

## **Foothills West Transportation Access Meeting Summary**

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### **Public Meeting in Barrow 8/20/2009**

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DOT&PF conducted a public meeting in Barrow for the Foothills project on August 20<sup>th</sup>, 2009 at 3:00pm. DOT&PF personnel introduced themselves and discussed project information contacts. A presentation was then given about the proposed project that described the proposed study activities and scheduled fieldwork. An emphasis was made that we are early in the preliminary design process and have not started the NEPA process. The project study area was described, and maps were presented showing current study areas and data collected to date. Questions and comments were solicited after the presentation. A translator was utilized for communicating the project to the Elders at the meeting.

The following State of Alaska personnel and its contractors were in attendance:

Ryan Anderson, DOT&PF	Paul Karczmarczyk, DOT&PF
Casey Adamson, DOT&PF	Steve Reidsma, 3PPI, Inc.
Representative from Stephen Braun and Assoc.	

### **Community Comments (Direct Comments Recorded)**

1. Should have meetings in Nuiqsut and Anaktuvuk Pass to involve other villages.
2. What types of “fieldwork” will be done?
3. Has the state obtained the required permits from the North Slope Borough to conduct these studies?
4. Follow up meetings should occur. There was a funeral on the day of the Barrow meeting. Meetings should not conflict with subsistence or other events taking place in Barrow. Post notices and announce on KBRW; notify UIC, ASRC, ICAS, Whaling Captains’ associations, and NSB Department of Wildlife.
5. Are the notes for the meetings, including Nuiqsut and Anaktuvuk Pass, available to the public?
6. Has the North Slope Borough Department of Wildlife been consulted during this process, on the different proposed routes? They may be doing studies in the region; the state should consult with them.
7. A 404 permit will be required.
8. Have the oil and gas industries commented on other alternatives like a zero footprint or using ice roads in that area?
9. How are caribou migration corridors being considered?
10. Subsistence activities and subsistence rights have been diminished by the state.

11. State rules will apply to the road if the state owns the road. Their laws and restrictions will affect subsistence in that area.
12. How will cultural site findings be addressed?
13. If artifacts are taken out of the field, who will have ownership of those artifacts?  
In the past, artifacts have gone to universities and not to the community.
14. If cultural sites are found, a buffer zone needs to be in place as to not disturb the site.
15. Consider federal jurisdiction over cultural sites, not just state jurisdiction.
16. Consider burials throughout BIA lands. Consider the archaeological surveys at the BIA level.
17. Do not want the state to tighten regulations on hunting caribou because of increased access to the area. In other areas of the state, residents can only get one caribou.
18. If the state wants this road, it will happen regardless.
19. What is the timeframe for construction of the project?
20. If the oil and gas industries fund the project, would it be built faster?
21. Residents are afraid that what happened with the Dalton Highway will happen with the Foothills Road. The people's concerns will not be heard and the state will proceed against residents' wishes.
22. What factors are driving the state's decision on the route alternatives? Choose the least environmentally damaging route.
23. The state should take into account the impacts on the health of the people, individual species in the area, and subsistence.
24. Are the tribal entities being involved in the process?
25. The state should submit information to the tribal entities in a timely fashion for them to comment.
26. The state needs to be aware of the different federal codes that are relevant to the area in 36 CFR or 43 CFR.
27. Make sure the Native Village of Barrow is informed throughout the process.
28. Be aware of Native Allotments in the area. Be aware of the restrictive land status of Native Allotments and that permitting to cross them can take time.
29. Native Village of Barrow jurisdiction (Native Allotments) is different than that of the North Slope Borough. The area close to Umiat is under Native Village of Barrow jurisdiction.
30. Is the new governor still in support of this project?
31. Have different styles of road construction been considered, for example, suspended roads?
32. Will firefighters cover that area of development? The last tundra fire smoldered for months.
33. Who will manage the road?

34. Will there be local hire to work on the road for both construction and maintenance?
35. Vera Williams, realty director for the Native Village of Barrow, would like to be considered an interested tribal entity (NVT Realty Department) for notifications.

DOT&PF closed the meeting, and offered to come back again in October to describe the progress of the project, and provide another chance for community members to offer comments and ask questions. In the meantime, DOT&PF will provide updates in the form of newsletters and on the project website.