



Kotzebue Airport Relocation *Feasibility Study*

Meeting Notes

SUBJECT: Kotzebue Airport Relocation Feasibility Study

ADOT PROJECT NO.: 61317

GROUP: Public

DATE: November 14, 2007

TIME: 6:00 to 8:00 pm

LOCATION: Northwest Arctic Borough Assembly Chambers

MEETING OUTREACH: Newsletter mailed to every resident in Kotzebue; Small supply given to outlying villages; Meeting flyer given to Borough/City Staff and Village Coordinators to post on bulletin boards; Advertisement in *Arctic Sounder* 11/8/07 edition; Public Service Announcement on KOTZ-FM radio and Arctic Sounder

MEETING ATTENDANCE: 23 individuals signed in

MEETING MATERIALS: *Handouts:* Agenda; PowerPoint Presentation slides; Table 5-1, Alternative Evaluation Matrix from Draft Study Report; Comment Sheet
Graphics: Relocation Areas Map, Existing Airport Improvements Map, PowerPoint Presentation

STAFF PRESENT: *DOT&PF:* Donna Gardino, Project Manager; Judy Chapman, Aviation Planner; Ryan Anderson; Patty Miller
PDC Inc.: Royce Conlon, Project Manager; Rachel Armstrong, Project Engineer
Brooks & Associates: Anne Brooks, Public Involvement Coordinator
Northwest Arctic Borough: Tom Okleasik, Planning Director, moderator for the radio broadcast

MEETING INFORMATION:

The meeting was broadcast on KOTZ-FM radio beginning promptly at 6:30 p.m. Prior to this time, the project team members were available for one-on-one discussion with members of the public. Northwest Arctic Borough Planning Director, Tom Okleasik, explained the meeting schedule to gathering Kotzebue residents.

At 6:30 p.m., the team signed onto the radio and Donna Gardino welcomed the audience and then introduced and thanked the Citizen Advisory Committee members for their help with the project. The committee members were:

Current Members

- Walter Sampson, NANA Corporation
- Sandy Schroyer-Beaver, Kikiktagruk Inupiat Corporation
- Siikaurak Martha Whiting, Northwest Arctic Borough
- Kim Franklin, Northwest Arctic Borough
- Linda Joule, Kotzebue IRA Council
- Jackie Hill, Maniilaq Association
- Dean Westlake, City of Kotzebue
- Clement Richards, Maniilaq Association
- Brianna Tripplett, Student
- Richard Atoruk, Student

Former Members

- Frank "Obbie" Greene, NANA Corporation
- Roswell "Ross" Schaeffer, Sr., Northwest Arctic Borough
- Walter Porter, Northwest Arctic Borough
- Paulette Schuerch, Maniilaq Corporation
- Herman Reich, City of Kotzebue

Donna also recognized the Department of Transportation design folks in the room, Patty Miller and Ryan Anderson. She introduced the project team and Royce Conlon began her presentation by walking through a PowerPoint presentation. Members of the public received the presentation as a handout.

The following is a summary of the questions ask by members of the public (in *italics*) and team response to them (in regular type).

My name is Susan Georgette –It would be interesting to know exactly where in Areas 1, 2, and 3, the relocated airport facility is shown. The team did look at specific areas. Royce talked about each of these areas and pointed them out on a map.

Is Area 1 by Pipe Spit? Yes, it is near Pipe Spit. KIC has identified a potential gravel source in the area. If the gravel resource is confirmed, it could reduce the cost of airport relocation.

As you looked at the relocation areas, did you consider the community's gathering tea, medicine, berries, etc.? How was this considered? Yes, subsistence use was considered as part of the evaluation criteria.

Walter Sampson -- Based on analyses of considerations, funding is the key. Based on funding, it doesn't look like the airport will be relocated for some time. Where does this place Kotzebue on the list of projects? The DOT won't score Kotzebue relocation because we are not recommending relocation at this time. In the next phase, the Kotzebue Airport Master Plan, we will look develop a list of projects providing incremental improvements at the existing airport based on anticipated funding. These projects will then be prioritized and scored based on a competitive process with other primary airports.

Could you fund Kotzebue improvements in phases? Yes, we would also try to secure FAA discretionary funds for Kotzebue.

Creating employment opportunities for local and regional folks is always promoted. It is hard to tell contractors – you need to hire locally. When a contract is awarded, the contractor imports his workforce. We would like a push for local hire. This should be worked on. It would help the state if they work with local folks so that the project workforce is all local. The state is also

interested in seeing more local hire. With federal funds we have to leave hiring open to the contractor. If we had a state funded project it might be possible to encourage more local hire. Jon Dunham, for the DOT's Civil Rights Office has instituted post award conferences where the contractor and Union come to the community and discuss the employment opportunities for the project.

Tom Okleasik noted that on page 3-6 of the Draft Feasibility Study there are statistics about the number of passengers that enplane and deplane at Kotzebue. He felt we could use the numbers to justify the project.

Charlie Gregg inquired if the alternatives included a crosswind runway at all the locations. Royce indicated that crosswind runways were considered at all the locations.

How can you bring cost down? What type of in-kind contributions are you looking for from the community? We can bring the cost down. The most likely in-kind contributions from the community include the land needed and material (gravel). In-kind contributions often help the project rank higher when prioritized against other projects.

Alaska Airlines is flying AK 737-400s and 737-900s. Do the 737-900s have the same requirements as the 737-400? The team will be considering all the types of aircraft and their runway requirements in the airport Master Plan.

In the draft report you discuss population growth. The population projections for borough are only going up – in some communities 1%; in others 3-4%. The Borough is growing population wise. Is it possible the population growth may change other considerations like funding? Yes, population growth would be a consideration. This helps in the evaluation and scoring.

Do you also consider economic activities – such as what is happening with the Ambler mining districts – a major mine development; Teck Cominco is looking at an extension to 2034; freight and labor is important. The Borough is interested in improving infrastructure to attract investors. Yes, all these factors are considered in scoring for funding. In fact, we appreciate when local entities provide information for the applications.

The team asked all those present to read the document and provide comments by December 5th. They noted that the comments could be written on the comment sheets provided, sent to the web site via email or folks can call the toll free number on the agenda.

Taikuu – thanks.

Related documents on file:

- Sign in Sheets
- Handouts
- Meeting Graphics