

**Western Alaska Access Planning Study
Buckland Public Meeting Notes
January 26, 2011**

Open House	2:00pm-2:30pm
Presentation	2:30pm-3:30pm
Comments/Questions	3:30pm-4:00pm

Project Team Representation

AK DOT&PF: Alexa Greene
DOWL HKM: Steve Noble, Chase Nelson
NANA: Abraham Snyder

Attendance

10-15 people attended the meeting.

Presentation

AK DOT&PF and DOWL HKM set up for a public meeting at the Buckland City building. Maps were displayed on various tables and hung up on the walls around the room.

Alexa Greene started the meeting by introducing herself, Steve Noble and Chase Nelson. After introductions Steve led the presentation of the Western AK access planning study.

Questions & Comments

Q = Question R = Response C = Comment

C: If a road passes through the NANA region, all visitors would have to get a permit to do anything; fishing, hunting, on actual NANA land. The Northwest Arctic Borough has permits for this.

Q: How many maintenance stations would there be along the route?

R: A maintenance station would be needed every 50 miles or so, depending on the road alignment, somewhere around 10 stations. There would be opportunities to work at these maintenance stations for nearby village residents.

Q: What about law enforcement along the road?

R: Similar to the Dalton Highway, State Troopers would have a presence on the road.

Q: What about Native allotments along the route? Native allotments are federally protected lands.

R: We will do everything we can to avoid the allotments. We did not study the number of native allotments along the route, but we are sure there is a significant number of them. We would work with those allottees that would sell right-of-way, and for those who don't want to sell we would have to look at routing the road around the allotment.

C: With the current proposed route, I'm not convinced we would see any reduction in prices of fuel and goods.

C: I do not support the road, so as long as it doesn't come near Buckland, go ahead and build it. Just build the shortest route possible.

Q: Would there be a buffer along the road to limit the amount of out-of-town hunters coming into our areas?

R: Possibly, regulations similar to those along the Dalton Highway could be established to protect the area's subsistence resources. We have not begun conversations with any of the governmental agencies yet, but if the project moves forward we will do so.

Q: What about law enforcement along the road?

R: We have heard these concerns in many villages. The highway would be treated very similar to other highways in the state. There would be State Troopers, and State maintenance facilities along the routes, similar to all the other State highways.

Q: Are you going to hire locals in the road construction? Or will it all be out-of-town labor unioners?

R: We are at the beginning of the project, so we don't fully understand how the funding will play out. Generally speaking though, if federal dollars are part of the funding, we are not able to require a local preference.

Q: Will you be using gravel from different locations along the route?

R: On major road projects we try to have a gravel source every 10 to 15 miles. If this project does move forward, we will need to evaluate gravel availability along the proposed routes. If a contractor has to bring gravel in from far away the costs of the road will go up too much.

Q: How does this project affect the inter-tie project? And could they work together?

R: It is best to look at the projects as separate projects. Just because the WAAPS project moves forward, doesn't mean the inter-tie project won't move forward. This project won't be displacing other projects, or the road project to the Ambler mining district.

C: I would rather see us get a runway extension. If jets could land in Buckland our costs of goods and services would also decrease.