

APPENDIX G

Project Meeting Notes and Sign-in-Sheets

**Western Alaska Access Planning Study
White Mountain Public Meeting Notes
October 11, 2010**

| | |
|---------------------|------------------|
| Open House | 10:00-10:30 a.m. |
| Presentation | 10:30-11:15 a.m. |
| Question & Comments | 11:15-12:00 p.m. |

Project Team Representation

AK DOT&PF: Jeff Roach
Kawerak, INC.: Pearl Mikulski
DOWL HKM: Steve Noble, Brandon Telford

Attendance

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

Open House

Attendees were able to visit project display stations, view project information, ask questions, and share comments on the Western Alaska Access Planning Study.

Presentation

Jeff Roach, AK DOT&PF, opened the meeting, welcomed those in attendance, introduced the project team representatives, and introduced the purpose of the public meeting, the project goals and objectives, and schedule.

Steve Noble, DOWL HKM, presented an overview of the Corridor Planning Report.

Questions & Comments

Q = Question R = Response C = Comment

C: Our community already has trouble with people trespassing on our hunting grounds. This project will make it easier for people to trespass.

Q: Did the study consider access to alternative energy sources?

R: ***Yes, the March 2009 Western Alaska Access Planning Study Inventory Report outlined alternative energy sources within the study area.***

Q: Was a train corridor considered as an alternative to the road corridor?

R: ***Yes, as a general rule, a train corridor is four times more expensive than a highway corridor to construct and maintain. One of the goals of the study was to identify corridor alternatives that could minimize construction and maintenance and operations costs, for this reason a road was selected over a railroad.***

- Q: We're concerned about a water shed area north of the White Mountain community. The corridor is shown just north of the water shed area. Will the corridor affect that area?
- R: *If the State chooses to move forward with the project, a hydrology and water quality analysis would be performed as part of the environmental documentation effort to determine the best routing of the corridor through or around this area.*
- Q: Will the project result in higher taxes on communities close to the corridor?
- R: *The Legislature will appropriate the funding for maintenance of the corridor, just as they do on the other State roads.*
- Q: Is it possible to guarantee local hire for the construction of the highway?
- R: *The way the contracts can be written depends on how the Legislature decides to fund the project. If Federal Highway funds are used on the project, local hire cannot be guaranteed in the contract.*
- Q: Will the project include training locals to work on the construction of the highway?
- R: *Construction training programs for communities along the corridor were not considered in the analysis.*
- Q: Would communities and non-profits know about the construction schedule and staffing needs far enough in advance to provide training to locals?
- R: *The State will be back to meet with the public and local communities many times if the project moves forward.*
- Q: What impact will the highway have on airlines?
- R: *Air travel will continue as the communities are far from most destinations and some people will not have the time to drive the long distances. If the road stimulates economic and community development and jobs, air travel could even increase in some communities.*
- Q: Is this highway actually going to be constructed?
- R: *Construction will depend on support from the public, funding availability, and priority in relation to other projects.*
- Q: Will the highway be maintained for year-round use?
- R: *The corridor study assumed that the highways would be maintained year-round. The estimated operations and maintenance costs are based on year-round maintenance.*
- Q: Does the project include providing spur roads to communities along the corridor?
- R: *The study compared the costs of providing spur roads to communities within 20 miles of the corridor for each of the route options. It was found that the average cost per person for access roads is lowest for the Yukon River Corridor.*

C: The community would like a written statement from the State of Alaska detailing the intentions of the project. The statement should include a detailed explanation of the economic factors that are influencing the project, especially the mining influences.

R: ***Much of this information is in the report and on the web site.***

Q: Are you meeting with the regional corporation as part of the public involvement phase?

R: ***The Regional Corporation was contacted prior to this meeting and they agreed to a combined meeting with the City and the Tribe. If additional meetings are desired one on one with the Council, please let us know.***

Q: Will public comments be compiled for public review?

R: ***Yes, DOWL HKM will prepare a report detailing and providing analysis of the comments received during the public meetings, the questionnaires received at the meetings, by mail, and online, and the comments received in the project email. The report will be submitted to the AK DOT&PF and will be used to determine if the project should move forward. We encourage you to complete a questionnaire so we are certain to get your comments.***

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WESTERN ALASKA ACCESS PLANNING STUDY DATE 10/11/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|---|-----------------|------------------|------------------------------------|
| Phillip Brown | Box 11 WMO 99784 | 685 1032 | M | AN |
| Charlie Brown | charlie_23brown@hotmail.com Box 62112 Goforth AK 99762 | 779-2325 | M | AN |
| Bernice Brown | Box 62115 Goforth AK 99762 | 779-2300 | F | AN |
| Willa Ashenfelter | Box 84009 White Mtn. 99784 | 638-2016 | F | AN |
| Lincoln M. Simon SR | P.O. BOX 84033 White Mtn AK 99784 | 907 638-3361 | M | AN |
| Enid J. Lincoln | PO BOX 84050 WMO, AK 99784 | 638-1004 | F | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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|------------------------|--|-----------------|------------------|------------------------------------|
| ROBERT T. LINCOLN SR. | PO BOX 8425 WHITE MOUNTAIN AK 99784 | 638- 3511 | M | AN |
| HOWARD F. LINCOLN | P.O. Box 6 white mtn, AK 99784 | | M | AN |
| Pearl Mikulski | Po 948 Kawerak Nome AK 99762 | 443 - 4245 | F | W |
| Linda M. Ione | P.O. Box 33 White Mountain AK 99784 | 407 638-3361 | F | AN |
| Rarl Ashenfelter | P.O. Box 65 WMO, AK 99784 | 638 3453 | M | AN |
| COUN LINCOLN | P.O. Box 1 WMO AK 99784 | 658 1024 | M | AN |
| Jorothy Bair | Box 28, WMO, AK dbair@Kawerak.org | 638 3651 | F | AN |
| Roy Agloingja | PO Box 1877 Nome AK 99762 | 301- 4917 | m | AN |
| | | | | |

**Western Alaska Access Planning Study
Koyuk Public Meeting Notes
October 11, 2010**

| | |
|---------------------|----------------|
| Open House | 4:00-4:30 p.m. |
| Presentation | 4:30-5:15 p.m. |
| Question & Comments | 5:15-6:00 p.m. |

Project Team Representation

| | |
|----------------|------------------------------|
| AK DOT&PF: | Jeff Roach |
| Kawerak, INC.: | Pearl Mikulski |
| DOWL HKM: | Steve Noble, Brandon Telford |

Attendance

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

Open House

Attendees were able to visit project display stations, view project information, ask questions, and share comments on the Western Alaska Access Planning Study.

Presentation

Jeff Roach, AK DOT&PF, opened the meeting, welcomed those in attendance, introduced the project team representatives, and introduced the purpose of the public meeting, the project goals and objectives, and schedule.

Steve Noble, DOWL HKM, presented an overview of the Corridor Planning Report.

Questions & Comments

Q = Question R = Response C = Comment

Q: How did you arrive at the fuel cost figures in the presentation? Fuel prices fluctuate a great deal based on barge access and other factors.

R: *The study used data from the Alaska Department of Commerce to determine the annual price of fuel in several communities in the study area. The data was recorded by the Alaska Department of Commerce between 2002 and 2008.*

Q: Are tunnels more expensive to construct than bridges?

R: *Tunnels are generally more expensive to construct than bridges.*

Q: Did you study the corridor's impacts on tourism and big game hunting? Were these impacts included in the cost studies?

R: *The study assumed the economic effects of increased tourism and big game hunting would be minimal in comparison to the impacts to mining and the price of goods*

and services. The impacts to tourism and big game hunting were not looked at in detail when deciding the preferred corridor; however, there will be some positive economic impacts.

Q: Will the highway create new job opportunities in the communities located along the corridor?

R: *Yes. Numerous opportunities will arise from resource development, road maintenance, inter-village transportation, material transport, etc.*

Q: Is it possible to guarantee local hire for the construction of the highway?

R: *The way the contracts can be written depends on how the Legislature decides to fund the project. If Federal Highway funds are used on the project, local hire cannot be guaranteed in the contract.*

Q: How far will the road corridor be from Koyuk?

R: *The straight line distance between the Yukon River Corridor and the community of Koyuk is 1 mile. This distance will likely change during the design phase of the project and can be adjusted based on the desires of the community.*

C: The corridor would be easier to construct if it went behind Grand Mountain, but this would result in negative impacts for subsistence hunters.

Q: How long will it be before this project is ready to construct? The community can get training to do the construction if they know when the construction will be taking place.

R: *Start of construction is several years out and will depend on the availability of funding, support from the public, and State/Legislative support.*

Q: How likely is it that mines will be developed as a result of this project?

R: *Development of mines cannot be guaranteed and will depend on market conditions and private investment.*

Q: Will the highway be maintained for year-round use?

R: *The corridor study assumed that the highways would be maintained year-round. The estimated operations and maintenance costs are based on year-round maintenance.*

Q: How many maintenance stations will be required to keep the highway open year-round?

R: *The corridor study looked at the Dalton Highway as an example for maintenance requirements. It was assumed that a maintenance station for the Yukon River Corridor will be required for every 50-60 miles of highway for year-round maintenance.*

Q: Does the project include providing spur roads to communities along the corridor? If so the spur roads should be built before the main highway is constructed.

R: *The study compared the costs of providing spur roads to communities within 20 miles of the corridor. It was found that the average cost per person for access roads is lowest for the Yukon River Corridor. The cost of the spur roads was not included in the project cost estimate.*

C: It's easier to get funding to improve existing roads than it is to construct new roads.

Q: Would the communities along the corridor be contracted to maintain sections of the highway or will the DOT&PF keep all O&M in-house?

R: *DOT&PF will be responsible for O&M but will establish maintenance stations that will likely utilize local resources to the extent available.*

Q: Will there be a rail system located next to the highway?

R: *A rail system along the corridor was not proposed by the study but the development of a highway corridor would make addition of a rail system more affordable if one is needed in the future.*

Q: Is the highway proposed with a paved surface or a gravel surface?

R: *The study assumes that the highway is surfaced with crushed aggregate, not asphalt pavement.*

Q: Will communities further from the corridor also get spur roads?

R: *The study did not compare the cost of connecting communities further than 20 miles from the corridor. If a community further than 20 miles from the corridor wants a spur road they could request the connections through the STIP process.*

Q: Did the study consider tying the highway into the sub-Bering tunnel?

R: *No, the study compared corridors with Council as the western tie-in point.*

Q: How will the comments on the questionnaire be handled or counted?

R: *DOWL HKM will prepare a report detailing and providing analysis of the comments received during the public meetings, the questionnaires received at the meetings, by mail, and online, and the comments received in the project email. The report will be submitted to the AK DOT&PF and will be used to determine if the project should move forward.*

Q: How wide are you proposing the highway be?

R: *The study assumed a 24 foot wide driving surface with 3 foot wide shoulders. The total width of the highway would be 30-feet.*

C: The highway should be wider than what is being proposed.

Q: Would it be prudent for the community to develop gravel sources in preparation for selling gravel to this project?

R: *Construction of this project is many years in the future. Planning for gravel sources will be part of the future phases of this project if the State chooses to move*

to the next steps. Locally owned and tribal gravel sources will certainly be considered in that analysis, but we do not recommend spending local resources on developing gravel sources for this project until the project certainty and schedule are known.

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**ALASKA DEPARTMENT OF TRANSPORTATION
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PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME Koyuk

DATE 10/11/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|-----------------------------------|--------------|------------------|------------------------------------|
| ESTHER R. KIMOTOK | Box 53054 Koyuk, AK 99753 | 963-3087 | F | AN |
| KATHY Thiemeyer | Box 57 Koyuk | 963-3411 | F | AN |
| MORRIS Dean Nassuk | P.O. Box 53051 Koyuk, AK 99753 | 907-963-2073 | M | Estimo |
| Gabriel Dawson | P.O. Box 53023 KKA. 99753 | 963-2464 | M | ESK. |
| Pearl Mikulski | P.O. Box 948 Nome, AK | 443 4249 | F | W |
| Massie M. Otton | P.O. Box 53044 Koyuk, AK 99753 | 963-4091 | F | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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|------------------------|---------------------------------------|--------------|------------------|------------------------------------|
| Roger Nassuk Sr. | P.O. Box 53036 Koyuk AK 99753 | 963- 2396 | M | AN |
| Bella Prentice | PO Box 53107 Koyuk 99753 | 963- 2214 | F | AN |
| John B. Prentice | Box 53107 Koyuk, AK 99753 | 963- 2214 | M | AN |
| Ruby Nassuk | BX 53094 Koyuk aknavizik@yahoo.com | 963 2396 | F | AN |
| Nancy Jackson | PO Box 35 Koyuk, Ak. 99753 | 963. 2308 | F | AN |
| Charles Whiteley | dukkamo@qci.net | 854 2977 | M | W |
| Robert J. Hannon | AKA008123@YAHOO.COM | 963 -8195 | M | AN/W |
| DeHannon | hannon2439@starbaird.net | 963-2439 | F | AN |
| Robert & James | P.O. 53058 Koyuk AK 99753 | 963 2230 | M | AN |

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| HOWARD F. LINCOLN | P.O. Box 6 White Mtn, AK 99784 | | M | AN |
| PEARL MIKUKI | P.O. Box 8 Kaueraik Nome AK 99762 | 443-4245 | F | W |
| LINDA M. IONE | P.O. Box 33 White Mtn AK 99784 | 407-638-3361 | F | AN |
| Karl Asherfelter | P.O. Box 65 W.M., AK 99784 | 638-3453 | M | AN |
| COUR LINCOLN | P.O. Box 1 W.M.O. AK 99784 | 658-1024 | M | AN |
| Jeremy Bair | Box 28, W.M.O. AK d'banne Kaueraik.org | 638-3651 | F | AN |
| Ray Aylonja | PO Box 1877 Nome AK 99762 | 301-4917 | M | AN |

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2 of 2
revised: March 2005

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PROJECT NAME Koyuk

DATE 10/11/10

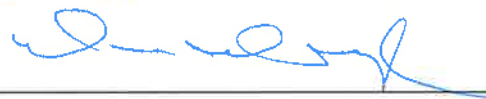
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| Charles Whiteley | dukkamo@qci.net | 854 2977 | M | W |
| Robert J. Hannon | AKA008123@YAHOO.COM | 963 -8195 | M | AN/W |
| DeHannon | hannon2439@starbard.net | 963-2439 | F | AN |
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|---|----------------------------------|----------|------------------|------------------------------------|
| Christopher Nassuk | P.O. Box 34 Koyuk AK 99753 | 963-2419 | M | AN |
|  | P.O. Box 72 4 | 963-6537 | M | AN |
| Tracey Kimoktoak | P.O. Box 53056 Koyuk AK 99753 | 963-2405 | F | AN |
| Mary M. Apok | P.O. Box #2 | 963-3421 | F | AN |
| Danny M. Adams | P.O. Box #2 | 963-3421 | M | AN |
| Travis Denny | P.O. Box 121 KKA 99753 | 964-1142 | M | AN |
| Rosemary Otton | P.O. Box 53043 KKA 99753 | 963-3491 | F | AN |
| Audrey H. Hadley | Box 51 Koyuk 99753 | 963-2073 | F | AN |
| Franklin Adams | eagle-wingz08@yahoo.com | 963-2492 | M | AN |

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|------------------------|------------------|----------|------------------|------------------------------------|
| Beverly Leonard Taxac | Box 31 KKA AK | 963-3061 | F | AN |
| Jarice Denham | Ester, AK | | F | W |
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| | | | | |
| | | | | |

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Western Alaska Access Planning Study
Elim Public Meeting Notes
October 12, 2010

| | |
|---------------------|------------------|
| Open House | 11:00-11:30 a.m. |
| Presentation | 11:30-12:15 p.m. |
| Question & Comments | 12:15-1:00 p.m. |

Project Team Representation

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| AK DOT&PF: | Jeff Roach |
| Kawerak, INC.: | Pearl Mikulski |
| DOWL HKM: | Steve Noble, Brandon Telford |

Attendance

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

Open House

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Presentation

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Steve Noble, DOWL HKM, presented an overview of the Corridor Planning Report.

Questions & Comments

Q = Question R = Response C = Comment

Q: What does your presentation mean when it says the project will improve community sustainability?

R: *It means that reducing costs of goods and services could have a positive impact on the ability of residents to maintain a rural lifestyle.*

Q: What price did you assume for propane in your report?

R: *The report assumed an average barged diesel cost of \$18.416 per MMBtu, and an average trucked propane cost of \$6.27 per MMBtu.*

Q: Who are you working with within the Elim community?

R: *We coordinated with the Elim Native Corporation, City of Elim, and Native Village of Elim to organize the public open house. We came to the Elim community to*

solicit public comments on the proposed road corridor developed by DOWL HKM and the Alaska DOT&PF.

Q: The corridor is shown passing through Elim Native Corporation lands. We've just acquired some of those lands after fighting for over 80 years. Are you planning on taking those lands for highway right-of-way?

R: ***The alignment shown on the figure is conceptual. The exact alignment has not been determined and ROW ownership and the need for acquisition will be determined during future phases of the project.***

C: You're presentation suggests that the project will reduce costs in Villages. The port project in Nome promised to reduce costs in Villages and that didn't happen.

C: The road project will affect the postal bypass system, reducing the effectiveness of the current system. The Postal Service will be mandated to switch to truck transportation, which will end subsidized air transportation and result in poor service to rural communities.

C: The cost of transporting goods to Elim will not change if a spur road is not built between Elim and the new highway.

C: Elim opposes uranium mining at Boulder Creek. The community has held demonstrations opposing uranium mining during the Iditarod. This project may lead to the development of mining resources along the corridor. If the highway is developed Elim may lose its voice to oppose mining development.

Q: Could contracts be given to communities close to the corridor for construction and maintenance of the highway?

R: ***The way the contracts can be written depends on how the Legislature decides to fund the project. If Federal Highway funds are used on the project, local preference cannot be included in the contract.***

Q: Have the effects of this project been evaluated by anthropologists and social scientists?

R: ***Northern Economics prepared a study entitled "The Economic Benefits and Socioeconomic Effects of the Yukon River Road Corridor." It is available as Appendix I of the January 2010 Corridor Planning Report. The study looked at effects to employment and income, public services, population and out-migration, and subsistence. Before the project can move to the design and construction phases a more detailed assessment of the environmental and social impacts of the corridor will be performed.***

Q: Where are your offices located?

R: ***The office of DOWL HKM is located at 4041 B Street, Anchorage, Alaska 99503. The office of Northern Region DOT&PF is located at 2301 Peger Road, Fairbanks, Alaska 99709.***

Q: Did you notify the community of this meeting ahead of time?

R: *This meeting was coordinated through the City of Elim, the Native Village of Elim, and the Elim Native Corporation. Advertising materials were provided to all three entities and announcements were made over UHF radio prior to the meeting.*

C: You should mail meeting announcements to every resident prior to conducting a meeting in a community.

C: The road corridor could increase unwanted access to our hot springs and Elim Native Corporation lands.

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WESTERN ALASKA ACCESS PLANNING STUDY DATE 1/12/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|--------------------------------------|-------------------------------|-------------------|------------------|------------------------------------|
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| Lyndon Jankins | P.O. Box 36 Elim, AK 99739 | 907 890-2031 | M | AN |
| Helga Saccher | P.O. Box 21 Elim, AK 99739 | 890-3491 | F | AN |
| Mara B. Daniels | PO Box 02 Elim AK 99739 | 890-3271 | F | AN |
| Joseph H. Murray | P.O. Box 14 Elim AK | 890-3091 | M | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME WESTERN ALASKA ACCESS PLANNING STUDY

DATE 10/12/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| Steve Petz | P.O. Box 39086 Elim, AK | 890- 3025 | M | W |
| ED KOTONGAN | PO BOX 39058 ELIM 99739 | 890 4277 | M | AN |
| Joel Saechus | P.O. Box 22 Elim AK | 890- 1001 | M | AN |
| Ralph J. Saechus | P.O. Box 39057 ELIM, AK 99739 | 890 3591 | M | AN |
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| HARRY DAVIDS Marlin Paul sr | PO BOX 87 ELIM 99739 | - | M | AN |
| | P.O. Box 66 Elim AK 99739 | 890- 3841 | M | AN |
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

Elim

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ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES



PUBLIC MEETING

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|------------------------|------------------|----------|------------------|------------------------------------|
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

**Western Alaska Access Planning Study
Shaktoolik Public Meeting Notes
October 12, 2010**

| | |
|---------------------|----------------|
| Open House | 4:00-5:00 p.m. |
| Presentation | 5:00-5:30 p.m. |
| Question & Comments | 5:30-6:30 p.m. |

Project Team Representation

| | |
|----------------|------------------------------|
| AK DOT&PF: | Jeff Roach |
| Kawerak, INC.: | Pearl Mikulski |
| DOWL HKM: | Steve Noble, Brandon Telford |

Attendance

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

Open House

Attendees were able to visit project display stations, view project information, ask questions, and share comments on the Western Alaska Access Planning Study.

Presentation

Jeff Roach, AK DOT&PF, opened the meeting, welcomed those in attendance, introduced the project team representatives, and introduced the purpose of the public meeting, the project goals and objectives, and schedule.

Steve Noble, DOWL HKM, presented an overview of the Corridor Planning Report.

Questions & Comments

Q = Question R = Response C = Comment

Q: Will communities along corridor have access to the highway?

R: *Access to the highway will be largely determined by the desires of the communities and their proximity to the corridor. We have flexibility in the design to provide access to some of the villages or not. Shaktoolik is far enough away that a spur road to the highway would be needed. This spur road is not currently included in the project but could be added as a separate project.*

C: The corridor could provide an evacuation route during flooding.

Q: What impact will the project have on airline costs for communities not on the corridor?

R: *Air travel will continue as the communities are far from most destinations and some people will not have the time to drive the long distances. If the road stimulates*

economic and community development and jobs, air travel could even increase in some communities.

Q: How will the project impact subsistence?

R: *A subsistence study will be performed as part of the environmental process if this project moved forward.*

Q: If the corridor is developed near our community will the State provide more VPSO/Law Enforcement?

R: *Similar to the Dalton Highway, increased law enforcement from the State Troopers would be anticipated at intervals along the highway.*

Q: How much has road access affected Barrow? Has it had an effect on substance abuse?

R: *Social effect studies would be performed as part of the environmental process if this project moved forward.*

Q: Will the highway be maintained for year-round use?

R: *The corridor study assumed that the highways would be maintained year-round. The estimated operations and maintenance costs are based on year-round maintenance.*

Q: Is it possible to guarantee local hire for the construction of the highway?

R: *The way the contracts can be written depends on how the Legislature decides to fund the project. If Federal Highway funds are used on the project, local hire cannot be guaranteed in the contract.*

Shaktolik

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ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES



PUBLIC MEETING

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| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| Leonard Teksk | Leonard T | 956-4352 | M | AN |
| Myra Savetich | Bx 48 Shaktolik AK | 955-2487 | M | AN |
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| Gloria Wilson | PO Box 100 Shaktolik, Ak 99771 | 956-1384 | F | AN |
| Larry Cobb | P.O. Box 60 Shaktolik AK. 99771 | 955-2014 | M | W |
| Shawn Evan | P.O. 81 SKK, AK 99771 | 955-2471 | M | AN |
| Paul Bekoalok | PO BOX 99 Paul Bekoalok at 9 mail SKK, AK 99771 | 955-2422 | M | AN |
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

Shakooluk

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ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES



PUBLIC MEETING

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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

**Western Alaska Access Planning Study
Unalakleet Public Meeting Notes
October 13, 2010**

| | |
|---------------------|------------------|
| Open House | 10:00-11:00 a.m. |
| Presentation | 11:00-11:45 a.m. |
| Question & Comments | 11:45-12:15 p.m. |

Project Team Representation

AK DOT&PF: Jeff Roach
Kawerak, INC.: Pearl Mikulski
DOWL HKM: Steve Noble, Brandon Telford

Attendance

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

Open House

Attendees were able to visit project display stations, view project information, ask questions, and share comments on the Western Alaska Access Planning Study.

Presentation

Jeff Roach, AK DOT&PF, opened the meeting, welcomed those in attendance, introduced the project team representatives, and introduced the purpose of the public meeting, the project goals and objectives, and schedule.

Steve Noble, DOWL HKM, presented an overview of the Corridor Planning Report.

Questions & Comments

Q = Question R = Response C = Comment

Q: Did the study consider inter-community connections?

R: *The study compared the costs to tie communities into the corridor but did not consider the cost of inter-community connections beyond what is provided by the corridor.*

C: Over the long term it seems that air and barge costs have evened out, with the less expensive mode becoming more expensive until they are nearly equal.

Q: What is the address of the project webpage?

R: *www.westernalaskaaccess.com*

C: The corridor alignment addresses mineral development more than community access. The State could serve almost as many people by constructing a road connection between Unalakleet and Kaltag.

C: If the corridor connected to a deep water port other than Nome it would provide cheaper barging.

Q: Why does Route 3 not pass through Unalakleet?

R: *The route was not intended to connect every village along the way, but was intended to provide access between the Nome area and Fairbanks area. Secondary roads connecting villages that are not immediately adjacent to the route will eventually be needed.*

Q: Does the alignment of Route 3 purposely avoid the Unalakleet Wild and Scenic River?

R: *Yes, permitting a highway crossing of the Unalakleet Wild and Scenic River was assumed to be optimistic, so for the sake of conservatism, the road goes around the river.*

Q: Is there a reason that the Yukon River Corridor does not pass through all the communities along the corridor?

R: *The corridor was routed using USGS mapping and aerial photography in an attempt to balance resource access, community access, avoiding environmentally sensitive areas, constructability, and project cost. Some communities may not want to be connected.*

Q: How will you acquire the right-of-way needed for the project?

R: *The State will negotiate land swaps or the purchase of land for right-of-way. This will occur much later in the development of the project.*

Q: How will the design address fish passage?

R: *All fish streams/crossings will be designed to meet agency required fish passage criteria.*

Q: Will the highway be maintained for year-round use?

R: *The corridor study assumed that the highways would be maintained year-round. The estimated operations and maintenance costs are based on year-round maintenance.*

Q: What is the long term plan for paying maintenance costs?

R: *Funding for operations and maintenance (O&M) will need to be appropriated by the Legislature, just as it is for all other highways in the State. There are no O&M funding sources currently assigned to this corridor.*

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME Unalakleet DATE _____

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| Harry Johnson Jr DOT/PF | Box 192 Unalakleet, AK 99854 | 624-3261 | M | |
| Herb Ivanoff | Box 28 UNK AK counk@alaska.com | 624-3531 | M | |
| STEVE IVANOFF | Sivanoff@kawerak.org | 624-3299 | M | AN |
| Larry Ivanoff UNC - land/operations manager | Box 100 UNC AK UNC projects @ ak.net | 624-3411 | M | |
| William Johnson | Box 222 UNC AK 99854 muddy@sedco.com | 624-3622 | M | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME Unalakleet DATE 13 Oct 2010

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O) 2 of 2 revised: March 2005

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**Western Alaska Access Planning Study
Nome Public Meeting Notes
October 13, 2010**

| | |
|---------------------|----------------|
| Open House | 6:00-6:30 p.m. |
| Presentation | 6:30-7:15 p.m. |
| Question & Comments | 7:15-8:00 p.m. |

Project Team Representation

| | |
|----------------|--|
| AK DOT&PF: | Jeff Roach |
| Kawerak, Inc.: | Pearl Mikulski |
| DOWL HKM: | Tom Middendorf, Steve Noble, Brandon Telford |

Attendance

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

Open House

Attendees were able to visit project display stations, view project information, ask questions, and share comments on the Western Alaska Access Planning Study.

Presentation

Jeff Roach, AK DOT&PF, opened the meeting, welcomed those in attendance, introduced the project team representatives, and introduced the purpose of the public meeting, the project goals and objectives, and schedule.

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

Questions & Comments

Q = Question R = Response C = Comment

Q: What are the cost differences between developing a road corridor versus developing a railroad? Shouldn't long term maintenance costs be lower for a railroad?

R: ***Railroads generally cost approximately four times as much as highways to construct and maintain. Having a highway corridor in place would reduce the cost of future railroad development.***

Q: What route will the road take as it leaves Council? There are right of way issues and a stream crossing.

R: ***That level of detail has not been determined at this stage of the project. That would be determined if the project progresses to a preliminary engineering and environmental documentation phase.***

Q: Would the road be maintained year-round?

R: *We are planning it for year-round use with maintenance stations every 50 miles or so, but decisions about year round maintenance would be determined later.*

Q: Where were the timber oil and gas resources in the study area?

R: *Tom showed maps of these areas, primarily the gas exploration west of Nenana and timber along sections of the Yukon River. The maps are available online in the appendices of the March 2009 Inventory Report at www.westernalaskaaccess.com.*

C: All three route options bisect major caribou migration corridors. The environmental assessment should have been done prior to the public comment period so you could have informed people about the affect the road will have on the caribou herd. I believe people who support the project because of the economic benefits would not support it if they knew the environmental impact of the project.

R: *Caribou migration routes were shown in the open house graphics. Detailed environmental studies would be completed later if decisions are made to continue planning.*

C: I support just building the eastern 2/3 where you provide access to most of the villages and mineralized areas, timber and oil/gas and get most of the benefits. There are fewer community and resource extraction benefits of going all the way to Nome. It will still be cheaper to get our materials from ocean barges if a road is built to Nome. We don't want the affect on our lifestyle.

C: I have mixed feelings about the road. I am concerned we don't fully understand the social effects. But there are enough potential benefits that it would be worth continuing studying the route and its potential benefits and social and economic costs.

Q: The study and presentations should include detailed studies describing how the road could potentially change village lifestyles. People need to have a more complete picture of the affects before weighing in on if it's a good idea. One way to do this might be compare lifestyles at villages with existing road access versus without road access (Teller versus a remote village).

R: *We will try to include more information about this in future presentations. More details would also be addressed in the future if this project moves to an environmental and design phase. Before we go to the expense and time of more detailed studies, we want to get public input on whether the idea of a road should be considered further and what you think the potential lifestyle changes would be.*

C: Some potential social effects include crime, influx of outsiders, and drugs.

C: You could look at how the Alaska Highway or other previous road construction affected the lifestyle of rural people.

C: The study and presentations should define potential environmental impacts and ways to mitigate those impacts.

R: *We have included environmental impacts in our report, but have only glossed over it in the presentation. We will include more information in our future presentations. Before we go to the expense and time of more detailed environmental studies, we want to get public input on whether the idea of a road should be considered further and what you think the environmental affects would be.*

Q: Have archeological sites been determined?

R: *No, they are not currently mapped. If the project moves ahead, an archeologist would have to determine if the route would affect archeological sites, and if so, the route may have to be shifted.*

Q: How quickly could the road be built?

R: *This would depend on many factors such as funding amount and source, environmental impacts, how much of the road is being built at one time, etc. If State funding were in place, and environmental permits were approved, an initial road segment would take from 5 to 7 years to build.*

C: It's not just road access; it has a lot of other effects on the region.

R: *We agree.*

Q: The road should be built sections at a time, with initial sections being where there are greatest benefits.

R: *We agree construction in sections is likely, and we will be giving DOT&PF some ideas of sequencing the sections of construction. If you have some suggestions, we would like to hear them.*

Q: The mining benefits analysis said it could connect to Ambler. Is that practical given the distances to Ambler?

R: *A new project has been initiated by DOT&PF to evaluate access to the Ambler Mine now that the recommended alignment for Western Alaska Access has been selected.*

Q: What is the distance between the Ambler Mining District and the Yukon River Corridor?

R: *Between 200 and 300 miles.*

Q: Have you contacted mining companies with claims in the Ambler area to determine if they will develop their claims if the road is constructed?

R: *We have had preliminary discussions with the mining companies. No commitments have been made, but they do support the road and indicate that the likelihood of mine development will increase significantly.*

Q: Where were the 10 placer mines located that were studied for economic benefits?

R: *There are many potential placer mines in the vicinity of the proposed corridor. The analysis was not looking at any particular placer mines, it was looking at a hypothetical 10 mines to provide a general sense of economic benefits.*

Q: The study referred to difficulties of crossing federal lands, but ignored the affect of crossing village lands we depend on for food.

R: *The study did measure the number of miles of crossing of various kinds of land ownership, including village owned land. We understand the importance of protecting a village's ability to get food from its lands. The road could improve a village's access to its lands, but it may also make those lands accessible to outsiders. Some villages may not want a road extended to their village lands or they may want to develop and control their own road access.*

Q: Regarding benefits for passengers, is it realistic for someone to drive from Nome to Fairbanks and wouldn't it be cheaper and faster to fly?

R: *As a general rule, the greater the distance the more likely someone would fly, particularly if they don't have a lot of time. Over a longer distance, such as Fairbanks to Nome, air fares could be lower than driving, unless there were many passengers in the vehicle or the passenger trip included hauling large amounts of cargo.*

Several comments about potential trespassing on private property.

Q: How would the road affect air fares?

R: *We have not studied this.*

Q: Who would pay for the road?

R: *This has not been determined. Most likely the State, federal government, private sector, or a combination of them.*

C: This road will take a long time to get funded and built. By the time it is completed we will really need the road as well as other transportation alternatives. It will not hurt barge service or air service in the long term. We need to plan for the future.

C: A road will make villages more sustainable and keep village costs down. This could cause people to move back to the villages.

Q: Will truck hauled goods really be less expensive than barged goods?

R: *Yes, according to our study, they will. Truck hauled goods can also be trucked over a longer time of the year than barges.*

C: The primary benefits of the road are for mineral development. It's being proposed for minerals, not for people.

R: *Route 1 had significantly more mineral development potential than the Yukon River Corridor. We selected Route 2 for both community access and mineral development benefits.*

Nome

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**ALASKA DEPARTMENT OF TRANSPORTATION
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PUBLIC MEETING

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PROJECT NAME WESTERN ALASKA ACCESS PLANNING STUDY DATE 10/13/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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**ALASKA DEPARTMENT OF TRANSPORTATION
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| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| Glen Fardy | " | " | M | H |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME WESTERN ALASKA ACCESS PLANNING STUDY DATE 10/13/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| Andrew Miller | Box 598 | 443-2372 | M | AN |
| Larry Smithhiser | Box 745 | 443-3411 | m | W |
| Maureen Pederson | Box 694 | 443-2728 | F | AN |
| Charles Lean | Box 1716 | 443-5508 | m | W |
| Nancy Meundenhall | Box 1241 | 443-2455 | W | O |
| | | | | |
| | | | | |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

**Western Alaska Access Planning Study
Tanana Public Meeting Notes
October 27, 2010**

| | |
|---------------------|----------------|
| Open House | 6:00-6:30 p.m. |
| Presentation | 6:30-7:30 p.m. |
| Question & Comments | 7:30-8:30 p.m. |

Project Team Representation

AK DOT&PF: Alexa Greene

DOWL HKM: Steve Noble, Tom Middendorf, Dwight Stuller

Attendance

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

Open House

Attendees were able to visit project display stations, view project information, ask questions, and share comments on the Western Alaska Access Planning Study.

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, the project goals and objectives, and schedule.

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

Questions & Comments

Q = Question R = Response C = Comment

Q: Gas prices that are listed in the plan, where did those figures come from?

R: The gas prices are estimates that will vary a lot depending on quantities used and proximity of gas stations to communities or villages.

Q: Can they construct portions first, like Manley to Tanana?

R: Yes, the project would most likely be built in phases which possibly could also include a temporary crossing at the Yukon, such as a barge or ferry.

Q: How soon will the project start?

R: It is not clear whether it will start. If project funding was approved, and environmental documentation of a first segment was completed, the first phase could be designed over 2 – 3 years and then construction could begin. Funding and environmental documentation would be most time consuming. If State funds were

used the environmental process would be shorter. There will be many public meetings as part of the environmental process.

Q: If the road crosses Native land does it need an EIS for those areas?

R: *Land ownership is not the primary determinant of whether an EIS is needed. An EIS will probably be needed for both Native and non-Native lands.*

Q: Where would the funding come from to build the road?

R: *Funding sources are unclear at this time but could come from State, Federal, private or possibly a combination of these sources.*

Q: Where would the Maintenance & Operation (M&O) funding come from?

R: *Probably State general funds.*

Q: Who has the ultimate authority to select the route?

R: *It would be a combined effort with communities, land owners, state and federal agencies. Ultimately it would be the State who would make the final decision. A federal agency would probably need to approve the route selection as part of an environmental process.*

Q: Have there been concerns expressed about hunting access for the road?

R: *Yes, it was a common concern at other meetings.*

Q: Who enforces game regulations?

R: *It could be several agencies, including the State Troopers, Federal Rangers, local Borough police and possibly others.*

Q: Why did you not look at starting at Eureka?

R: *We only had USGS maps to use for topographic analysis, and were looking for routes that minimized distance and costs. If there are good reasons for starting at Eureka, please provide them and this could be reconsidered as the refined corridor route is determined.*

Q: Was a railroad considered as part of this study?

R: *Yes, a railroad was considered but the construction and maintenance cost would be considerably higher (4 to 5 times.) It also would be more expensive for passenger travel from the villages than a road. For example, it's more expensive to take the train from Fairbanks to Anchorage than to fly or drive and it takes considerably longer. Having a road would reduce the costs of building a rail line, if one were ever needed.*

Q: Did you figure in the costs of the ferries?

R: *No, the cost estimate is for all the crossings being permanent bridges. However, we will be looking at less expensive options, such as ferries, over the next few months.*

Q: How many community comments are you going to have?

R: We received quite a few comments during the meetings. We received about 60 filled-in comment sheets so far.

Q: Are you coming back to Tanana?

R: We will not be returning to Tanana as part of this study; however, there will be numerous community meetings and involvement if future environmental and design project phases are approved and funded.

C: Even with all these comments it's going to take another 20 years.

R: It will probably take a great deal of time to obtain funding and complete environmental documentation. Design will be more straightforward. If only smaller segments are funded, then the process could go quicker for each segment.

Q: Is it possible to guarantee local hire for the construction of the road?

R: The way the contracts can be written depends on how the Legislature decides to fund the project. If Federal Highway funds are used on the project, local hire cannot be guaranteed in the contract.

Q: Will the project include training locals to work on the construction of the highway?

R: Training might be available through union training programs or possibly the Alaska Labor and workforce development program.

Q: Would construction jobs be union?

R: Probably, but it depends on the funding source.

Q: Was this project compared to other similar roads?

R: For cost estimating we compared this to the Dalton Highway, the Juneau Access, and other major highway projects in Alaska and the Lower 48.

Q: How many Bridges or Ferry crossings are there?

R: There are 2 major river crossings requiring bridges (Yukon and Koyukuk), 12 lesser river crossings requiring bridges, and 131 stream crossings requiring smaller bridges or culverts. Ferry crossings might be an interim less expensive option for some rivers.

Q: When are visits to the other villages scheduled?

R: Between now and March 2011.

Q: How soon until the construction of the bridge crossing start?

R: It is not clear whether it will start. If project funding was approved, and environmental documentation of a first segment was completed, the first phase could be designed over 2 – 3 years and then construction could begin. Funding and environmental documentation would be most time consuming. If State funds were used the environmental process would be shorter.

Q: Where would the bridge be located?

R: Most likely somewhere in the vicinity of and upstream of the confluence of the Tanana and Yukon Rivers. A specific site would be determined later.

Q: What about access to Ruby? Will there be another bridge?

R: There will most likely not be another bridge across the Yukon to Ruby because of the expense, unless it was required for a major resource development. There could possibly be another means of crossing such as a ferry and winter ice road.

Q: Once the road is funded, how long will it take to build it?

R: If project funding was approved, and environmental documentation of a first segment was completed, the first phase could be designed over 2 – 3 years and then construction could begin. The timeframe for construction would depend on the length of road and number of bridges being constructed.

Q: Will there be drilling before the road is built?

R: Yes, the road, material sites and especially the bridge sites will require geotechnical drilling.

C: The 1st series of meetings sets the tone for the project. The community must be specific on its needs and concerns. We must have a community plan in place well ahead of the rest of the project.

C: The Livengood to Manley road has lots of road hunters, it's really busy during moose season, and the resources are already scarce in this area. The proposed route from Manley passes near Fish Lake, which is an important hunting and subsistence area for the residents of Tanana.

R: Please identify this area on the map, and we will consider if there are options that minimize conflicts with the Fish Lake area.

C: Our main concern is non-resident hunters; on the Dalton Highway they opened it up to bow hunting only and there are lots and lots of people up there road hunting.

R: Residents would likely want to work with Fish and Game, landowners, and others to develop management plans.

Q: How soon will comments be posted?

R: They will be posted on the web site within a few weeks of the meetings.

Q: Does the web site have a place to post questions?

R: Yes, there is an email address on the site you can use to send questions.

Western Alaska Tarnana Mt Oct 27

- 26 Alex Tarnana
 27 ALEXANDER TARNAI
 28 Barbara Martin
 29 Rob Gumpert
 30 Mary Edwin
 31 Joe Tritchler
 32 Donald Johnson
 33 Julie Roberts - Hyslop
 34 Clifton Wicks
 35 Lois Huntington
 36 John Hutz
 37 Mona Rollner
 38 Leslie Fazio
 39 Christine Erhart
 40 John Erhart
 41 Charlie Cayle
 42 Lester Erhart
 43 Cynthia Erickson
 44 Arianna Solis
 45 Helen Dick
 46 Alan Dick -
 47 Chris Grant (Little)
 48 Glavin Bleeker, city clerk/mayor
 49
 50

Western Alaska Access - Tanana Public Mtg

Sign in Sheet
27 Oct 2010

1. Alexa Greene alexa.greene@alaska.gov 451 2388
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4. Bear Ketzler beartanana@662.net 973 5848
5. Billiam White
6. Pat White
7. Juwan Moore
8. Hunter Folger
9. John Roy Folger
10. Aaron Marks
11. Dylor M E Phorn
12. Dayna R. Folger
13. Donya May Folger
14. Cheryl Wright
15. Robert Dwight Sr
16. Site in ~~at~~
17. Josephine Grant
18. Daniel King
19. Theresa Marks
20. AARON Kozevnikoff Sr
21. Patty Elias
22. MARTY SCHARF
23. ~~Ponyee~~ Carlo
24. ~~heina~~ Carlo
25. Curtis Sommer

**Western Alaska Access Planning Study
Nenana Public Meeting Notes
October 28, 2010**

| | |
|---------------------|----------------|
| Open House | 6:00-6:45 p.m. |
| Presentation | 6:50-7:30 p.m. |
| Question & Comments | 7:30-8:00 p.m. |

Project Team Representation

AK DOT&PF: Alexa Greene
DOWL HKM: Tom Middendorf, Dwight Stuller, Brandon Telford

Attendance

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

Open House

Attendees were able to visit project display stations, view project information, ask questions, and share comments on the Western Alaska Access Planning Study.

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

Q: Why does your presentation compare routes by construction length rather than driving distance between Fairbanks and Nome?

R: Construction length has a direct impact on total cost of the project. The study includes a comparison of driving distance between Fairbanks and Nome. Of the Alternatives, the Yukon River Corridor has the shortest driving distance between Fairbanks and Nome. We will add the driving distances to the presentation slides.

Q: Does the study consider the cost of constructing spur roads to the communities near the corridor?

R: Yes, the study compared the cost of constructing spur roads from the corridor to nearby communities. The Yukon River Corridor had a higher cost to connect to communities than Corridor Route 1 because it connected to more communities.

- Q: Why not use the money you're proposing to spend on the corridor to build a gas pipeline that will connect rural communities to lower priced fuel?
- R: *The objective of the study is to investigate access to Western Alaska. A gas pipeline with spurs to communities in Western Alaska may reduce energy costs but does not provide access to Western Alaska. A road would reduce the costs of constructing a gas pipeline or power line. A gas line might not be feasible without a road and mining development that requires a gas pipeline or power line.***
- C: If the corridor is altered so that it passes through Ruby it would connect to the existing mining road between Ruby and Poorman.
- C: The corridor should begin at Nenana rather than the Elliott Highway. Most freight traffic will be coming from Anchorage and a connection at Nenana would reduce the driving distance between Anchorage and Nome. The sections of existing highway between Nenana and the corridor connection on the Elliott Highway are in bad shape and it may be cheaper to build the connection from Nenana to Tanana than to upgrade the existing highway.
- R: *Please put this comment on the questionnaire. This could be considered as another option in the phasing/staging/construction alternatives task we will be completing over the next few months.***
- C: If the preferred corridor is constructed Nenana will lose the barging businesses. At least if the connection were made between Tanana and Nenana, Nenana could become a hub community.
- C: There was a large project recently that connected the electric grids along the rail-belt. The major tie-in is located near Nenana; which is another good reason to tie the corridor into Nenana.
- Q: Is your slide showing driving between Ruby and Nome as more expensive than flying accurate?
- R: *Yes. The economic study conducted by Northern Economics in January 2010 found that a one-way airfare was more expensive than driving one-way from Ruby to Nome (\$195-airfare, \$143-driving assuming 2 people in the vehicle). If the number of travelers in the vehicle increases the driving costs are shared with more people so the per capita costs of driving go down.***
- C: I don't believe that shipping fuel by truck is less expensive than shipping fuel by barge.
- Q: If propane is so much cheaper than diesel why is it not being barged into communities now? If propane is not being used due to a lack of infrastructure than the cost savings shown in your presentation are misleading.
- R: *The "Feasibility Study of Propane Distribution Throughout Coastal Alaska" conducted by PND, Inc. in 2005 found that propane was not currently a feasible alternative fuel in communities where 9 months or more storage was required due to***

the high cost of propane storage. The economic study conducted by Northern Economics in January 2010 found that a road corridor would allow year-round delivery of propane and eliminate the need for large long term storage facilities.

C: I know that subsistence issues are a priority in Rural Alaska, but if the corridor were built and more jobs were available, people would have the means to take time off to live the subsistence lifestyle. They would be able to afford the transportation and fuel to hunt.

C: Nenana was here before the road, but since the road and railroad landed on us we've been treated like we have the same culture as Anchorage and Fairbanks. We do not have the same culture as Anchorage and Fairbanks and we try to live a subsistence lifestyle. Communities that will be connected to the corridor will have to deal with a change in attitudes toward them.

C: Your presentation says that you're going after minerals and mines. I don't believe you are considering impacts to villages.

C: When Native Alaskans don't have access to subsistence foods we get diseases such as diabetes.

C: My daughter can tell the difference in taste between subsistence foods from the Nenana area and subsistence foods from our old home, Koyukuk. There is something different about the subsistence foods here where there is the highway and railroad.

C: Alaska has a high rate of boat-related fatalities; a highway may change primary modes of transportation in the communities along the corridor, which may save lives.

Q: Is a railroad more environmentally sound than a highway?

R: *The footprint of construction would be similar, but the social impacts, cost, and economic feasibility would be different.*

C: You need to see the hunting traffic that comes into the Nenana area during moose season to use the river for hunting access. If the corridor is constructed the hunting pressure on areas accessed by the corridor will be much greater.

Q: Where will the funding for this project come from?

R: *If the Alaska State Legislature decides to pursue construction of the corridor they will appropriate funding for the project. The funding might come from a mix of State, Federal, and possibly private funding sources.*

C: Outside hunting pressures can cause a great deal of animosity in rural areas that rely on subsistence.

Q: Are resource developers the reason this study is happening?

R: The primary reasons the study is being accomplished is to connect the Fairbanks area to Nome to improve community access and sustainability, provide jobs, and encourage resource development.

Nenana Sign In Sheet Oct 28, 2010

- | | |
|-------------------------|---|
| 1. Alexa Greene | alexagreene@alaska.gov |
| 2. Philip Argall | |
| 3. RAY RICHARDS | richardst@dogon.com |
| 4. John Woodman | woodmanj@dogon.com |
| 5. Doug BOWERS | tolovana trading@hotmail.com |
| 6. Victor Lund | NEWANA |
| 7. Bobby Justin | P.O. BOX 561 - NEVANNA, AK. |
| 8. Robert Mitchell | HC 66 Box 30050 Nenana |
| 9. Elaine Mitchell | " " " " " |
| 10. David Peluis Messer | 323 ^{2nd St} apt A Fairbanks Ak 99701 K-Krisken@hotmail.com |
| 11. Karen Kisker | Box 323 Nenana |
| 12. Hughey J Krishna Sr | Box 313 Nenana |
| 13. Jason MATRAND | Po Box 155 NEVANNA |
| 14. Walter Tommy | Po. Box 4 Nenana, AK 99760 |
| 15. Andrea Tommy | Po. Box 4 Nenana, AK 99760 |
| 16. Dwight Stuller | dstuller@dwdhkm.com |
| 17. | |
| 18. | |
| 19. | |
| 20. | |
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**Western Alaska Access Planning Study
Nulato Public Meeting Notes
November 9, 2010**

| | |
|---------------------|-------------------------|
| Presentation | 11:00 A.M. – 11:40 A.M. |
| Question & Comments | 11:40 A.M. – 1:00 P.M. |

Project Team Representation

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

Attendance

14 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

Q: Route 2B is the Yukon River Corridor?

R: Yes.

Q: How long ago was this study completed? The Illinois Creek mine has been closed for five years now.

R: The study assumes that if the road is built that the mine will be reopened in order to extract the remaining ore.

Q: The study is state funded, how come the routes don't go through more federal land?

R: The project will go through federal lands, just not through the designated federal wilderness areas as there are too many restrictions on those lands and getting permitted access across them will probably be very difficult, if not impossible.

Q: Alaska has a huge reserve of funds, why not use that?

R: We can't ultimately speak for where the funds to construct, if any, will come from, we can only make recommendations. Additionally, there are many interests competing for the same money.

C: Nulato has one of the lowest median income levels in the Interior at \$7,000/year compared to Galena at \$15,000/year.

Q: What about building a portage corridor from Kaltag to Unalakleet and possibly up to Nulato?

R: We will make note of the possible desire for the portage corridor and inform the State of it.

C: A transportation corridor will significantly lower the cost of living in Nulato.

Q: Why did the other communities you've been to favor the Yukon River Corridor versus the other route options? Why not pick one that goes through their own country?

R: We have mostly visited communities near the route so far.

C: The Yukon River Corridor is where we are going to be directly affected. The way the questions in the questionnaire are worded favors this Corridor.

R: The survey was definitely not intended to be biased but it does ask if people favor the Yukon River Corridor versus the other options.

Q: This study isn't new; it's been going on for 20 years or so. Where is it at? Is there a feasibility study yet?

R: There have been many studies investigating a route to Nome; this particular study has been ongoing since 2008. We have looked at several options and narrowed them to one preferred alternative to find out if it is the right one. Ultimately we're just trying to get comments from the many communities that might be affected by the project to get a sense of who would like to see the corridor and who doesn't, or if there are better options. Before the State spends more money on the project they want to know if it is desired.

C: Others may have already performed the environmental study for you as part of one of the prior studies.

R: Many of the environmental regulations have changed significantly since that time. If it is determined that there is desire for the project to move forward we will need to perform a new environmental study and will be back out to gather additional information from all of the villages that could be impacted by the road.

C: Like other communities along the potential route we are worried about subsistence and always will be. At some point or other you're going to have to favor the road or subsistence. Subsistence will be impacted but the road will lower the cost of living so much that it will outweigh the subsistence impacts.

C: The road will bring people to the village that we don't want here.

R: Management of access control and designating game management areas may be desired by some villages. Tanana discussed putting together a working committee to deal with this very issue.

Q: How long will it be before the road is actually built?

R: *The larger the road segments are the longer it will take to get the project to a point where construction can be ready. In all likelihood the project will be broken into smaller segments with end points defined by villages or resource access. It is very difficult to predict because of the many years and uncertainties about funding and environmental approvals.*

C: Is anyone working on a marine highway? The closest deep sea port at the moment is in Anchorage, it might be feasible to construct another in Unalakleet or Nome and then construct shorter road segments to hub communities.

C: Going to the effort of doing a study now and not building the road is a waste of money. Build the road.

C: Outsiders may move in and build their own cities or villages, putting up private property signs and limiting our access. This could impact our future generations. Has this been talked about? We want to keep the land native. If minerals are found, native people will be kicked off of their own land.

Q: What percent of people must approve or desire the project in order to get the road?

R: *We don't know.*

C: You really need to get the opinion of everyone living in all of the villages.

C: I admire the concerns Justin has expressed. We've lost so much control over our lands already because of ANCSA. The villages tend to be very Anti-Regional Corporation.

C: To date, where have you had the largest turnout for the project?

R: *We had about 50 at Tanana, 35 at Nome, and 20 at Nenana.*

Q: Are miners the group pushing hardest for the road to gain access to mineral sources, particularly along Route 1?

R: *There is actually going to be a separate study getting underway shortly to look specifically at a road to the Ambler mining district.*

C: One of the problems we have is that if the Governor is a proponent of the project, he needs to show he cares about the people in the villages by coming out here himself to hear what the people have to say.

C: At the Tanana Chiefs Conference last March, the TCC passed a resolution in favor of the road.

C: Bring door prizes next time you come, you'll get a better turnout.

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.



**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WAAPS Nulato DATE 11-9-10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|------------------|----------|------------------|------------------------------------|
| 7 Tom Muddensoy | Anchorage | 562-2000 | M | W |
| 1 Paul Mountain | Nulato, AK | 898-2208 | M | AN |
| 2 ANNIE HILDEBRAND | NULATO, AK | 898-2274 | F | AN |
| 6 Alex Prosek | Anchorage, AK | 562-2000 | M | W |
| 15 Alexa Greene | FBKS AK | 451 2388 | F | W |
| 3 Wendy Parker | Nome AK | 229 9809 | F | W |

(14 comm. 3 POTADONL)

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WESTERN ALASKA ACCESS PLANNING STUDY DATE 10/11/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| Charlie Brown | charlie_23brown@hotmail.com Box 62112 Goforth AK 99762 | 779-2325 | M | AN |
| Bernice Brown | Box 62115 Goforth AK 99762 | 779-2300 | F | AN |
| Willa Ashenfelter | Box 84009 White Mtn. 99784 | 638-2016 | F | AN |
| Lincoln M. Simon SR | P.O. BOX 84033 White Mtn AK 99784 | 907 638-3361 | M | AN |
| Enid J. Lincoln | PO BOX 84050 WMO, AK 99784 | 638-1004 | F | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME WESTERN ALASKA ACCESS PLANNING STUDY DATE 10/11/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| Ray Aylonya | PO Box 1877 Nome AK 99762 | 301-4917 | M | AN |

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2 of 2
revised: March 2005

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME Koyuk

DATE 10/11/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| KATHY Thiemeyer | Box 57 Koyuk | 963-3411 | F | AN |
| MORRIS Dean Nassuk | P.O. Box 53051 Koyuk, AK 99753 | 907-963-2073 | M | Estimo |
| Gabriel Dawson | P.O. Box 53023 KKA. 99753 | 963-2464 | M | ESK. |
| Pearl Mikulski | P.O. Box 948 Nome, AK | 443 4249 | F | W |
| Massie M. Otton | P.O. Box 53044 Koyuk, AK 99753 | 963-4091 | F | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME Koyuk

DATE 10/11/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| John B. Prentice | Box 53107 Koyuk, AK 99753 | 963- 2214 | M | AN |
| Ruby Nassuk | BX 53094 Koyuk aknavizik@yahoo.com | 963 2396 | F | AN |
| Nancy Jackson | PO Box 35 Koyuk, Ak. 99753 | 963. 2308 | F | AN |
| Charles Whiteley | dukkamo@qci.net | 854 2977 | M | W |
| Robert J. Hannon | AKA008123@YAHOO.COM | 963 -8195 | M | AN/W |
| DeHannon | hannon2439@starbaird.net | 963-2439 | F | AN |
| Robert & James | P.O. 53058 Koyuk AK 99753 | 963 2230 | M | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WESTERN ALASKA ACCESS PLANNING STUDY DATE 10/11/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|--|-----------------|------------------|------------------------------------|
| Phillip Brown | Box 11 WMO 99784 | 685 1032 | M | AN |
| Charlie Brown | charlie_23brown@hotmail.com Box 62112 GOLFON AK 99762 | 779-2325 | M | AN |
| Bernice Brown | Box 62115 GOLFON AK 99762 | 779-2300 | F | AN |
| Willa Ashenfelter | Box 84009 White Mtn. 99784 | 638-2016 | F | AN |
| Lincoln M. Simon SR | P.O. BOX 84033 White Mtn AK 99784 | 907 638-3361 | M | AN |
| Enid J. Lincoln | PO BOX 84050 WMO, AK 99784 | 638-1004 | F | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME WESTERN ALASKA ACCESS PLANNING STUDY DATE 10/11/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|--|--------------|------------------|------------------------------------|
| ROBERT T. LINCOLN SR | P.O. Box 8425 White Mountain AK 99784 | 638-3511 | M | AN |
| HOWARD F. LINCOLN | P.O. Box 6 White Mtn, AK 99784 | | M | AN |
| PEARL MIKUKI | P.O. Box 8 Kaueraik Nome AK 99762 | 443-4245 | F | W |
| LINDA M. IONE | P.O. Box 33 White Mtn AK 99784 | 407-638-3361 | F | AN |
| Karl Asherfelter | P.O. Box 65 W.M., AK 99784 | 638-3453 | M | AN |
| COUR LINCOLN | P.O. Box 1 W.M. AK 99784 | 658-1024 | M | AN |
| Jeremy Bair | Box 28, W.M. AK d'banne Kaueraik.org | 638-3651 | F | AN |
| Ray Aylonja | PO Box 1877 Nome AK 99762 | 301-4917 | M | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
2 of 2
revised: March 2005

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME Koyuk

DATE 10/11/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|-----------------------------------|--------------|------------------|------------------------------------|
| ESTHER R. KIMOTOK | Box 53054 Koyuk, AK, 99753 | 963-3087 | F | AN |
| KATHY Thiemeyer | Box 57 Koyuk | 963-3411 | F | AN |
| MORRIS Dean Nassuk | P.O. Box 53051 Koyuk, AK 99753 | 907-963-2073 | M | Estimo |
| Gabriel Dawson | P.O. Box 53023 KKA, 99753 | 963-2464 | M | ESK. |
| Pearl Mikulski | P.O. Box 948 Nome, AK | 443 4249 | F | W |
| Massie M. Otton | P.O. Box 53044 Koyuk, AK 99753 | 963-4091 | F | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME Koyuk

DATE 10/11/10

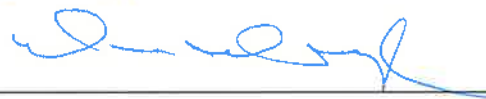
| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|---------------------------------------|--------------|------------------|------------------------------------|
| Roger Nassuk Sr. | P.O. Box 53036 Koyuk AK 99753 | 963- 2396 | M | AN |
| Bella Prentice | PO Box 53107 Koyuk 99753 | 963- 2214 | F | AN |
| John B. Prentice | Box 53107 Koyuk, AK 99753 | 963- 2214 | M | AN |
| Ruby Nassuk | BX 53094 Koyuk aknavizik@yahoo.com | 963 2396 | F | AN |
| Nancy Jackson | PO Box 35 Koyuk, Ak. 99753 | 963. 2308 | F | AN |
| Charles Whiteley | dukkamo@qci.net | 854 2977 | M | W |
| Robert J. Hannon | AKA008123@YAHOO.COM | 963 -8195 | M | AN/W |
| DeHannon | hannon2439@starbaird.net | 963-2439 | F | AN |
| Robert & James | P.O. 53058 Koyuk AK 99753 | 963 2230 | M | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME Koyuk

DATE 1/11/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|---|----------------------------------|----------|------------------|------------------------------------|
| Christopher Nassuk | P.O. Box 34 Koyuk AK 99753 | 963-2419 | M | AN |
|  | P.O. Box 72 4 | 963-6537 | M | AN |
| Tracey Kimoktoak | P.O. Box 53056 Koyuk AK 99753 | 963-2405 | F | AN |
| Mary M. Apok | P.O. Box #2 | 963-3421 | F | AN |
| Danny M. Adams | P.O. Box #2 | 963-3421 | M | AN |
| Travis Denny | P.O. Box 121 KKA 99753 | 964-1142 | M | AN |
| Rosemary Otton | P.O. Box 53043 KKA 99753 | 963-3491 | F | AN |
| Audrey H. Hadley | Box 51 Koyuk 99753 | 963-2073 | F | AN |
| Franklin Adams | eagle-wingz08@yahoo.com | 963-2492 | M | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME Koyuk DATE 10/11/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|------------------|----------|------------------|------------------------------------|
| Beverly Leonard Taxac | Box 31 KKA AK | 963-3061 | F | AN |
| Jarice Denham | Ester, AK | | F | W |
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O) 1 of 2 revised: March 2005

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

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PROJECT NAME WESTERN ALASKA ACCESS PLANNING STUDY DATE 1/12/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|--------------------------------------|-------------------------------|-------------------|------------------|------------------------------------|
| Gary L Nakaruk | Po Box 2 Elim, AK 99739 | 907- 890-4229 | M | AN |
| Kenneth Kotzigas Kenneth Kelongou | P.O. Box 39012 Elim, AK. | (907) 890-3291 | M | AN |
| Lyndon Jankins | P.O. Box 36 Elim, AK 99739 | 907 890-2031 | M | AN |
| Helga Saccher | P.O. Box 21 Elim, AK 99739 | 890-3491 | F | AN |
| Mara B. Daniels | PO Box 02 Elim AK 99739 | 890-3271 | F | AN |
| Joseph H. Murray | P.O. Box 14 Elim AK | 890-3081 | M | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME WESTERN ALASKA ACCESS PLANNING STUDY DATE 10/12/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|----------------------------------|---|--------------|------------------|------------------------------------|
| Janelle M. Murray | P.O. Box 14 Elim eli.tc@kawerak.org | 890- 3737 | F | AN |
| Steve Petz | P.O. Box 39086 Elim, AK | 890- 3025 | M | W |
| ED KOTONGAN | PO BOX 39058 ELIM 99739 | 890 4277 | M | AN |
| Joel Saechus | P.O. Box 22 Elim AK | 890- 1001 | M | AN |
| Ralph J. Saechus | P.O. Box 39057 ELIM, AK 99739 | 890 3591 | M | AN |
| Julie Raymond-Yakoubian | PO Box 28 Nome AK 99762 | 304- 5074 | F | W |
| HARRY DAVIDSON Marlin Paul sr | PO BOX 87 ELIM 99739 | - | M | AN |
| | P.O. Box 66 Elim AK 99739 | 890- 3841 | M | AN |
| Gerald & Janet OTTO | PO Box 37 Elim AK 99739 | 890 1087 | M/F | NA |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES



PUBLIC MEETING

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PROJECT NAME WESTERN ALASKA ACCESS PLANNING STUDY DATE 10/12/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|------------------|----------|------------------|------------------------------------|
| BETTY SEGOCK | PO BOX 39045 | 890-2267 | F | AN |
| Emily Murray | PO BOX 7 | 890-2351 | F | AN |
| Kenneth Sacchew | P.O. Box 64 | 880-1097 | M | AN |
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES



PUBLIC MEETING

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PROJECT NAME WESTERN ALASKA ACCESS PLANNING STUDY DATE 10/12/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|--------------------------|----------|------------------|------------------------------------|
| Emily Kremer | emilyjkremer@gmail.com | 955-3890 | F | W |
| Ellen Hunt | ehunt_68@hotmail.com | 955-3601 | F | AN |
| Katlynnn Evan | Katte_evan34@hotmail.com | 956-1003 | F | AN |
| Leonard Teksk | Leonard T | 956.4352 | M | AN |
| Myra Sweetieh | Bx 48 Shaktolik AK | 955-2487 | M | AN |
| Lucas Stotts | (stotts@kaweraK.org) | 955-3810 | M | W |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME WESTERN ALASKA ACCESS PLANNING STUDY DATE 10/12/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|---|----------|------------------|------------------------------------|
| Carrie Takak | P.O. Box 44 Shaktolik AK 99771 | 955-3091 | F | AN |
| EDGAR JACKSON JR. | P.O. Box 26 Shaktolik, AK 99771 | 955-3501 | M | AN |
| Fred Sagoonick | PO Box 45 Shaktolik, Ak 99771 | 955-3241 | M | AN |
| Gloria Wilson | PO Box 100 Shaktolik, Ak 99771 | 956-1384 | F | AN |
| Larry Cobb | P.O. Box 60 Shaktolik AK. 99771 | 955-2014 | M | W |
| Shawn Evan | P.O. 81 SKK, AK 99771 | 955-2471 | M | AN |
| Paul Bekoalok | PO BOX 99 Paul Bekoalok at 9 mail SKK, AK 99771 | 955-2422 | M | AN |
| | | | | |
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WESTERN ALASKA ACCESS PLANNING STUDY DATE 10/12/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|---------------------------|----------|------------------|------------------------------------|
| Hayley Asicksik | hayley.asicksik@gmail.com | 956-1313 | F | AN |
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME Unalakleet DATE _____

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|--|--|------------|------------------|------------------------------------|
| Frances Degnan | PO Box 33 Unalakleet, AK | 9076243152 | F | |
| Harry Johnson Jr DOT/PF | Box 192 Unalakleet, AK 99854 | 624-3261 | M | |
| Herb Ivanoff | Box 28 UNK AK counk@alaska.com | 624-3531 | M | |
| STEVE IVANOFF | Sivanoff@kawerak.org | 624-3299 | M | AN |
| Larry Ivanoff UNC - land/operations manager | Box 100 UNC AK UNC projects @ ak.net | 624-3411 | M | |
| William Johnson | Box 222 UNC AK 99854 muddy@sedco.com | 624-3622 | M | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME Unalakleet DATE 13 Oct 2010

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|--|-----------------|------------------|------------------------------------|
| Charles O. Degnan | Box 180 Unalakleet AK 99684 cdegan@qci.net | 907 624-3125 | M | AN |
| Leona Grishkowsky | Box 38 Unalakleet, AK 99684 | 443 | | |
| Laureli Kinneen, KNOM | Box 988 Nome AK | 522-1 | F | AN |
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O) 2 of 2 revised: March 2005

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

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PROJECT NAME WESTERN ALASKA ACCESS PLANNING STUDY DATE 10/13/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|-----------------------------|--|--------------|------------------|------------------------------------|
| Larry Pederson | PO Box 1538 Nome AK 99762 lwpederson@gmail.com | 304- 9148 | M | Native |
| Paul Trowbridge | PO BOX 183 99762 rtrowbridge@symprecipice.com | 434- 1516 | M | |
| Luisa Machuca | Box 1885 Nome, AK 99762 | 830- 9361 | Fe | AN |
| Sima Ridout | Box 20822 Juneau AK 99802 | 723 9067 | n | w |
| Stan Morgan | P.O. Box 1622 Nome AK 99762 stanmorgan12@yahoo.com | 304-1016 | M | w |
| SANDRA Medearis/Arctic News | P.O. Box 545 Nome AK 99762 | 9073041194 | F | Nascau |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WESTERN ALASKA ACCESS PLANNING STUDY DATE 10/13/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|------------------------------------|-------------|------------------|------------------------------------|
| WENDY L. PARKER | wendyinalaska@gmail.com | 2299804 | F | W |
| DAVID BARRON | Grumpy1224@hotmail.com Box 1125 | | M | W |
| Leora Kenick | Box 1006 Nome | | F | enupiaq/ Chupik |
| Jim Snyd | 729 | 304 3498 | M | |
| JEFFREY CHANDLER | BOX 365 | 5152 | M | W |
| Ben Matheson | Po Box 1847 | 7502 | M | W |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME WESTERN ALASKA ACCESS PLANNING STUDY

DATE 10/13/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|---------------------------------------|----------------|------------------|------------------------------------|
| Leah Radde | P.O. Box 1847 music@knowm.org | 443 - 5221 | F | W |
| Gary Hunt | Box 329 | 443 5136 | M | W |
| Dan Martinson | Box 1424 | 36020184 85 | M | W |
| Sandra Morgan | Box 781 | 443-2490 | F | W |
| PEARL JOHNSON | Box 1143 | | | INUPIA |
| FRED MOODY | B 298 | 443 2380 | M | W |
| Pearl Mbulski | PB 2094 | 443 4245 | F | W |
| Sue Steinacher | Box 1609 suesteinacher@hotmail.com | 443-7673 | F | W |
| Glen Fardy | " | " | M | H |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME WESTERN ALASKA ACCESS PLANNING STUDY DATE 10/13/10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|---|--------------|------------------|------------------------------------|
| Wallace Johnson | P.O. Box 1844 Nome, AK 99762 WallyWorld62@yahoo.com | 443- 5921 | m | AN |
| Berna Rasmussen | Box 2 | 443-2919 | F | White |
| Andrew Miller | Box 558 | 443-2372 | M | AN |
| Larry Smithhiser | Box 745 | 443-3411 | m | W |
| Maureen Pederson | Box 694 | 443-2728 | F | AN |
| Charles Lean | Box 1716 | 443-5508 | m | W |
| Nancy Meundenhall | Box 1241 | 443- 2455 | W | O |
| | | | | |
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WAAPS Nulato DATE 11-9-10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|------------------|----------|------------------|------------------------------------|
| 7 Tom Muddensoy | Anchorage | 562-2000 | M | W |
| 1 Paul Mountain | Nulato, AK | 898-2208 | M | AN |
| 2 ANNIE HILDEBRAND | NULATO, AK | 898-2274 | F | AN |
| 6 Alex Prosek | Anchorage, AK | 562-2000 | M | W |
| 15 Alexa Greene | FBKS AK | 451 2388 | F | W |
| 3 Wendy Parker | Nome AK | 229 9809 | F | W |

(14 comm. 3 POTADONL)

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME WAAPS- Nulato DATE 11-9-10

| | NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|----|------------------------|-------------------------------------|----------|------------------|------------------------------------|
| 4 | Robert Ruzicka | Box 89 | 997 2242 | M | W |
| 5 | Justin Patayou | | | M | AN |
| 6 | Mani Freshman | | | F | AN |
| 7 | Nathan Ekada | Po Box 65124 | 898-2387 | M | AN |
| 8 | LARRY Solomon | P.O. Box 12 | 898-2345 | M | NATIVE |
| 9 | Marvin Mountain | P.O. Box 94 | 898-3901 | M | AN |
| 10 | LARRY ESMAILRA | Vice MAYOR OF NULATO P.O. BOX 72 | 898.2251 | M | AN |
| 11 | Peter Demoski | P.O. Box 71 Nulato, Ak. 99745 | 898-2291 | M | AN |
| 12 | Dean Painter | PO Box 65032 | 898 2222 | M | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WAAPS Nulato DATE 11-9-10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|------------------|----------|------------------|------------------------------------|
| 3 Cletus Sipary | PO Box 114 | 898-2206 | M | AN |
| 4 EDWARD HILDEBRAND | Nulato | 898-2774 | M | AN |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

Western Alaska Access Planning Study
Kaltag Public Meeting Notes
November 9, 2010

| | |
|---------------------|-----------------------|
| Presentation | 6:00 P.M. – 6:40 P.M. |
| Question & Comments | 6:40 P.M. – 8:00 P.M. |

Project Team Representation

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

Attendance

17 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: The mountains around Nulato are very rough terrain making construction difficult.

C: Don't understand why you wouldn't go through Unalakleet, it is already an identified corridor.

R: Our primary objective was to identify the most beneficial and cost-effective route from Fairbanks to Nome. We are also planning spur roads to communities that want them, but we have not mapped the spur roads. Unalakleet could be considered a pretty long spur road, but we will identify longer connecting links, such as the road to Unalakleet, as a possible future connector in our report.

Q: How far is the preferred route from Kaltag?

R: Approximately thirty-two miles.

C: A big concern of communities within the area is fuel costs. There needs to be a transportation corridor near Galena or Kaltag that can be used to assist with distribution of shared hydro or wind power.

C: I thought the idea of the road was to provide access to the most number of people. It appears that it is really for access to minerals. Doyon has recently discovered a large gold deposit near 22 Mile Mountain, downstream from Kaltag.

R: Route 1 had greater access to minerals but was not recommended because it accessed less population and crossed a wilderness area. The Yukon River Corridor serves more communities and people than the other routes. We will contact Doyon about this gold deposit.

C: Fisheries have become a big resource to Kaltag this past year, the village recently constructed a processing plant and Lynden hauled out ten freezer trailers filled with salmon on the barge. A road connection would improve hauling out fish.

C: Even if there was an access road to Kaltag it doesn't seem that the road will be beneficial. Move the route to actually go to each town without connector roads. This will be far more accessible than needing 32 miles of connector roads.

R: The assumption with the study is that each village would have a connector road to the main road; this just wasn't graphically depicted on the maps. Part of the reason for doing this is that not all of the communities will want to be connected to the road.

Q: A road between Kaltag and Unalakleet would substantially lower all of our costs. Can funding to construct a connector road from the main road be guaranteed?

R: No the connector road funding cannot be guaranteed, but at this point there isn't funding to build the main road either.

C: It seems the road is more of a benefit for tourism and mining but that it isn't really a benefit to rural Alaska.

R: As discussed in the presentation, tourism and mining would provide jobs and help create more sustainable rural communities.

C: The best bet for Kaltag is a road to Unalakleet, not a road to Nome.

C: We really want to develop the local fisheries as it is our best sustainable resource. The US Department of Fish and Wildlife have said that the fish are at their prime at the point where they reach Kaltag. A road would improve hauling fish to market.

C: It costs between \$300 - \$400 to fill fuel tanks; local propane costs are outrageous.

C: The road is not advantageous as it opens our country to outsiders. People already drive their boats from Fairbanks to Koyukuk to access our hunting grounds.

C: The road will open the country to homesteaders and the influx of people will make our subsistence lifestyle only that much more difficult.

C: Many years ago the Kaltag and Unalakleet communities formed a new community boundary on maps. I'm not sure which map the information was included on but there are strong ties between the two communities and we want to keep it that way.

C: How long will it be before a road is built?

R: There is no funding to design or build the project right now. It will be much easier to fund and build it if the project is broken into smaller segments as they would require less funding. Environmental work on the project has not begun yet nor is there currently funding for the environmental phase. If the road were to be constructed all at one time it is very uncertain how long it will take to obtain funding, complete environmental work, design and construct the road.

Q: The first section of the road would probably be from Manley to the Yukon, where is that stage of the project at?

R: There is currently a Tofty Road that exits Manley which the project would partially overlap but beyond that there is nothing at this time.

Q: Who will maintain the road?

R: The road would likely be maintained by the State and we have planned for maintenance stations approximately every 50 miles and at some villages close to the route as well.

C: If none of the corridors go through Kaltag or other villages then just don't build the road at all as it would open the land to homesteaders and hunters.

R: See earlier response about connector roads.

C: We have just enough animals in the area to feed the people who live here.

R: At the Tanana meeting residents discussed developing a management plan to control hunting in the area surrounding their village from outsiders; Kaltag could do the same.

C: How would construction crews get all the steel in that would be needed to construct the many bridges for the road to Nome project? A road from Unalakleet to Kaltag would be a perfect point for staging. You didn't look at the cost benefits of staging areas.

C: Steve Ivanoff is the Kawerak Transportation Director and is the point of contact for what work has been done for the road between Unalakleet and Kaltag.

C: The best place to begin the road to Nome project would be to start from Council and then access the Yukon River Corridor via Kaltag.

C: The topography between Unalakleet and Kaltag is flat which would be cheaper than constructing a road in the surrounding mountains.

Q: What have the communities along Route 1 said?

R: We haven't been to those communities yet but once we have we will post the minutes of the meetings and what they said on the project website. The website address is on the flyers we've handed out.

C: This study is backwards, you should be going to the communities first, and not after the report is complete.

R: *DOT&PF asked us to first get some options identified so the public meetings would have something to start from and comment on. Talking with the communities is extremely important as the project can have a huge impact on the lives of villagers.*

C: You need to develop working relationships with the communities involved. You can't bring a study forward and say this is what you can have, do you want it?

R: *We hope these meetings are a good starting point for those relationships.*

C: You need to have better advertising for the meetings; I sit on the village corporation board (Gana-A'Yoo) and never knew about the meeting I just happened to see it posted on Facebook.

R: *We have tried to contact the village corporation, tribe and community staff prior to each meeting. In some cases we were unable to reach certain people or the information was not passed on to everyone.*

C: It is easier to ship to Seattle from Unalakleet than it is from Fairbanks; we just need a more reliable way to consistently get to Unalakleet whether that is by road or barge.

C: Kaltag has put in a lot of time, effort, and money into opening the fish processing plant. We need to continue to do everything we can to develop this resource.

C: Steve Ivanoff is already well on the way for planning the road between Unalakleet and Kaltag. I don't see any advantage to any of the routes. They are not built around the communities they are meant to benefit.

R: *See earlier response about connector roads.*

C: Many of the main decision makers have no clue about rural, subsistence lifestyles.

C: You need to look for the cheapest way to construct the road and to build it with quality work and materials.

C: The people at the endpoints of the project [Fairbanks and Nome in this case] always want the project because it provides the most benefit to them. There is no benefit to the people in the middle of the project.

C: Your airfare estimates are all off, they are way too low. You need to redo your economic study.

C: Many of the people who were speaking against the road claim to live subsistence lifestyles but when they're hungry they go to the store. We need to get the road built to reduce the costs of living.

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WAAPS - Kaltag DATE 11-9-10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|----------------------------|---|-----------------|------------------|------------------------------------|
| 1 <u>Ron Crofut</u> | <u>Crofutp@aol.com</u> | <u>632-9448</u> | <u>F</u> | <u>W</u> |
| 2 <u>Ronald Pitka SR</u> | <u>P.O. Box 114 Kaltag AK 99748</u> | | <u>M</u> | <u>AN</u> |
| 3 <u>V. Anne Esmailler</u> | <u>Box 13 Kaltag 99748</u> <u>anne99748@alaska.com</u> | <u>534-2221</u> | <u>F</u> | <u>AN</u> |
| 4 <u>John F. Madros Sr</u> | <u>P.O. Box 76</u> <u>Kaltag, AK 99748</u> | <u>534-2322</u> | <u>M</u> | <u>AN</u> |
| 5 <u>Robert Nicholas</u> | <u>Po Box 2</u> <u>Kaltag AK 99748</u> | <u>534-2232</u> | <u>M</u> | <u>AN</u> |
| 6 <u>Geoffrey Madros</u> | <u>PO Box 93</u> <u>Kaltag, AK 99748</u> | <u>534-2282</u> | <u>F</u> | <u>AN</u> |

(17 comm 3 con/LHKM/OUT)

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME WAAPS Kaltag DATE 11-9-10

| | NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|----|------------------------|------------------------|--------------|------------------|------------------------------------|
| 7 | Goodwin Semaken Sr | PO Box 54 Kaltag | 534-2267 | M | AN |
| 8 | Lorisa Pamphruk | Box 54 Kaltag | 534-2267 | F | AN |
| 9 | Fred W Alexie Sr | Box 21 Kaltag | 534-2277 | M | AN |
| 10 | Arnold Makro | Box 77 Kaltag | 534-2206 | M | AN |
| 11 | Allert Nikit | P.O. Box 28 Kaltag, AK | 907-534-2226 | M | AN |
| 12 | Dora Nicholi | P.O. Box 28 Kaltag, AK | 907-534-2226 | F | AN |
| 13 | Deirdre Semaken | P.O. Box 95 Kaltag AK | 534-2200 | F | AN |
| 14 | Dustin Semaken | P.O. Box 92 Kaltag | 534-2223 | M | AN |
| 15 | Gregory Semaken | P.O. Box 66 Kaltag | 534-2223 | M | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME WAAPS- Kaltag

DATE 11-9-2010

| | NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|----|------------------------|-------------------------------|--------------|------------------|------------------------------------|
| 16 | Darrell W Semaken Sr | Box 54 Kaltag, AK 99784 | 534- 2267 | m | Athabascan |
| 17 | Kevin Saunders | Box 103 Kaltag AK 99749 | 534 2213 | m | Atho |
| 18 | Alexa greene DOT | | | | |
| 19 | Tom Middenhof DOWL | | | | |
| 20 | Alex Prosak DOWL | | | | |
| 21 | | | | | |
| 22 | | | | | |
| 23 | | | | | |
| 24 | | | | | |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

**Western Alaska Access Planning Study
Koyukuk Public Meeting Notes
November 10, 2010**

| | |
|---------------------|-------------------------|
| Open House | 11:00 A.M. – 12:00 P.M. |
| Presentation | 12:00 P.M. – 12:40 P.M. |
| Question & Comments | 12:40 P.M. – 1:00 P.M. |

Project Team Representation

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

Attendance

5 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

Q: Is this the only meeting planned for Koyukuk?

R: *At this time yes. If we move forward with the road project there will be many more meetings.*

Q: Do we need to vote on the project now? I'm not in favor.

R: *You don't need to vote now, but you can put your thoughts on the questionnaire.*

Q: What is the best route as far as terrain?

R: *Route 1 has the flattest terrain.*

Q: How many miles of road are there currently in Nome?

R: *There are currently three roads from Nome to outlying communities; each is approximately 80 miles long.*

C: I am concerned about animal migration; I feel the road would make the animals go elsewhere. I am also concerned about drugs and alcohol that could be more readily available. The road would certainly make freight more affordable though.

C: The road would have too much of a negative impact on the environment.

- C: I've lived this way all my life and I like it. My kids and grandchildren could benefit from the road though.
- C: I don't mind the project so long as there is an access road to our village, but we don't want people to be able to drive right into town.
- C: We don't want people moving into the area, this is our land.
- C: A better location for the road would be on the far side of the Yukon. It could cut across at around Ruby. The route shown near Koyukuk is through our hunting and trapping lands.
- C: I hope you get the funding for this project.
- C: We need to get the money for this project now!
- C: There needs to be a checkpoint at the beginning of the road to limit the influx of alcohol and drugs.
- C: There will need to be safety patrols along the road.
- C: The road will have positive and negative impacts. It will bring in drugs, alcohol, and squatters to our land, yet it will provide for a lower cost of living from the transport of fuel, freight, and jobs.
- C: I would like my lifestyle to stay as it is, I don't need the road but our children may need it.
- C: I am concerned about the environmental effects of trash that travelers will leave along the road.
- C: The road will have an effect on our hunting grounds.

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WAAPS - Koyukuk DATE 11-10-10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|-----------------------------------|---------------|------------------|------------------------------------|
| Alexa Greene | alexagreen@alaska.gov | 451 2388 | F | W |
| 1 Darlene Lohritz | darlene.pilot@tananachildrens.org | 927-2253 | F | AN |
| 2 Josephine M Dayton | jsoyodayton85@yahoo.com | (907)927-2288 | F | AN |
| 3 Mary Mayfield | | 927-2297 | F | AN |
| 4 Hazel S Lohritz | hsnelohritz@hotmail.com | 927-2234 | F | AN |
| 5 DALE K. RISMA | | | | |

+Tom Middendorf + Alex Prosak - Dowl Hkm

(5 comm 3 BIT/Dowl Hkm)

**Western Alaska Access Planning Study
Galena Public Meeting Notes
November 10, 2010**

| | |
|---------------------|-----------------------|
| Open House | 6:00 P.M. – 6:30 P.M. |
| Presentation | 6:30 P.M. – 7:10 P.M. |
| Question & Comments | 7:10 P.M. – 8:00 P.M. |

Project Team Representation

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

Attendance

35 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

Q: Between 2000-02 a plan was proposed that went from Manley to Unalakleet via Tanana, Ruby, Galena, Nulato, Kaltag, and Stebbins. Why are we going away from this?

R: *Our primary objective was to identify the most beneficial and cost-effective route from Fairbanks to Nome. We are also planning spur roads to communities that want them, but we have not mapped the spur roads. Unalakleet could be considered a pretty long spur road, but we will identify longer connecting links, such as the road to Unalakleet, as a possible future connector, in our report.*

Q: Are only gold mines being considered?

R: *The report showed all of the mines to be potentially be accessed. It included many different minerals, not just gold.*

Q: Will this project be getting on the National Transportation Plan in mid-2011?

R: *That will be up to DOT&PF.*

C: In order to get federal funding it has to get on that plan.

R: *Federal sources will be further defined later if it is determined the project should move ahead.*

Q: Has an option for a railroad been studied or compared at all?

R: To some extent, yes. A railroad must be straighter and have a much lower grade; as a result it will also be longer than the road. Additionally, the cost per mile to both build and maintain a railroad is approximately four times the cost to build and maintain a road. Because of this we felt it wasn't necessary to continue looking at the rail option. If a road does go in first, it would reduce the cost to install a railroad.

C: Gold mining is terribly destructive to the environment and is only a temporary resource. It is the worst economy in this area that we could possibly have.

C: The road has to connect to as many villages as possible as it would substantially lower the cost of living.

Q: What would the road look like?

R: Our plan currently proposes a road that is 30 feet wide, a 6-foot deep typical section with 8 inches of surface course material at the top and underlain by a supporting geotextile. The side slopes would be 4 to 1.

Q: Does the project cost include the cost to construct the spur roads?

R: No it is not included, but we have estimated this cost in the report. We have assumed that all communities would have access roads unless they elect not to.

C: The caribou herd is very large and needs to be thinned. Having road access farther to the west would allow for hunters to access the herd and thin it.

Q: There has been some discussion of a road between Unalakleet and Kaltag; is Unalakleet in favor of this?

R: Yes.

C: The road would make freight accessibility much better.

C: We'd like to see a road from Galena to McGrath through Ruby.

C: It would be better to access Tanana via Nenana and not Manley.

C: I don't see how villages can continue to afford heating oil with the current economy and rising oil costs. This road will substantially lower heating costs in the villages.

Q: What is the cost per mile of the road?

R: We broke up the cost per mile into costs over flat lands, rolling terrain, and mountainous terrain in order to be able to provide a better estimate, than just by cost per generic mile. The cost over flat terrain is \$2.2 million/mile; rolling terrain, \$3.1 million/mile, and mountainous terrain \$4.7 million/mile.

C: What about the cost to construct the project in 20 years?

R: We have not estimated future costs, but they would likely be higher.

C: The biggest negative about the project is that it will take 20 years to build it.

C: Maintenance stations at 50-mile intervals would be great! Along the Dalton Highway they are closer to 100-miles apart.

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WAHPS Galena DATE 11-10-10

| | NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|---|------------------------|------------------------------|--------------|------------------|------------------------------------|
| 1 | ARVIN KANGAS | arvin_kangas@ hotmail.com | 242 4252 | M | |
| 2 | Agnes Sweetser | A_sweetsire@yahoo.com | 656 1245 | F | AN |
| 3 | Sid K... | | | | |
| 4 | JOE EDWARDS | RAVEN@RIYU.COM | 656- 1488 | M. | W |
| 5 | Jenny Pelkola | Galena | 656 1369 | F | AF |
| 6 | Freda D. Beasley | fbeasley@galenanet.com | 656- 1842 | F | AN |

(35 community 3 DOT/DOWL HKM)

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PROJECT NAME WAAPS - Galena DATE 11-10-10

| | NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|----|------------------------|--------------------------|--------------|------------------|------------------------------------|
| 32 | Alexa Greene | alexagreene@alaska.gov | | F | W |
| 7 | Ed Thurmond Sr | Box 41 | 656 1621 | M | |
| 8 | March Runner | PO Box 342 | 656-1711 | F | NATIVE AMERICAN |
| 9 | Paul Koontz | PO Box 288 Galena | 656 2328 | M | W |
| 10 | TIM BODONY | PO Box 84 | 1918 | M | W |
| 11 | IPA BODONY | " " | " " | F | W |
| 12 | Dan Patrick | P.O. Box 66 Galena AK | 656 1278 | M | W |
| 13 | Larry Hausmann | PO Box 18 Galena | 656 2129 | M | W |
| 14 | Jen Hildebrand | PO BOX 34 Galena | 656 -2046 | F | AN |

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PROJECT NAME WAAPS - Galena DATE 11-10-10

| | NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|----|------------------------|---------------------------|------------------|------------------|------------------------------------|
| 15 | Jon Koontz | | | | |
| 16 | Russ L. SWEETSIR | Box B GALENA, AK 99741 | 656-1245 | M | AN |
| 17 | Gary L. BURGETT | Box 126 Galena, AK | 656-1656 | m | AN |
| 18 | Kim Kopp | P.O. Box 13 Galena 99741 | 656-2264 | F | W |
| 19 | Danita Douglas | P.O. Box 359 Galena 99741 | 656-8512 | F | |
| 20 | Jon Kortz | P.O. Box 355 | 656-1981 | M | W |
| 21 | Jenna Burgett | Box 1161 Galena, AK 99741 | 656-2698 | F | AN |
| 22 | TERRY PITKOA | Box 2 " | 656-1719 | m | AN |
| 23 | Fred Huntington Sr. | Box 101 Galena 99741 | 656-1799 7009 | m | ina. |

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PROJECT NAME Galena - WAARS DATE 11-10-10

| | NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|----|-------------------------|------------------------------------|--------------------|------------------|------------------------------------|
| 24 | Christopher Sommer | crystal_electric49@ hotmail.com | 907 666 1382 | M | W/AN 1/2 |
| 25 | Alfred NOLLNER | ALFREDNOLLNER@HOTMAIL.COM | 656 2550 | M | 1/8 |
| 26 | SCOTT BUTLER | FLYING658297YAHOO.COM | 656-2341 | M | CHESEBORN |
| 27 | John Stam | Box 21 Galena AK 99741 | 656-1401 | M | |
| 28 | BEN KOONTZ | crowcreekcabin@ hotmail.com | 656-2382 | M | Yes. |
| 29 | Howard C. Beasley | beasley_galena@yahoo.com | 656-2132 | M | AN |
| | +6 that did not sign in | | | | |
| 30 | Tom Middendorf | | | | |
| 31 | Alex Pwsak | | | | |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O) 2 of 2 revised: March 2005

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**Western Alaska Access Planning Study
Hughes Public Meeting Notes
November 11, 2010**

Open House

11:00 A.M. - 1:00 P.M.

Project Team Representation

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

Attendance

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

Presentation

A presentation was planned but community members filtered into the community hall; because of the nature of visits by members of the community, the meeting was done solely as an open house. Advantages and disadvantages of the road were mentioned, but since the corridor options are not very close to Hughes, some viewed the project as having a lesser effect on Hughes.

The tribal transportation coordinator took questionnaires door to door in the community to get community members to complete the project questionnaires.

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WAAPS - Hughes DATE 11-11-10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|----------------------------------|-------|------------------|------------------------------------|
| 1 Gerald Oldman | PO Box 45016 Hughes AK | | | |
| 2 Almira Beales | PO Box 45028 Hughes, AK 99745 | | | |
| 3 Lige Ambrose | PO Box 45012 Hughes AK | | | |
| 4 E. Miranda Beales | 104 Airport Rd Hughes, AK | | | |
| Alexa Greene | alex.a.greene@alaska.gov | | | |
| S Aaron Oldman | Hughes, AK | | | |

tom middendorff +
Alex Prosa

(5 comm + 3 POWL MKMKT)

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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

| | |
|---------------------|----------------|
| Presentation | 3:30-4:10 p.m. |
| Question & Comments | 4:10-5:10 p.m. |

Project Team Representation

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

Attendance

20 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

Q: You indicated that the biggest economic factor for opening the road is mineral extraction, is this just gold? Can you be more specific on what types of minerals will be mined?

R: *The report details specifically what minerals can be found at each of the potential mine locations within the study area, they are not all just gold mines but vary from precious metals such as gold and silver to other precious metals, rare earth minerals, and uranium.*

Q: The map shows the road to Nome beginning near the end of Manley Hot Springs Road, do you know more precisely how close the road will be to the town?

R: *We have heard that the community desires that the road does not go right through Manley Hot Springs. Details about where the road starts will occur during design and after further public input. We only have a rough idea now.*

Q: Will the road go through or access villages?

R: *It will vary and at this point everything is just conceptual. Based on our preliminary concept, the closest the road will get to any village will be Tanana. Typically access to villages will be via connector roads and not the primary roadway.*

Q: You still haven't answered the question on how close the road will be to Manley Hot Springs?

R: At this point we do not know exactly where the road will begin but it will likely be around 3.5 to 8 miles outside of Manley This is still very early in the planning phase of the project so we don't have an exact location at this time. If the project does go into the environmental phase we will be back out here having additional meetings with the community to help determine where the road would begin.

Q: What percentage of the project funding is federal and how much for the state?

R: We don't know this at this time. There is currently no funding now for anything beyond the current study.

Q: How much is this study costing?

R: About one million dollars.

Q: If the road is constructed, is it assumed that it will be a 12-month road?

R: Yes, we assume the road will be usable throughout the entire year and not just seasonally.

Q: Will the road have a gravel surface?

R: Yes.

Q: Are these corporate mines you are talking about?

R: We have only estimated mineral values for larger mines.

Q: So individual mine owners would not benefit from the road?

R: Everyone would benefit from the road as spurs can be constructed that will ultimately benefit all users.

C: Individual mine owners would also benefit through lower freight and fuel costs.

Q: Historically, do you know if there was more of an 'anti' feeling toward the road project?

R: We don't know.

Q: What or who will make the final decision on whether or not the road will be constructed?

R: Many will be involved in the decision, from the Legislature and Governor who would be involved in funding decisions to environmental agencies who will be control environmental approvals.

Q: Would the project be built in segments, starting at one end and working toward the other?

R: Due to the size of the project it would probably have to be built in segments, generally connecting either to communities or mineral sources. It could start with a Manley to Tanana segment or from Nome to the east or perhaps in the middle

section. At the point we just don't know where it would begin, but we will be giving DOT&PF some options as part of this study.

C: Rail is an excellent idea as it would restrict access.

Q: Funding to build and maintain the road is not available yet?

R: Correct, this study will help determine if further work should be funded.

Q: Where is the funding from the current study coming from?

R: The current funding is from the State of Alaska general fund.

C: Alaska is the biggest state and we are two hundred years behind the rest of the country in terms of infrastructure.

R: Other communities have also noted this.

Q: Would standards require that some of the Elliott Highway be upgraded? It is in BAD shape.

R: We don't know; this has not been looked at yet.

C: The State should invest money from the Permanent Fund Dividend into building this road and replenishing the PFD with money generated from construction of the roadway.

C: I'm eighty and will never see the benefits of the road but my grandchildren will.

C: The cost of this project will fall on the shoulders of our children and grandchildren and we're already \$14 trillion dollars in debt.

C: Having lived in Manley prior to the road being constructed to the town, I can speak to how much the community has benefitted from the road. We used to have to plan for one year of food in bulk in advance via the barge as air shipments are too expensive. Medical emergencies were also a major concern as it was not feasible to get in or out by air. Vehicles can get in or out at any time.

C: A road will provide additional access to hunters allowing them to take resources that villagers desperately need. It used to be that there would be a moose for everyone in town; since the road has been built and brought an influx of hunters it is becoming more and more difficult to find moose.

C: Alaska has an outstanding airport system throughout the remote communities for getting freight in and out and the cost of air freight has been coming down.

C: If people have moved to Manley specifically for the subsistence lifestyle, the road will absolutely kill the lifestyle. Rail would be much better.

C: Run the road through a protected wilderness area, I'd like to see what one looks like.

Q: Are the areas designated as mineral sources developed mines or just areas identified as having the noted minerals?

R: *Most are areas that have been noted to contain the presence of minerals, but without active mines, primarily because road access is lacking.*

Q: If the road goes through will it be along the Tofty Road at all?

R: *It will overlap Tofty Road to some extent but the road itself will probably begin prior to Manley to keep out traffic that does not have Manley as a destination.*

C: We agree it should not go through Manley

C: We don't have the ability to patrol, enforce, and maintain the roads we currently have. We don't need another road to add to the problems we already have.

C: The population in Manley has steadily declined since road access has become available.

C: The road will ultimately bring much needed jobs.

C: Unless someone actually wants to come to Manley they could bypass the town so long as the road begins north of the town.

Q: Is there a separate meeting tonight for the Tribe?

R: *Yes.*

Q: Why?

R: *Because the Community Association requested a separate public meeting.*

Q: Why?

R: *I don't know.*

C: This process is promoting the very thing we're trying to fight against; the tension between the natives and non-natives.

Q: Is anyone here tonight welcome at the tribal meeting?

R: *Yes, it is open to the public*

(Note – The separate meeting was not requested by the Tribal Council but by the Community Association. The Tribal Council indicated that everyone was welcome to attend the meeting at the Tribal Hall.)

C: When building the road, stay on high ground, the valleys and other low ground areas are very poor soils and can be up to 120' of muck.

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PROJECT NAME INDAPS Manley Comm Assoc DATE 11-11-10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| Bea Schafer | PO Box 48 - Manley 99756 | 907 672-3003 | F | W |
| ELAINE GRAY | PO Box 69 Manley 99756 mls 99756@gmail.com | 672-3032 | F | |
| ART MORTVEDT | Box 86 MANLEY, AK 99756 | 907- 672-3206 | M | |
| Damaris Mortvedt | Box 86 Manley Hot Springs, AK 99756 | " | F | |
| Peter moore | Box 56 manley Hot Spng, AK 99756 | 672-3031 | m | w |
| Paul Brewer | Box 43 Manley Hot Springs AK | 672-3002 | m | w |
| Trampes Woellert | Box 65 Manley Hot Springs AK | 672-3021 | M | W |
| LISA OWENS | PO Box 1 MANLEY HOT SPRINGS AK | 907 672-3222 | F | w |
| Nick Woellert | PO. box 73 MANLEY Hot Springs, AK | (907)- 672-3879 | M | W |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WAAHS Manley Hot Springs DATE 11-11-10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|--|-----------------|------------------|------------------------------------|
| Chuck Parker | Box 25 MANLEY 99756 | 907 672-3771 | | |
| Gladys Dart | BOX 50 MILLS 99756 | 907 672-3231 | | |
| Jim DART | P.O. Box 18 MILLS 99756 jimmy54dart@gmail.com | 907 378.6726 | | |
| Charles Zimmerman | Box 41 Manley Hot Springs AK 99756 | 907 672-3622 | | |
| Tanis E Joiner | Box 41 Manley Hot Springs AK 99756 | 907 672-3622 | F | White |
| Terry Russell | Box 18, Manley N.S. 99756 | 672-3003 | | |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME WAPAS MHSCA DATE 11-11-18

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|--|---|--------------------|------------------|------------------------------------|
| J. Carole Groves | Box Joffy Rd, MANLEY AK 99756 | 907-672-3182 | F | W |
| Ernest C. Russell | P.O. Box 33 Manley Hot Springs AK 99756 | 907 672-3447 | M | W |
| DEVIUS Hollingsworth | P.O. Box 66 Manley Hot Springs AK 99756 | 672-3511 | M | |
| Associates (MHSCA) PO Box 107 Manley 99756 | | | | |
| DAVID J. Hoffman | PO Box 94 MANLEY Hot SPR. AK 99756 | 907 672 3619 | W | W |
| | | | | |
| | | | | |
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

**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.)

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME Manley Hot Springs DATE 11-11-10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| 1 <u>Louise Beckman</u> | <u>MVC1RV@gmail.com</u> | <u>672-3176</u> | <u>M</u> | <u>W</u> |
| 2 <u>Peter L James</u> | | <u>672-3705</u> | <u>M</u> | <u>Athabaskan</u> |
| 3 <u>Judy Woods</u> | | <u>672-3705</u> | <u>F</u> | <u>Athabaskan</u> |
| 4 <u>Damaris Mortvedt</u> | <u>Box 86 Manley Hot Springs, AK 99752</u> | <u>672-3206</u> | <u>F</u> | |
| 5 <u>ART MORTVEDT</u> | <u>Box 86 Manley Hot Springs, AK 99752</u> | <u>672-3206</u> | <u>M</u> | |
| 6 <u>Elizabeth M Woods</u> | <u>PO Box 100 Manleyville Council</u> | <u>672-3177</u> | <u>F</u> | <u>AN</u> |

(8 comm + 3 dwl/DOF)

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME Manley Hot Springs DATE 11-1-10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|---------------------------------|--------------------|----------|------------------|------------------------------------|
| 7 Pam Reedington | P.O. Box 32 Manley | 642-3412 | F | White |
| 8 Joe Joe Reedington | | | M | " |
| | | | | |
| 9 Alexa Greene | DOT | | | |
| 10 Tom Middendorf | DOWL HRM | | | |
| 11 Alex Prosak | DOWL HRM | | | |
| | | | | |
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

**Western Alaska Access Planning Study &
Ambler Public Meeting
January 10, 2011
1:00 PM**

Project Team Representation

AK DOT&PF: Alexa Greene, Ryan Anderson, Paul Karczmarczyk, Chris Johnston
DOWL HKM: Tom Middendorf, Steve Noble

Attendance

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

In addition to Ambler residents, meeting participants included Legislative representatives (Representative Reggie Joule), Borough representatives (Lincoln Saito and Ingemar Mathiasson), NANA representatives (Walter Sampson, Rosie Barr, Abraham Snyder), and Industry representatives (Scott Petsel – Nova Gold).

Presentation

This was a combined meeting for both the Ambler Mining District Access project and the Western Alaska Access Planning Study. This Ambler Mining District Access project was presented and discussed first, and then the Western Alaska Access Planning Study was presented and discussed.

Ambler Mining District Access Project

Ryan Anderson, DOT&PF and Walter Sampson, NANA gave an overview of the project. An interpreter assisted with the presentation and questions/comments/responses.

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

Note: Most of the following questions and comments were from one person.

C: There is a need to preserve water quality in Ambler. The community already has a water quality problem. Bottled water has been considered.

C: We don't want to drive away caribou, our food source. A large herd comes through the proposed corridor.

C: Let's not fight about it like Pebble; let's figure it out now and reach an agreement.

Q: How can you justify the costs of the road?

R: We will look at costs and benefits of road and rail. We will consider mineral values and community benefits.

C: There are lots of variables affecting costs and who pays.

R: Yes, there are many options. Maybe financed like Red Dog with mining industry contribution. Loans, tariffs, federal funds, state funds are all options that can be considered.

Q: What resources are there to justify the expense?

R: Arctic has been drilled so we have good resource numbers. Others have been explored less so we only have estimates.

Q: Who is paying for the Study?

R: State general funds are paying for the study currently underway. There are additional general funds being requested in the legislative session.

C: Ambler is an alcohol free village. We will check bags of anyone, including your bags; to be sure alcohol is not brought in.

R: We respect your wishes regarding alcohol.

C: This project has a short timeframe. Realize that our cultural heritage has evolved over a long timeframe. We have become westernized and now are dependent on oil which is expensive. This is our culture. Take your time.

C: If residents help with the study they should get paid a lot. You need the Inupiat perspective. We do not just want outsiders to control our destiny. We need to benefit – the road should not just benefit outsiders. People live in poverty while companies make billions.

C: We have documentation from elders we can share with you. Our elders identified a route from Red Dog to the Dalton highway. Elders and hunters are working on a map and oral history. We will provide documentation.

C: Since Red Dog was completed it has not changed our way of life. We make money and we live off the land. We need to sustain our lifestyle.

C: If not for elders, water and land we would not be here.

C: Global warming will make land more important.

C: The Borough gets royalties, yet the tribes provide the services. Revenue sharing from the State is small – the State gets the revenues and does not share enough with us who provide the land and resources. We do not have adequate fire protection, police, and services, and we live in poverty. It costs too much to live – we are no better off than in the 1970s.

C: The State should work with tribes on a government to government basis.

C: (This comment submitted in writing as well as verbally). If this corridor is built, what happens to the caribou route? We could no longer have caribou or it will be scarce. If caribou is gone, how much are you willing to pay for supermarket foods? Supermarket foods – we pay half to triple and possibly quadruple. We already pay high prices just to live. Some people only live off wood for heat.

If a bridge is built over our river, they would die. They don't even have a plan for that. Our fish can be gone just like that. With the heavy drill they somehow need to get it done.

A large portion of our village is unemployed. Be happy we have free resources of food before it's gone. You only have to pay for a tank of gas for a huge supply of food that lasts for months; rather than paying high prices for one meal. From a free resource of air free land. We are very fortunate to have this resource.

If built, yes it will provide jobs, but for how long? You will have a limited amount of money by the time the jobs end.

Could affect spring water. Our water quality is already bad.

The Ambler mining project is our ancestry land. It was ours before ANCSA was created. We still can own it and have a long resource.

How far are you willing to go hunt? If a corridor is built your one day trips could end up to a full week. Longevity of the caribou route should be looked at.

This is for us and our precious generations to come. Most of you are getting old and some are not, like us kids. Think of us in this project. How are we going to live when the caribou are gone?

C: This is early in the planning. We need to identify and address the issues early in scoping. The Road to Nome will not benefit Ambler area villages. Nova Gold is one of the few things that generate jobs in this area. I am pro-development as long as renewable sources are protected. Who we are will evolve. This is early in the study – it's your opportunity to have input. Caribou cross the Red Dog road without a problem. Others see the benefit of roads to reduce the cost of living. We should talk about more than just the road. Substance abuse is our decision. We are a strong people – we should not be afraid of success.

C: The elders have said the best place to connect to the road is through the mountains, to not disturb the natural state of the country.

Western Alaska Access Planning Study Notes

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

Questions & Comments

Q = Question R = Response C = Comment

Most of the public comments at the meeting were directed toward the Ambler Mining District Access Project since the residents were more aware of this project and it appeared to be more likely to affect the community.

C: The Road to Nome would be closer to other villages that would be more affected. I don't want to comment for those villages – it is up to them.

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME Ambley / WAAPS - Ambley, AK DATE Jan 10, 2011

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| Chris Johnston | chris.johnston@alaska.gov | 907-451- 2322 | | |
| Lars Nedwick | larsnedwick@yahoo.com | | | |
| Rosie Barr | rosie.barr@nana.com | 265-4150 | | |
| PAUL KARCZMARCZYK | paul.karczmarczyk@alaska.gov | 907 451-2288 | | |
| Barbara Ma Manus | P.O. Box 68 Ambley 99786 | 907 445- 2161 | F | W |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME Amber / WTPS - Amber DATE 1-10-2011

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|------------------|----------|------------------|------------------------------------|
| Mercy Cleveland | P.O. Box 13 | 445-2115 | F | AN |
| Mary Foster | Box 25 Amber AK | | F | Native |
| Nellie Cleveland | P.O. Box 118 | 445-2154 | F | AN |
| Shield Downey Jr. | PO Box 23 | 445-2132 | M | AN |
| Ryan Downey | PO Box 25 | 445-2144 | M | A, N |
| Andrea Walker | PO Box 25 | 445-2144 | F | A, N |
| Jason Douglas | PO Box 23 | 445-5102 | M | AN |
| Johnnie Cleveland | 15 | None | M | AN |
| Julia Cleveland | Box 92 Amber AK | | F | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME Ambley /WAAPS - Ambley DATE 1-70-19 2011

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|------------------------|------------------|------------------|------------------------------------|
| Isaac Douglas sr | Box 70 Ambley, Ak. | 445 2131 | M | AK Native |
| Virginia Commack | P.O. Box 27 Ambley, Ak | 907 445-2167 | F | AK. NATIVE |
| Abraham Snyder | Box 49 Kotzebue AK | 442- 901 3301 | M | AK Native |
| Ernest Markiasper | Box 48 Ambley Ak | 445-2111 | M | W |
| Marilyn Sheldon | PO BOX 46 | 2133 | F | AK Native |
| Martha P. Wood | Box 114 | 2345 | F | AN |
| Cornelius Douglas | Box 70 | 2131 | M | AK Native |
| Jeff Osborn | Box 104 | 445 2206 | M | W |
| Don Thurman | PO Box 33 | 445-2225 | M | W |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME Ambley / WAAPS - Ambley, AK DATE Jan, 10, 2011

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| Dannah Neal Wood | hneal@mendenhall@yahoo.com | | F | NATIVE |
| Harold Johnson | rajjohnson40@hotmail.com | | M | Native |
| Loretta M. Tickett | Box 93 Ambley 99786 | | F | AK Native |
| RODNEY TICKETT | Box 93 " " | | M | " " |
| GERALD CLEVELAND SR. | Box 118 AMBLEY, AK 99786 | | M | AK NATIVE |
| Wallace Cleveland | Box 24 " " | | M | AK Native |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME Amblar/WAAPS - Amblar DATE 1-10-2011

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|-------------------------|--|----------|------------------|------------------------------------|
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| Marvin J Cleveland Sr | P.O. Box 43 | 445-2065 | M | AK NATIVE |
| Morgan Johnson | P.O. Box 11 | 445-1965 | M | AK Native |
| Erika | P.O. Box 11 | 445-5081 | F | AK Native |
| Scott Jones | Box 16 | 445-2157 | M | CAU. |
| Carol Cleveland | P.O. Box 43 Amblar AK ⁹⁹⁷⁸⁶ | 445-2065 | F | AK Native |
| Marvin J. Cleveland Sr. | P.O. Box 43 Amblar AK ⁹⁹⁷⁸⁶ | 445-2065 | M | AK Native |
| | | | | |
| | | | | |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

Shungnak Public Meeting Notes
January 10, 2011
5:30 PM

Project Team Representation

AK DOT&PF: Alexa Greene, Ryan Anderson, Paul Karczmarczyk, Chris Johnston
DOWL HKM: Tom Middendorf, Steve Noble

Attendance

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

In addition to Shungnak residents, meeting participants included Legislative representatives (Representative Reggie Joule), Borough representatives (Lincoln Saito and Ingemar Mathiasson), NANA representatives (Walter Sampson, Abraham Snyder, and Rosie Barr), and an Industry representative (Scott Petsel – Nova Gold).

Presentation

The meeting was a combined meeting with the Ambler Mining District Access project. The Ambler Mining District Access project was presented and discussed first, and then the Western Alaska Access Planning Study was presented and discussed.

Ambler Mining District Access

Ryan Anderson, DOT&PF, and Walter Sampson, NANA, gave an overview of the project. An interpreter assisted with the presentation and questions/comments/responses.

Questions & Comments

Q = Question R = Response C = Comment

C: The Red Dog mine has roads and caribou, and roads coexist together. Access from outsiders is our biggest concern. Along the Dalton Highway they have set up non-motorized areas for hunting. We can do the same. We need cheap energy and a lower cost of living. We need to get our concerns on the table at this early stage of the project.

Q: Is there research on whether caribou cross roads versus railroads?

R: *We do not know at this point.*

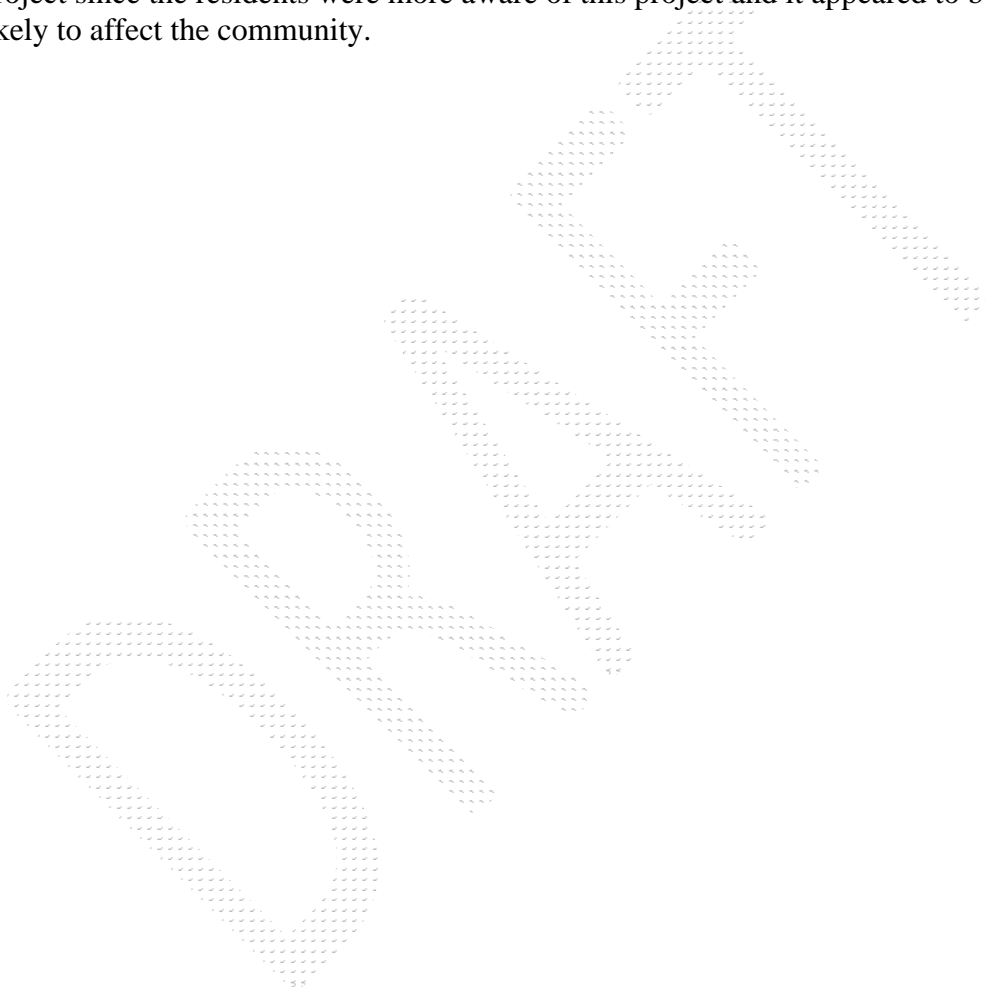
Western Alaska Access Planning Study

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

Questions & Comments

Q = Question R = Response C = Comment

Public comments at the meeting were directed toward the Ambler Mining District Access Project since the residents were more aware of this project and it appeared to be more likely to affect the community.



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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME Amber / WAAAS - Shungnak DATE 1-10-2011

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| Chris Johnston | chris.johnston@alaska.gov | 907-451-2322 | | |
| Leona Commack | leona-commack@hotmail.com | 437-5057 | F | |
| Paul Karczmarczyk | Paul.Karczmarczyk@alaska.gov | 451-2288 | | |
| Ryan Anderson | Ryan.Anderson@alaska.gov | 457-5729 | | |
| Helen Mitchell | City of Shg | 437-3161 | F | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME Amblor / WHTAPS - Shungnak DATE 1-10-2011

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| Roy Sun | roy_sun1@hotmail.com | 437-2163 | M | AN |
| DAVID MITCHELL | Junior-boy98@hotmail | 437-5105 | M | AN |
| Florence Douglas | Chemawa.CBE@HTML.COM | | F | AN |
| Maggie Douglas | PO Box 05 Shungnak AK 99773 | 437-5081 | F | AN |
| Anna Woods | PO Box 86 Shungnak AK 99773 | 437-5177 | F | AN |
| Ernest Berry | P.O. Box 24 Shungnak, AK 99773 | 437-2009 | M | AN |
| Polly Commack | Polly-Commack@hotmail.com | 437-2149 | F | AN |
| Rhinehardt Commack | PO Box 27 Shungnak AK 99773 | 437-2149 | M | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

PROJECT NAME Ambler / WAPPS - Shungnak DATE 1-10-16

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| Genevieve Norris | PO Box 73006 Shungnak, AK 99773 | 437-2164 | F | Inupig |
| Mildred Black | Shungnak AK 99773 | 437-2121 | F | Estimo |
| Michael Schutt | 51th AK. 99773 | 437-2144 | M | Estimo |
| Steve Noble | 4041 B St. | 562-2000 | M | W |
| | | | | |
| | | | | |
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

Kobuk Public Meeting Notes
January 11, 2011
5:30 PM

Project Team Representation

AK DOT&PF: Alexa Greene, Ryan Anderson, Paul Karczmarczyk, Chris Johnston
DOWL HKM: Tom Middendorf, Steve Noble

Attendance

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

In addition to Kobuk residents, meeting participants included Legislative representatives (Representative Reggie Joule), Borough representatives (Lincoln Saito and Ingemar Mathiasson), NANA representatives (Walter Sampson, Abraham Snyder, and Rosie Barr), and an Industry representative (Scott Petsel – Nova Gold).

Presentation

The meeting was a combined meeting with the Ambler Mining District Access project. The Ambler Mining District Access project was presented and discussed first, and then the Western Alaska Access Planning Study was presented and discussed.

Ambler Mining District Access

Ryan Anderson, DOT&PF and Walter Sampson, NANA gave an overview of the project.

Questions & Comments

Q = Question R = Response C = Comment

Q: If the road goes through would it be year-round or just a seasonal haul road?

R: We still need to look at the type of road and the type of use required, or if the corridor should be rail instead.

Q: If it's a haul road who would maintain it in the winter time?

R: We still have to figure this out. The Dalton Highway is maintained by the State. Red Dog's road is maintained by the industry. Access is an issue – who gets to use the road – industry only or open to all? Should it be a toll road? Is there a corridor where hunting is restricted? We need to hear from the communities about this.

Q: What types of restrictions are there on the Dalton Highway?

R: You have to hike 5 miles before you can hunt with a gun. You can hunt by archery within 5 miles of the road.

Q: How about dog team?

R: It is designed to allow subsistence users to drive through the corridor.

Q: Will you come back and meet with us in the fall?

R: Yes, and before the fall. We want to talk about cost, route options, issues and data gaps. We will be here before the summer field season.

Q: What is the shortest route?

R: From the Dalton Highway, it's about 180-190 miles. However, the shortest way may not be the least expensive option or the best. What is most cost-effective will be important. Material sources will be an important factor. Bridges will be expensive. Environmental effects will be important considerations.

C: There will be a Gates of the Arctic meeting here in the next month.

R: We would be happy to come to that meeting if you want us to. There was an option for a corridor built through Gates of the Arctic within ANCSA.

C: Our 7 member tribal council is not here, except for one member. We discussed this at our last meeting. We are concerned about an influx of people with a road, and thought rail would be better.

Q: Don't we have a right to voice our ideas now, before you develop options?

R: Yes you do. The Governor understands the need for community input and support.

C: That's good to hear.

Q: What if a community wants a railroad instead of a road?

R: We will look at the costs and benefits of both. We will then ask for your input. We have some flexibility not to extend a road to a community if they do not want it extended.

Q: Isn't rail cheaper to maintain?

R: The Alaska Railroad indicates rail is about 4 to 5 times more expensive to maintain than a road.

C: Cost is less important to us than the effect on our lifestyle. We live off the land.

C: We want access for food for our children.

Western Alaska Access Planning Study

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

Questions & Comments

Q = Question R = Response C = Comment

Most of the public comments at the meeting were directed toward the Ambler Mining District Access Project since the residents were more aware of this project and it appeared to be more likely to affect the community.

Q: How can community input be used in scoring options?

R: *We are taking community input now through these meetings and will share that with decision-makers. We strongly suggest you put your thoughts on the comment sheets as well.*

Q: Are restrictions like on the Dalton Highway possible?

R: *This would appear to be possible. Access to hunting and land is probably the biggest concern we have heard so far.*

Q: What is the cost of road versus rail?

R: *Rail is about 4 to 5 times as expensive to build and maintain as a roadway.*

Q: How much support has there been from communities?

R: *There seems to be about 60% to 70% in favor, based on our questionnaire. Those communities closest to the Yukon River Corridor seem to favor it more than the communities further away. We have a resolution of support from the Tanana Chiefs Council.*

C: There seems to be a change in attitude in favor of development.

C: Option 2 seems to be better because it accesses more communities.

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME Amder / WAAPS - Kobuk DATE 1-11-11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| Alexa Greene | alexagreene@alaska.gov | | | |
| Agnes Bernhardt | avb_obu@yahoo.com | 907 948-2203 | F | Inupiat |
| GREG JURISICH | P.O. Box 51075 Kobuk | | m | W |
| Edward Gooden Jr | edwardeddie66@hotmail.com | 948-2222 | m | AN |
| Della Gooden | Box 51033 Kobuk AK | 948-2222 | F | AN |
| Jason Ban | Box 51032 Kobuk AK | 948-2301 | F | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME Amblar/WAAPS - Kobuk DATE 1-11-11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| Abraham Snyder | Box 49 Kotzebue AK 99752 | 442-3301 | M | Native |
| LINCOLN SAITO | POB 542 Kob 99752 | 440-4125 | M | Other |
| Lance Miller | 3150 C St 22 Anch, | 321-4470 | M | w |
| Eva/Kitty Cleveland | PO Box 51031 Kobuk, AK 99751 | 907-948-2265 | F | AN |
| Christie Jones | P.O Box 51052 Kobuk, AK 99751 | N/A 437-5111 | f | AN |
| Paul KARLZMARCZYK | Heber paul.karlzmarczyk@alaska.gov | 451-2288 | M | w |
| Ryan Anderson | RYAN.ANDERSON@alaska.gov | 451-5124 | M | w |
| Chris Johnston | chris.johnston@alaska.gov | 451-2322 | | |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

Western Alaska Access Planning Study
Golovin Public Meeting Notes
January 19, 2011

| | |
|---------------------|----------------|
| Open House | 4:00-4:30 p.m. |
| Presentation | 4:30-4:55 p.m. |
| Question & Comments | 4:55-6:00 p.m. |

Project Team Representation

| | |
|----------------|----------------------------|
| AK DOT&PF: | Alexa Greene |
| Kawerak, INC.: | Denise Michels |
| DOWL HKM: | Steve Noble, Alison Lohrke |

Attendance

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

Open House

Attendees were able to visit project display stations, view project information, ask questions, and share comments on the Western Alaska Access Planning Study.

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, the project goals and objectives, and schedule.

Steve Noble, DOWL HKM, presented an overview of the Corridor Planning Report and the work completed to date. He emphasized that the project is in the planning stage and is not just about the Nome objective, but for all of Western Alaska.

Questions & Comments

Q = Question R = Response C = Comment

Q: Who owns most of the lands on the proposed route? BLM? Corporations?

R: ***Most of the land that the road crosses is on Federal or State land. When you get close to the villages, there are some locations where the road needs to access or cross corporation lands. We tried to minimize the impacts to Native owned lands and stay away from right-of-way (ROW) issues, but it also depends on the village. Some villages want the road to come close to their community and some want the road to stay 5 to 10 miles away from their community. The alignment will be adjusted based on public feedback and the desire to minimize impacts to private property.***

Q: The impacts to private lands – what would happen then? Would there be easements?

R: *If the State chooses a route that impacts private lands, the State then follows the Federal ROW acquisition process. The goal on any acquisition effort would be to give the property owner the fair market value for the land, or to work out some kind of mutually agreeable price or easement of some sort that would also be compensated. It is possible that there could be a land trade.*

Q: Would the route be a State-maintained route?

R: *Yes, whichever route is chosen would likely be a State-maintained corridor.*

Q: Would the ROW process be the same if going through Federal Reserve lands?

R: *If it is a Federal Reserve, it is a different ROW process. It is much harder, and it does influence the route chosen. These types of acquisitions, rights and protections affect the road alignment.*

C: This project could mean more competition for more subsistence resources.

C: Small villages like Golovin oppose outside access, but we need to start living in the future and welcome in new projects like this one.

C: I think if the road is built, it should be built starting at Nome, Fairbanks and in between. This would open up resource development for Western Alaska and create new jobs as well.

Q: Would material to build the road be obtained throughout the route?

R: *As of now, we need a further geotechnical report to define if material is suitable along the route. However, it would be ideal to obtain material along the preferred route to minimize haul costs.*

Q: What is the general feeling towards the road in the other villages you have visited?

R: *There is nothing scientific about what we have heard so far. We have asked for people to give us their views on the project and we have heard a full spectrum of comments. We have heard comments from both sides and comments from people that are on the fence. Some see the benefits of the road and that it will reduce the costs of their goods and services. Some see the negative aspects of the road, which can negatively impact their subsistence resources and want to know what protections will be placed on the land.*

We have received many comments about building a rail line, but many people don't know that a rail line would be almost three times more expensive than a road. With a rail line, the slopes cannot be as steep as what you can design with a road so it is much harder to design a rail line that will be able to travel through what a road can. The materials for a rail line are also in high demand and are more expensive than road materials.

Q: I know that Governor Parnell is currently considering upgrades to various Ports. Is this related to this project?

R: *It certainly is related to access to the communities and access and uses for the road. We haven't done a thorough analysis of the ports as part of this project. This project has assumed there will be a tie-in with Council and essentially Nome. We are aware of research being done for Cape Darby and Nome as potential port sites, but it has not been a part of this analysis.*

Q: Have you been to Koyuk yet? How do they feel about the preferred route?

R: *We have been to Koyuk. In general, they have had the same thoughts as the other villages visited, in that some are in favor and some are not.*

Q: During feasibility studies, you must be thinking that this project will be long-term?

R: *This is correct. This project is not something that will be done in 5 years. This is a long-term project that can take 20 to 30 years.*

Q: Will it be like the haul road to Prudhoe? Will it have a fee?

R: *The haul road is a good proto-type for what this road will look like, so trucks will be able to use it. Passenger cars will be able to use it as well.*

Q: Along the route, will the State develop material sites, quarries, maintenance sites, etc?

R: *If a road corridor is selected and the State chooses to move forward, there will need to be maintenance stations every 50 to 60 miles along the road. There would be quarry sites developed and there would be jobs for maintenance activities.*

C: I am in complete agreement with the State developing the road like the haul road to Prudhoe.

Q: I'm wondering about working on the road. Will the State be contracting the work out to local villages, or will there be more jobs?

R: *Construction methods and local hire opportunities will depend on the requirements of the funding source.*

Q: In your current plan, is there a spill prevention plan?

R: *It is currently not addressed, but a spill prevention plan would be developed later on in the planning and design process when a route is chosen.*

Q: Would there be a no-net loss concerning water quality and wetlands?

R: *During the environmental and design phases, these two issues would be evaluated. Any waterways with fish in them have to have detailed analysis completed for them in order to have the roadway pass over the waterway. The water quality impacts are also evaluated. The Clean Water Act regulates the amount of pollution that can be discharged to waters, particularly those that have fish and those that are navigable. During and after construction, there would need to be mitigation measures placed in order to prevent pollution and degradation of the water quality.*

As far as the quality of the wetlands, typically the way wetlands are dealt with is through wetland restoration, or fee-in-lieu to a wetlands bank to preserve wetlands in another location.

Q: Do you set up meetings with the Tribal Councils, IRA's and the City?

R: *It depends on each village. When setting up meetings, we try to set up a meeting with each, but most villages typically want us to meet with all at the same time on the initial meeting. There will be more publications, newsletters and visits depending on which route is chosen.*

Q: On any of the routes, are there any Native allotments?

R: *We believe we have avoided Native allotments, but our route is strictly conceptual as of now. If we design further and find that the roadway crosses a Native allotment, we will likely adjust to avoid the allotment.*

Q: Can you legally transport alcohol through a dry village on a State-maintained roadway?

R: *We are not sure if alcohol can legally be transported through a dry village on a State-maintained roadway. This is something we will have to research.*

Q: What have you heard from the airline and freight companies?

R: *Since this is just the planning phase of the project, we haven't solicited comments from the commercial or industrial companies just yet.*

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WAAPS - Golovin DATE Jan 19, 2011

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| Russell Rowe | rjroweak@yahoo.com | | M | W |
| Jim R... | | | F | AN |
| Robert Moses Jr. | | | M | AN |
| Alexa Greene | DOT&PF | | | |
| Florence Rayle | | | | |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WAAPS Golovin DATE 1-19-11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| <i>Thomas J Prunguk</i> | <i>Box 62091 Golovin AK 99762</i> | <i>779-3621</i> | <i>M</i> | <i>AN</i> |
| <i>Kathy Prunguk</i> | <i>Box 62091 GLV, AK 99762</i> | <i>779-3621</i> | <i>F</i> | <i>AN</i> |
| <i>Carol Oliver</i> | <i>Box 62014 Golovin, AK 99762</i> | <i>779-2322</i> | <i>F</i> | <i>AN</i> |
| <i>Toby Anuszkow Jr</i> | <i>toby@jreyzhoec.com</i> | <i>779-2005</i> | <i>M</i> | <i>AN</i> |
| <i>Donna Brown</i> | <i>dbrown@kawerak.org</i> | <i>779-2214</i> | <i>F</i> | <i>AN</i> |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME WAAPS Golovin DATE 1-19-10

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| Charlie Brown | Box 62112 GLV AK | 779 2320 | M | AN |
| Craig Wilcox | Box 93 EIU AK | 779 3181 | M | ESK |
| Peter J Amatokook | Box 22 GLV AK | 779 1057 | M | ESK |
| Bobby Amatok | POB 62011 Golovin AK | 779 2207 | M | AN |
| Denise Michels | Kaverak Inc | 443- 4251 | F | AN |
| | | | | |
| | | | | |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

**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.

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME Buckland - WAARS DATE 01-26-11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|-----------------------|----------------|------------------|------------------------------------|
| Patricia Thomas | Box 95 BKC | 4121408 | F | Indian |
| Shaun Thomas | " " | " " | M | Eskimo |
| Mary J Thomas | Box 20 BK C, AK 99727 | | F | Inupiaq Eskimo |
| Danie Heebuck | Box 24, BK, AK 99727 | (907) 494-2353 | m | AK native |
| Delbert Jones 2 | Box 53 Buckland AK | 907 494 5196 | M | AK Native |
| Eunice Hadley | Box 14 Buckland, AK | 907 494-1955 | F | AK Native |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME Buckland - WAA PS DATE 01-26-11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|------------------|----------|------------------|------------------------------------|
| Ernest J. Ratger Sr | _____ | 494-5222 | M | ESK. |
| [Signature] | _____ | 494-5066 | M | All |
| Ernest Thomas | _____ | 494-2314 | M | ESK. |
| Rosier Rulot | | | | |
| Mona Washington | | 494-2120 | F | ESK |
| Shannon Melton | | 494-2160 | F | ESK |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME Buckland-WAAPS DATE 01-26-11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|--|----------|------------------|------------------------------------|
| Alexa Greene | DOTAPF | 451 2388 | F | W |
| Julie Johnson | yellowvco@hotmail.com | | F | W |
| Pursey Ballot | Buckland IRA President | | M | AN |
| Rocco Robilotto | R.Robilotto@gmail.com 45 Prospect Place Brooklyn, NY 11217 | | M | W |
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
2 of 2
revised: March 2005

**Western Alaska Access Planning Study
Deering Public Meeting Notes
January 24, 2011**

Open House

5:00pm-7:00pm

Project Team Representation

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

Attendance

4 visitors over the course of the open house.

Open House Questions & Comments

AK DOT&PF and DOWL HKM set up for a public meeting at the City building. Maps were displayed on various tables around the room. Because of the small number of attendants it was decided to just have an open house instead of a presentation. Visitors came and asked questions and made comments on the potential road alignments.

Questions & Comments

Q = Question R = Response C = Comment

Q: Will the road come to Deering?

R: None of the studies alternatives will come directly through Deering. However a route to western Alaska will impact more villages than just the ones that are on the road.

Route 1 would be the closest route to Deering, which was not selected as the preferred alternative, but DOT&PF has not chosen their preferred route yet.

C: It would be good to consider a road from Deering to Nome. There is already two roads/trails that lead south; the road to Udica, and the Imnachuk trail. These roads could easily lead to the Taylor Highway.

C: There is a hot springs up the Imnachuk Trail. If the trail was made into a road, we would be able to draw tourists to Deering.

Q: I don't think this is the first time this has been studied. Why is the State studying this again?

R: You are correct, over the past century a road to western Alaska has been studied many times for many different reasons. One of the primary reasons for doing this study was to compile as much information from all the studies we could.

We know the road will be very expensive, and if the State were to move forward with the project, we'd want to make sure we are moving forward with the route that will have the most benefit for the most people.

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WAAPS - Deering DATE 1-24-11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|-----------------------|--------------|------------------|------------------------------------|
| Glenn Iyatunguk | | | | |
| Marlene Moto - K7V | MarleneMoto@yahoo.com | 363- 2233 | F | AN |
| Akin M Iyatunguk SK | | 343- 2166 | | |
| Daisy W. | | | | |
| | | | | |
| | | | | |

**Western Alaska Access Planning Study
Selawik Public Meeting Notes
January 25, 2011**

| | |
|--------------------|-----------------|
| Open House | 10:00am-10:30am |
| Presentation | 10:30am-11:00am |
| Comments/Questions | 11:00am-12:00pm |

Project Team Representation

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

Attendance

15 attendees counted and 13 recorded on the sign-in sheet (not including those from the project team).

Presentation

AK DOT&PF and DOWL HKM set up for a public meeting at the Community Hall. Maps were displayed on various tables around the room.

Alexa Greene introduced the project team and was followed by Steve Noble starting the meeting by asking the participants in the room to introduce themselves. After introductions Steve led the presentation.

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

Q: Explain the benefits of access to western Alaska. What do you mean by access? For what purpose do you want to build a road over there?

R: *The road would be more than just a road to Nome, it would allow greater access to all of western Alaska. Access would enable the communities to have access to the benefits that people on the road system enjoy; safer and cheaper goods and services.*

C: You're not going to be able to maintain the road in winter. Our health care is shot, we don't have any public safety, our water and sewer doesn't work. We don't even have a VPSO here. I don't see the reason why the State would spend so much money when there are so many other large priorities.

R: *The purpose of the road is to access communities and improve access to resource development. It would be about creating jobs, opportunities and connectivity. This is a long-term planning project, where we are trying to establish a roadway corridor for planning purposes. This is a project that won't be built over night.*

C: Would this connect to a bridge to Russia?

R: This has not had a bearing on our study. Neither DOT&PF nor DOWL HKM have heard of a project to build a bridge to Russia.

C: We have more concerns we need to deal with. I wish there was more State people here. Why do they always send women? The State is doing a study on how they are helping with rural communities and they sent a woman, I took the State people over to our fancy composing toilets that were never installed. I want you to tell the State thanks for my \$1000 honey bucket that was never installed. I don't know who is thinking over there, but they need to do better. The only time we see the State people is around election time.

R: We understand your concerns here, that there are much higher priorities in Selawik. What you are telling me is from Selawik's point of view, there are much greater priorities.

Q: How many villages all together are you travelling to, to collect comments?

R: We are travelling to about 30 and giving this presentation and talking with the public to learn about what people think of the project.

Q: I believe there is another road to Ambler being studied. Which one will come first?

R: Yes, you are correct; the State also is studying a route to the Ambler Mining District. The two projects are not in competition with one another though and are currently in the planning stages of the project process.

C: The villages on the road like Galena, and Koyukuk would see benefits- but we won't see any benefits.

R: You are correct; the villages which are further removed from the road will not see as many benefits. Many of the villages on the preferred corridor are in support of the road because they will see many of the benefits of a road. Many of the villages far off the corridor won't see so many benefits and aren't as much in support of the road.

C: I really enjoy riding motorcycles. If a road were to be built, I would take advantage of the new road and ride my motorcycle everywhere I could.

R: A lot of the villages that are along the proposed corridor would see benefits like this.

C: There are two mines up near Ambler. Your presentation showed how the road and mining would help with jobs in the area.

R: There is another project right now, the Ambler Mining District Access Road, which would be a road into the Ambler Mining Area. NANA and NOVA Gold are now in partnership to begin developing the Ambler mine and we are evaluating routes into the district, from the west and east.

Q: How large will the Ambler mine be? In comparison to Red Dog Mine?

R: If you add the Ambler deposit and Bornite deposit, there are about half as much extractable resources. There is a lot of potential for jobs here. Just because one project moves forward doesn't mean the other one won't.

Q: Will the road just go directly to Nome, or would there be spurs off the main road?

R: Yes, spur roads would be necessary for the communities along the corridor to reach the main corridor. Please fill out a comment form suggesting where you would want spur roads to run.

Q: So it would be safe to say that the Nome road will happen before the Ambler road?

R: The roads are not competing with one another. The Ambler road could happen before the Nome road, or vice versa, or neither. They are not prioritized at this point.

C: I would tell the State DOT to get their priorities straight. We were just in a village (Buckland) that doesn't even have water and sewer.

R: We understand your concern and the strongest message you can send is by filling out a comment form and letting us know your opinion. We are writing down your comments and will pass them on to the State.

Q: When will the road be complete?

R: The whole project is very large, and to complete the whole thing will take a long time. The State would probably bite sections of the project off at a time. One example may be to start by building the road from the Manley end to Tanana, and then from Koyuk to Council. Part of DOWL HKM's scope of work is to study the phasing of the project. Another option is to just build the road and don't build the bridges, that would restrict outside access and reduce the cost.

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**ALASKA DEPARTMENT OF TRANSPORTATION
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PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WAAPS - Selawik DATE 01-25-11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|--------------------------------------|---------------|------------------|------------------------------------|
| Roger Clark | Box 108 Selawik rclark24@chta.net | w 484-2132 | M | AN |
| Daniel Foster Jr | Box 210 selawik AK 99770 | 484-2252 | M | AN |
| John Cleveland | 16 River Street selawik AK 99770 | — | M | AN |
| Minnie R. Jackson | P.O. Box 205 Selawik, AK. 99770 | 484-6740 | F | Alaskan Native |
| Alexa Greene | DOT & PF | 457-2388 | F | W |
| | | | | |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME WAAPS - Selawik DATE 1-25-11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|------------------------------------|----------|------------------|------------------------------------|
| PAUL FOXGLOVE | Po. Box 42 Selawik AK 99770 | 484-6589 | M | AN |
| Lester Sampson | PO. Box 219 Selawik AK 99770 | N/A | M | AN |
| Eugene Russell | PO BOX 27 Selawik, AK 99770 | 484-6508 | M | AN |
| DANNY T. SKIN | Box 123 SELAWIK, AK 99770 | 484-1960 | M | AN |
| Raven Sheldon | PO Box 168 Selawik, AK 99770 | 484-2006 | M | AN |
| Tommy Ballot Sr. | 412 WLIK, AK 99770 | 484-2002 | M | AN |
| Lawrence Larkin Sr | 132 Tundra St. Selawik AK 99770 | 484-2091 | M | AN |
| Willard Foster | Selawik AK, 99770 | 484-1985 | M | AN |
| Artemus Coffi | Selawik AK, 99770 | 484-1971 | M | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

**Western Alaska Access Planning Study
Noorvik Public Meeting Notes
January 25, 2011**

| | |
|--------------------|---------------|
| Open House | 3:00pm-3:30pm |
| Presentation | 3:30pm-4:30pm |
| Comments/Questions | 4:30pm-5:30pm |

Project Team Representation

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

Attendance

20 people attended the meeting.

Presentation

AK DOT&PF and DOWL HKM set up for a public meeting at the City community hall. Maps were displayed on various tables 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: I prefer Route 1. If Route 1 were chosen, you could bring the road to Deering, then use the Innachuk trail corridor to tie into the Taylor Highway. Also if you select Route 1, you could access all the resources around Ambler.

R: Route 1 does have many advantages; the major hurdle with Route 1 though is crossing the Selawik National Refuge. It would take an Act of Congress to be able to construct a road through the National Refuge.

C: The road would decrease the costs for us, and would also decrease the costs of mining.

R: Yes, a road would decrease costs for residents in the affected area greatly. The Ambler Mining district has a world class Copper deposit, and the reason it hasn't been developed is because of the limited access. The costs of developing a mine here would be reduced if there was a road.

C: I am not going to see the road, I realize this, but I'm thinking about my grandchildren and I support the road.

Q: What type of road would it be?

R: The road would be similar to the Dalton Highway. It would be a two lane gravel road with about a 45 mph design speed. Traffic on this road would probably be similar to the Dalton Highway, with a large amount of industrial traffic.

Q: Would spur roads be built in conjunction with the main road?

R: It depends. The road might go directly through some villages, so no spur roads would be needed in some cases. However, villages further off the road would have to raise some money to build a spur road to the main road if they would like to be connected.

Q: What effects to other DOT&PF projects will this project have?

R: This project won't be competing with other projects for federal STIP dollars. At this point the project is being fully funded with State funds.

Q: If it were built, who would maintain it?

R: The State DOT&PF would be responsible for the maintenance. Approximately every fifty miles there would be a maintenance station. This would be an opportunity for jobs. Maintenance costs would be covered by the DOT&PF maintenance and operations budget.

Q: Have you looked at the gravel sources along the route?

R: Typically with road jobs we try to identify a road alignment with a major gravel source every ten miles. With this project we have studied the area's geology, but have not completed a detailed study of gravel sources along the preferred alignment.

Q: Do you see a problem with naturally occurring asbestos, like in Ambler?

R: We don't foresee asbestos being an issue along the WAAPS corridor, but it is something we will address as we continue our study. The asbestos in the Ambler district is a primarily localized problem.

C: My opinion is I'd hope it would drive down the costs of fuels and services. Some Alaska Native Corporations subsidize the costs of fuels and goods in the villages, but NANA doesn't do this- so our prices are very high.

Q: Would there be shelter cabins and mileposts along the road?

R: There certainly would be mileposts, but shelter cabins would depend on land ownership. There will be gas stations, state maintained facilities and there would be State Troopers along the route.

Q: Would this impact the inter-tie road between Selawik, Kiana, and Noorvik to Kotzebue?

R: We understand that the inter-tie road is one of the highest priorities in the Northwest Arctic Borough. Just because we are doing this study, doesn't impact that project moving forward. We will consider the inter-tie project in our study.

C: Ambler will be the next big city in the area because of all the mineral resources.

R: We are familiar with the Maniilaq prophecies and what they say about the village of Ambler becoming the big hub.

Q: Does the petroleum industry have an interest in this road?

R: We did analyze the potential for oil and gas development in the area. There is potential, but the known resource is minimal, so it did not affect our alignment selection and didn't play a major role in our study.

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**ALASKA DEPARTMENT OF TRANSPORTATION
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PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WAAPS - NOORVIK DATE _____

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|--|-------------|------------------|------------------------------------|
| Kenny J. Wells Sr | Kenny Joe - Sr @ yahoo Box 109 Noorvik Ak. 99763 | 636-2379 | M | AN |
| Charlie A. Nazuruk Sr. | Charlie - Nazuruk 2000 @ yahoo.com Box 43 Noorvik Ak 99763 | 636-2220 | M | AN |
| Morris W. Jackson | P.O. Box 132 ORV. AK 99763 | N/A | M | AN. |
| LEE BALDWIN SR | POB 50 Noorvik Ak 99763 | 636-2363 | M | AN |
| CLARENCE JACKSON | POB 51 Noorvik Ak 99763 | 636 2237 | M | AN |
| Joseph K. Jackson | P.O. 24 ORV. AK 99763 | N/A | M | AK. N. |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME Noorvik WAAPS DATE 01-25-11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|------------------------------------|--------------|------------------|------------------------------------|
| Frank Gantfield Sr | PO Box 172 Noorvik AK 99763 | 636 2378 | M | AN |
| Irvin Newlin | Box 75 Noorvik AK 99763 | 636-2169 | M | AN |
| Joshua Melton | PO Box 171 Noorvik, AK 99763 | 636-2223 | M | AN |
| Clara Brown | P.O. Box 129 NOORVIK, AK. 99763 | 636-1972 | F | AN |
| Wilbur Erenituk | PO Box 62 Noorvik, AK 99763 | 636 6535 | M | AN |
| Kirk Sampson Sr. | PO Box 134 Noorvik AK 99763 | | M | AN |
| Ike Sampson | 71 Noorvik AK 99763 | | M | AN |
| Leonard Brown | Noorvik AK 99763 | 636 6508 | M | AN |
| Aleen G Coffin Sr. | Noorvik, AK 99763 | 636- 6885 | M | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME Noorvik WAAPS DATE 01-25-11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|--|-----------------------|------------------|------------------------------------|
| Frank D. Carter | @gmail.com Arctic Frank Carter | | M | Inuit |
| Elmer A. Melton | P.O. Box 203 Noorvik, AK elmer_melton2000@yahoo.com | 636-2018 cell 5829 | m | AN |
| James Bitler | James.Bitler@US.ARMY.mil | | m | w |
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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

| | |
|--------------------|-----------------|
| Open House | 10:00am-10:30am |
| Presentation | 10:30am-11:30am |
| Comments/Questions | 11:30am-12:00pm |

Project Team Representation

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

Attendance

22 people attended the meeting.

Presentation

AK DOT&PF and DOWL HKM set up for a public meeting at the Kiana School Library. Maps were displayed on various tables and book cases 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

Q: Have you considered how much freight costs would be decreased by adding a road?

R: Yes, we have considered this. This criterion is one of the most important criteria in our study. If we were to build a road we would want it to have the maximum benefit for the most people. That is one of the reasons why route 2b has been chosen as our preferred alternative.

Q: Will there be a buffer zone along the road, similar to the Dalton Highway?

R: The number one concern we have come across in the Villages is the road will bring out of town hunters into their areas, and impact the subsistence resources in the area. We have not began conversations with ADF&G about what kind of regulations would be placed along the road, but we imagine there will be new regulations- probably something similar to those on the Dalton Highway. There could be a five mile no-firearm regulation to prevent out of town hunters from easily hunting right off the road.

Q: Have you studied the availability of gravel sources along the route?

R: We have not studied in depth the availability of gravel along the preferred route, yet. We understand that we'd need a gravel source every 10 miles or so to make building

the road economically possible. There would be state owned gravel quarries as well as Native Corporation owned quarries, which would result in jobs and royalties.

C: I graduated high school in 1968, when my parents grew up they truly lived the subsistence lifestyle- they wouldn't support a road because that wasn't their way of life. Now we do not live a subsistence lifestyle and we are very dependent on food and goods from the outside. As the prices of these goods rise, our cost to live goes up. Soon we won't be able to live out here.

C: The preferred routes are far away from Kiana. I'm thinking about the future and I hate to think we'd be left out of a road system. What about a road being built from the Dalton to the Ambler Mining District?

R: *Two weeks ago we were in Ambler, Shungnak, and Kobuk to talk about that very project. DOT&PF has begun a separate project to evaluate that project.*

Q: What are the reasons the road wasn't built when it was originally proposed?

R: *The overall cost. We are finding there is more support for a road now than there was in the past. The price of goods is causing many folks to move from the village.*

C: We don't want to lose focus on our region's highest priority; a road from Selawik/Kiana/Noorvik. I fear that if we support this project, then we are taking focus off our highest priority. I'm reluctant to support this project because I'm just looking out for the interest of my community.

Q: I understand that this project has been studied for many years, and will be studied more in the years to come. In a realistic time frame, when do you think the road would be pushed forward?

R: *Likely 20-30 years. It is not likely that the road would be built all at one time; it is more realistic that a phased project would be built.*

Q: Have you looked at the challenges of putting a road through federally protected lands?

R: *Building a road through federally protected lands is very challenging, to say the least. Most of the time if an alternative route is available, you have to choose it. It would take an act of congress to route the road through conservation unit lands. If the project does move forward we will have conversations with all stakeholders including the Department of the Interior, about what would need to be done to construct a road through federally protected lands.*

Q: Will we have to pay taxes for the maintenance of this road?

R: *The road maintenance funds would come from the same pot of money all other highway maintenance funds come from. There likely wouldn't be a tax on just one or two regions of the state. A toll road would be possible.*

Q: Who drew the route 1 alignment? It doesn't affect any villages at all, the alignment should follow the Kobuk River, so it would have an effect on many of the villages.

R: *DOWL HKM prepared the alignment based on historical reports and our analysis.*

Q: Have you done a cost analysis for the gravel costs?

R: *We have done a magnitude of quantity estimate on how much gravel would be required and this is one of the things we considered when developing the per mile cost. We still have some evaluation to do.*

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WAAB- Kiana DATE 1-25-11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| Blanche Cook | Box 04 Kiana, AK 99749 | 475-5225 | F | AN |
| Annie Barr | Box 154 Kiana AK 99749 | 475-2161 | F | AN |
| Daniel Douglas | Box 164 Kiana, AK 99749 | 475-2272 M | M | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME WAAPS Kiana DATE 1-25-2011

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| Smah McReed | Box 156 Kiana, AK 99749 | 475-5056 | F | AN |
| Donald Smed | Box 149 Kiana, Alaska | 475-2186 | M | AN |
| Dally Smith | Box 149 Kiana, Alaska 99749 | 475-2186 | F | AN |
| Meritha Capelle | mcapelle@vikings.northpark.edu | (907) 978- 2951 | F | AN |
| James Jackson | P.O. Box 72 Kiana, Alaska 99749 | (407) 475-2225 | M | AN |
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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WAABS Kiana DATE 1-25-11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| Alexa Greene | DOT+AF | 451 2388 | F | W |
| Amy J Morris | Box 112 Kiana, Ak 99749 | 475 2238 | F | AN |
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| | | | | |

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

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PROJECT NAME WAAPS - Kiana DATE 1-25-2011

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| Larry Westheke Sr. | P.O. Box 110 Kiana AK | 907 475-2108 | M | AN |
| Elizabeth Bayou | Box 73 Kiana, AK | 907 475-2147 | F | AN |
| BEN ATORUK | Bx 73 Kiana AK 99749 | 475 2147 | m | AN |
| RAYMOND STONEY | PO Box 70 KIANA AK ⁹⁹⁷⁴⁹ | 475-2103 | M | AN. |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O) 1 of 2 revised: March 2005

**Western Alaska Access Planning Study
Fairbanks Public Meeting Notes
January 31, 2011**

| | |
|---------------------|-----------------------|
| Open House | 5:00 P.M. – 5:30 P.M. |
| Presentation | 5:30P.M. – 6:10 P.M. |
| Question & Comments | 6:10 P.M. – 7:00 P.M. |

Project Team Representation

AK DOT&PF: Alexa Greene, Meadow Bailey
DOWL HKM: Tom Middendorf, Alex Prosak, Chase Nelson

Attendance

55 attendees counted and 51 recorded on the sign-in sheet (not including those from the project team).

Presentation

AK DOT&PF and DOWL HKM set up the public meeting at the Morris Thompson Cultural and Visitor Center. Maps were displayed on various tables around the room.

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

Q: Are there funds for the environmental study?

R: *Not at this time.*

Q: How much will be needed to complete the environmental phase?

R: *That depends on if the project is broken into small phases or if the entire corridor is completed at one time. Ultimately it will cost in the millions if not tens of millions to complete the environmental phase.*

Q: Will you bring in additional studies to evaluate? Also, UAF has done some tourism travel studies along the Dalton Highway.

R: *If the project moves forward we will be looking into other studies that have been completed.*

C: Concerns at Stevens Village along the Dalton represent our concerns regarding impacts to subsistence.

R: *Thank you for the comment. We understand that subsistence living is a big concern for many villages.*

Q: Were the costs of transportation in your comparison based on current costs?

R: *The transportation cost comparison study was performed and completed in 2009.*

Q: The study indicates that the Donlin Creek mine could benefit from the project, where is the mine? I don't understand the ranking table, the method seems confusing.

R: *The Donlin Creek mine is near the southern boundary of the project study area. The comparison chart is a very high level view that compares the alternatives to one another where a '+' indicates that the alternative has measureable benefits compared to the others, a '-' indicates the alternative has a measureable negative result compared to the others, and a '0' indicates that the alternative is comparable to others with no reason to place it above or below other alternatives.*

Q: You indicated that environmental aspects weren't a deal breaker, but the table shows that it is an issue along Route 3.

R: *That is due to a significant amount of wetlands that would need to be crossed.*

C: Just because you show boundaries around the designated wildlife refuges doesn't mean that wildlife will actually stay within the borders shown.

R: *Again, this is just a very high level study and we realize that actual migration routes will vary from year to year. At this point we're just trying to get a picture to see what the project will have to contend with.*

C: The selected route doesn't go anywhere near Donlin Creek or Ambler, how much is it anticipated that the road will actually be used for mineral resources? One trip per day? Ten trips per day? 100 trips per week?

R: *We don't have an answer to that question yet. We don't yet know if the road will be seasonal or year round, at what stage of development are the mines at, or what the cost of power at mining sites might be in order to reduce the minerals into a more usable form prior to shipment.*

C: How much of the route will be for real people to use or will it be more of an industrial route?

R: *It is intended to be a public route for use by everyone.*

C: It was conspicuously obvious that the report lacks any discussion of the development of broadband in the Interior, this would be a huge economic benefit.

R: *That was not considered as part of this study.*

C: The map doesn't show connections to villages, would they be connected?

R: *It is assumed that all communities along the route would be connected. For the purposes of this report that was not shown because there are some communities that may elect to remain unconnected to the roadway corridor.*

Q: What year's dollars was your basis of savings' studies based on?

R: *We based our studies on 2009 dollars. When we state, "we estimate a \$2,700 savings per person annually," that is 2009 dollars, even though actual construction of the road won't be for several years.*

Q: What will the road be like? Something like the road to Minto?

R: *It will be similar to the Dalton Highway or the Minto road, a two-lane gravel road with a thirty-foot top.*

Q: Why wouldn't we study the environmental impacts first?

R: *As part of our study, we did analyze some of the potential impacts, such as some of the impacts to the caribou migration. An in-depth environmental study has not been done yet, and we are only at a very preliminary study level.*

Q: What about a ferry to Nome, for the people who want to travel there, but not fly?

R: *We are not aware of any State plans to start a ferry from Southcentral AK to Nome. Nome does have barge service though, so goods are transported to Nome this way.*

Q: Your map in the back shows the road will not actually connect to the road, will these villages actually be connected or would they need to build spur roads to connect to the road.

R: *We chose to show the road not connecting to the villages, because we weren't certain if the villages wanted to be connected to the road. During this phase of the project we are travelling to all the potentially affected villages and seeing if they are in support of the road. After this phase of the project we will be making adjustments to the alignment of the road.*

Q: Have you looked at a railroad? You can move 426 tons of freight one mile on one gallon of fuel. There would be greater transportation savings costs with a railroad.

R: *We have looked at railroad costs and the limiting factor is the cost. Rail is 4 to 5 times as expensive per mile as road, because of the more demanding design parameters- with a railroad you can't break 1.5% grade and you need a very straight route. However, if a road was built to western Alaska, it would be much cheaper to build a railroad to western Alaska.*

C: In today's spending 2.7 billion dollars is nothing. Why not move ahead with both a road and a railroad!?

R: *Costs and funding limitations will likely be a big factor on what gets built.*

- C: Why not run from Nenana over to Tanana or Manley? There is an already established right of way from Nenana to Tanana; and there is some funding in place for a thirty mile stretch of road between Nenana and Tanana.
- R: *This is one potential route and we will consider this. We are not aware of the funding for the thirty mile stretch of road, but we will consider this. This route provides a more direct route from Nome to Anchorage. We have heard that the route will cross more wetlands and rivers, but it may well later be determined that this is the better route. It could be determined that both the Nenana and Manley to Tanana connections should be constructed.***
- C: Nenana is a good route and has good access to rail.
- Q: In your meetings with the villages have the residents been for or against the road?
- R: *Based on the responses we have had to date 60% of the people are for the project with the remaining 40% being either against it or undecided.***
- Q: How do the residents of the Seward Peninsula feel about the road?
- R: *The final public involvement report will break out how each of the villages visited feels with respect to the road.***
- C: Your statements on positive impacts I believe are overoptimistic, because it is based on all the mines in the area being developed- which would not happen. So the regions will not be benefitted as much as you say in the areas of job creation.
- R: *Thank you for the comment. Not all of the mines in the study area are assumed to be developed, and those we assumed to be developed, may not be. Others we did not assume to be developed, may be. If the mines are developed, we recognize it will happen over a long period of time.***
- Q: The Iron Dog snowmachine race goes from Anchorage to Nome to Fairbanks. There is an already established corridor for this race. Have you looked at using this route for the road?
- R: *At this point, we have not compared our routes to the Iron Dog race route. We have looked at the Iditarod trail and have considered the consequences of a road crossing the Iditarod trail. We will look at the Iron Dog route and how it lines up with our proposed routes.***
- C: You claim Route 3 could connect to Donlin Creek, and you are claiming these mineral resources to be a benefit to route 3. The State has a plan to build a road from the road system to Donlin Creek, so you can't claim the benefits of Donlin Creek Mine in your study because those resources will be accessed from a different road. Likewise with the Ambler mining district, the State plans to build a road to the Ambler district, so those mineral resources will be from a different road, so you can't claim those benefits in your study.
- R: *We are not aware of State plans to build a road to Donlin Creek, other than potentially a road to the Kuskokwim River. No firm decisions have been made. The DOT&PF is currently investigating road options to the Ambler mine.***

Q: A typical road cannot withstand industrial loads, was this considered in estimating the roadway cost? What is the cost of a heavy haul road?

R: *The proposed typical section is six feet thick. A foundation of this depth is similar to what can be found along the Dalton Highway and will be sufficient to support industrial traffic loads.*

Q: What is the timing and likelihood of the road getting constructed?

R: *The larger the proposed segments the longer it will take to obtain the necessary environmental permits and construction funding. It is therefore likely that the project will be broken into several phases. The actual design and construction is the easier part. At this time there is not estimate of when construction might begin, if it is decided that the State should move forward with the project.*

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WAAPS Fairbanks DATE 1-31-11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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PROJECT NAME WAAPS - Fairbanks DATE 01-31-11

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PROJECT NAME Fairbanks, Ak WAAPS DATE 01-31-11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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PROJECT NAME Fairbanks, An WAAPS DATE 01-31-11

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PROJECT NAME Fairbanks, AK WAAFS DATE 01-31-11

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| Monica King | | | F | W |

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**Western Alaska Access Planning Study
Allakaket Public Meeting Notes
February 1, 2011**

| | |
|---------------------|-------------------------|
| Open House | 12:00 P.M. – 12:30 P.M. |
| Presentation | 12:30P.M. – 1:10 P.M. |
| Question & Comments | 1:10 P.M. – 2:00 P.M. |

Project Team Representation

AK DOT&PF: Alexa Greene
DOWL HKM: Tom Middendorf, Alex Prosak
Tanana Chiefs Conference: Jerry Isaacs, Tony Delia

Attendance

17 attendees counted and 14 recorded on the sign-in sheet (not including those from the project team).

Presentation

AK DOT&PF and DOWL HKM set up for a public meeting at the Tribal Hall. Maps were displayed on various tables around the room.

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

Q: Who will be paying for the road?

R: *That is not know at this time, as the funding will likely need to come from several sources, such as Federal, State and possibly private entities.*

Q: Who will own the road?

R: *The State.*

Q: So anybody could access the road?

R: *Correct. It is likely that a game management corridor would need to be created to keep people from hunting on private lands.*

Q: Will the public involvement information include information from individuals as opposed to the tribes?

R: *It will have information from both individuals and tribes. Some tribes have been making resolutions and have been forwarding them to us or the State, but we are not asking for any resolutions for or against the road to be made at this time.*

Q: Have you considered rail as it would restrict access to native lands?

R: *Rail has been shown to be between 4 and 5 times more expensive than constructing a road and it has grade restrictions which would further lengthen the route and increase the costs.*

Q: Why was the Yukon Corridor Route selected if Route 1 is less expensive?

R: *Ultimately the intent of the project is to serve as many communities and people as possible and that is what the Yukon Corridor Route does. Route 1 also crosses a federal wildlife refuge which would require an Act of Congress in which will be nearly, if not completely, impossible to obtain in order to cross.*

Q: Have you been to Nulato yet?

R: *Yes.*

C: Nulato is a big community that is really looking for methods of development to boost their economy and could have a lot of power and say in route selection and would likely favor a Yukon corridor.

Q: You indicated that environmental aspects weren't a deal breaker but the table shows that it is an issue along Route 3.

R: *That is due to a significant amount of wetlands that would need to be crossed.*

C: We have a pipeline nearby and that hasn't dropped our fuel costs at all. A road will also increase our current drug and alcohol problems.

R: *This is a big concern that has been expressed by many of the villages we have visited.*

C: If people want to use drugs and alcohol they're going to get it no matter what. Many of our youth just want to do drugs.

C: Why does Nome want the road? More tourism? Cheaper freight? Lower living costs? Potential to develop minerals and oil?

R: *For all of those reasons.*

C: This would fit into the scheme of developing Alaska. Someone could buy property and start up a new lodge or even a new community.

R: *To some extent it really depends on land ownership with respect to what areas could be developed. There are currently many owners along the route including the largest being the State, native corporations, and BLM.*

- C: The Ambler mine is owned by a Canadian firm. Is the State looking at the road to Ambler for the mining group or to provide better access for Alaskans.
- R: *While the mine would benefit from the road, it is ultimately for State and resident access.***
- C: No matter what route is selected, mines and people will still build access roads.
- R: *Corridors could be established along the route to restrict access to game and land.***
- Q: At some point will there be a big meeting involving all of the impacted villages?
- R: *While that hasn't been to this point, if the project goes forward that is a possibility. We really like this idea of a large group meeting and will suggest it if the project goes forward.***
- C: You need to get this project into the National Highway Plan.
- Q: DOT nearly has a paved highway on the haul road, something big must be happening. Why is it paved?
- R: *While there are segments that are paved, by and large it is unpaved. Paving a roadway reduces the maintenance costs, the sections that have been paved may have been particularly problematic sections of the road.***
- C: People will leave trash all over the place.
- Q: Who decides if the \$2.7 billion will be spent?
- R: *Ultimately the Legislature and the Governor will make that decision. If it were a federal highway, 90 percent of the funding could come from the federal government. This likely would not be the case.***
- Q: Have you spoken with Toshiba about the small scale nuclear plant that has been planned for Galena? The plant was to have spur lines to other communities that could provide substantial savings in fuel costs.
- R: *We had not heard about that in Galena, we've just heard hydroelectric and geothermal energy mentioned.***
- R: *When the base was fully closed, the lead company behind the effort pulled completely out of the project.***
- C: It is just a concept and has never actually been done.
- C: The road will lead to a significant increase in pollutants as a result of increased mining activity which could be devastating to our way of life. We successfully got the Haul Road relocated away from our lands and will fight this road too.
- R: *Our study does not recommend that the roadway corridor come near your lands. It will be well to the south near the Yukon River.***

- C: Water testing records show that the water in the Alatna River is as pure as you can get. With the resulting development of mining activities, the quality of our water could be severely impacted.
- C: Since the road really isn't very near to us I don't really want to comment on the study.
R: *There have been other people that have expressed this feeling too.*
- C: We're not in the Stone Age anymore; we need to recognize both sides of the issues with respect to this study.
- C: Demands on goods outside of Alaska could very well impact our costs in the village and having a road could lower freight costs versus air freight.
- C: I worked on the haul road construction for four years and did okay with the money I made. However, I also saw many people spend their hard earned money at bars in Fairbanks and drank all their money away. The work ultimately ruined many lives. When the job was over they came back to the village but had nothing to show for their work and experienced many difficulties trying to put their lives back together.
R: *It can be a negative or a positive. In the NANA Region with the Red Dog mine many have learned to budget and conserve their money.*
- C: How many folks from villages will truly get jobs? Many of the young kids have no training and will be unable to pass a drug test.
R: *Tanana Chiefs is very interested in hearing what people who will be impacted by the project have to say about it. Based on what TCC hears they will decide to support or not support the project.*
- C: We're already so deeply in debt, \$14 trillion, and building the road is not responsible. By the time the road might get built we'll probably be \$20 trillion in debt and will be dragging Alaska down with the rest of the country.
- C: Most of the training and jobs will be for work that is short term and then what. We'll have nothing again.
- C: We don't even have running water, we're no different than Haiti. At least it's warm there.
- C: Other villages have planned ahead and made improvements to benefit their communities. We can't stop the road but we can also benefit from it.
R: *Actually you can stop the road. If the Governor and Legislature see that there is enough opposition then they can't justify spending the money.*
- Q: Who would be responsible for maintaining the road?
R: *The State.*
- C: They're having a hard time maintaining the Dalton already.

- R:** *It could be that other users benefitting from the road could be expected to contribute to the maintenance.*
- C: I'm very happy with my current lifestyle and have no desire to change it.
- Q: How do other communities feel about the project?
- R:** *We don't yet have results compiled from individual communities but as a whole 65% of the people responding to our questionnaire are in favor of the project with the remaining 35% either against it or undecided.*
- Q: What happens if Route 2 is not the route favored by the communities?
- R:** *The project will likely be dropped from the priority list.*
- C: The road will hurt us more than help us. It will make our already limited resources available to many others. People from outside could drive a boat to Koyukuk, launch, and come up river to hunt our resources.
- Q: Will there be more public meetings?
- R:** *If it is decided to move forward with the project, there will be. This is just the beginning of the process to determine if there is sufficient interest to move forward.*
- Q: Why are gas prices so high if there is a refinery in North Pole?
- R:** *The North Pole refinery only produces aviation fuel. All other vehicle fuel must get shipped to the Lower 48 for refinement and then get shipped back up.*
- Q: Why not build a road to Umiat?
- R:** *I'm not familiar with that study.*
- Q: What if a tribe says yes or no to the project? What will happen?
- R:** *We will document the tribal resolution and pass the information on to the Governor and Legislature.*
- Q: Could a 5-mile corridor be designated to protect our resources?
- R:** *Yes that is a possibility and something that other villages are also discussing implementation of.*
- C: Caribou used to come here but they don't anymore.
- R:** *Impacts such as these would be evaluated in the environmental study.*
- C: Progress is like a malignant cancer.
- Q: As far as the proposed route, it doesn't appear that it will connect with individual villages?
- R:** *The study assumes that individual connection spurs would be built but they were not shown as some villages may elect not to be connected.*

- C: Many promises were made during the construction of the pipeline but none of the promises have been followed up.
- Q: What kind of guarantee could be made to ensure that local hire practices are implemented?
- R: *Our study cannot implement local hire policies but it can recommend them.***
- C: I've been flying people all over Alaska for many years for various projects and most of them aren't from Alaska.
- C: Ultimately I just don't believe that there will be many jobs available to us.
- C: I probably won't be around to see this project finished. I do believe that the negative impacts far outweigh the positive.
- Q: How long do we have to get comments turned in?
- R: *You have until March 10, 2011 to submit your questionnaires.***
- C: The end result is up to us but we have until that date to determine whether to submit comments as a village, tribe, or individuals.
- R: *Yes, that is correct.***
- Q: How long has this plan been going on?
- R: *We began the study in 2009 and completed it in January 2010.***
- C: People in Nome seem to want the road, it's the people in between the main hubs that have more concerns.
- R: *Even the people in Nome recognize the positive and negative aspects of the project.***

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WAAPS - Allakaket DATE 2-1-11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|---|-------|------------------|------------------------------------|
| Johnson Moses | Allakaket | — | M | AN |
| Ron Sam | Alatna | — | M | AN |
| Emily Bergman | Allakaket | | | |
| Kenneth D Bergman | Allakaket ^{dog23kdb@yahoo.com} | | M | AN |
| Eliza P Ned | Allakaket | | F | AN |
| | | | | |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME WHAAPS Allakaket DATE 2-1-11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|---------------------------------|--------------|------------------|------------------------------------|
| PJ Siman | 660 native_guy@hotmail.com | 460-1177 | M | Alaska Native |
| Gary Williams | PO Box 101 | 968- 0728 | m | Alaskan native |
| Vincent Benson | Allakaket | 968 2237 | m | Native |
| Gilbert Vent | Allakaket | 968-2325 | M | Indian |
| Harriet M. David | allakaketepa@yahoo.com | 968-2529 | F | AN |
| Pollock Simons | PO Box 28 Allakaket | 968-2207 | M | AN |
| Kenneth D Bergman | doug23kdb@yahoo.com | | M | AN |
| Johnson B Moses | Allakaket Elder | 968-2231 | M | AN |
| Steven Bergman Sr. | PO Box 5 Allakaket, Ak 99720 | 968-2222 | m | Full Athabaskan Indian |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

**Western Alaska Access Planning Study
Bettles Public Meeting Notes
February 1, 2011**

| | |
|---------------------|-----------------------|
| Open House | 5:30 P.M. – 5:45 P.M. |
| Presentation | 5:45P.M. – 6:25 P.M. |
| Question & Comments | 6:25 P.M. – 7:00 P.M. |

Project Team Representation

AK DOT&PF: Alexa Greene,
DOWL HKM: Tom Middendorf, Alex Prosak
Tanana Chiefs Conference: Jerry Isaacs, Tony Delia

Attendance

11 attendees counted and 9 recorded on the sign-in sheet (not including those from the project team).

Presentation

AK DOT&PF and DOWL HKM set up for the public meeting in the National Park Service, Bettles Ranger Station and Visitor Center Conference Room. 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: If you are going through a wildlife refuge for Route 1 and not a wilderness area then it is actually feasible to do a land trade. It is certainly difficult, but not impossible. If you are crossing a wilderness area then it will be impossible to cross.

R: *Thank you for the comment.*

Q: Who has mandated the project? What is the project status?

R: *The project was mandated by the Governor. The current status is that we are in the very beginning stages to determine if there is public interest to move forward with the project. The corridor report itself was completed in January of 2010 and we will be submitting our report to the State in the March/April timeframe.*

Q: So it hasn't actually gone through the Legislature yet?

R: *No, but they are being kept apprised of the project status.*

Q: So there is a possibility that the project may not happen?

R: *Correct.*

- Q: Did the cost of the route take into consideration migration routes and animal overpasses and underpasses?
- R: ***It did not assume underpass or overpass construction. That would be something more for the next phase of the study should it continue.***
- C: Transportation projects in the Lower 48 must now account for overpasses and underpasses, not only for migratory purposes, but also for roaming animals.
- C: We've the community of Bettles, lobbied before the United States Congress before and I can tell you that you will run into some strong opponents to this project.
- Q: Have you considered ecosystem changing plant species? This has only become a problem more recently, but there are some plants that have been moving slowly up the Dalton Highway, largely being spread by being blown from truck traffic. These plants have become invasive and are killing natural vegetation.
- R: ***We did not realize this. This will be something that the environmental study will evaluate.***
- C: Personal use of the haul road in conjunction with the ice road into Bettles saves me between \$7,000-10,000 dollars per year in fuel savings.
- C: Constructing a winter ice road will have the least socio-economic impact.
- Q: Where does the data come from? As an engineering firm you may be overlooking some very important aspects.
- R: ***The information comes from studies that we've researched, research performed by our subconsultants, and analysis of the data accumulated. Please realize that this is intended to be a very high level feasibility study. We realize that if the project is to go forward that there is a significant amount of work yet to be done.***
- Q: So this isn't an EIS (Environmental Impact Statement)?
- R: ***No. If the project goes forward an EIS will definitely be needed.***
- Q: How long before the road is constructed?
- R: ***That depends on many factors. First, the project would need to show sufficient interest by communities for the Legislature to move forward with the project. Since the overall project size is so large, the project will need to be broken down into segments which would be more feasible and the environmental process would be more manageable.***
- Q: Would the road be owned by DOT?
- R: ***Yes.***
- C: Who pays for the road has a lot to do with what the purpose of the road is.
- C: Why not look into rail?

R: *Rail costs between 4 to 5 times as much as a road and it is restricted by grades and would therefore need to be longer than a roadway, further adding to the cost. In terms of maintenance it is again approximately 4 to 5 times as expensive as a roadway.*

Q: What about fuel along the route? That is a very long way to travel.

R: *This has not yet been worked out. However, it is anticipated that there will be maintenance stations located every 50 to 70 miles. It could also provide opportunities for entrepreneurs.*

C: Villages will likely have to provide the vendors. Small businesses in remote locations without additional support will likely fail. The truck stop at the Yukon is now only open during the summers and is still very near to closing down.

Q: How do villages along the corridor feel?

R: *That is what we're attempting to quantify with these meetings. We do not yet have a breakdown available by individual villages but as a whole 60% of people favor the project. The remaining 40% either do not support it or are undecided.*

Q: What about if you take Anchorage, Fairbanks, and Nome out of the numbers?

R: *We do not yet have numbers for Anchorage and Fairbanks. However, the numbers from Nome mirror the overall numbers.*

Q: Doesn't the project go through Doyon lands? Might it be necessary to acquire some of the necessary lands through eminent domain?

R: *It does go through Doyon lands; it goes over land owned by many different owners. Best efforts would be made to avoid an eminent domain situation, but if necessary that is a possibility.*

C: Our ancestors were successful in getting the pipeline moved away from this area.

Q: Of the communities that you've been to so far, how many have concurred that Route 2B is the best route?

R: *We have not yet quantified that. We should have that information available in April.*

Q: Will you be contacting us with the final results of the report?

R: *Yes, everyone who provides contact information on the sign in sheet will be notified of the completion of the study and where the results can be found.*

C: Will the study discuss winter access?

R: *Yes.*

Q: Is this study your only involvement or could you be involved in additional phases?

R: *We are only under contract for the current phase, we may do additional aerial mapping work. As far as the design contract goes we would have to compete for that work with other consultants.*

Q: What is the biggest issue of the project so far?

R: *By far the biggest issue is subsistence.*

C: If the subsistence issue is not resolved it could be a disaster for the villages.

C: At this point I would have to say that I am in favor of the project, but that I need to see some big issues get resolved before I would completely agree to it.

R: *Thank you for the comment. Through this process we are identifying the big issues that should be considered.*

Q: Is there a possibility that the route could change based on the public input received?

R: *At this point, the route is a living/moving object. There will be many refinements to the route should the project go forward.*

Q: Is there a way to build public input into the outcome of the study?

R: *Yes. That is exactly what we're attempting to do with our community presentations.*

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME Western Alaska Access Project - Bettles DATE 2/1/11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|--|--------------|------------------|------------------------------------|
| Alan Manns | Box 75 Bettles, Alaska alan_manns@yahoo.com | 692 5200 | | |
| Richa Paula Thorne | Box 26036 Bettles Field, AK 99726 rpthorne@lughes.net | 692 5791 | | |
| Frank Thompson | fdt@bettles@yahoo.com | 692 5005 | | |
| Nancy Ambrose | Box 114 Bettles 99726 | 692- 5115 | | |
| Luzmila Valadez (Wina) | Box 4 Bettles 99726 | 692- 5250 | | |
| HAZEL PAKKALINAWAN | PO Box 26112 BETTLES, 99726 | 692- 5111 | | |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME WPHPS - Bettles DATE 2-1-11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|--|-------|------------------|------------------------------------|
| Stephen Grigsby | BHstephen@gmail.com | ∅ | M | O |
| Dale Lynn Gardner | P.O. Box 6, Bettles, 99726 dalelynn-gardner@NPS.gov | | NA | NA |
| Belbie Sue Nictene | PO Box 26106 Bettles Field, AK 99726 | | F | AN |
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

Western Alaska Access Planning Study
Ruby Public Meeting Notes
February 2, 2011

| | |
|---------------------|-------------------------|
| Open House | 12:00 P.M. – 12:30 P.M. |
| Presentation | 12:30P.M. – 1:10 P.M. |
| Question & Comments | 1:10 P.M. – 2:00 P.M. |

Project Team Representation

AK DOT&PF: Ethan Birkholz
DOWL HKM: Tom Middendorf, Alex Prosak
Tanana Chiefs Conference: Jerry Isaacs, Tony Delia

Attendance

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

Presentation

Ethan Birkholz, 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

Q: Where minerals are identified, are those potential sites and how do they fit into the overall plan?

R: *The minerals are quantifiable based on information contained in public records.*

Q: So they are potential?

R: *Correct.*

Q: What costs more, road or railroad?

R: *Railroads are 4 to 5 times more expensive than roads to build and to maintain. Also, railroads are more restricted due to grades so a rail route will also likely be longer, further increasing the cost over a road.*

Q: Can you leave additional questionnaires for us to have at the tribal office for villagers to fill out.

R: *Yes!*

Q: Where are we in the overall process?

R: *If the road does get built it will likely get built in segments due to the overall length and cost. Getting the environmental permitting done and finding funding sources will take the longest time, design and construction is the easy portion of the project. If the project is broken down into shorter segments it will likely be able to be built more quickly.*

Q: Your current work on the project ends in May?

R: *Correct. At that point ADOT can either select to extend the contract or elect to select another consultant. Additional work might include collecting aerial photography for route refinement, beginning environmental work for a phase of the work or continuing the public involvement process among other things.*

Q: Does the website include updates?

R: *Yes, we keep minutes of all the meetings and post them generally within a couple of weeks after a meeting has been held.*

C: I like the idea of a corridor even though it is farther from Ruby. If the project goes forward I suggest you work with individual tribes as they all have federal connections with either FHWA or BIA.

Q: Exactly how serious is the State? The road has been considered before. We've been hearing for years about a Ruby to McGrath connection.

R: *The Governor is very serious about moving forward with this project. Two additional projects that are being evaluated are a road to the Ambler mining district and the Foothills Access Study.*

C: I want to be able to drive on the road before I get too old.

Q: You indicated that crossing a federal wildlife reserve is a potential 'deal breaker', why is this?

R: *In addition to meeting all of the environmental permitting requirements, which for a wildlife reserve are very extensive, it would also require an act of Congress. Getting the approval of the United States Congress for crossing a protected area will be extremely difficult if not downright impossible.*

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME Ruby

DATE Feb 2 2011

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|--|----------|------------------|------------------------------------|
| Elizabeth Captain | IRK Transportation Planner Fore Ruby please send me city min/copy Thank !! ecaptain@hotmail.com | 468-4479 | F | Alaskan |
| Annie Honea | | 468-4483 | F | " |
| Billy McCarty Jr. | | 468-4434 | M | " |
| Donald Honea Jr. | donhoneajr@yahoo.com | 468-4483 | M | " |
| Jerry Isaac | | 452-8251 | M | |
| Patricia Sweetser | psweetser@hotmail.com | 468-4479 | M | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME Ruby Ak DATE 2/2/11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|----------------------|----------|------------------|------------------------------------|
| Marie Cleaver | | 468-4479 | F | AN |
| DONALD D CARLO | P.O. Box 98 Ruby AK | 468-4542 | M | AN |
| CLEON HONER | P. Box 58 Ruby AK | 468-4710 | M | AN |
| Allen Titus | P.O. Box 68 AK | 468-4493 | M | AN |
| Martha Ann Wright | P.O. Box 83 Ruby AK | 468-4426 | | |
| Vernon + Audrey | | | | |
| Debra L. Captain | P.O. Box 32 Ruby, AK | 468-4505 | F | AN |
| Mary Nichols | P.O. Box 82 Ruby, AK | 468-4431 | F | AN |
| ARNOLD CAPTAIN SR | Box 42 Ruby, AK | 468-4455 | M | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME Ruby Ak DATE 2/2/11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|----------------------------|-----------------------|-------------|------------------|------------------------------------|
| Shawonna Greenway | Po box 124 Ruby, AK | 468 4508 | F | AN |
| Tom Esaukka | po. box 45 Ruby | 4684464 | M | Indian |
| Katherine Dejeu | PO Box 46808 Ruby, AK | 468-4500 | F | AN |
| KORETTA FEGG | POB 60974 FAIRBANKS | 4686288 | F | W |
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

PROJECT NAME Ruby Ak DATE 2/2/11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|------------------|----------|------------------|------------------------------------|
| Lena McCarty | Ruby | 468-4434 | F | AN |
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

**Western Alaska Access Planning Study
Huslia Public Meeting Notes
February 2, 2011**

| | |
|---------------------|-----------------------|
| Open House | 5:00 P.M. – 5:30 P.M. |
| Presentation | 5:30P.M. – 6:10 P.M. |
| Question & Comments | 6:10 P.M. – 7:00 P.M. |

Project Team Representation

AK DOT&PF: Ethan Birkholz
DOWL HKM: Tom Middendorf, Alex Prosak
Tanana Chiefs Conference: Jerry Isaacs, Tony Delia

Attendance

43 attendees counted and 30 recorded on the sign-in sheet (not including those from the project team).

Presentation

Ethan Birkholz, 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

- Q: Now that you've explained the benefits of the project, explain the drawbacks.
R: *We will be getting to that shortly.*
- C: All the jobs you mention are temporary because they are all based on mineral resources. At some point the minerals will be exhausted and the jobs with them.
- C: With the influx of outside hunters and further competition for our subsistence needs we will be forced into more of a consumer lifestyle instead of our current subsistence lifestyle.
- Q: How many villages have you been to?
R: *Those shown on the slide plus five more this week and Kotzebue coming up shortly.*
- Q: And you only have about 250 responses to the questionnaires?!
R: *We've had many people at the meetings not fill them out and others have taken them to mail in later. The questionnaires are truly the best way we have to capture and quantify the feelings of village residents and I strongly encourage*

everyone to complete one and turn it in. We are doing the best we can to take notes at all the meetings but that still doesn't always get your words exactly as you say them. Please take the time to fill out a questionnaire and turn it in.

Q: What's the reason for the project? What's in Nome? Why not go to Kotzebue?

R: *It provides access to a greater population, is easier to construct, and has more historic value.*

C: Huslia is remote and we still have many problems with drugs and alcohol. Oil has brought many people to Alaska over the years and a road out this way will bring more people out here. With the construction of the road into Minto the villagers there now struggle to find moose to subsist off of. We already have outside pressure carving into our lands and while our moose population is stable right now, how much longer can we expect that to last with a road nearby.

C: Why not invest the money into a refinery in Nenana instead of a road? This will result in Alaska not having to ship oil out of state to be refined into gas and will truly result in a cost savings. From Nenana fuel could be barged to all of the villages.

Q: Is this meeting being recorded? I'd like to hear what other villages have to say.

R: *The meeting is not being recorded but we are taking notes and will post them on the project website for anyone to view.*

Q: Where is the money coming from to build the road?

R: *That is an unknown, there is no money at this time. It could be the State, Federal government, mining companies, other sources, or a combination of them all. At this point we haven't even determined if there will be a road.*

C: We shouldn't be talking about a project of this magnitude as deeply in debt as we are.

Q: Who is funding this study?

R: *The study is funded from State general funds.*

Q: We get funding from IRR, would you be asking for that funding from us?

R: *No*

C: So money would be coming from the State and not the BIA.

C: You're right about the future of our grandchildren and wildlife. We will be affected by this road. It is a huge disadvantage to us; we chose this rural, subsistence lifestyle. My relatives chose the city lifestyle and I chose the rural. If I wanted roads I'd move to Fairbanks.

C: A road would increase the flow of drugs and alcohol. This is a dry village. It would result in all kinds of problems.

- C: You should broadcast this over TV so more people can hear what we have to say.
- C: There are positives and negatives, these and many other issues need to get worked out. I'm not for or against the road. A transportation corridor would provide economic development and many rural schools are near to closing due to declining enrollment.

We need to look at the big picture; Alaska's saving grace has been oil. Oil output is declining rapidly and this is what funds our state. When the oil is gone, what will sustain us? We are seeing fewer dollars from the usual sources. The road could result in extending the feasibility of living in the Bush.

Huslia is starting to see an influx of people returning where most other villages are not. How can we maintain this trend? We want to maintain our culture and our lifestyle but if we keep having the problems we are where will we be without the road? Thirty years ago we stopped a road due to concerns about how it would impact our lifestyle. We have a chance again to have a road nearby and we should really consider it. Look at what development has done for the people benefitting from the Red Dog mine. The facilities they have available to them are so much better than anything we have. At the same time I'm opposed to the subsistence impacts.

- C: There has been talk for years of a hydroelectric dam on the Melozi River. While crossing the Melozi with this project I suggest building a dam to provide cheap hydroelectric power to communities in the area. It could also provide power for mining. If the road goes forward I propose the dam be strongly considered. Our social fabric has been tearing apart so we really need to strongly consider all impacts and what we want to do.
- C: Senator John McCain has stated that he will oppose anything to do with subsidizing air transportation. We need to begin considering sources that don't require subsidies and earmarks to continue to be viable.
- C: Things as we know them are coming to an end. We need to begin looking 100 years down the road.

Q: When did the push for the road start again?

R: *The Governor put it on a list of high priority projects in 2008 and it received funding in 2009.*

Q: Why not build a road from Anchorage to Bethel? It will serve more people and provide access to the Donlin Creek mine.

R: *It is significantly more difficult to construct a road in that area as well as there is historic and mining interest in the Nome area.*

- C: It would have been great to have elders from Minto talk as they have already lived through having a road built into their lands.
- R: *We will be there tomorrow and will be sure to ask them that and put their responses on the website.***
- Q: What is the status of the Susitna Dam project?
- R: *It is high on the Governor's priority list but like this project, cost is a big drawback.***
- Q: Would the road get built at once or in parts?
- R: *Due to the cost it will have to be built in stages. There is also a study getting underway to study the feasibility of constructing a road to Ambler.***
- Q: I just don't get a road to Nome. Is it to make work?
- R: *Ultimately it is to help reduce the cost of living in the villages and to provide opportunities for development and work.***
- C: I live here for the remoteness.
- C: I don't see how you can come here and talk about a road to Nome when we're so far in debt already.
- R: *The road would certainly need to be completed with some creative financing but ultimately it is likely that very little federal funding would be involved.***
- C: We have so many more critical needs like schools right now over roads.
- R: *That is part of the issue, all of these projects will be competing for the same funding.***
- C: A refinery in Nenana would benefit all the communities in the region instead of a road which just provides access to a few communities. Barge companies could move to Tanana and have fuel trucked in from Nenana.
- Q: Does the State have plans for assisting in the development of natural resources? That could be a determining factor. Is it marketable?
- R: *Much of the information we have on mineral resources is pretty limited. Based on what we know we can't accurately assess the marketability or if the state would assist in the development.***
- C: The road could be used for easier access to mineral exploration.
- Q: What would be the chance of people coming in and homesteading?
- R: *That would be largely dependent upon who owns the land.***
- C: \$2.2 billion is a small price to pay for the \$50 billion in minerals. This is great. But for something that will only be around for 10 years? The downside is that it will ruin our lifestyles. So, gas is cheaper for a few years, that isn't worth the

overall cost in dollars or lifestyles. Families used to earn \$40-50,000/year fishing during the summer. Now the State has come in and taken over the fisheries and we're allowed to fish 24 hours/day. Why can we fish those kinds of hours? Because there are no fish left to catch.

C: The road will be not be advantageous. It will result in more highway deaths and larger cemeteries.

C: The government is already cutting down on funding for law enforcement, we wouldn't be able to have sufficient law enforcement along the route to enforce game or traffic laws.

C: We already have too many hunters coming in. We already can't fish and now you want to take away our hunting too?! Sure gas might be cheaper but our hunters wouldn't need as much gas without the road and influx of hunters.

C: A lot of people out here watch *360 North*. If you really want people to hear what we have to say put this on TV and record us.

C: Some of the mines you show on the maps are closed.

R: *The study assumes that if the road is constructed that some of the currently closed mines would resume operation.*

C: I lived in Minto for a number of years and I recall seeing a non local hunter leave a bull moose in the middle of a lake. Minto has become so overhunted that villagers there can no longer get the meat they need to subsist.

C: I saw hunters come into Bettles with a snow machine on a trailer. He stayed there for four days and killed twenty caribou. One hunter! He could take five a day and was there for four days. What does anyone need with twenty caribou?!

C: If you are trying to create a vast project like Alaskans seem to like, don't go with a road. Propose the hydroelectric dam at the Melozi, it is also a vast project but will help many people instead of hurt them.

Q: Freight to Nome is cheaper than it is to anywhere here in the Interior. Why propose a road to somewhere that is cheaper than more expensive?

R: *To haul freight from Nome into the interior.*

C: Will the road really make a difference in fuel costs?

Q: The route misses towns such as Ruby and Galena. Is it assumed there will be spur roads?

R: *There is still a significant amount of realignment that would be necessary as this is a very high level view but it is assumed that spur roads would be*

constructed to villages. The reason the map doesn't show the spur roads is because some villages may elect to not be connected to the road.

Q: If property were needed to construct the road, would people be paid for their property?

R: *Yes, people would be paid at Fair Market Value.*

Q: So people may have no say if they don't want to sell?

R: *All possible efforts will be made during route selection to avoid property where acquisitions might be needed.*

C: So the government might have to resort to eminent domain?

R: *If absolutely necessary that is a possibility.*

Q: What does Gana-A'Yoo say about crossing their lands near Galena?

R: *They didn't speak up at the Galena meeting.*

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME Western Alaska Access - Huslia DATE 2/2/11

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|------------------|----------|------------------|------------------------------------|
| Dorothy Yatlin | Huslia | | | AN |
| Eileen A. Nacker | Huslia | 829-2294 | F | AN |
| Hudson Sam Sen | Huslia | 829-2450 | M | |
| Selina Sam | Huslia | 829-2450 | F | AN |
| AI YATLIN SR | Huslia | 829 2232 | M | AN |
| Eleanor Sam | Huslia | . | F | AN |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
1 of 2
revised: March 2005

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PROJECT NAME _____

DATE _____

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|----------------------------------|----------|------------------|------------------------------------|
| WILSON Sam | Huslia | 829-2229 | M | |
| NORMAN C Burgess | Huslia Box 98 | 829-2446 | M | N |
| Speedy A. Sam | Box 102 Huslia, AK 99746 | 829-2446 | M | AN |
| Burden J Conroy | Box 102 Huslia, AK 99746 | 829-2446 | F | AN |
| Shirley M. Vent | P.O. Box 114 Huslia, AK 99746 | 829-2290 | F | AN |
| Tracy Gray | Box 103 Huslia AK 99746 | 829-2477 | F | AN |
| Fred Biefelf | Huslia | 829-2230 | M | Athabaskan |
| Al Yathin Sr | Huslia | 829-2230 | M | Athabaskan |
| Debra S. Mutton | Bethel/Evanston, AK | | | |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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|--------------------------|-----------------------------|----------------|------------------|------------------------------------|
| Roy A. Nowlin | 1300 College Rd., Fairbanks | 459-7250 | M | W |
| George C. ... | ... | ... | ... | ... |
| Christopher Simon | Huslia, AK | 829-2220 | M | N |
| Darrell Sam | Huslia, AK | 829-2271 | M | N |
| Hudson Sam Sr | Huslia, AK | 829-2263 | M | N |
| Darrell Vent Sr. | Huslia, AK | 829-2496 | M | N |
| Orville H. Huntington | Huslia, AK | 829-2444 | M | AN |
| Beattus MOSES JR. | Huslia, AK | 829-2418 | M | AN |
| Floyd W. Vent Jr. | Huslia, AK | 829-2251 | M | AN. |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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|------------------------|-----------------------------|----------|------------------|------------------------------------|
| Jack Wholecheese | AKC Jack - V Dismail.com | 829-2445 | M | AN |
| Sr. Joyce Sam | | 829-2251 | F | AN |
| Vincent T. Henry | vtherry468@hotmail.com | 829-2445 | M | AN/W. |
| Warner Bergman | Box 17 Atlatkuk AK 99720 | 968-2258 | M | Indian |
| Clifford Edwin | Box 57 Huslia AK 99746 | | M | Indian |
| Pat Dorendorf | Huslia | | M | atlatkuk.com |
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

**Western Alaska Access Planning Study
Anchorage Public Meeting Notes
February 10, 2011**

| | |
|---------------------|-----------------------|
| Open House | 6:00 P.M. – 6:30 P.M. |
| Presentation | 6:30 P.M. – 7:10 P.M. |
| Question & Comments | 7:10 P.M. – 8:45 P.M. |

Project Team Representation

AK DOT&PF: Alexa Greene
DOWL HKM: Tom Middendorf, Steve Noble, Alison Lohrke

Attendance

45 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

Q: I have a question about maintenance and repair – where would the money come from?

R: *The money used to maintain the roadway would probably come from the State's general fund.*

Q: With all the trucking firms using the new road if it was built, would they pay into it?

R: *As of now, there would not be a tax for trucks to use the roadway, but things could change.*

Q: It looks to me that Route 1 would be the shortest, cheapest route and it crosses only one piece of Federal Land. Route 1 would also be the most beneficial to the mining industry. Where does the mining industry stand on this?

R: *There is a separate study that has begun that is looking at access to the Ambler Mining District. The objective for this study was for community access, to create jobs, and to connect Fairbanks and Nome.*

Q: So have you had any input from the mining companies?

R: *We have not received a comment sheet from a mining company. We have had some conversations with mining companies and corporations such as NANA and Doyon, Inc. which have rights to land in the area.*

- Q: Which route would attract more of the mining companies?
- R: ***Route 1, because of the Ambler Mining District, would attract the most mining attention according to our estimates and studies so far.***
- Q: I live in western Alaska and was wondering if you have looked at any military aspects of this road?
- R: ***We have looked at the issue of national defense and the Bering Sea becoming more active in shipping and in oil and gas development. There is currently a considerable amount of activity going on in the Bering Sea near Russia.***
- C: On your map, I didn't see the Native lands shown on your maps. What I see and hear from the Native and Tribal people, especially from Ambler, does not agree with a road or railroad to Nome due to subsistence issues.
- Q: Who will get the benefits of the road if it goes through? Big corporations, mining companies, rural Alaskans, who?
- R: ***The primary benefits we were trying to measure was access to communities. When we looked at the alternatives, we looked at the population of each community and the distance to the roadway. The second thing we looked at was mineral access, and certainly the mining companies would benefit from this, and hopefully people in communities would benefit by obtaining jobs provided by either constructing or maintaining the roadway or by mineral development.***
- Q: So who would get more benefits - the mining companies or the Natives who live in the villages? How do you know that the Alaskans are going to get the jobs?
- R: ***I do know in the NANA region, they do hire a lot of people from the NANA region for jobs.***
- Q: I would like to know why Council was not contacted about a road being punched through our community.
- R: ***We did contact Council in the beginning, but did not receive a response. However, after contacting the community again, we are meeting with Council on Saturday, February 26, 2011.***
- C: ***We are holding meetings in over 30 communities in Western Alaska. We have not had a sit-down meeting with any mining companies since we began the public involvement process. It has been strictly about gaining input from the communities that would be affected.***

Q: What kind of standard will the road be built to? Will it be built like the haul road? Will it be highway standard and paved?

R: *It is envisioned that the road would be similar in cross-section to the existing haul road. This is what we have assumed in a cost-estimating perspective. It is still early in the process, but it is what we have used in estimating for the cost of the project. It would most likely be gravel top with the design speed being 40 mph.*

The roadway will be money dependent, environmental dependent, etc. We are also currently looking at ways to reduce the costs. It could be a one-way road with pull-outs, ice roads, etc. There is plenty of room for more dialogue on road standards before it actually happens.

Q: You go 100 miles west of Manley Hot Springs. Do you know the total population of the total villages covered for the entire route?

R: *Not counting Nome, it would be about 2,900 people.*

C: What I find frustrating about this process, is that it asks whether people are in favor of this road project or not, rather than if they would rather have the money spent on this or that. What is not laid out is that this road is the most expensive road project that the State is proposing. Basically, I think we have to think long and hard about funding this project. There is no financial plan for this project.

Q: If you were to do this in phases, is there any sort of projection for how long this would take to complete the project?

R: *We don't have a firm answer on how long it would take to build the entire road. It would depend on the funding and where the money is coming from.*

C: It makes no sense to throw away \$3 billion dollars down the drain to build a road that only 2,900 people, if that, will use.

R: *That is why we are here, to gather your opinions and comments on if you favor or do not favor a roadway to Nome.*

C: I support Route 1, simply because it is cheaper, a flatter surface, it is shorter route, and it involves more mining industry development. I believe also that as a facilitator, you should have invited mining representatives to the meetings, since they are the ones that will fund the roads.

Q: Did you prioritize your route selections, other than impacts? Route 2b already has a navigable waterway. Route 1 would potentially provide more transportation options to more people than Route 2b.

R: *We did look at how many people would be affected. Route 2b did have more population in a radius of 25 and 50 miles than both Route 1 and Route 3.*

C: When I look at the Yukon River Corridor, there are a lot of contentious issues along the route because of the Yukon River so that we can appease Canada. So the Native people are suffering because they are unable to get their subsistence living. I think that Route 3 would be the better option, because you would then avoid the Yukon River and Route 1 supports the mining routes, and you really don't want to put more mining up north.

R: *These are many good issues. This is just the start of the dialogue and certainly not the end of discussions for the road. There will be an environmental process and engineering phases where more meetings will need to be held.*

C: I think it is really important to ask the question of what will happen if we don't build the road. Western Alaska is in desperate times right now. We have the highest suicide rates currently in the US; our children have lost their hope. If we want to keep people in Western Alaska, we must have a type of surface transportation. Route 1 looks like it would be the least expensive. I like Route 3 because you could run a spur road to McGrath and float things down the Kuskokwim.

C: I still say the best bet for this corridor is a railroad. It would be more economical by moving freight, propane, people, mail, and would help with tourism.

C: A road brings nothing, but goods and services being shuttled.

R: *Thank you for your comments, they have been noted.*

Q: There has been discussion in Galena about a regional nuclear generator to provide energy for their community. Was this addressed?

R: *I believe this has been considered, and it is no longer being discussed. When visiting Galena, there were discussions about regional power and connectivity between the regions. They talked about hydro power connections between villages, geothermal power connectivity, etc. I don't know if it has played into our routing, but having power would make building a road cheaper to build.*

Q: What is the process for contacting your Legislator to voice your opinion about this project?

R: *First off, if you would like to have your comment in the public record, you can write it down and submit it. We do not place names in the record, but we do ask that you write down where you are from. We thought it would be good to show the Legislature what opinions are coming from what communities. If you want to contact your legislators directly, their contact information can be found on the State website.*

Q: How does this fit into a more long-range decision making process?

R: *In the near term, decisions will be made whether there is any value in moving forward with further studies. If we go any further, we would need to hold more public meetings. We have also barely touched the surface on environmental, engineering, topography, and more. If the government would like us to do more work, it would have to be approved by the Legislature. It could be stopped right now, or it could be stopped further along the process, or it could be built.*

C: This is such an important milestone for this State. Taking a road to Western Alaska would open up opportunities for young Alaskan natives. I was part of the mass exodus that left Western Alaska because there were no jobs and there were no opportunities. Opening up the Road to Nome, would open up the world.

Q: The point of the road is for the mining companies, correct?

R: *When we looked at the different routes, we could have picked Route 1, which had better access to mineral access. However, we selected Route 2b which reaches more communities. Mining is not the top priority.*

C: *I want to address a comment that keeps coming up. A decision has not been made about building a road. No route has been chosen.*

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ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES



PUBLIC MEETING

SIGN IN SHEET

NOME ROAD

PROJECT NAME Western Alaska Access Planning Study DATE 02-10-2011

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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| Mike Lukshin | michael.lukshin@alaska.gov | 760-1111 339-8965 | | |
| Art Morton | Morton1936@gmail.com | 339-8965 | M | |
| Jeanette Morton | jam443@chugach.net | 339-8965 | F | |
| Paul D. Kendall | pauldkendall@yahoo.com | 927-2623 | M | |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

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PROJECT NAME _____ DATE _____

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| Don Eller | yukon@yukontel.com | 745-5368 | M | |
| Steve Titus | steve.titus@alaska.gov | 451-2240 | M | W |
| PERRY BURRESS | alaskaPerry@yahoo.com | 350-2185 | M | W |
| Roger McCarty Sr. | | 441-8603 | M | |
| GAIL Phillips | gailphil@alaska.net | 277-4867 | F | |

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ALASKA DEPARTMENT OF TRANSPORTATION
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PUBLIC MEETING

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| JOHN + FRANCES ELMORE | 9351 Elmore Road ANCH. AK 99507 | 907 522-6662 | M + F | |
| William Johnson | 9300 Strathmore Dr. Anch. AK 99502 | 243-9682 | M | |
| Ed Silcox Mimi + Evan Silcox | 2441 Turnagain Parkway ANC, AK 99517 | 646-1122 | M F M | W |
| JOE JACKSON | P.O. Box 110605 ANCHORAGE, AK 99511 | 360- 2412 | M | AN |
| Fred O'Connell | 740 N Flower Anchorage AK 99508 | 332 4450 | M | — |

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|------------------------|---|--------------|------------------|------------------------------------|
| Dennis S. Tawarak | PO Box 264 Unalakleet, AK 99684 | 624-3385 | M | AN |
| Jim M. Brown | 2675 Porter Place Anchorage AK 99508 | 276-2675 | M | W |
| Glen Krogman | | 605 595 3951 | M | |
| Karla Nusunginya | POB 244073 Anch. AK 99524 | 278-4947 | F | |
| Nancy Tankersley | | | | |
| Dale Nollner | <u>dale-en@hotmail.com</u> | 907 952-1728 | M | AN |
| Steve Noble | snoble@dowhkm.com | 562-2000 | M | W |
| Channing Doherty | 463106 Catera Street Anch AK 99508 | 2742747 | F | |
| Alexa Greene | alexag@green@alaska.gov | 451 2388 | F | W |

*RACE CATEGORIES: WHITE (W); ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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|------------------------|--|--------------|------------------|------------------------------------|
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| Lois Epstein | 1108 W. 15th Ave. 99501 | | F | |
| Stephanie Nollner | 2924 2924 Section Love Dr stepherickson@gmail.com | | F | W |
| Kyle Hopkins | 1chop/kins@adm.com | 854 8540 | M | |
| Russell Seel | 3224 W. 38th | 381-6318 | M | |
| Colleen Keane | ckeane@pacificenvironment.org | 277-1029 | F | |
| Lynette Moreno-Hinz | 6407 East Anch. AK | | F | N-Indian |
| John Dickens | mightyjades@gmail.com | 529 7756 | M | W |
| Pat Redmond | premond@acs.alaska.net | 240-5588 | F | H |

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|------------------------|--|----------|------------------|------------------------------------|
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| Walt Phillips | 1231 W. North Lights #906 | 277 4967 | M | - |
| John SUTERK | 2525 e STREET | 644-2086 | M | |
| PAT KOMP | PAT.Komp @ Alaska.Gov | 465-3900 | M | W |
| TIM GRIER | tgrier@rmconsult.com | 646-9611 | M | W |
| Yolanda de la Cruz | 806 W. 57 th Ave | | F | Indian |
| FRANK RAST | FRANK@RMCONSULT.COM | 646-9611 | M | |
| Juliet Hildreth | 9110 Terri Circle ANCHORAGE AK 99507 | 337-9324 | F | Eskimo |
| John McPherson | John.McPherson@hdcinc.com | | M | W |
| Theresa Szafran | theresa.szafran@yahoo.com | | F | |

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME _____ DATE _____

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|------------------------|--|-----------------|------------------|------------------------------------|
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

**Western Alaska Access Planning Study
Joint Planning Commissions – NW Arctic Borough & City of Kotzebue
Meeting Notes
February 18, 2011**

Project Team Representation

AK DOT&PF: Alexa Greene (by telephone)
DOWL HKM: Tom Middendorf

Attendance

Planning Commission (about 10) plus Planning staff (3) plus members of the public (about 8)

Presentation

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

Questions & Comments

Q = Question R = Response C = Comment

C: Summer caribou calving areas can be as important or more important than winter or other migration routes.

Q: How can you say the project will lower fuel costs when fuel costs are always going up and air fares are going up?

R: *The presentation is intending to say fuel delivery costs could go down, and a switch from barged diesel to trucked propane could reduce fuel costs.*

C: Past attempts at building a road have been unsuccessful, but I am for this road. People have concerns but we need to look at the long term benefits.

C: This project does not benefit the NANA Region, so I am not in favor of it. We should support roads that are in our region and that benefit us.

R: *Please put your comments on a comment form. Also please note that some jobs from resource development could benefit the NANA region even though the road is not in the region.*

C: I support the road because the NANA region could learn from the experiences of others if the road is built. In particular, I like the community access aspects of the road.

Q: Did you consider rail?

R: *Yes to a limited extent. Rail would be much more expensive than a road, partly because rail would have to go around terrain, making it a longer route, plus it is generally more expensive to build anyway.*

- C: I am more interested in roads that have a subregional focus, such as roads connecting communities and roads to ports - like the Cape Blossom Road, rather than a road from Fairbanks to Nome.
- C: We should consider future technology, such as air balloons that can carry heavy cargo loads.
- R: *Yes, I have seen some drawings of this. It may be an option for the long term, but it is not being used here yet.***
- C: There are better ways to get public comments than from questionnaires handed out at meetings. You should get them out to every resident.
- C: Mining companies should help pay for the road, since they benefit from it. Use the Red Dog example.
- C: I like route 1 because it benefits the NANA region more.
- R: *I forgot to mention there is a separate DOT&PF study of access to the Ambler Mining District that is just getting under way.***

**Western Alaska Access Planning Study
Council Public Meeting Notes
February 26, 2011**

Project Team Representation

AK DOT&PF: Alexa Greene
DOWL HKM: Steve Noble

Attendance

7 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.

Steve Noble, DOWL HKM, presented an overview of the Corridor Planning Report.

Questions & Comments

Q = Question R = Response C = Comment

- Q: Why was Council left out of the public process, when the road would go right through our community?
- R: *I apologize that the project team was not able to get with the community sooner. However, attempts were made to contact Council early on in the process. Tribal members were spoken to when the Nome meeting was held. The public comment opportunity is the same for all communities and your comments have equal weight whether they are accepted in October or in March.***
- C: This project will destroy our culture and our way of life. Our subsistence resources will be significantly impacted.
- Q: What did other villages like White Mountain say about the project?
- R: *All of the villages have had positive and negative things to say about the project. We have documented their responses in meeting minutes and they will be displayed in our Public Involvement Report that will be available in April.***
- Q: What will be done to prevent trespass onto tribal lands?
- R: *There is a similar situation on the Dalton Highway which regulates motorized vehicles from going 5 miles each way off of the highway to participate in any illegal hunting activity. This can be done along the roadway in order to protect your tribal lands. There are also a variety of ways to show that tribal lands exist and trespassing is illegal.***

C: No matter what we say this project will happen anyways – DOT&PF has already made up their mind.

DOT&PF has not made up their mind. The consultant has made a recommendation on the preferred alternative but the final route has not been solidified. If Council does not want a road going through their village, the road can go around the village of Council and then intersect with the Nome-Council Road.

Q: An existing road easement exists through Council – is this where the road is planned, and how will the alignment be determined?

R: If DOT&PF chooses to move forward with this project, a future design, environmental and ROW acquisition phase will proceed with the project. More public involvement activities will then take place to determine where the road would be placed.

Q: What if we don't want the road to go through our village?

R: Then the road alignment could be modified to avoid the village.

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.



**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME WAAPS - Council Native Corporation Mtg DATE 1-26-2011

| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
|---------------------------|--|-----------------|------------------|------------------------------------|
| Katherine Lee | Katlee.0315@yahoo.com | 907 443 3534 | F | AN/C |
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| Nora Brown | boober_18@yahoo | 638 2402 | F | AN |
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| CAROLYN Schubert | 3106 Cottonwood Anchorage AK | 274 2747 | F | AN |
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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| NAME (PLEASE PRINT) | ADDRESS or EMAIL | PHONE | *GENDER (M/F) | *RACE (W, AN, N, B, H, A, P, O) |
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