

**Western Alaska Access Planning Study
Manley Hot Springs Tribal Council Public Meeting Notes
November 11, 2010**

Presentation	6:00-6:40 p.m.
Question & Comments	6:40-7:20 p.m.

Project Team Representation

AK DOT&PF: Alexa Greene
DOWL HKM: Tom Middendorf, Alex Prosak

Attendance

8 attendees recorded on the sign-in sheet (not including those from the project team).

Presentation

Alexa Greene, AK DOT&PF, opened the meeting, welcomed those in attendance, introduced the project team representatives, and introduced the purpose of the public meeting.

Tom Middendorf, DOWL HKM, presented an overview of the Corridor Planning Report.

Questions & Comments Q = Question R = Response C = Comment

C: In 2008, the Tribe identified a route around Manley; it has dedicated Right-of-Way and is four miles outside of town. Todd Bredeman can get a copy of this information to the project team.

Q: How did the economics study arrive at the numbers that it did? They seem very arbitrary.

R: The economics portion was completed by Northern Economics, an economics consultant who does many similar studies. I do not know all of the study details but most of their assumptions are documented in the report.

Q: Do the cost savings numbers include schools, stores, and other businesses?

R: Offhand I do not know all of the assumptions made during the economic study. All in all, some of the assumptions made are likely conservative while some others may be generous.

C: The road would significantly lower the costs of living for all villages that are not currently served by a road.

Q: Have the percentage of people in favor and not in favor of the project from interior villages been determined yet? The comments in the presentation appear to be just from Western Alaska.

R: We will post that data on the project website once we have it, we are just now beginning to visit some of the Interior villages.

C: I'm for the road and always have been; I'd like to see a rail corridor too.

Q: Are you scheduled to meet with the communities of Minto and Rampart?

R: We do plan to meet in Minto, but not in Rampart.

C: I (*Larry Bredeman*) could assist with setting up a meeting with the Tribal Administrator, Dixie Dayo, for Rampart during your next trip to Fairbanks as she is based in Fairbanks and is also the Administrator for Manley. The current population of Rampart is around 10 or 11 and the community is primarily older.

R: We will follow up with Larry.

C: The road to Manley has been open and continuously maintained year round since 1983 or 1984; the population has steadily declined since then.

C: All villages will have spur roads approximately 10 miles in length.

R: If the project continues there will be many more meetings to fine tune the alignment. What is currently shown on the maps is purely conceptual in nature.

Q: The project estimate does not include connector roads?

R: Correct. There are some ball park costs for connector roads in the report but at this time it is unknown which villages will or will not want to be connected to the road. For now the report assumes that all villages near the road will be connected.

C: The road would provide good opportunities for tourism.

C: It depends on the type of tourism, we cater to eco-tourists who want to experience true Alaskan wilderness and the road will ruin that.

C: Additional infrastructure will be needed for gas stations and other services.

R: Correct. The cost does include the construction of maintenance facilities along the length of the route at approximately fifty mile intervals.

Q: If Route 1 is ultimately selected, how will you build on all of the ice lenses, permafrost, and wetlands?

R: No matter which route is selected, part of the design process will include a substantial geotechnical component to make structural recommendations for construction.

Q: Where is the money coming from?

R: Right now there is no funding for the project. We are trying to determine if there is need to find additional funding to continue with the project. If it is ultimately

determined that there is sufficient interest, funding will likely be a combination of Federal and State money with the possibility of some private funding as well.

Q: Who directed the study to be done?

R: *The Legislature.*

Q: If the project goes to construction what would be the funding sources?

R: *It is not clear at this time. Most new construction projects are funded 90% by the Federal government and 10% by the State.*

C: It seems that the State doesn't want to spend money maintaining the roads they already have.

C: The fact that the money isn't being used to maintain the roads isn't because there is insufficient funding for it because the money is there; it just isn't being properly allocated.

Q: How much has been spent on this phase of the study?

R: *About one million.*

C: Alexa hit on the topic earlier; can this road even be built? This is what the study is all about.

C: The idea that utilities can extend their service facilities at reduced rates is very appealing. I previously received an estimate of \$330,000 to extend the utilities to my home.

C: The economic study looked at replacing diesel fuel with propane to heat homes but you can't run a generator or heat a home with propane, you truly need diesel fuel.

R: *We will look at updating the slide if we find errors in the information.*

C: You can't cook with diesel and you can't run a generator with propane. It seems odd to base statistics on things that haven't been developed yet. This is not good logic.

R: *One assumption of the economic study is that if the road is built a gas line will also be built.*

(Note – There are propane generators as well as propane whole house furnaces.)