental Assessment (EA) under the FAA Order for implementing the National Environmental Policy Act for the ANC RW 15/33 Rehabilitation Project. This Public Involvement Plan (PIP) outlines the stakeholder engagement activities through the environmental phase.

The proposed project will include the following:

- The runway will be rehabilitated and widened from 150 feet to 200 feet to meet the required FAA design standards for Airplane Design Group (ADG) VI aircraft, which already operate at ANC.
- The taxiway intersections geometry will be adjusted to accommodate the widened runway and to meet updated taxiway geometry using FAA standards for ADG VI and Taxiway Design Group 7 standards.
- The RW 33 threshold will be shifted approximately 200 feet to the north to separate RW 15/33 and RW 7L/25R Safety Areas. As a result of the RW 33 threshold relocation, the RW 15 threshold will be relocated approximately 100 feet to the north in order to maintain a minimum 10,000 foot Landing Distance Available required by air carriers. The runway will not be lengthened. The RW 15 displaced threshold will be removed and Taxiway Q will be re-aligned to the north to intersect the revised RW 15 threshold location.
- Declared distances and approach procedures will be revised to reflect these threshold changes.
- Runway and taxiway lighting will be replaced

### Identified Public Involvement Objectives:

- *Inform stakeholders why runway improvements are needed and that the project will improve the safety and efficiency of runways and taxiways.*
- *Inform stakeholders about the projects features*
- *Provide information on the project to the residents of the following communities:*
  - *Sand Lake*
  - *Turnagain*
  - *Midtown*
  - *Taku/Campbell*
  - *Spenard*
- *Educate stakeholders on anticipated noise impacts during construction*
- *Meet EA requirements for public outreach*

- The existing RW 15 ODALS approach lighting system will be removed and an upgraded MALSF approach lighting system will be installed. The approach lighting system upgrade will include changes to one existing light tower located between the Tony Knowles Coastal Trail and Point Woronzof Drive. The light tower will remain in the same location, but the single omni-directional light will be replaced with five directional lights and one sequenced flasher.

The RW 15/33 project scope was limited to reduce the duration of construction closure for RW 15/33. The additional scope items were included in two adjacent projects (TW Y and TW R).

## 1.1 Potential Project Impacts

In order to complete this work, RW 15/33 will need to be closed to operations for 1 or 2 construction seasons. The Alaska DOT&PF construction season is approximately April through October, 7 days a week.

During construction, **all air traffic will be shifted to RW 7R/25L and RW 7L/25R (the two east/west runways)**. Currently, most departures take off to the north and most arrivals land from the west. During construction most arrivals will continue to land from the west | departures will take off to the east, **creating a temporary increase in air traffic and noise over areas east of the airport**. More detailed information will be available in the public meeting and in the Draft EA.

With the closure of RW 15/33, travelers and air carriers may be delayed due to weather or reduced operational capacity. DOT&PF design staff work together with ANC Operations Staff and FAA air traffic controllers in preparation and implementation of all runway shutdowns to minimize impacts.

Airport operations will return to normal once construction is complete and in-between construction seasons, if more than one construction season is necessary.

The proposed project will occur on ANC property, require minimal ground disturbance, and will not have a direct physical impact to other property owners. However, stakeholders will likely notice the change in the airport lighting specifically near the Coastal Trail where a single omni-directional light will be replaced with five directional lights and one sequenced flasher. Land clearing may occur south of the replaced light to allow the light tower to be lowered for maintenance. The primary impact will be temporary noise impacts with the closure of 15/33 and shift of air traffic to RWs 7/25.



## 2. Project Area

This project area is located on ANC property, see Figure 1 below. The potentially affected area (noise impacts) includes Anchorage's Spenard, Turnagain, Sand Lake, Midtown, and Taku/Cambell neighborhoods.

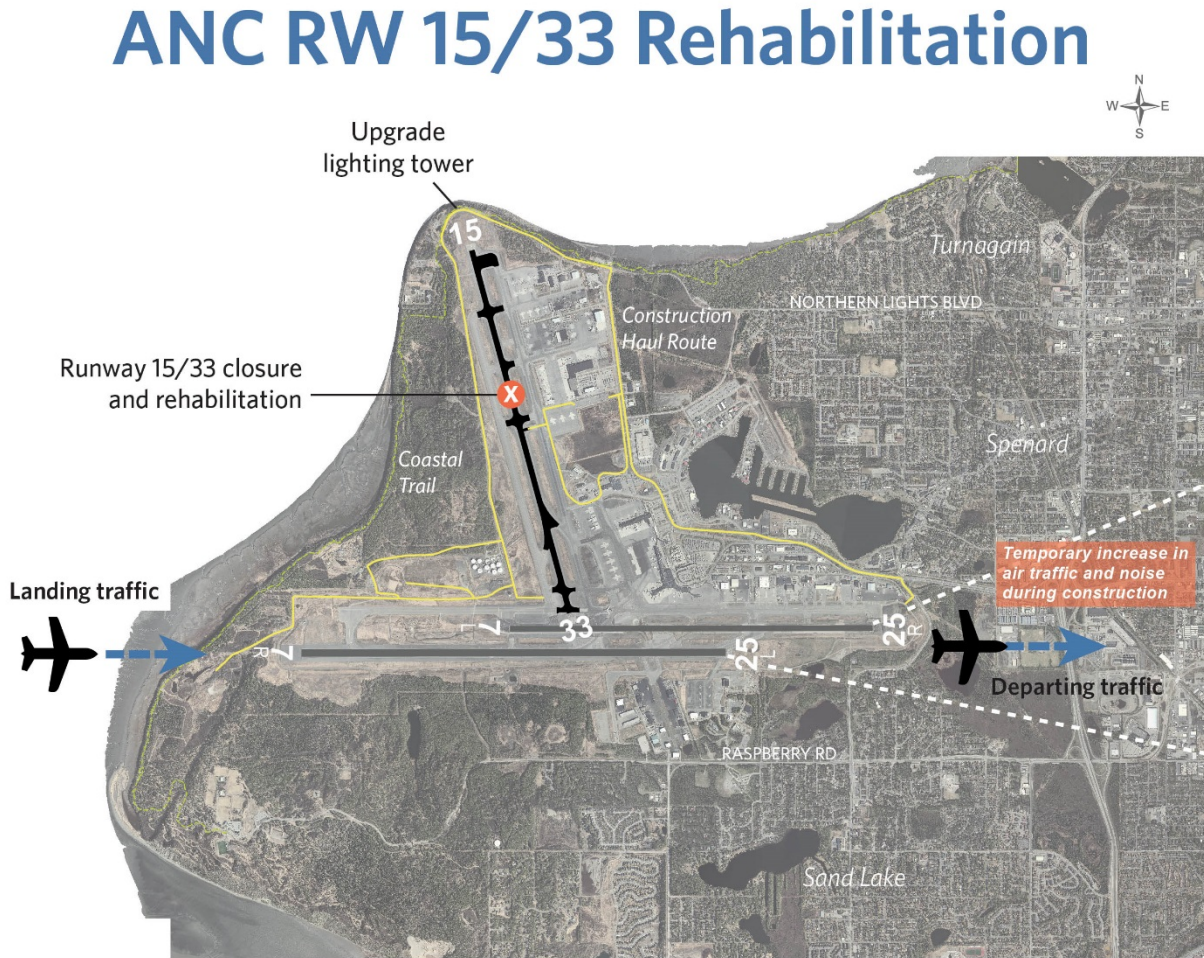


Figure 1: ANC 15/33 Rehabilitation Project Area

### 3. Public Involvement Overview

The ANC RW 15/33 Rehabilitation project will impact airport users, as well as businesses and residents within and around ANC. Educating the public about the project and the environmental review phase will require clear communication about the project’s purpose and need and the impacts during and after construction. DOT&PF will reach out to stakeholders informing them of the project and potential impacts prior to the release of the EA. The public will be notified when the EA is available for public comment and when the Final EA/FONSI is available.

#### 3.1 Following the environmental phase, additional outreach may be conducted but is not covered in this PIP. During construction, the project website will be used to share information on what to expect during construction (<http://www.anc15-33.com/>). Potentially Affected Interests—Project Stakeholders

As the largest and busiest airport in Alaska, ANC has numerous potential stakeholders including passengers, airport users, area residents and businesses, federal and state agencies, local government, aviation groups, and non-governmental organizations (NGOs). Table 1 outlines a list of potential stakeholders.

Table 1: Potential Stakeholders	
<p><b>General Public</b> Airport users and the traveling public Area residents</p> <ul style="list-style-type: none"> <li>▪ Sand Lake</li> <li>▪ Turnagain</li> <li>▪ Midtown</li> <li>▪ Spenard</li> <li>▪ Taku Campbell</li> </ul> <p>Recreational users of Coastal Trail Property Owners Surrounding Local Businesses and their Customers</p> <p><b>Airport Users</b> Airport Leaseholders Airlines Passengers</p> <p><b>Elected Officials</b> Mayor of Anchorage Anchorage Municipal Assembly Alaska State Senate Alaska House of Representatives</p> <p><b>State/Federal Agencies</b> FAA DOT&amp;PF Division of Statewide Aviation Commissioner State of Alaska Aviation Advisory Board</p>	<p><b>Community Organizations, NGOs and Others</b> Federation of Community Councils Sand Lake Community Council Turnagain Community Council Midtown Community Council Spenard Community Council Taku Campbell Community Council Nordic Ski Association Anchorage Chamber of Commerce</p> <p><b>Aviation Groups</b> Aircraft Owners and Pilots Association Alaska Airmen’s Association Civil Air Patrol The Ninety-Nines, Inc. Alaska Chapter</p> <p><b>Local Government Departments (MOA)</b> Office of Economic and Community Development Parks and Recreation</p>

## 3.2 Public Involvement Objectives

Information sharing is at the heart of any public process. This public involvement plan focuses on this basic premise: DOT&PF commits to informing stakeholders by relaying accurate and timely information about the project and to ensure stakeholders concerns relating to impacts are heard and, when possible, addressed.

Our public process objectives are to:

- Communicate the project purpose and need
- Inform a wide spectrum of the public with balanced and objective information to assist them in understanding the project and anticipated temporary noise impacts and timeline for construction.
- Inform the public when the draft EA is available for public comment
- Work with the public to ensure public concerns are understood
- Manage public expectations about noise

## 3.3 Project Decisions

DOT&PF is project sponsor, who is proposing and designing the improvements and conducting the environmental process. DOT&PF will be required to meet FAA design and environmental requirements as a condition of federal funding. DOT&PF is in the process of developing the EA in cooperation with FAA. The FAA will approve the Draft EA for public distribution and comment, and will sign the Final EA and Finding of No Significant Impact (FONSI, if appropriate). FAA will have additional review and approval authority over design issues before construction would begin. While stakeholder feedback will be considered during the environmental and design process, DOT&PF, with FAA approval, will make final decisions and ultimately implement the project.

## 3.4 Minority, Low-Income, and Limited English Populations

A quick analysis of the potential to impact minority, low-income, and limited English populations is a best practice during PIP development as these groups have been underserved by conventional outreach methods. Table 2 outlines the minority and low-income populations in Alaska, the Municipality of Anchorage (MOA), and the community councils surrounding the ANC. The Midtown Community Council has a higher percentage of non-white, below poverty level, residents that speak a language other than English, as well as a lower median household income. However given that the impacts to the Midtown community are equal to or less than other communities being affected, there are currently no identified populations that require specific outreach under state and federal regulations. The planning team will monitor the project as it progresses and offer recommendations for any environmental justice issues that may arise.



Table 2: Minority and Low-Income Populations, 2011-2015 American Community Survey 5-Year Estimates

Community	Estimated Total Population	% of Non-white	% Below Poverty Level	Median Household Income	% Speak a Language other than English
Alaska	733,375	34	10.2	\$72,515	16
MOA	299,107	35	8.2	\$78,326	18
Midtown	4,145	62	19.0	\$47,057	46
Sand Lake	27,209	29	6.6	\$94,281	20
Spenard	10,526	38	9.9	\$56,255	22
Taku/Campbell	10,285	35	4.6	\$78,676	18
Turnagain	11,432	30	10.0	\$84,457	23

Source: 2011-2015 American Community Survey; Data for specific communities were interpolated using US census tract data

## 4. EA Overview

The EA and public involvement overview for this project includes the following: (see Section 5 for more specific implementation dates and timing):

- Publish a Notice to Begin Engineering and Environmental Studies - 5/17/17
- Engage agencies and the public to identify environmental issues of concern by the public.
- Send letters to agencies, online public outreach, and a public meeting on June 22, 2017.
- ADOT / FAA prepare a draft EA for agency and public, review and comment. Advertising for availability of Draft EA will include language from FAA Order 5050.4B Section 403 (5). This language is required for the advertisement and distribution of the Draft EA. If there is no request for a public hearing, no public hearing will be held.
- Revise the draft EA and finalize the Final EA. Response to public comments will be included in the Final EA. A FONSI will be issued following the Final EA.

## 5. Public Involvement Schedule for Environmental Phase

Outreach activities will begin in May 2017 with presentations at Community Council meetings. A NEPA public meeting is tentatively scheduled for June 2017.

### Activities include:

#### 5.1 2017

May 2017: A project **Fact Sheet** and a **Frequently Asked Questions (FAQ)** document will be developed to distribute at meetings. The fact sheet will be designed to educate the public and other stakeholders about the project. The documents will be available on the project website once developed and updated as necessary.

- May 2017: The **Project Website** will be created and launched. It will present a basic description of the project, the most recent project schedule, the fact sheet, FAQ document, contact information, and provide a method of submitting electronic comments and questions, as well as provide access to project documents. The site will include a “join our list” option to sign-up for the E-Newsletter.
- May 2017: The Project team will present at **Community Council Meetings** or meet with Community Council presidents to provide information on the project, and provide the project fact sheet and a sign up sheet for the E-newsletter.
- Early June 2017: An **E-Newsletter** will be sent to the email contact list. This E-newsletter will relay information about the public meeting and instruct individuals to visit the website for more information or to sign up for the email contact list. We can ask community organizations to forward this E-newsletter to members to help build our email list.
- Early June 2017: **Postcard # 1** will relay information about the upcoming public meeting and instruct individuals to visit the website for more information or to sign up for the E-Newsletter.
- June 2017: Up to 3 **Listening Posts** will be held at community events or other likely places where significant foot traffic is anticipated. Potential Listening Post locations include Summer Solstice events, community events, and grocery stores in nearby communities.
- June 22, 2017: A **Public Meeting** will be held. This meeting will be an introduction to the project for interested parties that had not attended any of the Community Council Meetings. This open house will be advertised at least three weeks in advance via the State of Alaska Online Public Notice System, the State of Alaska GovDelivery, and legal announcement in the Anchorage Dispatch News in print and online formats. An email will be sent to individuals who signed up at Community Council Meetings. Postcards will be sent to addresses within the 5 listed community councils entire mailing list. Following the open house, graphic materials and the presentation files will be loaded onto the project website. The public open house will be publicized via:

- State of Alaska Online Public Notice
  - GovDelivery
  - Paid print ads (*Alaska Dispatch News (legal, print and online ads)*)
  - Email
  - Postcard
  - Social media (DOT&PF's Facebook page)
- July 2017: The **Scoping Report**, which summarizes outreach conducted, public comments received, and responses to those comments, will be developed and provided to DOT&PF for inclusion into the EA.
  - July/August 2017: The draft **EA** will be published for agency and public review.
  - July/August 2017: An **E-Newsletter** will be sent informing the public that the EA is available for public comment.
  - August 2017: An **E-Newsletter** will be sent informing the public of the availability of the Final EA/FONSI.

## 5.2 2018

Construction is projected to begin in summer 2018. An **E-Newsletter** will go out prior to Construction, informing stakeholders on when construction is expected to begin. Further updates during construction will occur either via the E-newsletter list or the project website.

## 5.3 Ongoing activities include:

- A project **Website** to provide project information, meeting notices, contacts, public materials, and mechanisms to submit comments.
- A project-specific **Mail/Contact List** of agencies, organizations, elected officials and others with an interest in the ANC Runway 15/33 Rehabilitation Project will be continuously maintained. Print advertisements and postcards will be used to notify one public meeting (June 2017), other communications will be sent using the email contact list.
- Project written materials such as a **Fact Sheet** and **FAQ** document will be updated when new information is available, and be provided at public meetings, Listening Posts, and posted on the project website.

**Comments** received through public involvement efforts will be tracked on a spreadsheet, and responded to and summarized in the Scoping Summary Report. Incoming comments and questions from the public may be used to update the FAQ document. **Comments** on the Draft EA will be tracked using a spreadsheet, and responses will be drafted, reviewed by DOT&PF and FAA, and then appended to the Final EA/FONSI. Public and agency comments may result in a change to the Final EA.

## 6. Public Involvement Tools and Terms

The following tools will be used to target specific levels of involvement in the ANC Runway 15/33 Rehabilitation Project during the environmental assessment efforts. This does not represent a commitment to use all of these tools; rather this is a strategic list that the project team may pull from as needed as the project progresses. Further efforts and community engagement will take place during construction and may rely on similar tools.

- **Agency Coordination** - the project team will coordinate with participating state, federal and local agencies ensuring viewpoints from all affected agencies are incorporated in the public involvement and design processes.
- **Community Council Meetings** – the project team will provide 5 to 10 minute presentations to the 5 Community Councils surrounding the ANC.
- **Listening Posts** – project staff with eye catching project graphics, maps and materials will be stationed at high traffic locations in Anchorage, ideally during a community event that will yield significant foot traffic. The public involvement team will engage with members of the public, gather feedback, and increase the project’s visibility.
- **List Maintenance (Mailing, E-mail)** - a project mailing list will be developed including agencies, organizations, elected officials and others with an interest in the ANC Runway 15/33 Rehabilitation Project. Where possible, communications will be delivered electronically (E-Newsletters, meeting announcements). One postcard will be sent to project stakeholders, announcing the public meeting, and inviting stakeholders to sign up for future e-mail correspondence via the project website.
- **Media Monitoring** - Monitoring the press, including news articles, letters to the editor, and other sources, will gather information regarding the project that concerns the public.
- **Paid Advertising** - newspaper ads and online advertising on popular websites provide information about the project’s status, public meeting, and direct people to the website for more information.
- **Print Materials** - materials will include meeting handouts such as fact sheets and FAQs.
- **Public Meeting** - the project team will host a public meeting in June 2017 with the goal of informing stakeholders of the project schedule, relaying how the project may potentially affect them. The meeting will be advertised in advance to provide sufficient public notice.
- **Public Service Announcements (PSAs)** - these brief project announcements will be distributed to radio stations to notify the public about meetings and project milestones. It is up to that radio stations to determine if they will actually play the PSAs.
- **Website** – [www.anc15-33.com](http://www.anc15-33.com) will be established and provide up to date information to interested parties. The site will be linked to the DOT&PF Central Region Project’s Page. The site will also include a “join our list” option to automatically sign up for E-Newsletters.



## 7. Project Contacts

### Alaska Department of Transportation and Public Facilities

Luke Bowland P.E., Project Manager, DOT&PF

[Luke.Bowland@alaska.gov](mailto:Luke.Bowland@alaska.gov)

907-269-0891

Jenelle Brinkman P.E., Designer, DOT&PF

[Jenelle.Brinkman@alaska.gov](mailto:Jenelle.Brinkman@alaska.gov)

907-269-0606

Mark Boydston, Environmental Impact Analyst, DOT&PF

[Mark.Boydston@alaska.gov](mailto:Mark.Boydston@alaska.gov)

907-269-0524

### HDR

Katherine Wood, Project Manager, HDR

[Katherine.Wood@hdrinc.com](mailto:Katherine.Wood@hdrinc.com)

907-644-2000

### Project Website:

[www.anc15-33.com](http://www.anc15-33.com)