

From: steve.gervel
To: Info; [Eugene cho](mailto:Eugene.cho); [Eugene Cho](mailto:Eugene.Cho); [Elizabeth Vazquez](mailto:Elizabeth.Vazquez)
Subject: Fwd: Science
Date: Sunday, May 14, 2023 11:06:44 AM

Hi Mark and Jean,

Could you please place this email thread into the Airport expansion folder. The information contained therein is germane to the special meeting we will have to vote on a resolution presented by the SLCC airport committee. Thanks.

Steve Gervel
President Sand Lake Community Council

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

From: **Rhonda Grove** <rkgrove@gmail.com>
Date: Sun, May 14, 2023 at 10:04 AM
Subject: Re: Science
To: Frank Rast <frankrast55@gmail.com>
Cc: Linda Swiss <swiss.linda@gmail.com>, SLCCPresident23@gmail.com <SLCCPresident23@gmail.com>

Frank,
Which studies are not related? And why not? Please be specific.
- Rhonda

On May 14, 2023, at 9:51 AM, Frank Rast <frankrast55@gmail.com> wrote:

Linda

Dragging in a bunch of studies not related to what Northlink is developing is not productive,

I have seen zero from the Airports Committee that can document anything Northlink is doing to spread PFAS from the State owned site.

I have known Kevin Kleweeno for many years, I have not seen anything from Kevin that disputes Northlink's EA, or anything in writing from Kevin for that matter. As an Engineer, Kevin understand that Licensed Engineers do not put stuff in writing that is not factual.

Again, mixing in a bunch of stuff related to the State owned Fire Training Site and the Kulis Lease area is counterproductive.

How many times do I have to inform the Airports Committee that AWWU is the Water utility and MOA has zero in their charter to give you a water system?

Saying the State is broke while the legislature is arguing over how much PFD to give away is also ridiculous

The permits committee (myself as I have had no volunteers to date to serve) is preparing written questions to the Airports Committee Resolution so that the Airports Committee can provide written responses for discussion at our next meeting.

Again, modeling based on noise at the north end of the airport 2 miles away from Raspberry Road does not make any sense, How many times does the Airport Committee need to be told that vegetation does not stop noise. There is a scientific basis for the saying "Hearing a pin drop in the woods"

Plant materials, such as trees, shrubs, and vines have often been considered by homeowners as effective noise buffers. But unless they are properly designed, possibly along with a solid barrier, most landscape vegetation will accomplish little more than "out of sight, out of mind" reduction in noise.

[Using agroforestry to buffer noise - USDA Forest Service](#)

[D74F4E6F485F42F8AC7CC41DCF1E7528.png](mailto:info@usda.gov)
[United States Department of Agriculture \(.gov\)](https://www.usda.gov)

Northlink is providing a solid barrier to reduce noise, again stop with the pseudo-science BS

Again, you folks consume a lot of oxygen and waste a lot of time regurgitating straw man arguments

I am going to stop responding for now so I can have some peace on Mothers Day

Come to the next meeting prepared for a civil and scientific discussion

Frank

Sent from [Mail](#) for Windows

From: [Linda Swiss](#)
Sent: Sunday, May 14, 2023 9:21 AM
To: [Frank Rast](#)
Cc: [Rhonda Grove](#); [Matthew Sanders](#); [steve gervel](#)
Subject: Re: Science

I'd like to weigh in on this. I am not going to get into a back and forth argument, but perhaps Frank will understand our point of view better with this history.

We did not have a problem waiting for the state to test PFAS impacts from Kulis to our wells until we became aware of NorthLink's proposed development. We had been waiting for at least 3 years for Kulis testing to be done which got delayed by COVID. In the meantime, ADEC lost many long-time staffers who were following this issue.

Then NorthLink comes along with their proposal which is much closer than Kulis so our concerns became more immediate. From day 1, we said for this project to proceed, we need MOA water. Initially, we were concerned about impacts from aircraft operations (NorthLink had proposed a hanger be constructed - which ended up not being allowed by FAA) without even addressing PFAS. The folks I talked to at AWWU said they had seen many projects of this size/scope impact nearby water wells (Scooter Road was their example). We did not come up with this on our own. AWWU did a presentation for Rep. Claman (at the time) and NorthLink explaining options. Concurrently, there has also been a dispute with the Airport on direction of groundwater flow. They allege the groundwater moves north and directed us to a 1995 report that shows it moves north from the NORTH side of the airport. When asked for a report showing movement SOUTH, they "could not find it" (in writing) continuing to allege it moves north on their public website. So we've got this huge project looming 1200 ft. from our wells without a good understanding about groundwater flow direction, impacts from this new development, and PFAS impacts from Kulis.

Then Peter finds a report the Airport did documenting PFAS at the fire training pit (attached). Mysteriously, that report was not shared with ADEC so was not on their contaminated sites database. Information on it is now available (thanks to Peter working with ADEC) on ADEC's Contaminated Sites Database: see <https://dec.alaska.gov/Applications/SPAR/PublicMVC/CSP/SiteReport/27120> and <https://dec.alaska.gov/Applications/SPAR/PublicMVC/CSP/SiteReport/414>.

We had no idea about PFAS from the fire training pit until Peter found the report. We assume NorthLink was aware about the high levels of PFAS in the fire training pit so they chose the location so they would not have to pay for cleanup. That triggered even more concern.

Keven Kleweno, P.E., a former ADEC employee and retired from the Regulatory Commission of Alaska, has been advising us on water issues. Keven worked on drinking water and the gravel pit at West Park in the 90's so his experience and knowledge has been invaluable.

When ADEC became aware of the airport's PFAS report, it got their attention. They had closed site #414 but had to open it up again due to this report. During the June 2022 public comment period on NorthLink's DRAFT Environmental Assessment, ADEC weighed in requiring a site characterization and the extent of PFAS contamination was needed. See letter attached.

During the public comment period in 2022, we have emails from FAA that NorthLink was getting approval without conditions (in writing) to move forward. So a decision was being made BEFORE COMMENTS WERE CONSIDERED. I worked with an aid from Sen. Murkowski's office who contacted FAA about following the public process, and FAA did a complete "about face." They said there would be an additional public comment period and public meeting before this project was approved. They also reassigned the person from FAA who had been providing us some very limited information about FAA's role in this. To us, the issue of who was driving the public process was not clear - NorthLink as developer, Airport as "sponsor", or FAA. I don't think FAA would have had to retract their statement if we did not have legal grounds to stand on.

Since summer 2022, ADEC has been working on determining the extent of PFAS at the fire training pit and in the soils at Taxiway Zulu expansion. Actionable levels were found in Taxiway Zulu soils. Reports are available on NorthLink's website.

We have had many, many meetings and conversations with ADEC, NorthLink, the Airport, FAA, now Sen. Claman, Rep. Armstrong, Sen. Murkowski's office, AWWU. We had 7 documented meetings with NorthLink to talk about impacts which ended prior to the public review in June 2022. In conversations with the Airport and NorthLink's attorney, we have stated if there is any contamination - in our wells or elsewhere from this project - there is "joint and several liability" between NorthLink and the Airport.

Part of the reason we have pushed NorthLink so hard to provide water is to PREVENT impacts to our wells from their development both during the construction phase and after construction. (Check out their SWPPP that shows runoff during construction moving up hill through a non-existent drainage system to Campbell Creek). This would not be an option if no development was occurring so close to our wells - and we would not expect to ask ANYONE to pay for our water without this. PREVENTION saves everyone money. If NorthLink wants this project so badly, it is simply the cost of doing business in Alaska. AWWU estimated the cost at \$2 million in 2022. Also, NorthLink was able to secure funding from the Alaska Future Fund (up to at least \$10 million) that was public money.

The issue is really between the State of Alaska and NorthLink as to who pays for water. The state has no money and NorthLink refuses to pay. Rep. Armstrong has been working with Sen. Murkowski's office to get federal funding for our water. There is nothing in writing; no federal funding has been dedicated and approved yet. That remains to be seen.

As to the noise issue, Sean Dolan of NorthLink said an earthen berm 40 ft high would be constructed and that Tenor Engineering was doing the noise study. The noise study consisted of readings taken in Nov 2021 during a cold spell, with limited readings due to batteries dying. We contend the study should have been conducted on the north side of the airport where aircraft taxi and vegetation has been removed to provide more accurate conditions. Plugging that information into the model Tenor used would give us more confidence in their conclusion that safe noise levels would be maintained. Also, the first version of the noise study showed an 11 ft berm. When questioned about that, Sean said it would be changed. The version on NorthLink's website shows a 25 ft berm, much lower than Sean had initially stated to us in documented meetings. The noise from cargo jets with two engines (louder than more modern, quieter jets) needs to be understood and addressed. We are not crazy about our common sense concerns about the impacts of constant noise. Studies have been done on the negative health impacts from noise.

The FAA is looking into this through their Federal Register notice at <https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities>. Thousands of comments were received. See <https://www.regulations.gov/docket/FAA-2021-0037/comments?filter=berm>. We have also read the book "Over by Head" by Debi Wagner which provides her experience at Sea-Tac.

I apologize in advance this email is rambling, but there has been a lot of work done on this over the past 2.5 years.

Frank, you need to understand we are simply citizens who are doing our best to understand the science and protect our homes from a huge project we have no control over. This neighborhood is expected to take all the risk without any financial benefit at all. In fact, our property values will decrease due to this project. We would like impacts to be mitigated before construction begins. We have worked incredibly hard on this to make sure we have valid arguments. For me, I work full time and have had to take vacation time to work on this - that's how much it means to me. I am not crazy and am relying on others with more expertise than have to develop valid arguments. The others are retired professionals, pilots, and people whose homes will be negatively impacted, all of whom have worked countless hours on this as well. This is not my personal grievance. We are citizens standing up for ourselves against a well-funded and politically influenced process. I hope this long email better explains where we are coming from.

Linda

On Sat, May 13, 2023 at 9:37 PM Frank Rast <frankrast55@gmail.com> wrote:

Again explain what Northlink has to do with this?

Sent from my iPad

On May 13, 2023, at 9:33 PM, Frank Rast <frankrast55@gmail.com> wrote:

Rhonda and Linda

Your beef is with the State, dragging MOA taxpayers, AWWU Ratepayers and Northlink into what is clearly a State responsibility is cynical and immoral.

I would support a Resolution asking the State to bear responsibility, hijacking Northlink is not a very sound strategy to get SLCC support and will detract State of Alaska support

Sent from my iPad

On May 13, 2023, at 9:18 PM, Linda Swiss <swiss.linda@gmail.com> wrote:

Thanks, Rhonda.

I have a degree in Environmental Science and an M.S. in Environmental Quality Science.

Linda

On Sat, May 13, 2023 at 7:52 PM Rhonda Grove <rkgrove@gmail.com> wrote:

Hello friends and neighbors,

During SLCC meeting last Monday, there has been an accusation about credibility of concerned neighbors relating to the TSAIA project, where FAA has turned over their EA process that they are responsible to Northlink Aviation.

Neighbors trying to push back in an attempt to ensure the process is done in accordance with their rights were called 'anti-science', I believe. I participated on Zoom and very much appreciate that opportunity, but understand it became challenging and I could not follow the meeting very well.

Here is what I would like to share:

I have a BS in math from University of Washington

My young daughter has a degree in Geophysical Science from University of Alaska - Fairbanks

My young son has a degree in Physics also from University of Alaska - Fairbanks

My husband has a degree in math from UC Berkeley and Masters in math from UC Santa Cruz

Linda has a degree in environmental science, I believe, because we are friends she can weigh in if she would like

Linda's husband Tyler is a lifelong pilot and has a fount of knowledge in his experience and history as an Alaskan

I have just met Matt recently in person and his intellect, integrity, energy and passion has impressed me very much both in person and through the emails relating to this process

Without going into an overly lengthy email, I request a certain person, namely Frank Rast, to cease and desist in his belligerent smearing of people during a public process where us citizens and neighbors are trying our best to understand our rights and ensure the process is done properly and in accordance with the laws that protect our rights.

Sincerely,

Rhonda Grove