

**Foothills West Transportation Access
Meeting Summary
Public Meeting in Anaktuvuk Pass
July 15, 2010 @ 6:00 pm**

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) held a public meeting in Anaktuvuk Pass to provide an update on progress on the proposed Foothills Access project on July 15, 2010 at 6:00 pm. A project description of the study area (Umiat to Galbraith Lake corridor) and a brief review of last year's field studies and research were presented to the 54 residents of Anaktuvuk Pass who signed in at the entrance to the meeting. The sign-in sheets are attached to this summary of the issues raised by the public at the meeting.

The Department's goal of narrowing down the 6 mile wide corridor this year based on environmental, cultural, engineering and land status criteria was discussed. An overview of the fieldwork scheduled for this season was presented and discussed including data collection in the following areas: cultural resources, wildlife, wetlands and archeology. In addition, Phase I study results were summarized. The DOT&PF emphasized that the proposed project is currently funded for design, engineering and baseline studies but that no state, federal or private sector construction funding has been identified or appropriated at this point.

The public was informed of their future opportunities to participate in the formal NEPA process if/when the proposed project reaches a point where the developer has defined a more specific project that they would like to carry forward into the permitting process. The project is currently in the "pre-NEPA process".

The DOT&PF discussed their initiatives to work with the local tribal entities to provide local hire opportunities for Nuiqsut, Anaktuvuk Pass and Barrow residents even on the pre-NEPA phase of this project. The Department representative described the local recruitment efforts on which they have partnered with the tribes and have asked their contractors to conduct the bear guard training that is required by the project's liability insurance providers.

During and after the meeting, maps of the study area, all routes evaluated and the route that appears to best meet local environmental, cultural and engineering criteria were presented and discussed in some detail with those in attendance. Questions and comments were solicited after the presentation. A translator was used for communicating the project to the community elders. Interest in a caribou presentation during the next set of public meetings was expressed by several community members.

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

Ryan Anderson, DOT&PF

Scott Maybrier, DOT&PF

Casey Adamson, DOT&PF

Kelley Hegarty, KH&A

John Hechtel, 3PPI

Jessica Moody, 3PPI

Summary of Community Questions and Comments

1. Palin already said she wanted a road; the state will build a road with permits or not.
2. What made Palin pop out of nowhere and want to build a road to Umiat without input from our people?
3. Next year, you'll be building bridges.
4. How will the road benefit our communities?
5. There is nothing on paper that shows our questions and concerns from the last meetings, we need something on paper. (DOT&PF explained that all community meeting notes are posted on the project website and assured residents that notes from this meeting will be, too.)
6. What's the main reason for building the road to Umiat? Is it for a mine they are building?
7. DOT is benefiting – why not give us a share of our benefits – you are hurting our caribou migration route. You can benefit AKP like you will benefit yourselves. Why not give us a dividend?
8. You stated earlier that you have \$8 million and are spending it on wetlands and environmental studies. After the \$8 million is spent you need so many more millions to build the bridges.
9. Will the road be built by 2013?
10. The state is going to make billions from oil; where is our share?
11. Our people are experts in caribou – besides the movement to the north, they are moving way west. The caribou are from our village. We are borderline on hunting. It's impacting everything from our village. We are grounded. There are certain areas we can't go with ATVs. It's impacting us; there are certain areas we can no longer go hunting.
12. You should be hearing from the people and residents themselves, not people from other places.
13. Can you show us on the map where the tundra fire was?
14. Why don't you build a road from Prudhoe Bay to Umiat?
15. Why doesn't anyone bring gas to us locally?
16. Why can't the government's decision makers be here in our community for these meetings?
17. If the road is built, will it be public access?
18. Our main diet besides caribou is fish. The AKP river and Chandler river will be affected by this; this makes us worry. What are we going to get out of this besides loss of our fish and caribou?
19. If the caribou change their migration it could lead to starvation for our village.
20. Why can't you move away from the rivers we rely on?
21. We need to see impact money like NPRA has impact money – we don't get any of that.
22. Who picked this route?
23. Who do we write letters to with our concerns about the project?
24. At the next meeting you should have a presentation on caribou.

When there were no more questions or comments, DOT&PF thanked everyone for attending and ended the meeting. Based on repeated requests for the Department to return with a caribou wildlife biologist who understood the species' movement in this area, DOT&PF offered to return in October to offer more updates of summer progress and discuss caribou migration in greater detail and collect local knowledge on this subject. DOT&PF will post meeting notes on the project website.