

APPENDIX H

WAAPS Questionnaire and Comment Form Summary

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Community	Comment
WHITE MOUNTAIN	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development</i>	
It's the new millennium and expansion is inevitable.	
It may attract more tourists since it may be going through a wildlife habitat.	
A corridor is needed for proper economic development.	
Not doing this - there will be no mining development, natural gas development, no oil development.	
<i>Inexpensive Access/Living Costs</i>	
NONE.	
<i>Connection to Highway System</i>	
Transportation may be easier.	
If you do not do this, there will be no transportation among America's richest State in the union.	
<i>Jobs</i>	
...possibly create better job options for rural Alaskans.	
<i>Intervillage Travel/Access to Areas</i>	
NONE.	
<i>Use of Existing Trails and Routes</i>	
NONE.	
WHITE MOUNTAIN	DISADVANTAGES OF A ROAD CORRIDOR
<i>Cultural</i>	
The road could increase the risk of drug trafficking.	

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

...may bring drug trafficking.	
Wildlife	
The road would bring more harm to the wildlife.	
I believe there shouldn't be a highway or road on the hunting grounds.	
The road could have the effect of screwing up the wildlife habitat.	
The wildlife migration may be impacted.	
Animals may be endangered.	
Environmental	
Emissions from cars that may use the road could cause a higher effect of global warming.	
Cost	
NONE.	
Safety/Law Enforcement	
NONE.	
Subsistence Lifestyle Changes	
It would mess up the subsistence lifestyle.	
WHITE MOUNTAIN	MISCELLANEOUS COMMENTS
NONE.	
ELIM	ADVANTAGES OF A ROAD CORRIDOR
Economic Development	
Because of our remoteness, our village never got developed. Not much choice of jobs and it would expand our resources.	

Appendix H - Page 2

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Inexpensive Access/Living Costs

Cheaper freighting costs.

In a way it may lower living costs.

It would cost less to travel to Nome by 4-wheel drive machine.

Lower freight costs.

Lower fuel costs.

It would be good to have a road access to Fairbanks and Nome so we can get our stuff cheaper.

Shipping of goods, fuel and supplies thereby reducing shipping and traveling costs.

Should make living in the villages more affordable!

It is a good idea to build this road due to our high expenses on our groceries and fuel!

Lower postal and freight costs.

More access could make big items convenient for transport.

This is progress towards lowering costs for travel and shipping freight.

Cheaper to get food.

Connection to Highway System

More transportation opportunities.

Less expensive than flying.

Jobs

...create jobs.

More jobs.

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

<i>Intervillage Travel/Access to Areas</i>	
Intervillage travel by trucks and ATVs year round.	
We hunt on our grounds.	
Search and Rescue - high cost in rural areas. Emergency medical help.	
Cheaper intervillage travel.	
Lots of people will make runs.	
<i>Use of Existing Trails/Routes</i>	
NONE	
ELIM	DISADVANTAGES OF A ROAD CORRIDOR
<i>Cultural Issues</i>	
The plans are running through Corporation lands. We will lose a lot to easements. I object to going through Corporation lands as a shareholder.	
Makes it easier to access minerals and destroy our lands.	
...opposed to encroachment on our land we fought and met for since WWI. It was a long process to get our lands and to give them back is my concern.	
People trespassing on our land is a big concern.	
Tourists	
More access to drugs and alcohol.	
More drugs and booze in the villages.	
Negative impact on land.	
Cars would be passing as we were hunting.	

Appendix H - Page 4

WAAPS Questionnaire Comment Form
 Summary of Advantages and Disadvantages

Stay away from our land.
We can lose our land due to this project.
Wildlife
...bring poachers.
Protection of our watershed.
More outside hunters in our hunting grounds.
Waters/Rivers/Headwaters
Possible negative impact on land and caribou migration.
Environmental
Mining is more easily available.
Cost
NONE
Safety/Law Enforcement
NONE
Subsistence Lifestyle Changes
...ultimately make it easier to access the uranium and destroy our subsistence of life.
My concern is that it would kill my subsistence style of living.
Protection of our subsistence way of life.
Interfering with subsistence lifestyle.
I know that it will affect my way of hunting.

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

This will be around our hunting land. Our subsistence will be different. We wouldn't hunt as much.	
Subsistence would be harder to hunt and we would have to change the way we hunt.	
It would affect the way we hunt.	
Our subsistence life will change from all the construction and traffic.	
ELIM	MISCELLANEOUS COMMENTS
Need more meetings with shareholders from DOT&PF and other's who plan to build the road.	
Local option laws in rural communities.	
We already can travel in the winter with snowmachines.	
This can possibly ruin the Iditarod trail.	
KOYUK	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development</i>	
...economic development for people/communities affected.	
We need to boost our economy here.	
<i>Inexpensive Access/Living Costs</i>	
Cheaper transportation.	
...cost of goods going down (also fuel)	
More food. Cheaper food for store.	
It would help greatly with our fuel and energy costs and of course our freight, mail delivery and transportation costs.	

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Lower fuel prices, no need for high airfares...	
Cheaper transportation, reduced cost of living, reduced cost of energy	
Lower cost of shipping.	
Connection to Highway System	
Access	
Easy access to big cities because of costs and also a good way to promote education. I think our young people need to see that there is a whole new world out there.	
Jobs	
...people going to work (hopefully!)	
Promote jobs.	
Intervillage Travel/Access to Areas	
NONE	
Use of Existing Trails/Routes	
Simplicity of semi-existing route.	
KOYUK	DISADVANTAGES OF A ROAD CORRIDOR
Cultural Issues	
People in jeopardy from more people from urban areas coming through.	
Loss of culture.	
...more drugs/alcohol coming in (we have enough already) thus the possibility of more fatalities...	
Native culture in danger.	
Invasion.	

Appendix H - Page 7

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Drugs and alcohol accessibility for our upcoming generations.
Lost culture.
Drug abuse.
I feel we will lose our traditional lifestyle.
Drugs & Alcohol
I think it would cause a lot of problems for our people to import drugs and alcohol and cause accidents.
May cause people to get access to drugs and alcohol that may cause deaths to happen.
Wildlife
Urban people coming to hunt & fish (subsistence lifestyle in jeopardy).
Possibility of our animals moving further away from our hunting grounds.
More pressure on animal hunting for rural area villagers.
Losing our caribou, moose, fishing and berrypicking areas.
The whole world would have access to limited animal resources (mammal & fish).
I feel we will lose our pristine wilderness.
Puts our hunting rights in danger.
Environmental
NONE
Cost
NONE

WAAPS Questionnaire Comment Form
 Summary of Advantages and Disadvantages

<i>Safety/Law Enforcement</i>	
Accidents	
Influx of tourists and outsiders.	
Road fatalities	
<i>Subsistence Lifestyle Changes</i>	
Subsistence	
Subsistence changes and limitations - village survival.	
KOYUK	MISCELLANEOUS COMMENTS
Tidewater marsh east of Koyuk.	
No advantages as of now - but funding should be soon. Money is always available. Money comes and goes.	
UNALAKLEET	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
If it benefits the state with revenue, then it should be done.	
Help the economy.	
<i>Inexpensive Access/Living Costs</i>	
NONE.	
<i>Connection to Highway System</i>	
Access the mining resources by road.	
<i>Jobs</i>	
NONE.	

WAAPS Questionnaire Comment Form
 Summary of Advantages and Disadvantages

<i>Intervillage Travel/Access to Areas</i>	
NONE.	
<i>Use of Existing Trails/Routes</i>	
NONE.	
UNALAKLEET	DISADVANTAGES OF A ROAD CORRIDOR
<i>Cultural</i>	
NONE.	
<i>Wildlife</i>	
Will it bring in unwanted fishermen, hunters, etc.	
<i>Environmental</i>	
I'm concerned about the environment.	
<i>Cost</i>	
Maintenance costs.	
<i>Safety/Law Enforcement</i>	
Who will enforce the road? The illegal hunting? The social ills will increase.	
<i>Subsistence Lifestyle Changes</i>	
NONE.	
UNALAKLEET	MISCELLANEOUS COMMENTS
NONE.	
NOME	ADVANTAGES OF A ROAD CORRIDOR

Appendix H - Page 10

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

<i>Economic Development/Mining</i>	
Tourism.	
A road would certainly provide some economic benefits in the short term.	
Economic development, more access to resources.	
Resources would help all of us.	
<i>Inexpensive Access/Living Costs</i>	
Cheaper goods, travel.	
Commodities aren't getting less expensive, must have lower cost for transportation of goods and services.	
Goods and services along route will be less expensive.	
<i>Connection to Highway System</i>	
Allow people along the route to more easily access the road system of Alaska.	
<i>Jobs</i>	
Jobs and employment would help all of us.	
<i>Intervillage Travel/Access to Areas</i>	
Spur roads could open up and serve the Kotzebue and Bethel areas.	
It would reach across the middle of the state and access roads to Kotzebue, Galena, McGrath and Barrow could be spurs from this road to open up all of Alaska. Dillingham and all communities could be spurs as well.	
<i>Use of Existing Trails/Routes</i>	
NONE.	
NOME	DISADVANTAGES OF A ROAD CORRIDOR
<i>Cultural</i>	
Too much outsider access.	

Appendix H - Page 11

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Too many land users.
Wildlife
NONE.
Environmental
Keep the land in its natural state.
Will facilitate mining activity, creating water runoff and pollution problems.
Dust.
Cost
Benefits overstated, costs understated. Time frame will not benefit Western Alaskans.
As we move into post-petroleum era, this project might come to being just as fuel becomes too expensive to consider such a trip.
It is expensive.
Safety/Law Enforcement
Crime rate will rise.
Crime will come to this area.
Subsistence Lifestyle Changes
Will almost certainly be detrimental to caribou and those who hunt them.
Detrimental to Yukon River fisheries.
Concerns about renewable resources (mostly fish and game) being depleted by others.
Competition for subsistence food sources will increase.

Appendix H - Page 12

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

NOME	MISCELLANEOUS COMMENTS
I do not feel it would be in the best interest of the State or the region.	
TANANA	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
It will benefit the economy to work toward a more accessible and efficient system that will allow a connection to such a vast area that is limited due to transportation and rural locations.	
More food and services that would bring an increase to the economy.	
Only because it is inevitable. It is a search for another "gold rush."	
<i>Inexpensive Access/Living Costs</i>	
Possible lower rates for moving and cheaper commodities.	
Developed population centers.	
Slightly cheaper fuel prices.	
<i>Connection to Highway System</i>	
NONE.	
<i>Jobs</i>	
NONE.	
<i>Intervillage Travel/Access to Areas</i>	
Allowing all access publically to Alaskans that live and reside which will bring better service agriculturally to towns along the corridor.	
<i>Use of Existing Trails/Routes</i>	
NONE.	

Appendix H - Page 13

WAAPS Questionnaire Comment Form
 Summary of Advantages and Disadvantages

TANANA	DISADVANTAGES OF A ROAD CORRIDOR
<i>Cultural</i>	
...huge impact on the remote way of living with the land and river.	
Huge change to the social fabric of the community.	
<i>Wildlife</i>	
NONE.	
<i>Environmental</i>	
NONE.	
<i>Cost</i>	
NONE.	
<i>Safety/Law Enforcement</i>	
Incremented crime with easy access.	
<i>Subsistence Lifestyle Changes</i>	
Don't provide easy access to the entire section of the Yukon between the Hane Road bridge and Tanana - it is an important subsistence fishing area for Tanana and Rampart.	
Big increase in hunting pressure along the road.	
Disruption and increased pressure on subsistence activities.	
The access to areas in Alaska that give advantages to wildlife habitats and Indian lands are vital to cultural and subsistence purposes.	
Increased pressure from hunting and fishing on the Yukon.	

Appendix H - Page 14

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

TANANA	MISCELLANEOUS COMMENTS
Disruption of air service schedules and business.	
Disruption of barge service and business.	
NENANA	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
Access to excellent agricultural land as well as minerals.	
If the mines are productive, build the roads.	
The existence of the road will allow the State to grow.	
Open up the remote areas of Alaska for development.	
<i>Inexpensive Access/Living Costs</i>	
Access is important for these communities.	
Cheaper freight. Maybe a bus line. Competitive for airlines, hopefully lowering the cost to fly.	
<i>Connection to Highway System</i>	
NONE.	
<i>Jobs</i>	
Many job opportunities along the highway - close to home for village residents.	
<i>Intervillage Travel/Access to Areas</i>	
NONE.	
<i>Use of Existing Trails/Routes</i>	
NONE.	

WAAPS Questionnaire Comment Form
 Summary of Advantages and Disadvantages

NENANA	DISADVANTAGES OF A ROAD CORRIDOR
<i>Cultural</i>	
I'm concerned about the difficulty the villages have in preserving their culture.	
...means of controlling alcohol and drug importation for communities choosing to remain dry.	
<i>Wildlife</i>	
NONE.	
<i>Environmental</i>	
NONE.	
<i>Cost</i>	
NONE.	
<i>Safety/Law Enforcement</i>	
NONE.	
<i>Subsistence Lifestyle Changes</i>	
Limiting village access to game because of the influx of hunters with more money than sense.	
I'm concerned about the difficulty the villages have in preserving their subsistence lifestyle.	
Loss of traditional ways of life in the smaller, more remote communities.	
NENANA	MISCELLANEOUS COMMENTS
NONE.	

Appendix H - Page 16

WAAPS Questionnaire Comment Form
 Summary of Advantages and Disadvantages

NULATO	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
It would provide much greater access to Western Alaska and increase tourism (much like when the Haul Road was opened to the public).	
It would help develop an economic base in rural, western communities.	
Will increase tourism.	
Will help rural communities move towards economic independence/self sufficiency.	
Opportunities for natural gas pipelines, electricity lines.	
Economic Growth.	
Economy - Easy Living.	
Let's get out in our own backyard and profit.	
<i>Inexpensive Access/Living Costs</i>	
The benefits of lowering costs in the communities along the Yukon River Corridor.	
Lower costs for fuel, freight, etc. We are overwhelmed with the high living expenses.	
It will be cheaper to attend college, get employment, better health care.	
Food and dry goods will become cheaper to purchase.	
The luxuries of electricity, heat, water & sewer, and gas to travel.	
Lower cost of living standard for everything in the interior: fuel, consumables, food, construction materials/supplies.	
Cost of living.	
Lower cost of living.	

Appendix H - Page 17

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Economic advantages - Transportation costs for freight and passengers.	
Lowers the cost of living.	
It would save us a lot of money in the long run.	
Cheaper living costs (fuel, travel, freight, etc.). Affordability.	
Lower fuel, traveling and freight costs.	
I am all for the Western Alaska Corridor. It would reduce the cost of living expenses for us who live out here in the villages.	
Cheaper living.	
Connection to Highway System	
More access to modern activity.	
Easy access to Fairbanks.	
Jobs	
More jobs.	
The road would help create jobs.	
Intervillage Travel/Access to Areas	
There will be less in-breeding among families, prejudices, seclusion from the outside world, and access to other communities.	
Improved access to Western Alaska and its communities.	
Use of Existing Trails/Routes	
NONE.	
NULATO	DISADVANTAGES OF A ROAD CORRIDOR
Cultural	

Appendix H - Page 18

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Influx of non-residents: tourists, sports hunters, sports fishermen.
Loss of culture/land.
Do not disturb the land. Leave Nulato land alone.
Messing up the land.
Wildlife
Disrupting the wildlife.
Disrupt moose hunting area.
Environmental
It may hurt the environment.
You will affect the environment.
What about Nulato River's sustainability?
Cost
NONE.
Safety/Law Enforcement
We are afraid that criminals may use this corridor for an escape with easier access to our remote villages.
Unsavory people coming to our area.
Strangers coming into the region.
All the trash coming in.
Subsistence Lifestyle Changes
The influx of non-residents will deplete the resources for rural residents.

WAAPS Questionnaire Comment Form
 Summary of Advantages and Disadvantages

Impact on subsistence.	
NULATO	MISCELLANEOUS COMMENTS
NONE.	
KALTAG	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
NONE.	
<i>Inexpensive Access/Living Costs</i>	
NONE.	
<i>Connection to Highway System</i>	
NONE.	
<i>Jobs</i>	
NONE.	
<i>Intervillage Travel/Access to Areas</i>	
NONE.	
<i>Use of Existing Trails/Routes</i>	
NONE.	
KALTAG	DISADVANTAGES OF A ROAD CORRIDOR
<i>Cultural</i>	
NONE.	

Appendix H - Page 20

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Wildlife	
NONE.	
Environmental	
NONE.	
Cost	
NONE.	
Safety/Law Enforcement	
NONE.	
Subsistence Lifestyle Changes	
I like it that Alaska Natives were the first ones here and don't need other people killing our game and catching our fish.	
KALTAG	MISCELLANEOUS COMMENTS
NONE.	
GALENA	ADVANTAGES OF A ROAD CORRIDOR
Economic Development/Mining	
Tourist opportunities, economic development in each community would also slow what is called "out migration" to urban areas.	
Lots of potential for increase in resources.	
Increase in business opportunities.	
Keep the small towns alive.	
Tourism and recreation.	

Appendix H - Page 21

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Relatively short-term economic gain in terms of cheaper goods and services.
It's the only hope for the isolated rural communities to survive long-term.
Resource development.
Gold and metal mining seems to be the prime consideration.
We the interior people have been living in the old ways a little too long. If we want to live in today's world, we need to build this road.
<i>Inexpensive Access/Living Costs</i>
Transportation cost, fuel, food, living, costs would drastically be cut.
Cheaper access.
Lower cost for everything coming and going on the road.
Cheaper fuel delivery.
Freighting costs decrease; therefore, everything decreases.
We first need transportation that is affordable.
Cheaper cost of living for me.
Lower the cost of living.
Reduce the cost of freight.
The Yukon River Corridor has the greatest population affected and would benefit more people.
Cost of living.
Help to lower the cost of living.
Lower fuel costs, passenger transportation costs, and lower freight and mail delivery costs.

Appendix H - Page 22

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Lower costs in all areas.
It is time we look at lowering costs to the residents of these communities affected.
Reduced cost of living.
Food cost is too high (40%), fuel costs limit my ability to enjoy subsistence lifestyle.
Reduced local living cost.
Cheaper fuel, cheaper way of living.
The cost of living in rural Alaska is outrageously high. \$12 for a gallon of milk, \$5 for a dozen eggs, \$5 for a basic loaf of white bread, \$350 airfare for a roundtrip to Fairbanks, to name a few. A Nome-Fairbanks road would lower transportation costs, therefore lowering grocery, fuel and airfare.
Lower cost of living, which might entice some families to move back to rural Alaska.
Connection to Highway System
Lower possible case of emergency.
Survival in villages depends on access.
Better access.
Jobs
Create jobs.
Employment up.
More jobs so young people can remain in their village.
Some jobs provided.
More jobs equals less suicide.
This would create jobs for many people.

Appendix H - Page 23

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Jobs.	
Jobs and service to the communities.	
Job creation.	
Getting trained and jobs for our young people to be able to stay in the bush.	
<i>Intervillage Travel/Access to Areas</i>	
Open country for easier access for hunting.	
Access roads (spur roads) to nearby villages to the Y-K Corridor would increase benefits to each village.	
We can no longer sustain our village without improved access.	
Connect the villages to other villages and the lower 48.	
Connect more villages which lack the option to connect with the cities.	
This would open doors for other roads to connect other villages with each other.	
Village people would love access to each other when necessary.	
...reduce the epidemic of suicide growing.	
<i>Use of Existing Trails/Routes</i>	
NONE.	
GALENA	DISADVANTAGES OF A ROAD CORRIDOR
<i>Cultural</i>	
I live in this area because it is remote and the village lifestyle we currently enjoy would be ruined.	
People in villages would increase by no local residence.	

Appendix H - Page 24

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Are we ready for a road?
Cause a quicker pace to small villages.
I'm concerned about a boom and bust from mining.
Increased drugs.
...fear that it would open upland readily accessible for unwanted drug traffic.
Easier access to drugs and alcohol.
Loss of lifestyle and culture.
Wildlife
Untouched wilderness would now have hunters with road access.
Hunting and fishing activities would increase.
One of the things that makes Alaska so unique are its vast tracts of roadless wilderness. Once we start carving it up, there's no turning back.
The impact it has on wildlife and the exploitation thereof.
It's difficult to put a price on the value of intact wilderness.
Loss of wilderness.
Environmental
Bad effects of mining.
I am very concerned about the wilderness along the Melozitna River area.
Benefits to residents are outweighed by the negative effects of mining.
I don't favor gold mining as an economic base.

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

I'm concerned about environmental issues related to mine waste.	
Cost	
The initial cost and high cost of maintenance.	
How are you going to keep the road open? High price to maintain.	
Is it feasible to build the road around here?	
Cost of maintaining new road infrastructure.	
Once the materials or timber or petroleum products are gone, who's going to pay to maintain it?	
How else might we better spend that money?	
Safety/Law Enforcement	
Increased transients.	
Unwanted trespassers.	
The occasional ruffians.	
Subsistence Lifestyle Changes	
Hunting access to these areas would do very little to help people in this area.	
Increased access to this wilderness will come with large disadvantages.	
Would open the area for more people to move into the village's subsistence grounds.	
More strangers and hunters coming into the villages.	
GALENA	MISCELLANEOUS COMMENTS
NONE.	

WAAPS Questionnaire Comment Form
 Summary of Advantages and Disadvantages

RUBY	
RUBY	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
NONE.	
<i>Inexpensive Access/Lower Cost of Living</i>	
NONE.	
<i>Connection to Highway System</i>	
NONE.	
<i>Jobs</i>	
NONE.	
<i>Intervillage Travel/Access to Areas</i>	
NONE.	
<i>Use of Existing Trails/Routes</i>	
NONE.	
RUBY	DISADVANTAGES OF A ROAD CORRIDOR
<i>Cultural</i>	
NONE.	
<i>Wildlife</i>	
NONE.	

Appendix H - Page 27

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

<i>Environmental</i>	
NONE.	
<i>Cost</i>	
NONE.	
<i>Safety/Law Enforcement</i>	
NONE.	
<i>Subsistence Lifestyle Changes</i>	
NONE.	
RUBY	MISCELLANEOUS COMMENTS
I believe a rail system is more practical.	
We live in a peak oil environment - cut backs.	
HUGHES	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
Tourist attraction.	
<i>Inexpensive Access/Living Costs</i>	
Save money, easy fuel transport.	
Airplane fuel is so expensive these days, so plane tickets are expensive.	
Lower freight cost.	
May be cheaper than flying to some locations.	

Appendix H - Page 28

WAAPS Questionnaire Comment Form
 Summary of Advantages and Disadvantages

<i>Connection to Highway System</i>	
I think it would be nice to have more than one mode of transportation.	
Transportation.	
Better transportation.	
<i>Jobs</i>	
NONE.	
<i>Intervillage Travel/Access to Areas</i>	
More road access to get around Alaska more easily.	
Travel to and from Fairbanks.	
Subsistence access.	
More access to berry picking areas. More access to hunting and game.	
It could be an easy way to travel from village to village and enjoy a good drive.	
People may travel more.	
So we could drive to wherever, and other villages.	
<i>Use of Existing Trails/Routes</i>	
NONE.	
HUGHES	DISADVANTAGES OF A ROAD CORRIDOR
<i>Cultural</i>	
NONE.	

Appendix H - Page 29

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Wildlife
More sport hunters coming in.
I don't want access for more sport hunters.
Road could affect the animals.
...disrupted hunting seasons.
Because the road would disturb the wildlife and Alaska's beautiful land.
The road would be abused by outside hunters coming in hunting our wildlife.
Environmental
Road could affect the environment very badly.
Contamination, pollution, bad for the environment.
It angers me that this could be a good change for us, but has such a high cost for pollution.
Possibly destroy the ecosystem around the proposed road site. Especially for the villages surrounding the proposed corridor.
Cost
Who will maintain the road?
Safety/Law Enforcement
I don't want access for bootleggers.
Subsistence Lifestyle Changes
Road could affect hunting seasons.
We highly depend on the subsistence hunting.
It will affect subsistence living on the Yukon River.
I am all for keeping subsistence living.

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

HUGHES	MISCELLANEOUS COMMENTS
Making a road through Alaska. We don't need it - we who live in the villages.	
Too much traffic.	
MANLEY HOT SPRINGS	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
Infrastructure, especially roads, will help to ensure a positive future for our children and grandchildren.	
This project will help to ensure opportunities for generations to come.	
It will be good for tourism.	
Truck freighting and new business.	
It would bring tourists and business to Manley Hot Springs.	
It would open up the country to resource development.	
It would bring tourists.	
Service businesses would need to develop. This would be a source of income for village residents.	
Time to open up access to Alaska.	
Access to minerals, oil, fisheries and tourism.	
Hopefully more people would come to our town.	
Medical, Troopers, Hunting troopers, all around law and medical benefits would all be gained from having the road.	

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Progress, economic relief.
Develop more of Alaska.
<i>Inexpensive Access/Cost of Living</i>
With the road, it greatly reduces the cost of living in these communities.
Cheaper goods, lower fuel cost, etc.
It would decrease the cost of supplies to villages.
Lower living costs.
Getting fuel at a cheaper price is a very big advantage for us.
<i>Connection to Highway System</i>
It opens up miles of new land, not only for economic development but for the people of Alaska to get out and see, touch and feel another part of this incredible country.
The next generation will suffer without the opportunities that basic infrastructure brings.
Accessibility to parts of Alaska that most of us will never see.
Less of a drive from Manley Hot Springs to Fairbanks.
Access to and from more of Alaska.
<i>Jobs</i>
It will be good for jobs.
I think it would bring jobs and make opportunities for residents both locally and statewide.
Provide jobs during and after construction.
<i>Intervillage Travel/Access to Areas</i>
Allow people to access larger towns.

WAAPS Questionnaire Comment Form
 Summary of Advantages and Disadvantages

Should be able to drive to Fairbanks by myself and be less worried.	
Improvement in life for secluded areas and people.	
<i>Use of Existing Trails/Routes</i>	
NONE.	
MANLEY HOT SPRINGS	DISADVANTAGES OF A ROAD CORRIDOR
<i>Cultural</i>	
Cultural degradation.	
<i>Wildlife</i>	
There would be a loss of wilderness.	
Wildlife, hunting, fishing, trapping management.	
Possible hunting issues.	
<i>Environmental</i>	
NONE.	
<i>Cost</i>	
Time to build it and the cost of maintaining it.	
America - with a deficit of \$14 Trillion, can not afford this project.	
Cost.	
<i>Safety/Law Enforcement</i>	
Riff Raff, abandoned cars, trash.	

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

<i>Subsistence Lifestyle Changes</i>	
Subsistence issues and trapping.	
This road will grossly degrade a subsistence and cultural lifestyle.	
Protection of subsistence resources would have to be more aggressive.	
MANLEY HOT SPRINGS	MISCELLANEOUS COMMENTS
Improve the road we have now.	
AMBLER	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
We have a copper mine not too far from my home.	
Better life with a mine close by.	
<i>Inexpensive Access/Cost of Living</i>	
Cost of living is going sky high. With a road, you can go anywhere to find better living, or the road would help to lower the cost of everything. That way the fuel could come on road or rail.	
The roads are made for future good living.	
<i>Connection to Highway System</i>	
NONE.	
<i>Jobs</i>	
The road would open up the jobs.	
<i>Intervillage Travel/Access to Areas</i>	
NONE.	

Appendix H - Page 34

WAAPS Questionnaire Comment Form
 Summary of Advantages and Disadvantages

<i>Use of Existing Trails/Routes</i>	
NONE.	
AMBLER	DISADVANTAGES OF A ROAD CORRIDOR
<i>Cultural</i>	
It only opens the area for mineral exploration and is detrimental to the native cultures.	
<i>Wildlife</i>	
Allows access to outside hunters and guides.	
People start traveling here and there on that road and may disturb the wildlife.	
<i>Environmental</i>	
It does nothing for sustainability.	
<i>Cost</i>	
This is not a cost effective proposal.	
<i>Safety/Law Enforcement</i>	
NONE.	
<i>Subsistence Lifestyle Changes</i>	
NONE.	
AMBLER	MISCELLANEOUS COMMENTS
NONE.	

Appendix H - Page 35

WAAPS Questionnaire Comment Form
 Summary of Advantages and Disadvantages

GOLOVIN	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
Economy.	
Resource development.	
<i>Inexpensive Access/Lower Cost of Living</i>	
Lower transportation costs for travel, freight, etc.	
Will it lower air travel cost? Hope so.	
<i>Connection to Highway System</i>	
NONE.	
<i>Jobs</i>	
Work.	
<i>Intervillage Travel/Access to Areas</i>	
NONE.	
<i>Use of Existing Trails/Routes</i>	
NONE.	
GOLOVIN	DISADVANTAGES OF A ROAD CORRIDOR
<i>Cultural</i>	
This project has disadvantages to our future, our children, all our coming generations.	
<i>Wildlife</i>	
NONE.	

Appendix H - Page 36

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

<i>Environmental</i>	
NONE.	
<i>Cost</i>	
NONE.	
<i>Safety/Law Enforcement</i>	
Also think of all the drugs, alcohol and wild things brought to the villages.	
<i>Subsistence Lifestyle Changes</i>	
Our food, way of life, animals.	
Our subsistence is more important than this road!	
This road will only make our caribou, fish and food chain disappear.	
GOLOVIN	MISCELLANEOUS COMMENTS
Keep clean as you would your own backyard.	
Golovin Native Corp. has preliminary plans to develop a rock quarry. GNC - Eagle Rock, LLC.	
BETTLES/ EVANSVILLE	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
NONE.	
<i>Inexpensive Access/Cost of Living</i>	
Large corporations will make a lot of money, some of which will trickle down to some of the locals.	
Cheaper prices on food and fuel.	

Appendix H - Page 37

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

<i>Connection to Highway System</i>	
NONE.	
<i>Jobs</i>	
NONE.	
<i>Intervillage Travel/Access to Areas</i>	
NONE.	
<i>Use of Existing Trails/Routes</i>	
NONE.	
BETTLES/ EVANSVILLE	DISADVANTAGES OF A ROAD CORRIDOR
<i>Cultural</i>	
Too many outsiders would have access to our lands.	
Roads bring more roads which bring development, towns, cities, highways, and all the detritus of civilization.	
Alaska is what is primarily because you can't drive to remote parts of it.	
If we destroy this self-limiting aspect of the state, it will take a very short time to look like any other place in the lower 48.	
<i>Wildlife</i>	
The fact that this planning study did not add the cost of building wildlife corridors shows me that this concept is very short sighted and based primarily on making money for the benefitting organizations.	
<i>Environmental</i>	
Did you know the boreal forests provide most of the oxygen for our planet?	
Bisecting a large part of the state will start a cascade of negative effects by fragmenting an ecosystem that is currently intact.	
Building over wetlands atop permafrost is a maintenance and environmental nightmare waiting to happen.	

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

The fact that this planning study does not consider wetlands a barrier to building the road shows me that this concept is very short sighted and based primarily on making money for the benefitting organizations.	
Don't want mines popping up all over the place.	
Want to keep it the way it is now. A wilderness that is hard to get into.	
Please don't sacrifice this part of the last bit of healthy land on the planet for something as transient and meaningless as money.	
Cost	
It would cost too much money to maintain the road.	
The way it is now, there is a financial crisis and the state will not have much money to operate.	
Safety/Law Enforcement	
NONE.	
Subsistence Lifestyle Changes	
Is making money really worth despoiling on of the last swaths of undeveloped land left on the planet?	
People might start to sell off their allotments.	
BETTLES/ EVANSVILLE	MISCELLANEOUS
There will be too much traffic in the Interior.	
HUSLIA	ADVANTAGES OF A ROAD CORRIDOR
Economic Development/Mining	
The use of our natural resources to improve our ways of living.	
National security.	

Appendix H - Page 39

WAAPS Questionnaire Comment Form
 Summary of Advantages and Disadvantages

Inexpensive Access/Lower Cost of Living

The education that our children would receive and better facilities.

Low cost of transportation.

Connection to Highway System

NONE.

Jobs

Maybe a train would be better, more safe or build a refinery to help our economy.

Building a refinery to help our economy, this would be better.

Intervillage Travel/Access to Areas

NONE.

Use of Existing Trails/Routes

NONE.

HUSLIA	DISADVANTAGES OF A ROAD CORRIDOR
---------------	---

Cultural

The loss of people due to migrations, deaths, and ease of people to come into villages.

Cheaper lifestyle doesn't always mean better lifestyle.

People and life has changed, and never for the better or good.

It will bring too many outside people.

Too dangerous for native villages and lots of accidents.

Too much hunting from all over the lower 48.

We love our lifestyle.

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

It would affect our lifestyle such as more drugs and alcohol abuse and deaths.
Building a road would be so dangerous to our lifestyle and would run into problems after problems.
We would run into more and more problems that we couldn't control.
The drugs and alcohol.
More access to drugs.
Loss of culture.
There would be an impact on our village, even if we would be 100 miles away from it either way.
It's bad enough that drugs are coming into the villages with airplanes and no one is getting caught!
Drugs and alcohol.
A road will be a road of drugs and alcohol.
Too easy to bring alcohol and drugs to our village. We are a dry village.
Wildlife
Alaska's history has taught us many lessons of what happens when roads are built - wildlife and ecology.
Easy access of high volume variety of hunters.
People will kill off the animals.
Too much outside hunting pressure.
More hunters will come into our hunting grounds.
More hunters.
Too easy for hunters to come to our region.

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Environmental

The environment is fragile to the onslaught of industry.

If a road is built, our way of life will be jeopardized.

Bad for migrating animals.

Cost

How can we even think about building a road when the nation is in such debt?

Difficult maintenance.

The road will be hard to maintain.

Government is spending money we don't have.

Spend the state money on the education system.

Safety/Law Enforcement

More access for drifters, people who are running from the law.

Law enforcement of such a long corridor.

It would bring strangers to our sacred lands.

People will misuse the highway.

There will be lots of accidents and casualties.

Cannot face any more accidents and death.

We would be introduced to more crime and would have to look out for our people's safety.

Loss of life.

More trash dumped in our country.

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

More people moved in along the side of the highway.	
<i>Subsistence Lifestyle Changes</i>	
No roads! We've been isolated for so long and we need only subsistence food.	
It would affect our subsistence lifestyle.	
Our game for now is stable.	
It would interfere with our subsistence lifestyle and change our way of life.	
We are used to subsistence lifestyle which was handed down years after years and we want this to go on for generations.	
Loss of subsistence resources.	
We are the natives and locals that live on this land get our food from this untouched land.	
It would be hard on our subsistence lifestyle.	
HUSLIA	MISCELLANEOUS COMMENTS
Build a road to Unalakleet or Kotzebue. Crossing the Kuskokwim River by McGrath and Talkeetna.	
NORTH POLE	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
Better access to our natural resources and communities.	
A Road to Nome would bring lots of opportunities for all Alaskans for financial gain and more.	
Better economics for goods being shipped in.	
It opens up the state for opportunities in industry tourism and has the potential to increase the standards of living in many village locations.	

Appendix H - Page 43

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Push comes to shove, it will bring the cost of living in villages down, and in the end, if villages want to continue to exist, then this is of big concern to them.

Inexpensive Access/Lower Cost of Living

I have worked and played in the western half of Alaska and the shipping costs are staggering.

Connection to Highway System

After all of these years, it is time we received interstate highway funds to open up our state as all other states have.

The whole state needs to have access by road.

Jobs

NONE.

Intervillage Travel/Access to Areas

NONE.

Use of Existing Trails/Routes

NONE.

NORTH POLE

DISADVANTAGES OF A ROAD CORRIDOR

Cultural

It would open up the rest of Alaska to tourism.

Wildlife

NONE.

Environmental

NONE.

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Cost	
Maintenance costs.	
Only the cost is a disadvantage.	
Safety/Law Enforcement	
NONE.	
Subsistence Lifestyle Changes	
Cultural Impacts	
NORTH POLE	MISCELLANEOUS COMMENTS
Build this road, the sooner the better!	
FAIRBANKS	ADVANTAGES OF A ROAD CORRIDOR
Economic Development/Mining	
Resource development is key to Alaska's self sufficiency and a Western Alaska access road will allow economic development of mineral and forest lands and a transportation corridor for our people.	
Potentially valuable mineral deposits and timber stands would become economic, bringing wealth to remote areas of the state.	
The road is needed to develop the state for future generations, even if not everyone agrees with the concept.	
To open up the economics of the state.	
Access to the west will open mineral deposits to exploration and extraction.	
Open mineral deposits to development and improve lifestyles.	
Access to resources - minerals, wildlife and tourism.	
Open up areas for resource development and other economic benefits for villages - easier to go to Nome.	

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Ability to access and enjoy vast areas of Alaska that no one uses, not even villages.
Resource development (wildlife, timber, minerals, aesthetics).
Improved economic development.
Do it soon. This sort of economic development project is just like what they did during the depression, and it will help our national economy as well as Alaska's economy.
Mining companies would be the primary beneficiaries of the Western Alaska Access Corridor by being able to develop mineral resources.
Mining supplies.
Population growth.
Development to other parts of our state have long been stagnant.
Easier access to our natural resources.
Access to natural resources.
It would open up the Interior to vast amounts of future development.
There are several hot springs possible, geo-thermal power, lower cost for electricity for surrounding villages.
Open resources.
A road would provide access for resource development.
<i>Inexpensive Access/Lower Cost of Living</i>
Cost of transporting goods to Nome and villages en route would drop significantly.
Lower cost of living.
Access to the west will lower costs in the interior villages.

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Lower the cost of living in remote villages.
...lower their cost of living.
Lower transportation costs.
Cost of living in the rural areas is phenomenal.
Lower cost of doing business in the bush.
I have property north of Fairbanks and it would allow me better access to it, cheaper access.
Lower cost of goods to the villages, unite families.
Transportation costs to interior villages, Seward Peninsula and areas rich in resources.
Increase in transportation to villages at lower cost.
<i>Connection to Highway System</i>
Access.
Connects more villages.
Alaska needs more infrastructure to connect us.
The vast area of Western Alaska has been inaccessible for too long.
Certainly this opens up cultural access, also.
Increased access for recreational purposes.
Expand our road system for cheaper transportation.
Transportation.
A road would provide access to villages.

WAAPS Questionnaire Comment Form
 Summary of Advantages and Disadvantages

Jobs	
Jobs.	
Jobs - great jobs for Alaskans.	
Create jobs.	
It would help create jobs.	
Increase in jobs.	
Intervillage Travel/Access to Areas	
The biggest reason is to connect the villages.	
Use of Existing Trails/Routes	
The construction of a road near the Yukon River (using an existing corridor) is a good place to start.	
FAIRBANKS	DISADVANTAGES OF A ROAD CORRIDOR
Cultural	
NONE.	
Wildlife	
The wild, remote character of Alaska would be diminished along the corridor.	
It will interfere with migration routes and provide unneeded access to pristine areas that are worth more to the State if they remain pristine than if access is developed.	
Potential poaching.	
Environmental	
Environmental damage.	
It will damage wetlands.	

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Changing a large area that is largely untracked, with areas of true wilderness - something not found in much of the world.

A road through this unspoiled area will destroy it.

Cost

Cost of maintaining a road.

This is \$7.5 billion that the State of Alaska does not need to spend.

We do not even maintain the roads we have let alone another 500 miles of road to Nome.

We don't have the money to maintain the roads we currently have and it is unlikely this situation will change in the future.

Cost.

Cost, both initial and long-term maintenance.

The primary disadvantage is the tremendous cost of construction and maintenance.

The cost of providing access via road to the Seward Peninsula is too high.

The State of Alaska can ill afford not only the construction cost but the recurring maintenance costs.

I'm not sure that the high cost justifies the construction of the road.

Huge cost that could best be spend on other infrastructure.

There needs to be a proven economic benefit that justifies the huge cost of the project.

The State doesn't need to throw money at a project that doesn't have a defined economic benefit for the whole state.

The main disadvantage is expense - of construction, maintenance and enforcement.

Safety/Law Enforcement

Stupid outsiders coming in unprepared.

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Increased danger of fires, poaching and problems from RV use.	
<i>Subsistence Lifestyle Changes</i>	
Destroy the native way of life.	
Potential changes in village lifestyles.	
FAIRBANKS	MISCELLANEOUS COMMENTS
Unless the State can prove that revenues generated from natural resource development in the area would be of sufficient economic benefit to justify cost and continual maintenance, then the project is just a waste of money.	
It is important to have a plan prepared before construction.	
ANCHORAGE	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
Spur resource development at known mineralized belts such as Ambler.	
Open country to mining and resource development to create an in-state economy and employment.	
We need roads to develop Alaska's resources.	
Develop Alaska's future.	
Open region to responsible long-term development; provide infrastructure for communities, potential mine sites, tourists, etc.	
Long overdue to have road access to minerals.	
Economic Development - mining industry.	
Will attract more mining industry involvement.	
Open for development.	

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Our state needs to grow.
Would make the extraction of our natural resources more cost effective.
Kick start our economy.
Additional economic opportunities in rural Alaska as well as for the entire state.
This access will greatly assist economic development in Western Alaska - whether private lands or state lands.
I think it would encourage business and development along the route.
It would really benefit the rural communities along the route.
Access and new opportunities for everyone.
We need to open up more of Alaska before more of those green areas (parks, refuge areas) completely close off any future roads.
The road will open some of these villages to greater economic opportunities.
To support that better area.
More economic tax base for the state and communities.
Provides tourism to the area.
Provides mineral (natural resource) development.
Develop resources.
Increase tourism.
Create new businesses and increase land values.
Generate additional economic activity not only in rural Alaska, but throughout the state.

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

<i>Inexpensive Access/Lower Cost of Living</i>	
	Might lower cost of food and supply.
	Lower gas and fuel prices, including food/postal costs to the interior villages.
	Community sustainability - help with energy and fuel costs.
	Lower fuel and food costs and travel more.
	Lower the cost of living for "The Bush."
	A road or rail would make the cost of living more reasonable.
	Transportation of goods and services to and from western Alaska.
	Health and safety.
	To ease the rising costs associated with living in this area.
	Road access will simplify transportation of goods to the villages.
	Reduce costs, improve quality of life in villages.
	The positive economics (lower food, gas, electronic, etc) costs outweigh the negatives.
<i>Connection to Highway System</i>	
	Long overdue to have road access to major cities of Alaska.
	Potentially more villages will have access.
	It connects people.
	Open areas to easier access.
	I think it would be beneficial to open up more of the state to a road system.

Appendix H - Page 52

WAAPS Questionnaire Comment Form
 Summary of Advantages and Disadvantages

Access! How exciting would it be to drive to Nome!	
Jobs	
Jobs!	
It brings jobs.	
Create construction jobs to be paid with borrowed taxpayer money.	
Provides jobs.	
Economic development means many more jobs.	
Increase employment.	
Intervillage Travel/Access to Areas	
Once the road is built, other roads off it to some villages will follow.	
Use of Existing Trails/Routes	
NONE.	
ANCHORAGE	DISADVANTAGES OF A ROAD CORRIDOR
Cultural	
Opportunity for trespass onto native owned lands, changes to village lifestyle.	
Allow transportation of drugs and alcohol easier.	
One barrier will be the limited amount of land that is available for individuals for ownership.	
Wildlife	
Impact on wildlife.	

Appendix H - Page 53

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

I do not feel comfortable with the idea because it will hurt the wildlife.
Better access for hunters and fishers would impact wildlife and fish resources.
Increased pressure on fish and wildlife.
There are always adjustments and issues such as land use and game management that will have to be addressed.
<i>Environmental</i>
Hunters and fishermen will deplete these resources and they don't want that.
The road will be environmentally destructive.
Disruption of pristine habitat due to construction and development.
<i>Cost</i>
Route 1 would be lower cost.
I'm for the cheapest route.
Lots of money to build and maintain.
Too costly and minimal benefit.
This road will cost an enormous amount of money to build and maintain. Why not spend the money installing renewable sources of energy in the villages first.
Too expensive - planning money, construction money, maintenance money - who will pay?
I see the Western Alaska Access corridor as a huge waste of money and a big mistake.
Cost.
Too costly. We don't have a plan to pay for it.

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

This is a large waste of money.
Money should go to maintain existing transportation infrastructure.
Added maintenance cost to State (offset by new, taxable development).
The proposed cost of this highway is over \$1 billion and this does not include maintenance!
Who is going to be saddled with the cost of creating and maintaining this highway? Us, the taxpayers!
This is a great deal of money.
Waste of money.
We should spend the money on tangible improvements to our infrastructure.
Year-round maintenance costs and initial capital costs.
Expensive.
My tax dollars will be spent making the owner of the construction company wealthy.
It's too expensive to justify the cost.
The upkeep alone will be astronomical.
A town of 3,500 people does not justify a major/expensive road project.
Maintaining the road once it is built.
<i>Safety/Law Enforcement</i>
More child molestation, women locaters and bootleggers.
More people and the problems they cause.
This project will only bring more crime, alcohol, drugs and contamination, poison, and destruction of natural resources.

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

<i>Subsistence Lifestyle Changes</i>	
Disruption of Inupiaq subsistence lifestyle and the way of life.	
Natives in the region affected said they oppose a road built because they fear it will open their traditional lands and they fish and game will suffer.	
Drags native people into the 21st Century. Progress where they don't want change.	
Some tribal entities would object to urban hunters accessing their lands.	
If we are not careful of the needs of the "first people" and their culture, we will lose some things that are most precious to all of us as a whole. They and their culture are as much a part of us as we are them.	
ANCHORAGE	MISCELLANEOUS COMMENTS
The Western Alaska Access corridor costs would be far better spent on an alternative energy, sustainable housing, healthier lifestyles for Alaskans, etc. Not another "Road to Nowhere." That would cost a fortune and serve mining companies.	
Western Alaska can remain third world and a subsistence society, or can come into the real world.	
As government grants/monies dry up, they can become self sufficient.	
Someday, perhaps a Coast Guard Base will be built at Nome or perhaps Teller.	
Not having to go through airport screening, one option would be a manned check station on the highway.	
This is a great amount of money and many will argue it is best spent in the population centers. This ignores the fact that an improved economy in rural Alaska will also improve the economy of urban Alaska.	
BUCKLAND	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
NONE.	
<i>Inexpensive Access/Lower Cost of Living</i>	
NONE.	

Appendix H - Page 56

WAAPS Questionnaire Comment Form
 Summary of Advantages and Disadvantages

<i>Connection to Highway System</i>	
NONE.	
<i>Jobs</i>	
NONE.	
<i>Intervillage Travel/Access to Areas</i>	
NONE.	
<i>Use of Existing Trails and Routes</i>	
NONE.	
BUCKLAND	DISADVANTAGES OF A ROAD CORRIDOR
<i>Cultural</i>	
NONE.	
<i>Wildlife</i>	
NONE.	
<i>Environmental</i>	
NONE.	
<i>Cost</i>	
NONE.	
<i>Safety/Law Enforcement</i>	
...will be more search and rescues that will be busy looking for whomever on that road.	

Appendix H - Page 57

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

<i>Subsistence Lifestyle Changes</i>	
It will just make our caribou routing take another trail from our hunting in fall and winter	
BUCKLAND	MISCELLANEOUS
NONE.	
KOTZEBUE	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
Access to resources.	
<i>Inexpensive Access/Lower Cost of Living</i>	
Lower cost of fuel and freight.	
Easier ability to transport bulky items.	
<i>Connection to Highway System</i>	
More opportunity for village residents to visit and shop in Fairbanks.	
Opportunity to see more of Alaska from comfort of car.	
<i>Jobs</i>	
NONE.	
<i>Intervillage Travel/Access to Areas</i>	
More opportunity for village residents to visit neighboring villages.	
<i>Use of Existing Trails/Routes</i>	
NONE.	

Appendix H - Page 58

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

KOTZEBUE	DISADVANTAGES OF A ROAD CORRIDOR
<i>Cultural</i>	
The loss of a way of life and one of America's last, vast roadless areas.	
Change the way of life in rural Alaska.	
Change the unique cultures of villages.	
A road will have an influx of outsiders.	
Villages won't gain much from tourism.	
<i>Wildlife</i>	
Our biggest fear is that there will be a stampede of people moving in and hunting the dwindling moose and caribou population and trapping animals to extinction.	
Devastating effects on wildlife.	
<i>Environmental</i>	
With the dwindling moose and caribou population the rural residents are forced to rely on beef and chicken which are very costly due to the shipping costs to the rural communities.	
More mining will be damaging to the riverbeds for spawning fish and polluting the rivers.	
As seen with the contaminants spread by mine-only traffic on the Red Dog haul road, having the public drive this much longer road will spread these contaminants (and invasive species) much farther.	
<i>Cost</i>	
It's clear the \$1.4 million estimate for annual maintenance is grossly underestimated...the road will require frequent reconstruction.	
A road will have cost maintenance issues.	
<i>Safety/Law Enforcement</i>	
This road will never be served by enough police, emergency response, or maintenance to safely serve the people.	
How will the state deal with trash, broken down cars, emergencies, etc?	

Appendix H - Page 59

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

<i>Subsistence Lifestyle Changes</i>	
...sport hunting and industry will destroy the way of life here.	
Subsistence impacts.	
A road will have more competition for fishing and hunting.	
Villages will pay high costs in loss of fishing/hunting areas.	
KOTZEBUE	MISCELLANEOUS COMMENTS
This region is one of the last remaining vast roadless areas that its people and wildlife depend on.	
The road will not affect the cost of living for people in Nome and only reduce shipping costs in the few villages it passes through.	
I don't believe that a road will significantly reduce the cost of living.	
All the road connected Alaska Native villages I have seen are poor and disenfranchised (e.g. Gulkana, Copper Center, Mentasta, Eagle).	
Non-Native neighbors tend to have the best hunting equipment. I can imagine this happening along the new road.	
There are better ways to spend \$2.1 billion in real roads and port infrastructure, i.e. Cape Blossom port and road, road from Kotzebue to Kobuk for access to minerals.	
The engineers mentioned how they are looking at past issues with permafrost to design the roadbed, but did not acknowledge the rapid increase in thermokarst on the landscape.	
NOORVIK	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
Economic development and extract all resources.	
<i>Inexpensive Access/Lower Cost of Living</i>	
Fuel prices and food prices go down.	

Appendix H - Page 60

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Lower cost for traveling by air.	
Cheaper transporting of materials for other villages if needed.	
Economically, it would help.	
<i>Connection to Highway System</i>	
NONE.	
<i>Jobs</i>	
More jobs for people in different villages.	
Job opportunities for our region.	
<i>Intervillage Travel/Access to Areas</i>	
People will be closer together and travel will hopefully delete the travel on the river when it is thin and dangerous.	
<i>Use of Existing Trails/Routes</i>	
NONE.	
NOORVIK	DISADVANTAGES OF A ROAD CORRIDOR
<i>Cultural</i>	
Influx of people and impact on our lifestyle.	
<i>Wildlife</i>	
Migration might change for caribou, fish and other animals.	
Outside hunters.	
<i>Environmental</i>	
NONE.	

Appendix H - Page 61

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

<i>Cost</i>	
NONE.	
<i>Safety/Law Enforcement</i>	
Prisoners running away to villages.	
Vehicle thefts from villages.	
<i>Subsistence Lifestyle Changes</i>	
Our wildlife and subsistence.	
NOORVIK	MISCELLANEOUS COMMENTS
Not much to comment on because it won't benefit our region.	
COUNCIL	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
Easier to get minerals.	
Development is inevitable and is bound to happen.	
<i>Inexpensive Access/Lower Cost of Living</i>	
Open access to travel, cheaper travel than round-trip airfares.	
Lower cost of food, fuel and transportation.	
Saving money on freight, food, gas, oil and propane.	
<i>Connection to Highway System</i>	
Can travel to other towns	

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Jobs	
Increase in jobs	
Intervillage Travel/Access to Areas	
Can visit other villages inexpensively.	
Use of Existing Trails/Routes	
NONE.	
COUNCIL	DISADVANTAGES OF A ROAD CORRIDOR
Cultural	
Not interested in losing our way of life to save money.	
Trespassing, alcohol related accidents, easier to smuggle drugs	
Wildlife	
NONE.	
Environmental	
Mining with heavy duty machines may use toxins that hurt us and our environment.	
Cost	
There is no guarantee that money will be granted for maintenance costs.	
I don't think fuel costs will go down with the road.	
Safety/Law Enforcement	
Rapists, robbers and other criminals may come into our town and hide from the law, putting our families in danger.	
We have enough folks raping and pillaging.	

Appendix H - Page 63

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

If people trespass, the State of Alaska will not enforce, they will say this is a civil matter.	
<i>Subsistence Lifestyle Changes</i>	
Keep the highway out of McCarthy's Marsh and Council, Alaska, so that our subsistence way of life will not falter.	
Interference with subsistence hunting, fishing and green gathering.	
COUNCIL	MISCELLANEOUS COMMENTS
State of Alaska DOT must consider the privately owned land, road or railroad should go over the top or on the side of Mt. Mordant or through Melsing Creek.	
SOUTHEAST ALASKA	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
Mineral deposits in the corridor will be allowed to be explored more efficiently and effectively.	
Choosing Route 1 would provide the most effective economic development and return on investment to the state.	
<i>Inexpensive Access/Lower Cost of Living</i>	
Villages in the region will get access to cheaper power.	
<i>Connection to Highway System</i>	
Infrastructure is the engine which drives the economic growth of our state.	
<i>Jobs</i>	
Ambler mining district has significant deposits which, if developed, would provide desired jobs and a much needed influx of money into the local economy.	
<i>Intervillage Travel/Access to Areas</i>	
NONE.	
<i>Use of Existing Trails/Routes</i>	
NONE.	

Appendix H - Page 64

WAAPS Questionnaire Comment Form
 Summary of Advantages and Disadvantages

SOUTHEAST ALASKA	DISADVANTAGES OF A ROAD CORRIDOR
<i>Cultural</i>	
NONE.	
<i>Wildlife</i>	
NONE.	
<i>Environmental</i>	
This road traverses 500 miles of some of the most pristine wilderness left in the world.	
A road would open this area to mining, increased private ownership, and increased development.	
Pollution, mining, development, private property ownership and increased human population	
<i>Cost</i>	
This road would be a horrendous waste of government resources to benefit a few individuals.	
<i>Safety/Law Enforcement</i>	
NONE.	
<i>Subsistence Lifestyle Changes</i>	
Decreased fish and animal populations.	
SOUTHEAST ALASKA	MISCELLANEOUS COMMENTS
NONE.	

Appendix H - Page 65

WAAPS Questionnaire Comment Form
 Summary of Advantages and Disadvantages

EASTERN ALASKA	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
NONE.	
<i>Inexpensive Access/Lower Cost of Living</i>	
NONE.	
<i>Connection to Highway System</i>	
NONE.	
<i>Jobs</i>	
NONE.	
<i>Intervillage Travel/Access to Areas</i>	
NONE.	
<i>Use of Existing Trails/Routes</i>	
Improving existing transportation and communications would be less expensive and money well spent.	
EASTERN ALASKA	DISADVANTAGES OF A ROAD CORRIDOR
<i>Cultural</i>	
NONE.	
<i>Wildlife</i>	
NONE.	
<i>Environmental</i>	
NONE.	
<i>Cost</i>	
Too much cost. Too little benefit.	

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Expense of construction and maintenance.	
Existing roads still need maintenance.	
There is a strong sense that we shouldn't spend money we don't have. I understand that sometimes money has to be invested to make money, but this is too much for too little. It would be better spend on so many other things that are actively needed right now.	
This is too expensive.	
<i>Safety/Law Enforcement</i>	
NONE.	
<i>Subsistence Lifestyle Changes</i>	
NONE.	
EASTERN ALASKA	MISCELLANEOUS COMMENTS
I see no significant advantage.	
SOUTHCENTRAL ALASKA	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
Economic benefits for those living in the areas.	
Easier development of natural resources along the route selected.	
This will undoubtedly improve these communities economically and socially.	
This will allow more opportunity for increased tourism to the region that will benefit the state.	
It would clearly open up the area to tourism, mining and the people living there.	
Increased access for any number of programs, tourists, businesses, etc.	

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

<i>Inexpensive Access/Lower Cost of Living</i>	
Economic benefits for members of these communities, such as lower cost of living.	
The Seward Peninsula needs to be connected to a main road system in Alaska to lower shipping costs.	
Too much of our state is locked up. It can't be developed and air transportation is very expensive.	
I'm afraid a lot of the villages will die out if they can't get cheaper transportation and shipping.	
<i>Connection to Highway System</i>	
Any road is better than none. Once it's built, the villages will figure out ways to connect to it.	
This road would connect many outlying communities with the current road system and infrastructure.	
Nome and many other areas in AK are considered remote because there are no roads by which to access them. Build it and other roads and bridges to bring more parts of AK into this century!	
Open up the area to civilization, tourism, hunting, fishing, camping, etc.	
<i>Jobs</i>	
Jobs that will be created for the construction and operation & maintenance of the road.	
<i>Intervillage Travel/Access to Areas</i>	
NONE.	
<i>Use of Existing Trails/Routes</i>	
NONE.	
SOUTHCENTRAL ALASKA	DISADVANTAGES OF A ROAD CORRIDOR
<i>Cultural</i>	
The potential cultural/societal change that road access brings to the region can be quite detrimental.	
This road system will be open to the public from then on.	

Appendix H - Page 68

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Immigration of people who know nothing about the place and who will only increase the ruination of the land and waters.
Wildlife
NONE.
Environmental
Heavy increase in pollution.
Ruination of lands and waters.
Cost
There is no possible way such a project could reap benefits that would outweigh all of its costs. It is entirely and sadly misguided.
Costs more to ship goods to Fairbanks from Anchorage/Seward.
We don't have enough money as a state to maintain our existing road network, and new construction like this will make our road maintenance problems much worse.
\$2 billion dollars? Are you serious? That is serious money when government has effectively shut down oil and natural gas exploration and refining.
Who is going to pay for this? The national debt? This is a terrible idea.
The US cannot afford it right now, and senators should not be trying to buy support by securing their chunk of the "stimulus package" for their home state.
High costs of maintaining said roads through winter and through permafrost ground in the spring when everything gets wet and marshy on the tundra.
Too expensive no matter how you look at it.
Cost.
Two billion dollars can be better invested in projects that bring real benefits to all regions of the state.
Safety/Law Enforcement
NONE.

Appendix H - Page 69

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

<i>Subsistence Lifestyle Changes</i>	
Risks to fishing, hunting and traditional lifestyles.	
SOUTHCENTRAL ALASKA	MISCELLANEOUS COMMENTS
I strongly oppose a road system. The only truly acceptable system would be a railway.	
What resource or market that cannot be accessed currently, will be accessed by this project?	
I favor rail to Canada. However, the entrenched maritime shippers in Seattle will oppose any change.	
Should follow the Iditarod Trail from Anchorage.	
I would think electrified rail might be preferred to a road.	
SOUTHWEST ALASKA	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
NONE.	
<i>Inexpensive Access/Lower Cost of Living</i>	
It will lower costs and make life more affordable, more sustainable, and healthier for the people of Western AK.	
<i>Connection to Highway System</i>	
NONE.	
<i>Jobs</i>	
NONE.	
<i>Intervillage Travel/Access to Areas</i>	
NONE.	

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

<i>Use of Existing Trails/Routes</i>	
NONE.	
SOUTHWEST ALASKA	DISADVANTAGES OF A ROAD CORRIDOR
<i>Cultural</i>	
Trash, dust, oil discharge from vehicles, broken vehicles, accidents, DWI and DUI's, animal-vehicle accidents, trespass on private property, and fires.	
It will only benefit the greed of white men.	
Too many variables that may be of negative impact to communities along the way.	
Loss of culture that will occur with influx of outsiders.	
Whole new way of life.	
<i>Wildlife</i>	
NONE.	
<i>Environmental</i>	
NONE.	
<i>Cost</i>	
NONE.	
<i>Safety/Law Enforcement</i>	
Blizzard storm accidents.	
<i>Subsistence Lifestyle Changes</i>	
Non-native poachers, fishing violations, killing animals for no reason	
SOUTHWEST ALASKA	MISCELLANEOUS COMMENTS
We could pay for this whole thing in a single year by simply NOT giving the oil companies the big tax cut Parnell is currently proposing.	

Appendix H - Page 71

WAAPS Questionnaire Comment Form
 Summary of Advantages and Disadvantages

INTERIOR ALASKA	
INTERIOR ALASKA	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
Tremendous opportunity for development.	
Mineral and energy development.	
Access for this region to the railbelt and ice free tidewater ports will provide vital infrastructure for development of the many resources in the area.	
Access to resources and improvement in service.	
Opens more state ground to resource development.	
<i>Inexpensive Access/Lower Cost of Living</i>	
Cost of living for residents in the road corridor.	
There may be reduced fuel cost.	
<i>Connection to Highway System</i>	
Some village people would drive the road in summer.	
<i>Jobs</i>	
NONE.	
<i>Intervillage Travel/Access to Areas</i>	
NONE.	
<i>Use of Existing Trails and Routes</i>	
NONE.	

Appendix H - Page 72

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

INTERIOR ALASKA	DISADVANTAGES OF A ROAD CORRIDOR
<i>Cultural</i>	
Cultural impacts.	
The road would be open in the summer for the tourists to fish all the rivers and streams out.	
<i>Wildlife</i>	
NONE.	
<i>Environmental</i>	
NONE.	
<i>Cost</i>	
Some difficult construction terrain and high maintenance costs.	
I seriously doubt the cost analysis is accurate.	
Maintenance is extremely expensive on this terrain. The large drifts that would develop, throughout most of the route, would be cost prohibitive to maintain in the winter.	
Fuel and other supplies are landed in Kivalina much cheaper than very expensive overland trucking.	
The construction and maintenance cost would be very expensive to the State. Benefit to a few village people would be subsidized by a huge loss to the declining treasury.	
<i>Safety/Law Enforcement</i>	
NONE.	
<i>Subsistence Lifestyle Changes</i>	
The Western Arctic Caribou herd will be obliterated and restricted like the 40-mile herd is right now.	
INTERIOR ALASKA	MISCELLANEOUS COMMENTS
The benefit to Alaskans would be minimal to the general public, minimal to the villages, and detrimental to the declining State treasury.	

Appendix H - Page 73

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

The Western Alaska Access Corridor is a failed concept. Do not approve further expenditure until real companies come forward with cost benefit to the State of Alaska.

A shipping terminus at the Yukon River that avoids the Tanana River would decrease shipping cost to river communities and the alternative road route would provide access to the Kuskokwim region also.



OTHER LOCATIONS	ADVANTAGES OF A ROAD CORRIDOR
------------------------	--------------------------------------

Economic Development/Mining

Economic opportunities for off-highway native villages; Short and medium term - highway construction.

Inexpensive Access/Lower Cost of Living

NONE.

Connection to Highway System

NONE.

Jobs

Long term - Natural resource jobs, development, tourism, etc.

Intervillage Travel/Access to Areas

NONE.

Use of Existing Trails/Routes

NONE.

OTHER LOCATIONS	DISADVANTAGES OF A ROAD CORRIDOR
------------------------	---

Cultural

NONE.

Wildlife

NONE.

Appendix H - Page 74

WAAPS Questionnaire Comment Form
 Summary of Advantages and Disadvantages

<i>Environmental</i>	
Environmental impacts	
<i>Cost</i>	
Expense	
No one is willing to pay to maintain this road as those costs would be exorbitant.	
<i>Safety/Law Enforcement</i>	
This road would be just plain dangerous. People would try to drive these long distances in the winter and some would break down in the vast remote areas.	
It would increase bootlegging in the near villages and create more problems.	
<i>Subsistence Lifestyle Changes</i>	
Long term negative social impact on subsistence communities.	
It will take our subsistence resources away and drive them away and not come back!	
Taking our food away from us.	
OTHER LOCATIONS	MISCELLANEOUS COMMENTS
NONE.	
NO LOCATION GIVEN	ADVANTAGES OF A ROAD CORRIDOR
<i>Economic Development/Mining</i>	
Develop natural resources.	
<i>Inexpensive Access/Lower Cost of Living</i>	
Lower fuel/supply prices to bush Alaska.	

Appendix H - Page 75

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

Connection to Highway System	
Port of Nome is not ice free.	
Alaska needs more roads to connect bush Alaska.	
Option of using a road to Nome or Fairbanks and points in between instead of flying.	
Jobs	
NONE.	
Intervillage Travel/Access to Areas	
NONE.	
Use of Existing Trails/Routes	
NONE.	
NO LOCATION GIVEN	DISADVANTAGES OF A ROAD CORRIDOR
Cultural	
It opens up our villages to outsiders and that the government is given more power to take our rights away and take over our native lands, hunting and subsistence.	
Wildlife	
Too many people traveling will give the wildlife near the road stress and will shrink their domain.	
Environmental	
NONE.	
Cost	
NONE.	
Safety/Law Enforcement	
Opens us up to more crime.	

WAAPS Questionnaire Comment Form
Summary of Advantages and Disadvantages

<i>Subsistence Lifestyle Changes</i>	
NONE.	
NO LOCATION GIVEN	MISCELLANEOUS COMMENTS
NONE.	