

03/06/14
MEGAPROJECTS :
AMBLER MINING
DISTRICT ROAD
& JUNEAU
ACCESS

<TARGET><BILL></BILL><SUBJECT>03-06-14 MEGAPROJECTS
AMBLER MINING DISTRICT ROAD and JUNEAU
ACCESS</SUBJECT><COMM>STRA28</COMM></TARGET>



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

Department of Transportation and
Public Facilities

OFFICE OF THE COMMISSIONER
Patrick J. Kemp, P.E., Commissioner

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July 18, 2013

Senator Fred Dyson
12641 Old Glenn Highway
Suite 201
Eagle River, AK 99577

Dear Senator Dyson:

Thank you for your June 27, 2013 letter asking about the state costs per person on the various modes of transportation. You specifically asked that we keep this at the "10,000 foot view" and not become too detailed. I trust you will find we have kept this analysis suitably factual.

Each borough or census area in the state was identified as benefiting from one or more of the three major transportation systems: the Alaska Marine Highway System, the Rural Aviation System and the state highway system. We elected to not include the International Airport System as it is self-financed from revenue generation.

Judgments were made as to the degree of benefits of each system to each borough or census area. For example, Nome, Juneau, Sitka, Kodiak and other larger areas have an extensive road system, even though they do not connect to the continental highway system. The populace therefore was included as benefitting from roads. Further, while areas such as the Kenai Peninsula do include an AMHS ferry terminal, this system is not of significant routine benefit to the residents of that borough. Each of these judgments can be questioned, but overall I believe we have applied a consistent logic.

Based on the above selections, we then calculated the cost per person by dividing the number of citizens benefiting from each mode into the net cost (after revenue of all types is accounted). This yields a cost per capita, per system as follows:

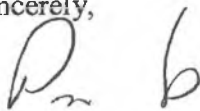
System	Number of Primary Users	Net Cost to State	Cost Per Capita
Highways	674,012	\$28,545,600	\$42
Rural Aviation	206,480	\$42,944,300	\$166
AMHS (Ferries)	107,525	\$118,812,900	\$1,105
All Systems	732,298	\$181,642,200	\$248

On the capital side, we did not prepare a similar analysis. In part because:

- Capital programs vary in amount from year to year.
- The capital program involves a variety of federal money, which is often specific to certain types of work, such as specific ferry money, or airport runway safety area funding.
- Capital costs are focused on long-term assets; such accounting would have to go back decades to fairly capture costs to some elements of each mode, making an analysis very time intensive.

Please let me know if you need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "P. Kemp". The signature is written in a cursive style with a large initial "P" and a smaller "Kemp".

Patrick J. Kemp, P.E.
Commissioner
Department of Transportation and Public Facilities

Thank you very much for holding this oversight hearing on two transportation mega-projects that have been in the planning stages for years which have ongoing questions concerning whether they should or will move forward, especially within the context of other transportation needs including a significant maintenance backlog. I am testifying today on the proposed Ambler road, one of several “roads to resources” projects the State of Alaska is pursuing. With the Governor’s budget proposal for fiscal year 2015 included, the legislature will have appropriated \$77.5 million for “roads to resources.” This amount includes \$32 million for the proposed Umiat road, where there is no need for the project as any oil produced can move to TAPS via pipeline without an adjacent road.

My name is Lois Epstein and I am an Alaska-licensed engineer representing The Wilderness Society where I am the Arctic Program Director. I am the former Director of the non-profit Alaska Transportation Priorities Project. I have issued two editions of a report entitled *Easy to Start, Impossible to Finish* in 2010 and 2012, respectively, which document the tens of millions of dollars spent on planning road and bridge projects that likely will not materialize because they do not have realistic financial and business plans for funding the projects and will not provide meaningful state benefits, particularly to local residents impacted by the projects.

The goal of this short testimony is to convince you, as decision-makers, that the administration has gotten ahead of itself on Ambler road by appropriating nearly \$18 million to date with another \$24 million proposed over the next three years to refine road details before there is a well-developed business case for the mine and without ensuring local government support which AIDEA must have. In addition, the project will provide little state revenue (true for mining projects generally). And if NovaCopper decides that its mine is not viable, the \$42 million spent by the state will have been wasted money.

The proposed Road to Ambler project would consist of a 211- to 370-mile road to the mining district. In April 2013, NovaCopper and AIDEA signed an MOU essentially giving AIDEA the lead rather than Alaska DOT. AIDEA issues revenue bonds that are paid back by industrial entities, however it is unlikely that NovaCopper and other companies will pay for the entire cost of the road including its planning, construction and maintenance. According to a 2013 NovaCopper press release, the company expects to pay the state \$9.7 million per year for the 12 year mine life, a total of \$116.4 million for this estimated \$430-\$990 million road, with operational and maintenance costs additional.

On the business case, NovaCopper has not yet reached the “prefeasibility” stage. Before reaching that point, NovaCopper’s consultant’s recommendations include additional technical studies and other steps costing over \$6 million.¹

¹ Preliminary Economic Assessment Report on the Arctic Project, Ambler Mining District, Northwest Alaska, Tetra Tech for NovaCopper, Inc., September 2013, pp. 1-15, 26-1, http://www.novacopper.com/i/pdf/reports/2013_Arctic_PEA_FINAL.pdf.

Regarding local support, 4 communities in the region (Bettles, Evansville, Alatna and Allakaket) have passed resolutions against this project, and more may pass as other communities learn more about it. The Brooks Range Council was established by Interior Alaskans in 2012 to oppose the regional land use changes that would be created by the project and its associated mines.

The proposed routes raise concerns about degradation of subsistence resources including moose, caribou whose migration might be altered with a long east-west road and increased non-local hunting, adverse impacts to fish including tributaries supporting Yukon River salmon, increased traffic access to this remote region with a strong wild lands tourism-based economy, significant asbestos exposure, and decreased quality of life.

The mining industry provided only \$60.8 million in state revenue in 2013, representing less than 1 percent of the unrestricted tax revenue received by the Tax Division of the Alaska Department of Revenue.²

I'll end with concerns about AIDEA taking the lead on this project. AIDEA does not participate in state transportation planning. That means that money which goes to AIDEA for this project's construction and maintenance will not go to other state transportation projects, but residents from other parts of the state will have no say in those decisions. AIDEA also does not need to meet federal transportation law requirements for public transparency – including but not limited to notification of community meetings – for its road projects. Currently there is no Ambler Road information available to the public on the agency's website. Last, public-private partnership plans need extensive scrutiny by experts and the legislature – note the change this fall from a public-private partnership for the Knik Arm Bridge to a direct appropriation.

I am happy to provide legislators with contacts in the region and statewide, both Native and non-Native, who can provide more information on their concerns with the project. Thank you for your attention to these important issues.

² As a percentage of total unrestricted revenue, Revenue Sources Book, Fall 2013, Alaska Department of Revenue, <http://www.tax.alaska.gov/programs/documentviewer/viewer.aspx?1022r>.

Proposed, Major Transportation and Energy Infrastructure Projects, Money Appropriated, and Project Costs

Project	Money Appropriated	Estimated Cost
Knik Arm Bridge	\$146.8 million (federal and state)	\$1.6 billion
Juneau Access	\$60.3 million (federal and state)	\$548.4 million (road costs only, i.e., no ferry costs)
Gravina Island Access	\$146.3 million (federal)	\$264.1 - 317.1 million for a bridge, i.e., not a ferry, alternative ¹
Ambler Road	\$17.8 million (state)	\$430 - 990 million
Umiat Road	\$32 million (state)	\$357 - 384 million
Road to Tanana (formerly the much-longer road to Nome)	\$13.3 million (state)	\$69 million (to Tanana without a Yukon River bridge)
West Susitna Access	\$0.25 million (state)	\$216.9 - 504.3 million
Total Trans. Projects	\$416.8 million	\$3.5-4.4 billion
Susitna-Watana Dam	\$172.7 million (since 2008, state)	\$5.2 billion
In-State Gas Line	\$355 million (2013, state)	\$7.6 billion
Interstate Gas Line (AGIA) ²	\$300 million (since 2008, state)	\$500 million
Total Energy Projects	\$827.7 million	\$13.3 billion
Combined Total	\$1.24 billion	\$16.8 - 17.7 billion

Information compiled by Lois Epstein, P.E., The Wilderness Society, lois_epstein@tws.org, 907.748.0448, March 2014.

¹ Includes \$41.1 million spent to build the Gravina Island Highway, completed in 2008, and meant to connect to a bridge to Ketchikan.

² This item will need to be updated if changes are made to the AGIA legislation during 2014 legislative session.

[Home](#) » [Transportation](#) » Juneau Road

Juneau Road

The proposed Juneau Road would add 50 miles of new road to the Juneau road system, dead-ending at a new ferry terminal on the Katzeihin River. From there, drivers would have to catch a shuttle ferry to Haines or Skagway.

This two-lane road, estimated to cost well over \$500 million, would cross 36 avalanche chutes and miles of unstable, difficult terrain, creating an expensive to maintain and dangerous gauntlet for winter drivers and workers.

For the last 17 years, SEACC, our allies, and thousands of Alaskans have opposed this boondoggle. Unfortunately, sometimes bad ideas just don't go away, and we need you to speak up once more to stop the road.



Top 4 Reasons to Oppose the Road

We can't afford it.

The road's estimated cost is \$524 million and counting. \$524 million does not include the maintenance and regular operations required to keep the road open once built. Alaska is in the middle of a revenue crisis. Every dollar spent on this boondoggle is a dollar not spent on our schools or communities. If we say yes to this road, we will be spending money on this every year for the next 40 years.

It's not safe.

The proposed route crosses through 36 avalanche zones and DOT estimates it will be closed 34 days every year due to avalanche and weather conditions. DOT estimates that 8 deaths will occur on this road in the next 30 years. No deaths have occurred in the 50+ years of ferry service in Lynn Canal. There has been no discussion about additional publicly funded emergency needs or highway patrol.

It would destroy Southeast Alaska's iconic coastline.

The road would cut through the gorgeous and productive ecosystems that Southeast Alaska is known for, including Berner's Bay, the Katzeihin River Delta, and Lynn Canal. It will invade critical habitat for sea lions and mountain goats. Essential fish habitat will have to be dredged for the road's numerous bridges. Alternative options for transportation exist. This environmental impact is not necessary.

It will decrease, not increase quality of life.

Travelers won't be able to get to or from the ferry terminal without a car. This will effectively eliminate the walk-on option for ferry service. This will reroute traffic in ways that will hurt the economies of Haines and Skagway which rely on tourist dollars.

Take Action

Sign the petition to Governor Parnell and Alaska Legislative leaders. The Governor has proposed spending \$35 million to start construction in Summer 2014, beginning with a road to the Kensington Mine. The time is now to stand up and ask the legislature to take this unnecessary and destructive project off the table.

Let's protect this place we call home! Thanks for taking the time to sign this petition.

change.org  Start a petition  Browse  Search



Background Resources

[Home](#) » [Tongass News](#) » Time to Wake up; Juneau Road is back

Time to Wake up; Juneau Road is back

Posted by James Sullivan at Jan 14, 2014 12:20 PM | [Permalink](#)

Filed under: Legislature, Transportation, Ferries, Juneau, boondoggles, Governor Parnell, Ska Juneau Road

Governor Parnell has unfortunately allocated \$35 million for the flawed and destructive "Road to Nowhere" in his [2015 budget proposal](#). The Alaska Legislature will begin deliberations on this project starting next week. For two decades SEACC has blocked efforts to punch a highway through the extraordinary Berners Bay and Lynn Canal. Unfortunately, the idea won't go away and, if the legislature approves the appropriation that Governor Parnell proposed, construction could very well begin this summer. Alaskans need to speak up and let our elected officials know that this "Road to Nowhere" is a bad idea.

As SEACC members and supporters you are probably all too familiar with the numerous problems but for those who have arrived to Southeast since 2008, when we last fought this project, or are new to the area, here is a quick assessment of them:

The plan is to end mainline ferry service at Auke Bay and extend the road from Echo Cove on the Katzehin River. From there, passengers will embark on a shuttle ferry to Haines or Skagway. Numerous alternatives exist, here is a quick assessment of them:

- **Safety through this region will always be a major concern.** According to previous studies, landslides and other hazards. The road would be unreliable in winter months, and would be due to avalanche danger. In 2006, Alaska Department of Transportation (DOT) estimate 600 road accidents (over a 40 year period), and an estimated 600 non-fatal accidents would occur. In contrast, there have been no safety related deaths on the marine highway.
- **This transportation plan eliminates foot and public transportation options.** By ending ferry service at Terminal for Haines and Skagway you eliminate transportation options. This will put additional burdens on those unable to travel by car. It also compromises the ability of tourists and people who are accessing different communities.
- **The price for this mega project is extreme.** According to the most recent Alaska Statewide Transportation Program (STIP) the road is projected to cost \$520,088,600 but that price leaves out the cost of the bridge that will increase the overall price. A thorough geotechnical study for the 20 miles south of Auke Bay by DOT (phase I was done by Golder Assoc. in 2006 a phase II was not completed); it is a difficult stretch of land will drive up costs even more. The maintenance costs will be exponential. The additional costs of having two ferry terminals to serve Juneau when only one is necessary.
- **This road will destroy fish and wildlife habitat.** Activities such as adding fill material at Berner's Bay for bridge construction as well as a bridge to cross the Katzehin River will destroy habitat. The Road will also pass through major sea lion haul outs and rookeries. Recent studies show a decline in Kensington goat population, and the road corridor lies atop key goat winter range.
- **Alaska is going through a steep decline in revenues.** Due to last year's change in tax structure, there is a decrease in revenues. Even with dramatic cuts in our expenditures the state is projected to have a deficit of \$2.4 Billion. So with deep cuts already expected in education and social services why waste money on a wasteful project.

So the big question remains: Due to the dangerous, expensive, and destructive nature of boondoggles, considering it when a viable alternative option already exists?

Call your legislator today and let them know that you support the Alaska Marine Highway System. Stop spending money on this boondoggle.

If you have questions or want to help get involved this legislative session feel free to contact us at james@seacc.org . [Click here](#) to for more info on our website.

Filed under: [Legislature](#), [Transportation](#), [Ferries](#), [Juneau](#), [boondoggles](#), [Governor Parnell](#), [Ska Juneau Road](#)



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Police Dept. 907.766.2121 • (fax) 907.766.2128
Fire Dept. 907.766.2155 • (fax) 907.766.3373

March 5, 2014

Senator Dennis Egan, Chair, Senate Transportation Committee
Representative Peggy Wilson, Chair, House Transportation Committee

Dear Senator Egan and Representative Wilson,

As you know, the Haines Borough prefers improved ferry service over a hard link as the method for achieving the connection of Juneau to interior and western Alaska. Our reasoning is simple: the Alaska Marine Transportation System uses the existing highway that ties together the communities in the archipelago: Lynn Canal and the Inside Passage. Juneau is but one of the communities in that group. When considering the massive investment of state funds that would be required to build the East Side Road up Lynn Canal (some say more than half a billion dollars for the link from Juneau to Katazhin), there might be a greater benefit to a greater number of people to provide for regular, reliable ferry service between already established ports – forestalling the necessity to build the two new ports required by the current plan for the East Side Road.

The Haines Borough has been criticized for lobbying against this linkage on the basis that the project is about Juneau, not Haines. We beg to differ. Most of the proposed road travels through the Haines Borough. If the proposal were simply to extend the Egan Highway, say to Kensington Mine, the Haines Borough would remain silent, if not actively in support. But that is not the stated objective. The stated objective is to drive a hard link from Juneau (overlooking the fact that a ferry will be required nonetheless) to the Haines Highway or the Klondike Highway.

Given that a hard link is the objective, we have repeatedly asked DOT/PF to reconsider the West Side linkage. Now we ask you to request a serious, numbers-based, presentation of this West Side road. We understand that some of the members of the Senate and House Transportation Committees are unfamiliar with the West Side option. This option travels up the very flat terrain of the west side of Lynn Canal.

The advantages of the West Side route are many. Though none of us on the Borough Assembly are civil engineers, we are told that the West Side route is less challenging

to construct and would be less problematic to maintain given that it is free of the many slide and avalanche zones that characterize the East Side route. Like the East Side route, it would provide land access to land that is already in various stages of development – commercial and residential; but unlike the East Side Route, in the future, the West Side link could connect the additional settled communities of Excursion Inlet and Gustavus. We understand that the larger goal of the Department of Transportation and Public Facilities is exactly that: to link communities with a road system. We think these advantages make the West Side route worthy of your consideration. We respectfully request that you request DOT/PF to brief you on the West Side Route; its advantages and disadvantages compared to the East Side Route, so that you can make an informed decision about the best way to improve Juneau Access and enhance our statewide transportation system.

Sincerely,



Stephanie Scott
Mayor, Haines Borough

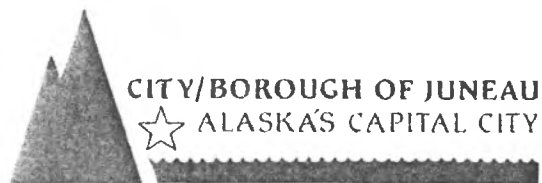
Cc:

Senate Transportation Committee members: Sen. Fred Dyson, Vice-Chair; Sen. Anna Fairclough, Sen. Hollis French, Sen. Click Bishop.

House Transportation Committee members: Rep. Doug Isaccson, Vice-Chair, Rep. Kreiss-Tompkins, Rep. Bob Lynn, Rep. Craig Johnson, Re. Lynn Gattis, Rep. Eric Feige

Senator Bert Stedman

Members, Haines Borough Assembly
Julie Cozzi, Interim Haines Borough Manager
Michelle Webb, Interim Haines Borough Clerk



OFFICE OF THE MAYOR

Telephone: (907) 586-5240; Facsimile: (907) 586-5385

Mayor@ci.juneau.ak.us

March 3, 2014

Honorable Dennis Egan
Chair Senate Transportation
Alaska Senate
State Capitol, Room 9
Juneau AK 99801

Honorable Peggy Wilson
Chair House Transportation
Alaska House of Representatives
State Capitol, Room 9
Juneau AK 99801

RE: Joint Senate and House Transportation Meeting with Juneau Access

Dear Senator Egan and Representative Wilson:

I appreciate the opportunity to provide this letter of support for Juneau Access to the Joint Senate and House Transportation Committee.

My comments about Juneau Access are offered largely in the context of budgets.

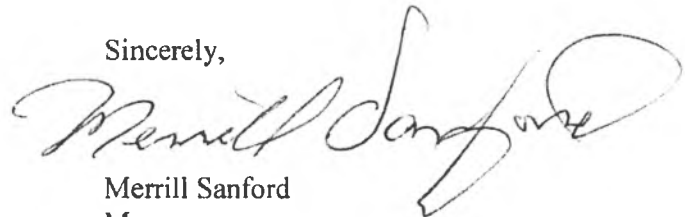
For some twenty years – as Chief of the Fire Department, a member of the CBJ Assembly and now as Mayor of Juneau, I have worked with budgets. It is always a struggle to find a balance between what we need and what we can afford and to consider both the capital cost of constructing vital infrastructure as well as ongoing operational costs. As the Transportation Committee considers Juneau Access, I trust that future sustainability of services will be seriously evaluated.

The official position of the City and Borough of Juneau is firmly in support of Juneau Access. Juneau also understands the critical importance of the Alaska Marine Highway System to all of Southeast Alaska. I firmly believe that the future of ferry service in Southeast depends on a system that is fiscally sustainable in light of declining state revenues but that still meets the basic needs of the traveling public and Alaska's roadless communities. History has proven that the cost of maintaining roads in Alaska is substantially less than operating and maintaining ferries. When Juneau Access is complete, two expensive mainliners will no longer be required for the northern Lynn Canal route, and ferry service to other Southeast communities will be more secure and even improved. In my mind, better ferry service for other Southeast communities with lower operating costs for the Marine Highway is one of the most important benefits of Juneau Access.

Equally important, again in light of state budgets, are the opportunities for expanded economic activity provided by this road. The benefits are not limited to northern Southeast. Construction of the road will employ hundreds of Alaskans from around the state. Once built, the road will support increased commerce from tourism and fisheries to numerous small businesses. This economic activity is vitally important to our region.

Juneau Access will serve to improve and secure transportation throughout the region and give us the boost needed to stabilize and grow our Southeast economy.

Sincerely,

A handwritten signature in black ink, appearing to read "Merrill Sanford". The signature is written in a cursive style with a large, looping initial "M".

Merrill Sanford
Mayor

cc: Representative Cathy Munoz
Representative Sam Kito III
Kevin Jardell

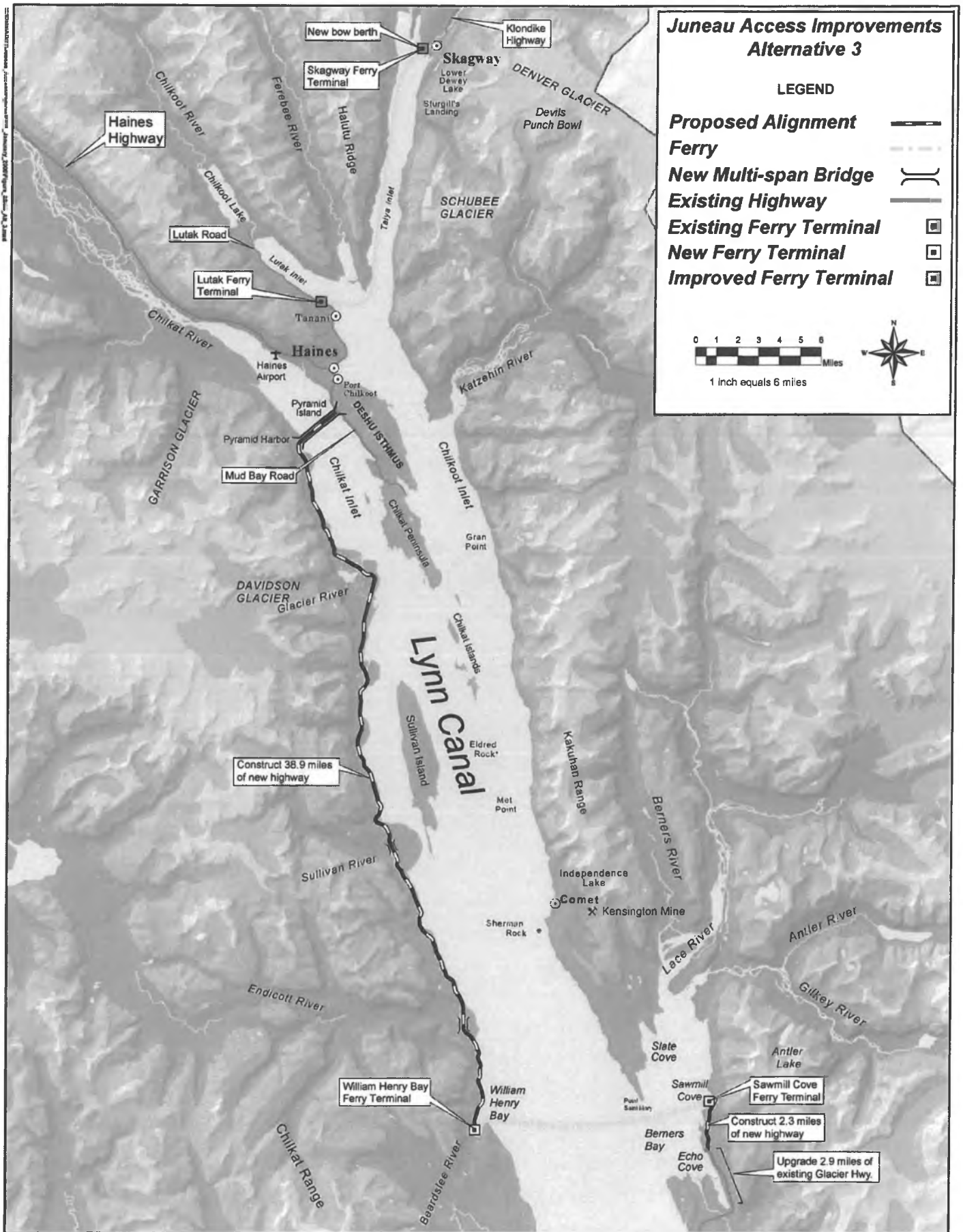


Figure 2-8
Alternative 3: West Lynn Canal Highway

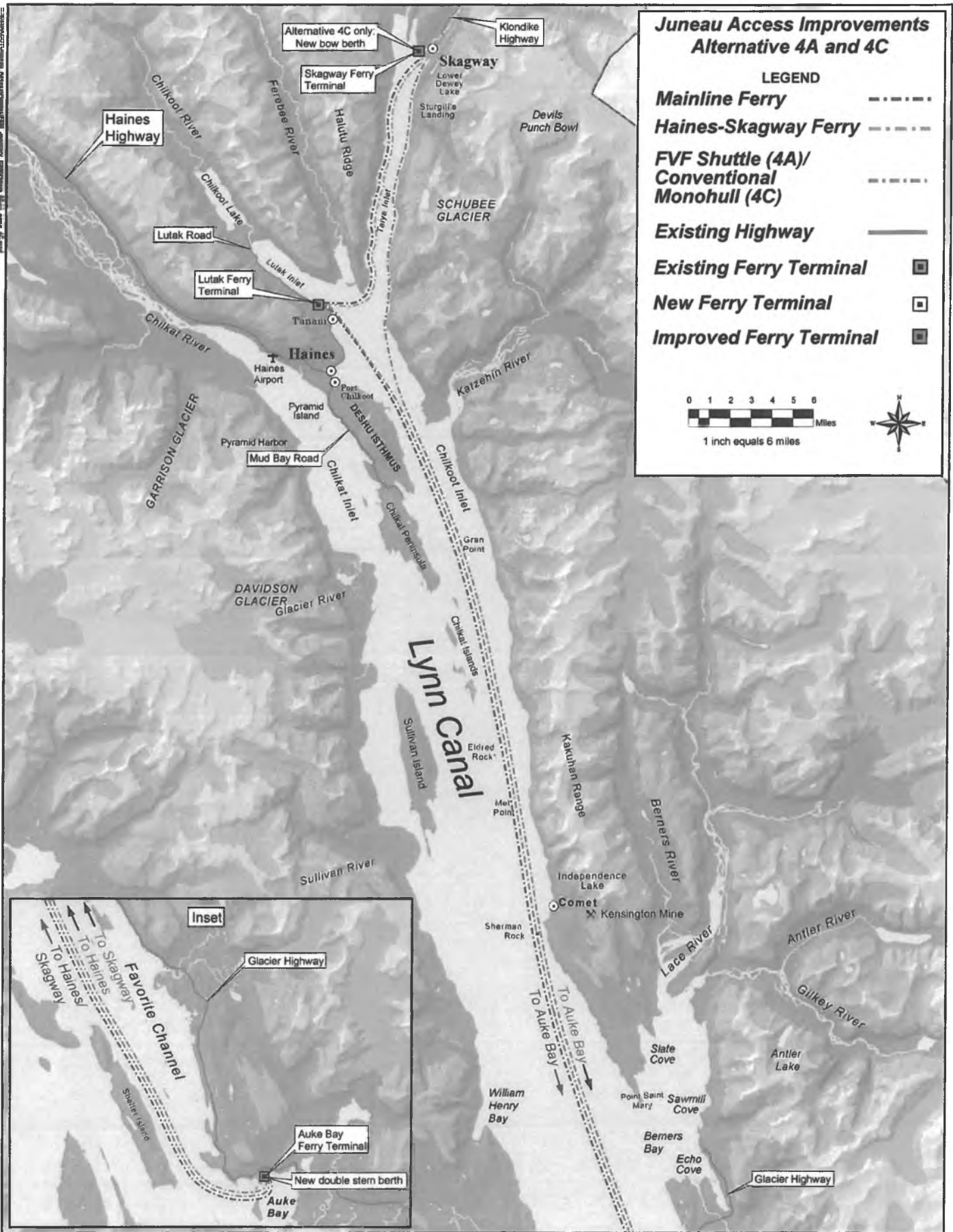


Figure 2-9
Alternative 4A: Fast Vehicle Ferry (FVF) and Alternative 4C: Conventional Monohull Shuttle
Service from Auke Bay

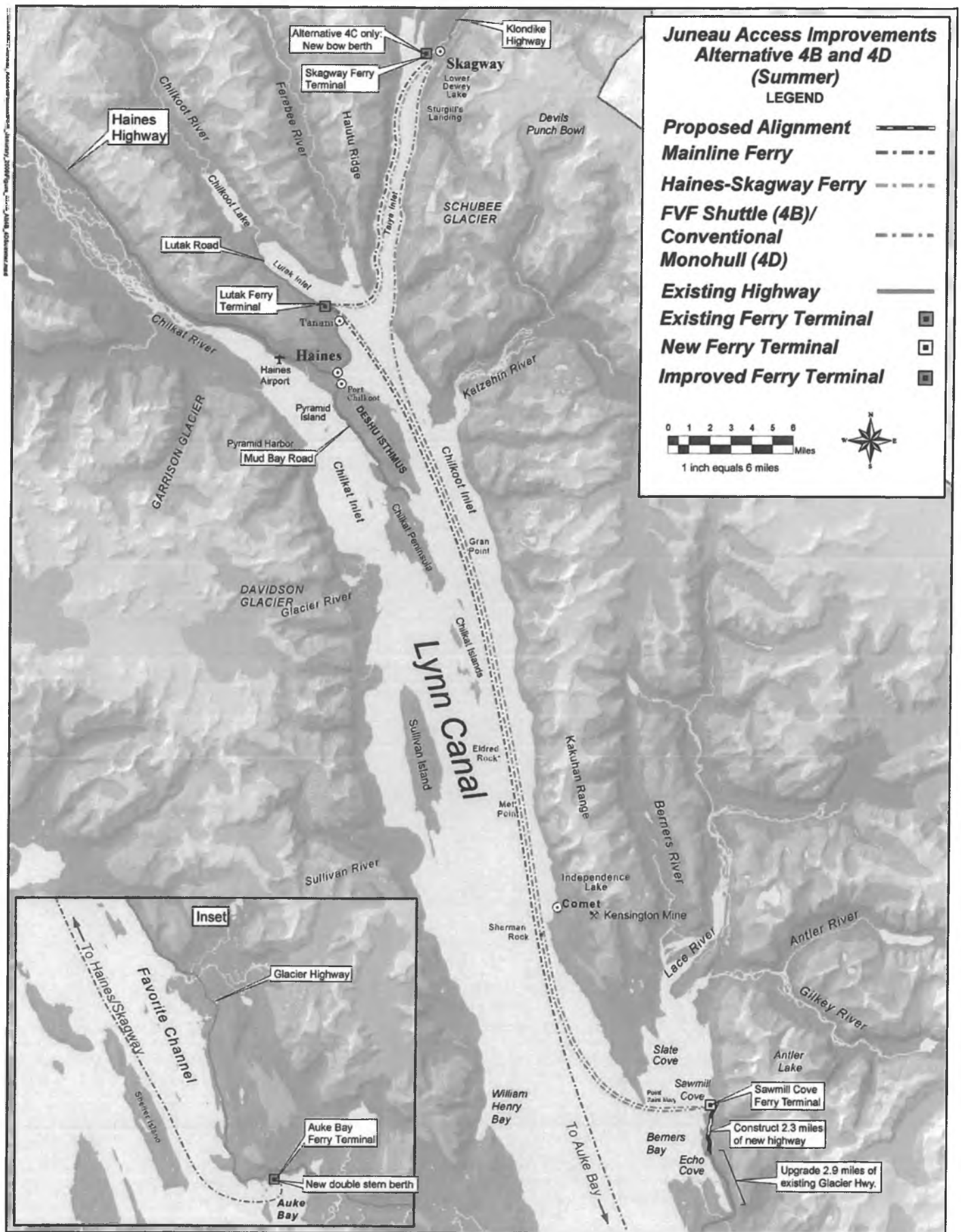
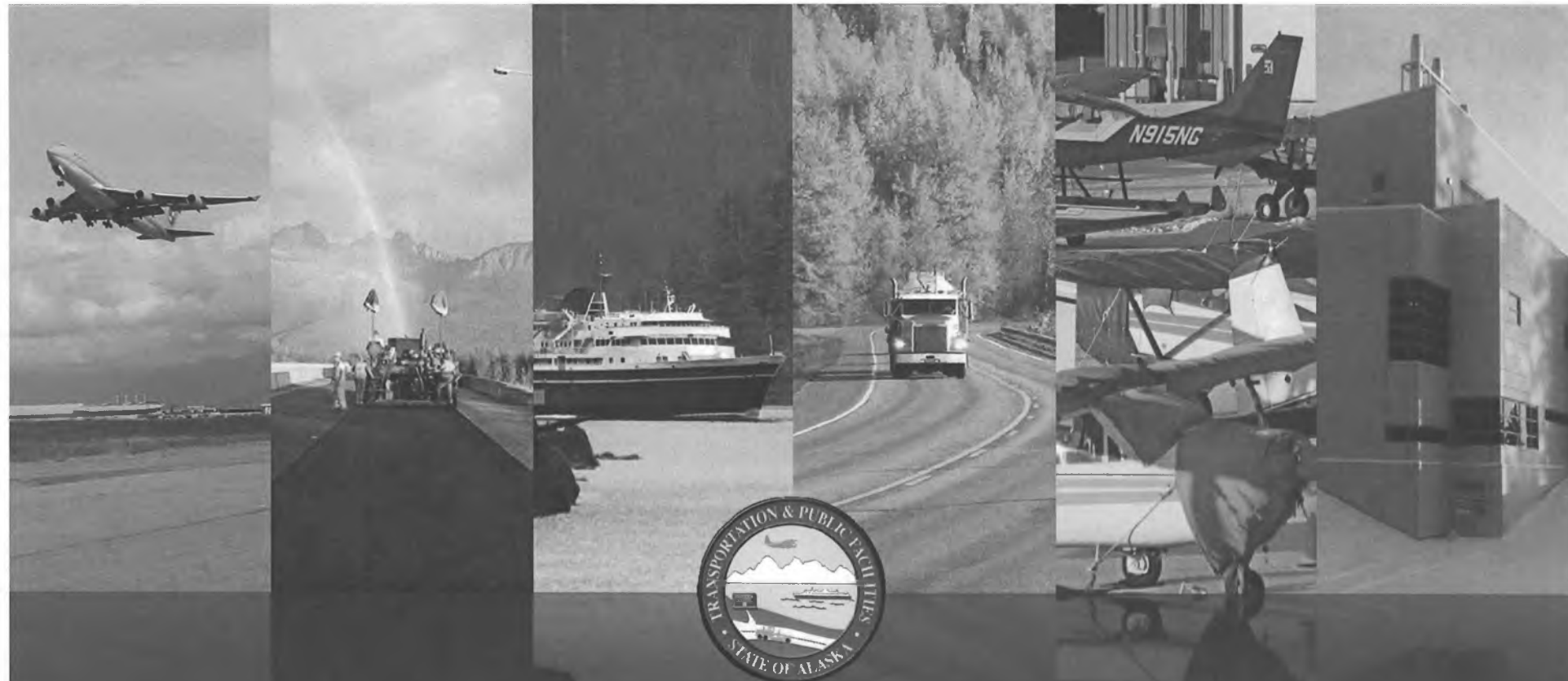


Figure 2-10
Alternative 4B: Fast Vehicle Ferry (FVF) and Alternative 4D: Conventional Monohull Shuttle Service
from Berners Bay (Summer)



Alaska Department of Transportation & Public Facilities

**Why Extending Roads and Shortening Ferry Links
is a Sound Policy Choice**

Jeff Ottesen, Director of Program Development
March 6, 2014



Outline

- If possible, why should Alaska build roads where ferries now operate?
 - Answer: Lowers long term costs for state and user while greatly expanding capacity and travel flexibility
- Some examples how this policy is approached in similar settings, both here and around the world.
- Why decision affects all Alaskans; the ongoing ferry subsidy is significant and alternatives deserve consideration.
- Specifics of Juneau Access Project (Mike Vigue)



Advantages of Dayboats

- Dayboat: is a ferry intended to operate 12 hours or less, from a home port, typically making 1 or more round trips per day.
- Advantages:
 - No hotel or restaurant functions required
 - Crew return home each night
 - Large capital and operating savings are typical



Why Consider a Road At All?

- Roads are far less costly to state in capital and operating costs over time
- Roads greatly increase capacity, frequency, travel opportunity and offer significant travel time and user cost savings.
- Ferries essentially restrict demand, reducing flexibility, making travel costly or prohibitive
- Ferry subsidies are very high. Without significant change these costs continue in perpetuity.

State's Preferred Plan

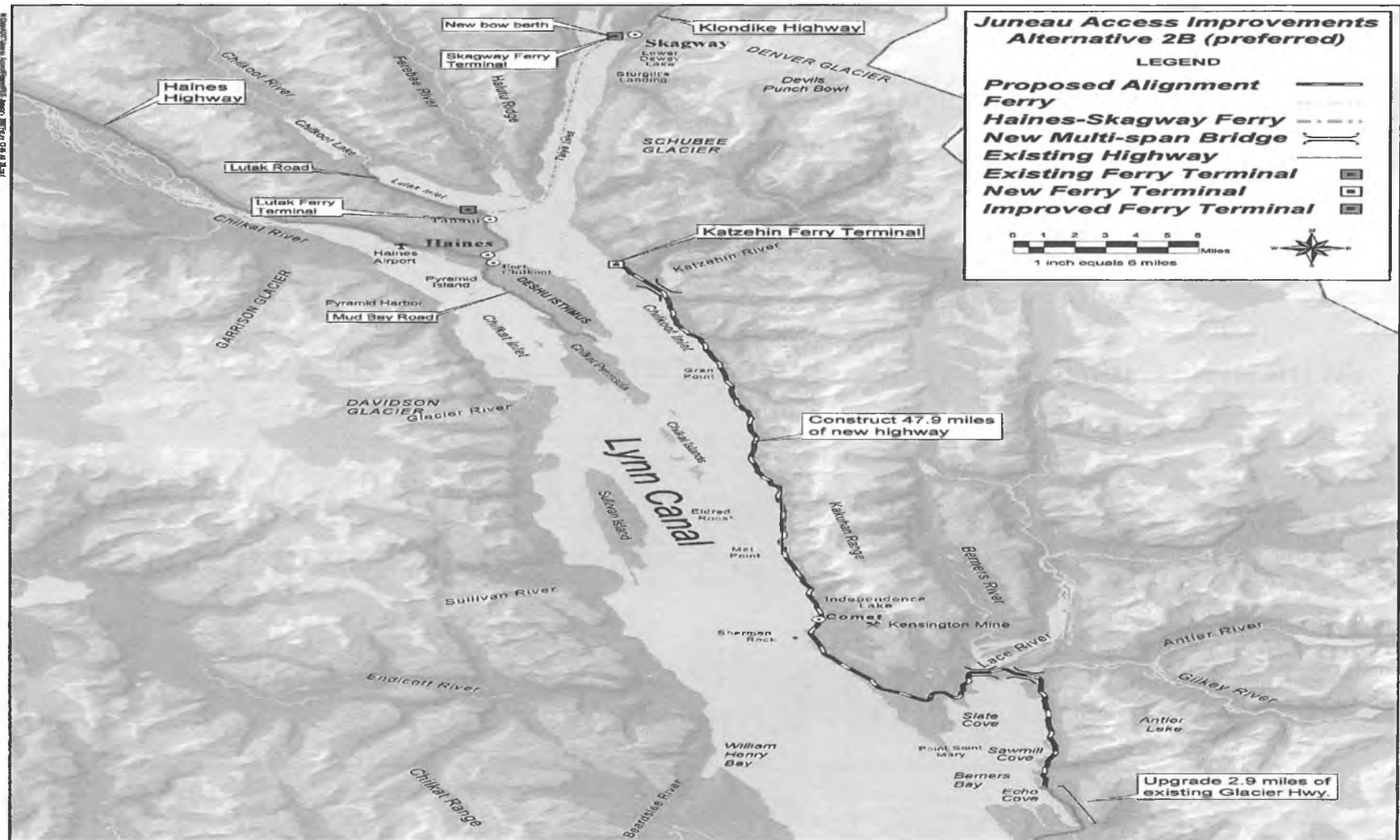


Figure 2-7
Alternative 2B: East Lynn Canal Highway to Katzechin Ferry Terminal with Shuttles to Haines & Skagway

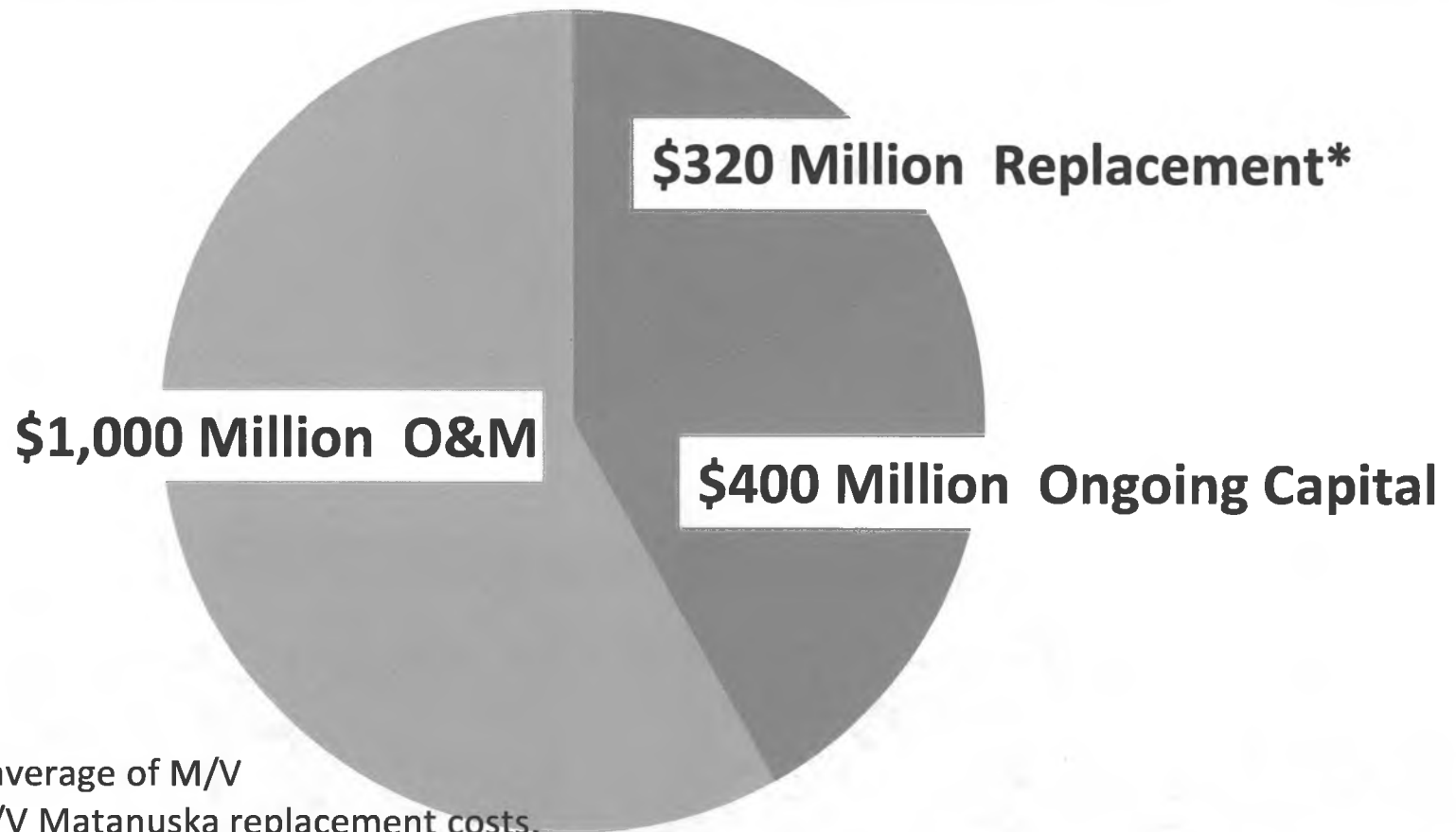


Advantages of Preferred Plan

- Ferry mainline operating distance can be reduced by 186 miles per voyage (Auke Bay to Skagway RT)
 - Based on Auke Bay as northern terminus of mainline service.
- Capacity in corridor significantly increased
- Capital costs substantially lowered
 - Unlike roads, ferry capital costs have little residual value upon replacement
- With proposed Alaska Class ferries and road, between 1 & 2 mainliners can be eliminated



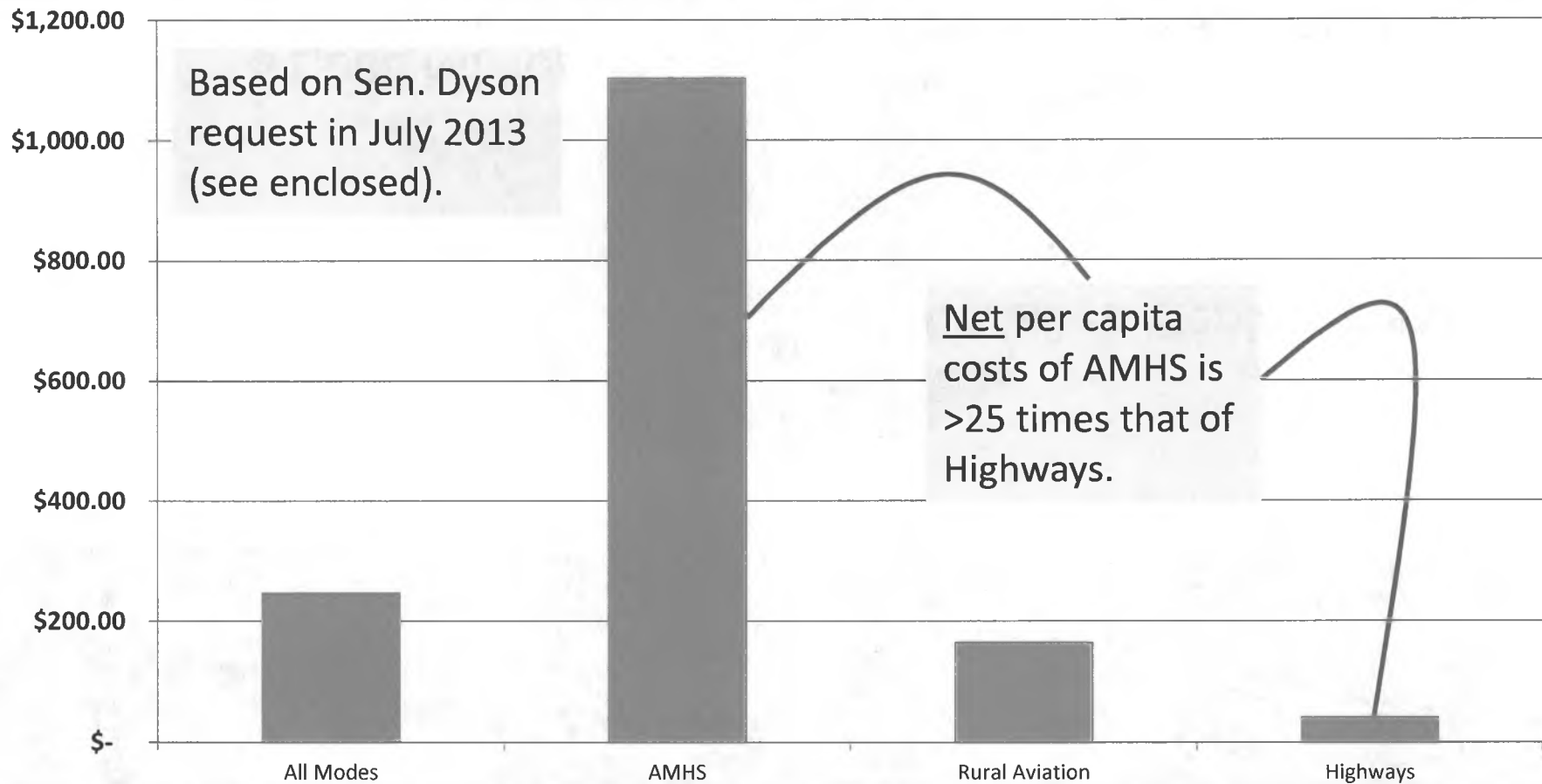
50 Year Mainliner Cost: \$1.72 B



*Replacement = average of M/V Columbia and M/V Matanuska replacement costs.



Modal Net Per Capita Costs Per Population Served





Alaska Modal Gross Operating Costs

DOT&PF SFY 2015 Request (Millions)



>99% of travel is achieved by highways and aviation. This requires less than one-half of DOT&PF's operating budget.

- Highways
- Rural Aviation
- AMHS



Other Ferry Systems

- Both Norway and Canada have recently focused on reducing or eliminating ferries, where possible
 - Canada's Prince Edward Is. bridge built with 33 year pledge of subsidy to finance new bridge.
 - Norway's ambitious effort to systematically reduce ferry crossings, with bridges and tunnels on Highway E-39 far more challenging than Juneau Access project.
- In Alaska, Metlakatla, Prince of Wales Island and proposed King Cove-Cold Bay ferries are also models of applying roads, dayboats.



Norway Highway E39



Ferry on E-39 Highway; one of 8 remaining.



Take Aways

- Replacing or shortening ferry routes with roads, and using dayboats is a rational public policy response:
 - It lowers public and private costs
 - It offers superior service to travelers
 - The actions in other places including Canada and Norway demonstrate that perpetual ferry subsidies are strong motivation to make changes.
- As stewards of transportation choices and their future costs, there is strong merit to building the preferred alternative.



Juneau Access Improvement Project

Michael Vigue



Purpose and Need

- To provide improved surface transportation to and from Juneau within the Lynn Canal corridor that will:
 - Provide the capacity to meet transportation demand in the corridor
 - Provide flexibility and improve opportunity for travel
 - Reduce travel times between the communities
 - Reduce State costs for transportation in the corridor
 - Reduce user costs for transportation in the corridor



National Environmental Policy Act (NEPA)

- Draft SEIS is an important element of the NEPA process providing an opportunity for the general public and interested parties, including governmental entities and regulatory agencies to comment on the project.
 - The Final SEIS will respond to all comments made on the Draft SEIS.
- FHWA and DOT&PF analyzed each alternative based on:
 - Consistency with 2004 Southeast Alaska Transportation Plan
 - Travel demand and capacity
 - Flexibility and opportunity to travel
 - Travel times
 - Total project life costs
 - Maintenance costs
 - User costs
 - State costs
 - Environmental impacts



- Current and predicted summer vehicle capacity in Lynn Canal corridor:
 - 154 vehicles per day (2012)
 - 1,484 vehicles per day (2020)
- Current and predicted summer traffic in Lynn Canal corridor:
 - 71 vehicles daily (2012)
 - 1,345 vehicles daily (2020)



Current Situation compared to Alternative 2B - Haines

Current AMHS operation

- Juneau to Haines (summer)
 - 93 vehicles per day (capacity)
 - 7.2 hours one way
 - \$2.76 per mile (\$215 for family of 4)
 - Approximately 1 round trip per day (Juneau to Haines)

Alternative 2B

- Juneau to Haines (summer)
 - 848 vehicles per day (capacity)
 - 3.0 hours one way
 - \$.64 per mile (\$31.20 for family of 4)
 - 8 round trips per day (Katzehin to Haines)



Current Situation compared to Alternative 2B - Skagway

Current AMHS operation

- Juneau to Skagway (summer)
 - 61 vehicles per day (capacity)
 - 9.1 hours one way
 - \$3.08 per mile (\$286 for family of 4)
 - Approximately 1 round trip per day (Juneau to Skagway)

Alternative 2B

- Juneau to Skagway (summer)
 - 636 vehicles per day (capacity)
 - 3.4 hours one way
 - \$.64 per mile (\$59.52 for family of 4)
 - 6 round trips per day (Katzehin to Skagway)



Project History

- Juneau is the largest community on the North American continent not connected to the continental highway system.
- In 1997 FHWA issued a Draft Environmental Impact Statement (EIS) for the project.
- In 2000 Governor Knowles declared Alternative 2, an East Lynn Canal Highway, the State's preferred alternative but suspended work on the project and ordered construction of 2 fast vehicle ferries.
- In 2002 Governor Murkowski directed that the EIS be completed.
- A Supplemental Draft EIS was released in 2005, with a Final EIS in January 2006 stating the East Lynn Canal Highway as the Preferred Alternative.
- A Record of Decision (ROD) was issued by FHWA in April 2006.



Project History

- In August 2006 a lawsuit was filed in District Court.
- In February 2009 the District Court vacated FHWA's ROD concluding that the State and FHWA failed to consider an alternative for improved ferry service using existing ferries and terminals.
- DOT&PF appealed to the U.S. Court of Appeals for the 9th Circuit in May 2011. The 3 judge panel ruled 2-1 to uphold the District Court decision.
- As a result the DOT&PF and FHWA initiated preparation of an Supplemental EIS in January 2012.
- This Supplemental EIS evaluates the Court ordered alternative, known as Alternative 1B, Enhanced Service with existing AMHS Assets.



Alternative 1 – No Action

- The No Action Alternative (Alternative 1) includes a continuation of mainline ferry service in Lynn Canal and incorporates two Day Boat Alaska Class Ferries (ACF).
- Mainline service would include two round trips per week in the summer and one per week in the winter with Auke Bay-Haines-Skagway-Haines-Auke Bay routing.
- During the summer, one Day Boat ACF would make one round trip between Auke Bay and Haines six days per week, and one would make two round-trips per day between Haines and Skagway six days per week.
- In the winter, ferry service in Lynn Canal would be provided primarily by the Day Boat ACFs three times per week.

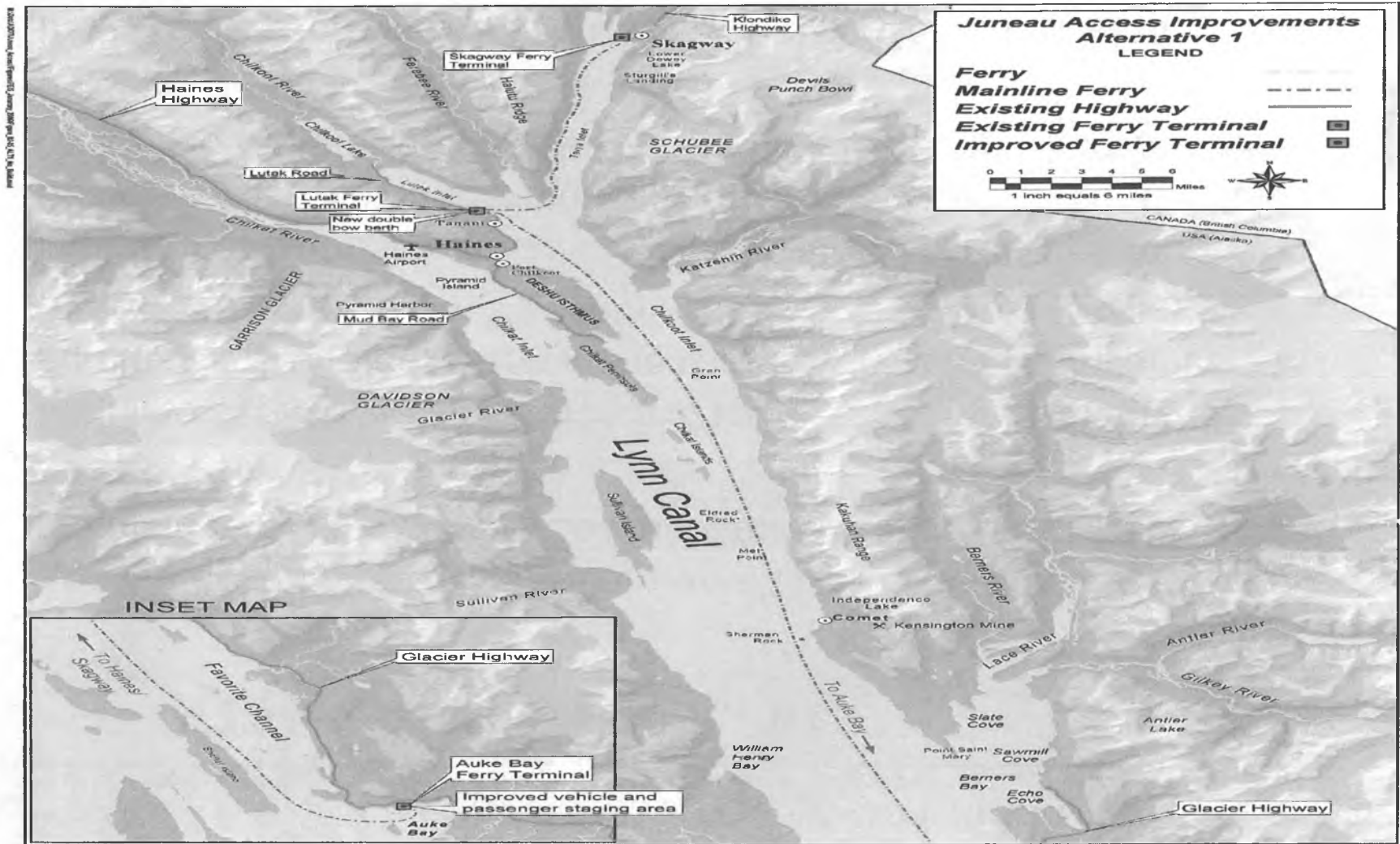


Figure 2-5
Alternative 1: No Action Alternative



Alternative 2B- East Lynn Canal Highway

- Alternative 2B would construct the East Lynn Canal Highway (50.8-miles including 47.9 miles of new highway and upgrade to 2.9 miles of the existing Glacier Highway) from Echo Cove around Berners Bay to a new ferry terminal two miles north of the Katzehin River.
- Ferry service would connect Katzehin to Haines and Skagway.
- During the summer months, one Day Boat ACF would make eight round-trips per day between Haines and Katzehin, a second Day Boat ACF would make six round-trips per day between Skagway and Katzehin.
- The Haines-Skagway shuttle ferry would make two trips per day.
- During the winter, one Day Boat ACF would make six round-trips per day between Haines and Katzehin, and a second Day Boat ACF would make four round-trips per day between Skagway and Katzehin.



Why not end the road in Skagway?

- The 1997 Draft EIS analyzed the road continuing to Skagway with the National Park Service (NPS) on record with no 4(f) impacts.
 - 4(f) stipulates that FHWA cannot approve the use of land from publicly owned historical sites unless there are no feasible and prudent alternatives and harm to the property from use is minimized.
- Between 1997 and 2002 NPS updated their master plan and identified the Skagway and White Pass District National Historic Landmark (NHL) as a 4(f) resource.
- In 2004 FHWA and DOT&PF consulted with the NPS regarding the (NHL).
- In 2005 a letter from the U.S. Department of Interior made clear the NPS position that the NHL was protected by 4(f)
- FHWA determined that the NHL was protected under Section 4(f) of the Department of Transportation Act.
- Continuation of road to Skagway will not be included in this Federal-aid project. It could be re-evaluated at a later date as a separate project.

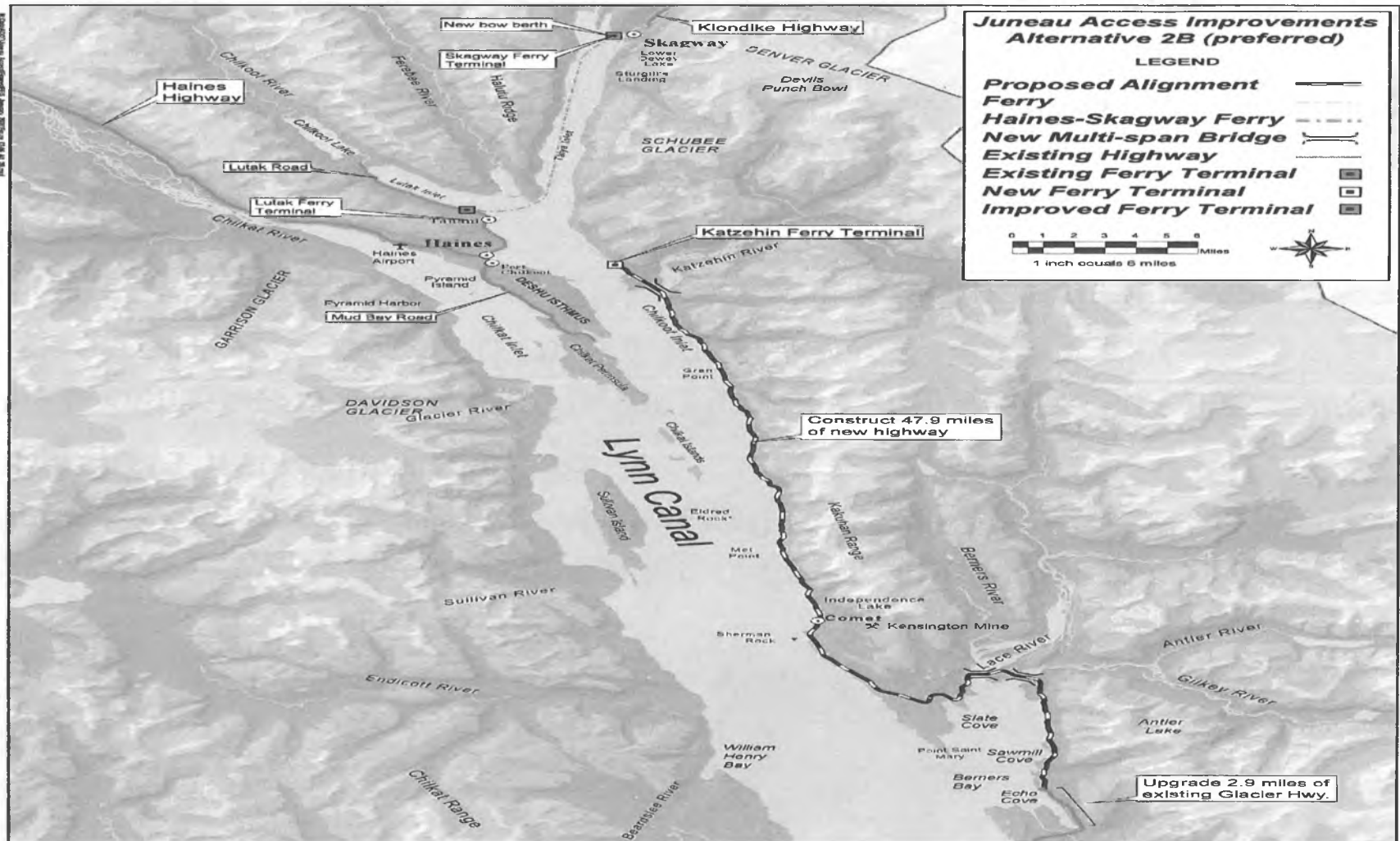


Figure 2-7
Alternative 2B: East Lynn Canal Highway to Katzechin Ferry Terminal with Shuttles to Haines & Skagway



Preferred Alternative

- After careful review and consideration of the updated information and analysis conducted in support of the Draft SEIS, FHWA and DOT&PF continue to prefer Alternative 2B.
- This is determined with regard to the Purpose and Need elements as well as comprehensive cost and impact analyses.
- In addition to completing the NEPA process there are several Federal actions necessary:
 - U.S. Army Corps of Engineers 404 permit
 - National Marine Fisheries Service Endangered Species Act consultation
 - National Marine Fisheries Service Marine Mammals Protection Act Incidental Harassment Authorization
 - U.S. Forest Service Right of Way easement



Current Project Schedule

- Cooperating Agency Review of Draft SEIS ended February 22, 2014
- Public Comment period on Draft SEIS begins April 2014
- Public Hearings in Juneau, Haines, Skagway will be held in May 2014
- Final SEIS/ROD in late August 2014



Conclusion

- The current Lynn Canal transportation system is the largest bottle neck in the state. It deserves a better and more efficient alternative.
- The proposed Juneau Access project is justified:
 - Capacity meets transportation demand in the corridor
 - Offers flexibility and improved opportunity for travel
 - Reduce travel times between the communities
 - Reduce state costs for transportation in the corridor
 - Reduce user costs for transportation in the corridor



Additional Information

Description of other alternatives.



Alternative 1B- Enhanced Service with Existing AMHS Assets

- Alternative 1B includes all of the components of Alternative 1, No Action, but focuses on enhancing service using existing AMHS assets without major initial capital expenditures.
- *Enhanced services included as part of Alternative 1B are a 20 percent reduction in fares for trips in Lynn Canal and extended hours of operations for the reservation call center.*
- Mainline service would include two round trips per week in the summer and one per week in the winter with Auke Bay-Haines-Skagway-Haines-Auke Bay routing.
- *During the summer, the M/V Malaspina would make one round-trip per day seven days per week on a Skagway-Auke Bay-Skagway route, while one Day Boat ACF would make one round trip between Auke Bay and Haines six days per week, and one would make two round-trips per day between Haines and Skagway six days per week.*
- *In the winter, ferry service in Lynn Canal would be provided primarily by the Day Boat ACFs three times per week.*



Alternative 3 – West Lynn Canal Highway

- Alternative 3 would upgrade/extend the Glacier Highway (5.2 miles including 2.3 miles of new highway and upgrade to 2.9 miles of the existing Glacier Highway) from Echo Cove to Sawmill Cove in Berners Bay.
- New ferry terminals would be constructed at Sawmill Cove in Berners Bay and at William Henry Bay on the west shore of Lynn Canal, and the Skagway Ferry Terminal would be modified to include a new end berth.
- A new 38.9-mile highway would be constructed from the William Henry Bay Ferry Terminal to Haines.
- A new conventional monohull ferry would be constructed and would operate between Haines and Skagway.
- Mainline ferry service would end at Auke Bay.
- During the summer, two Day Boat ACFs would make six round-trips per day between Sawmill Cove and William Henry Bay (total of 12 trips each direction), and the Haines-Skagway shuttle ferry would make six round-trips per day.
- During the winter, one Day Boat ACF would make four round-trips per day between Sawmill Cove and William Henry Bay, and the Haines-Skagway shuttle ferry would make four round-trips per day.

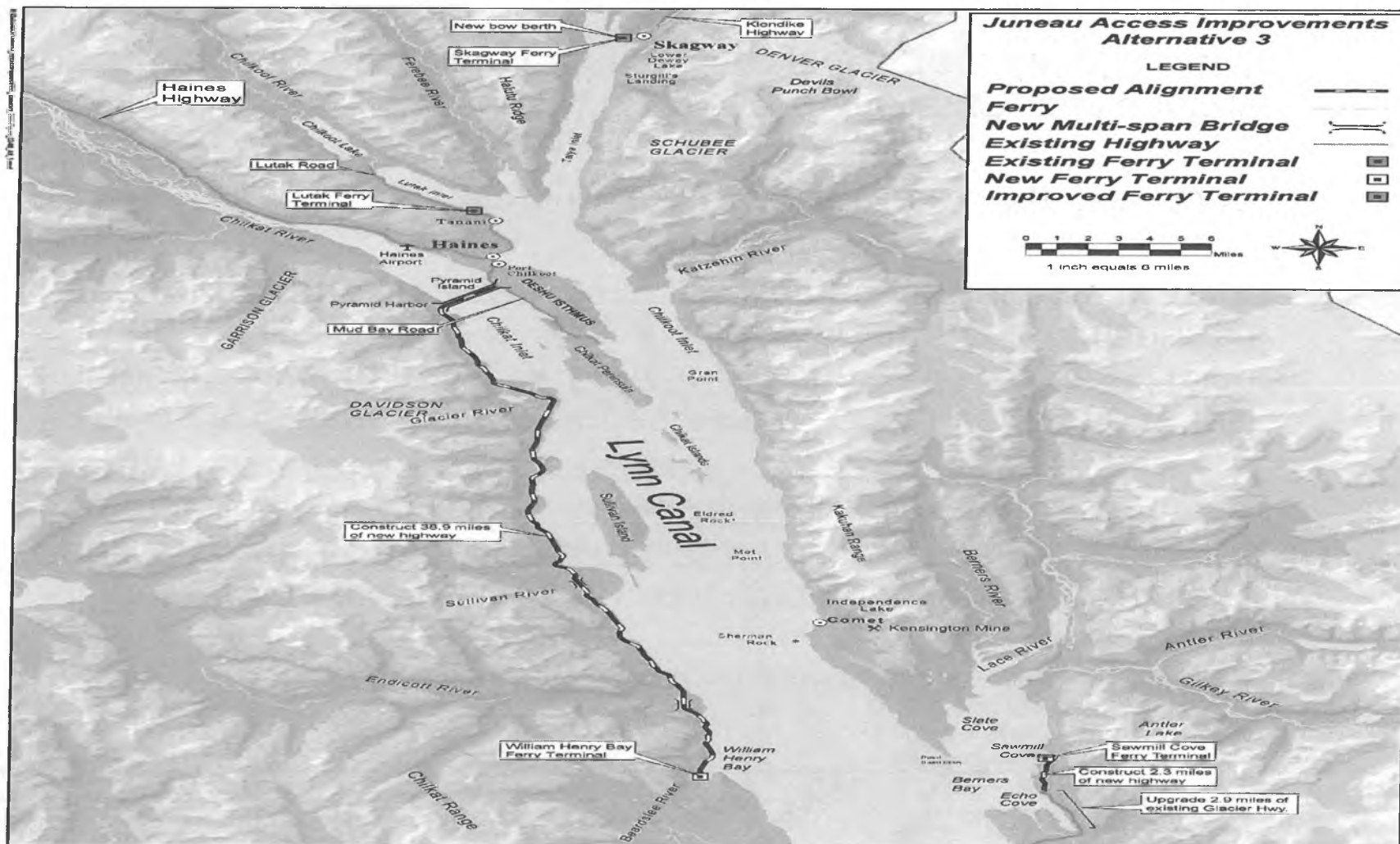


Figure 2-8
Alternative 3: West Lynn Canal Highway



Alternatives 4A thru 4D

- All four marine alternatives would include continued mainline ferry service in Lynn Canal with a minimum of two trips per week in the summer and one per week in the winter with Auke Bay-Haines-Skagway-Haines-Auke Bay routing.
- Each marine alternative includes a new conventional monohull shuttle that would make two round-trips per day between Haines and Skagway six days a week in the summer and a minimum of three round-trips per week between Haines and Skagway in the winter.
- The AMHS would continue to be the NHS route from Juneau to Haines and Skagway.
- These alternatives assume the following improvements will have been made independent of the JAI Project before the alternative comes on-line:
 - improved vehicle and passenger staging areas at the Auke Bay and Haines ferry terminals to optimize traffic flow on and off the Day Boat ACFs
 - expansion of the Haines Ferry Terminal to include new double bow berths



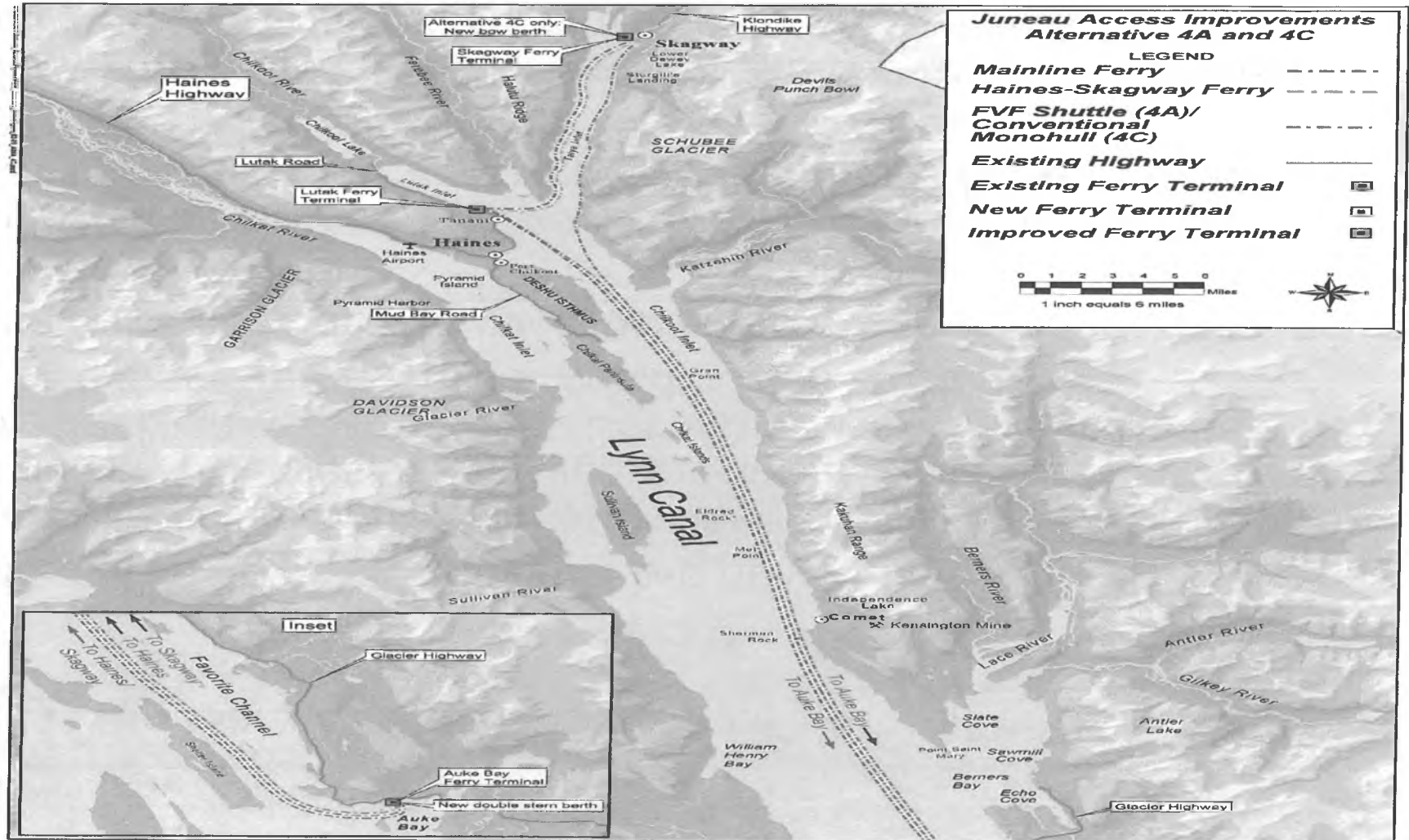
Alternative 4A – FVF from Auke Bay

- Alternative 4A would construct two new fast vehicle ferries (FVF).
- No new roads would be built for this alternative
- The Auke Bay Ferry Terminal would be expanded to include a new double stern berth.
- *The FVFs would make two round-trips between Auke Bay and Haines and two round-trips between Auke Bay and Skagway per day in the summer.*
- *During the winter, one FVF would make one round-trip between Auke Bay and Haines and one round-trip between Auke Bay and Skagway each day.*



Alternative 4C – Conventional Monohull from Auke Bay

- Alternative 4C would use Day Boat ACFs to provide additional ferry service in Lynn Canal.
- No new roads would be built for this alternative.
- The Auke Bay Ferry Terminal would be expanded to include a new double stern berth, and the Skagway Ferry Terminal would be expanded to include a new bow berth.
- In the summer, one Day Boat ACF would make one round-trip per day between Auke Bay and Haines, and one Day Boat ACF would make one round-trip per day between Auke Bay and Skagway.
- During the winter, one Day Boat ACF would alternate between a round-trip to Haines one day and a round-trip to Skagway the next day.



**Figure 2-9
Alternative 4A: Fast Vehicle Ferry (FVF) and Alternative 4C: Conventional Monohull Shuttle
Service from Auke Bay**

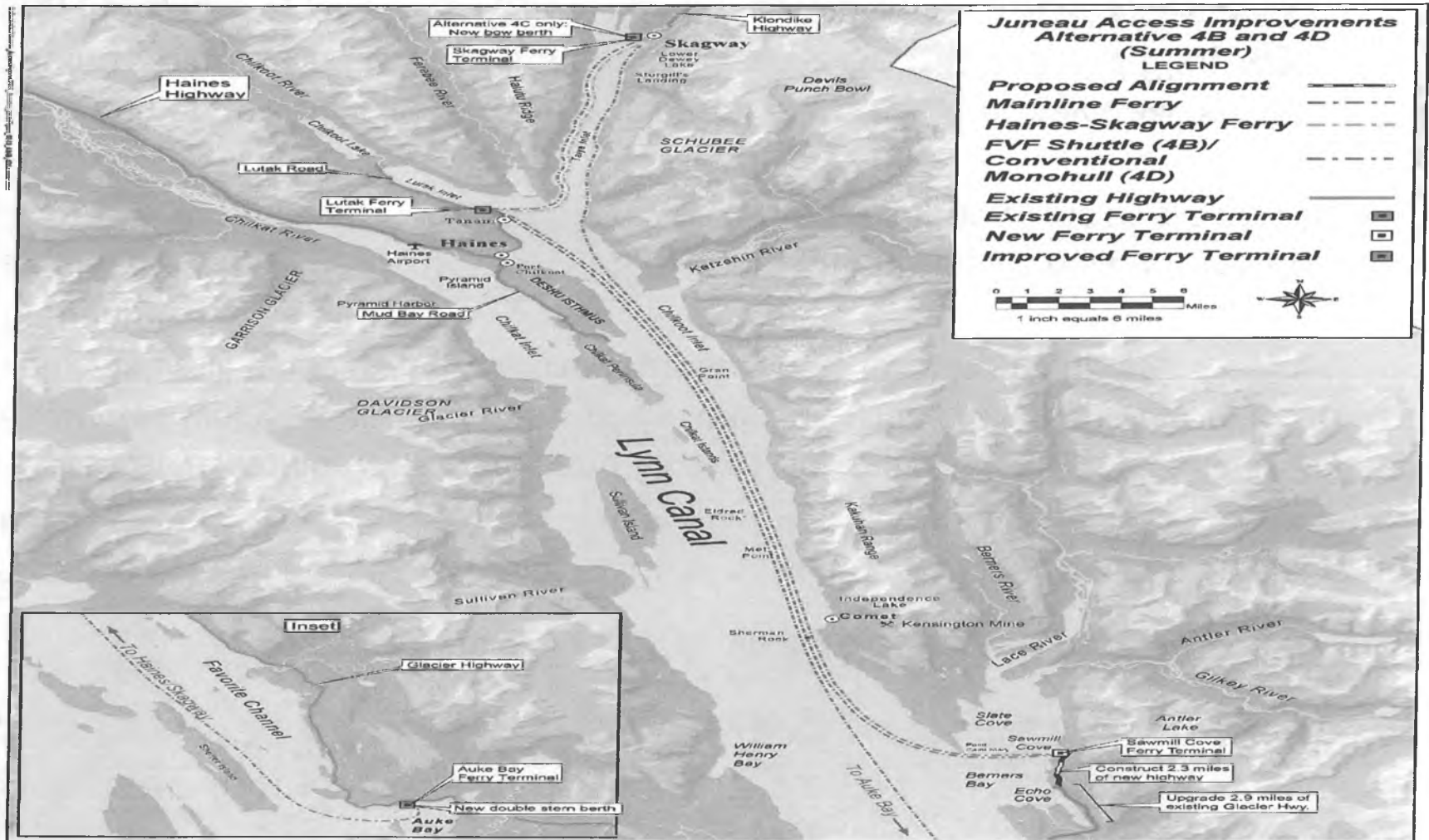


Alternative 4B – FVF from Berners Bay

- Alternative 4B would construct two new FVFs.
- This alternative would upgrade/extend Glacier Highway (5.2 miles including 2.3 miles of new highway and 2.9 miles of the existing Glacier Highway) from Echo Cove to Sawmill Cove in Berners Bay where a new ferry terminal would be constructed.
- The Auke Bay Ferry Terminal would be expanded to include a new double stern berth.
- *In the summer, the FVFs would make two round-trips between Sawmill Cove and Haines and two round-trips between Sawmill Cove and Skagway per day.*
- *During the winter, one FVF would make one round-trip between Auke Bay and Haines and one round-trip between Auke Bay and Skagway each day.*



- Alternative 4D would use Day Boat ACFs to provide additional ferry service in Lynn Canal.
- This alternative would upgrade/extend Glacier Highway (5.2 miles including 2.3 miles of new highway and 2.9 miles of the existing Glacier Highway) from Echo Cove to Sawmill Cove in Berners Bay where a new ferry terminal would be constructed.
- The Auke Bay Ferry Terminal would be expanded to include a new double stern berth, and the Skagway Ferry Terminal would be expanded to include a new bow berth.
- In the summer, the Day Boat ACFs would make two trips per day between Sawmill Cove and Haines and two trips per day between Sawmill Cove and Skagway.
- During the winter, a Day Boat ACF would operate from Auke Bay, alternating between a round-trip to Haines one day and to Skagway the next day.





ANDOVER MINING CORP

*Suite 890, 999 West Hastings St., Vancouver, British Columbia, V6C 2W2
Phone: 604-682-2168/ Toll Free: 800-266-4484/Fax: 604-682-2169*

CORPORATE FACT SHEET

- Corporate Headquarters: Vancouver, B.C.
- In Alaska: Andover (Alaska) Inc. (a Wholly Owned Subsidiary)
- Exploration Office: Spokane, Washington
- Stock Listing: AOX on TSX-V, AOVTF in US
Shares: 110,000,000
Market Cap: \$25 M
- Management Ownership: >33%
- Employees: 8
- Management:
Gordon Blankstein: President and Chairman
Kent Turner: Chief Operating Officer
Bradley Peek: SUN Project Manager
Legal Council (AK): J. P. Tangen
- Board of Directors:
Gordon Blankstein Gerald Booth
William Iggiagruk Hensley Stewart Jackson
David Lajack Peter Legault
Manfred Schauer Sherman Young
- Major Projects: SUN Project, Ambler Mineral Belt, Brooks Range, Alaska
Burgin Mine, Tintic District, Utah
- Website: www.AndoverMining.com



ANDOVER MINING CORP

SUN PROJECT FACT SHEET

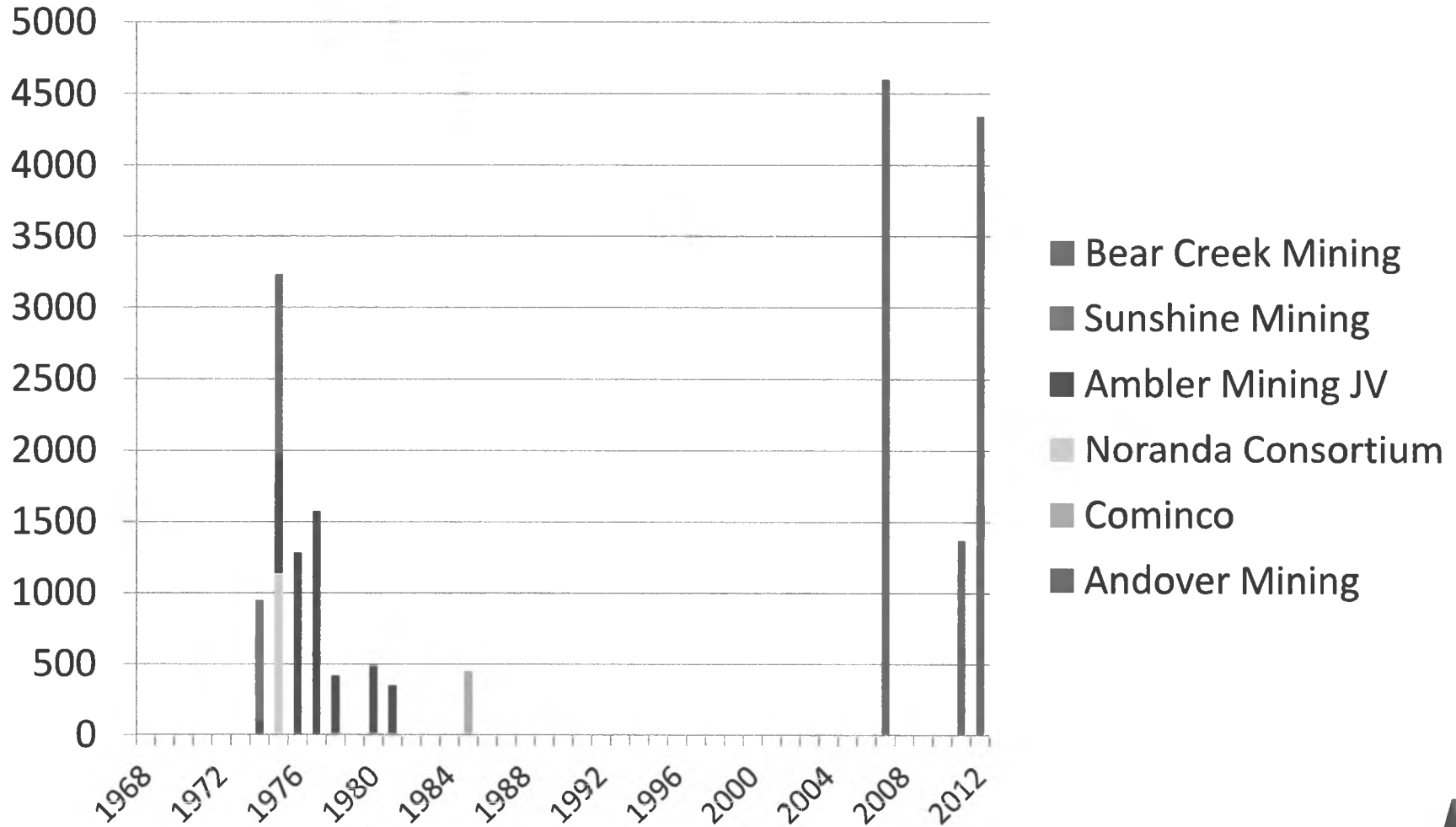
- Ownership: 100% Andover (Alaska)
- SUN Property: 230 Alaska State Mining Claims; 36,800 Acres
- Acquired by Andover: 2005 (from Hastings Minerals
Additional Staking in 2006, 2007 & 2011)
- Project Investment: Thru 2011: \$ 19.0 M
During 2012: \$ 3.2 M

SUN PROJECT STATUS & SUMMARY

- **Advanced Stage Exploration / Evaluation & Pre-Feasibility**
[If Results Warrant, Mining Could Possibly Start 2-5 years AFTER Access is Developed]
 - **Main SUN:** Resource Calculation and Preliminary Economic Analysis due Q1 2013.
 - Contains Multiple Lenses of High Grade Massive Sulfides.
 - Drilled for 1 mile Along Strike and 1,000 feet Down Dip.
 - Remains Open at Depth and Poorly Defined to Northeast.
 - **SW SUN:** Resource Calculation and Preliminary Economic Analysis due Q1 2013.
 - Single Lens of High Grade Massive Sulfides.
 - Drilled for 3,000 Along Strike and > 600 feet Down Dip.
 - Remains Open to the Southwest and Down Dip.
 - **District Exploration: Still Discovering**
 - Mapping and Sampling On-Going. More to Do. 2012 First effort Since 1980's.
 - 2012 Located and Developed 6 NEW Areas for Developing Drill Test Targets.
 - 2012 Initial Drill Test at 2 Targets (STU & SAL). **NEW Discoveries at Both.**
 - **Future (2013-14)**
 - Follow-up NEW Discoveries at STU and SAL with Additional Drilling Programs.
 - Drill Test Other Targets Developed in 2012. Continue Target Exploration.
 - Continue Drilling at SUN and SW SUN Based on Resource Calculation Results.
 - Initiate / Continue Environmental, Metallurgical & Preliminary Engineering Studies.
 - Continue Support (Political, Social, Logistical) for **Ambler Road to Resources Efforts.**

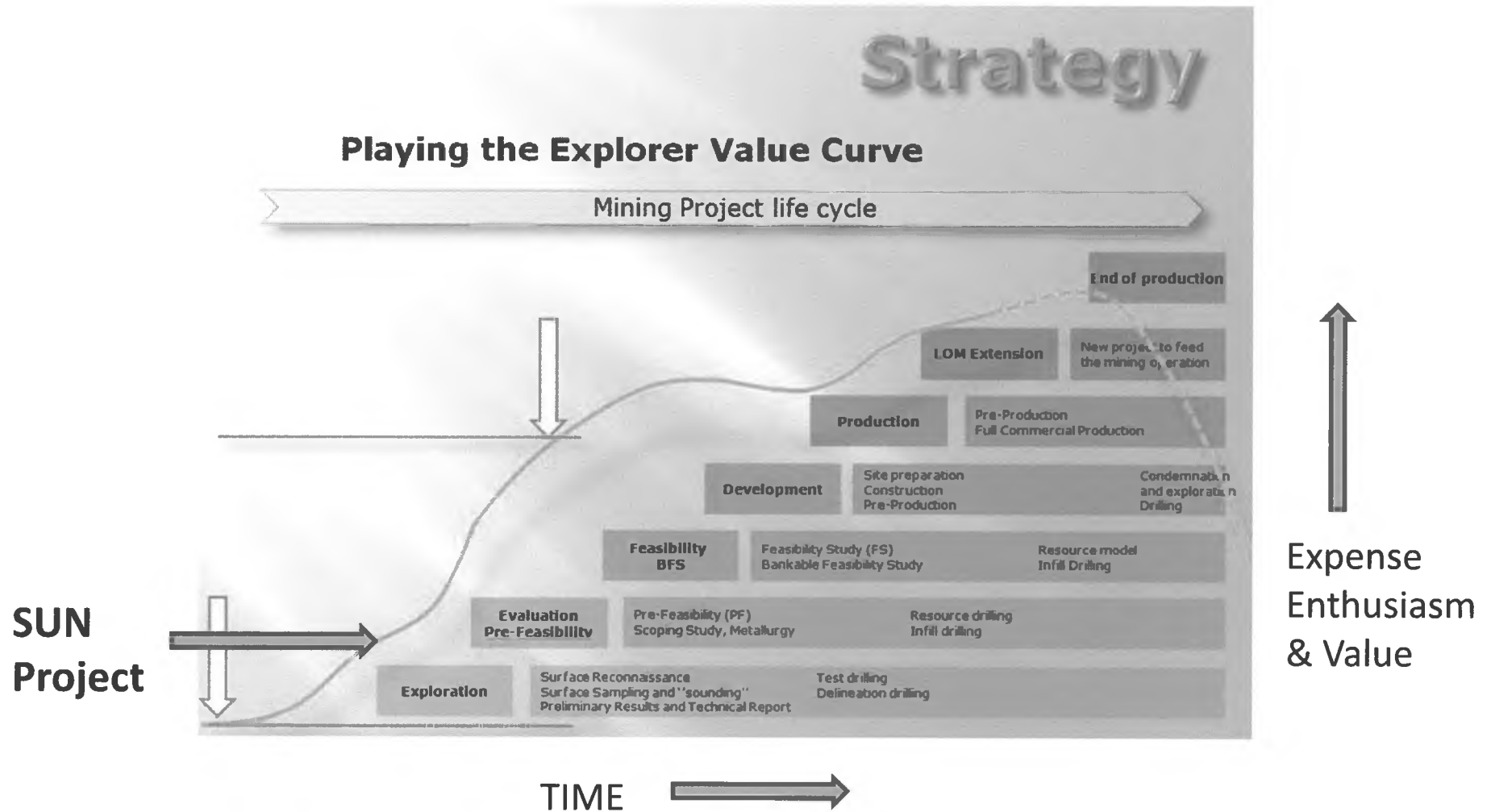
SUN DEPOSIT – EXPLORATION TIMELINE

METERS DRILLED PER YEAR

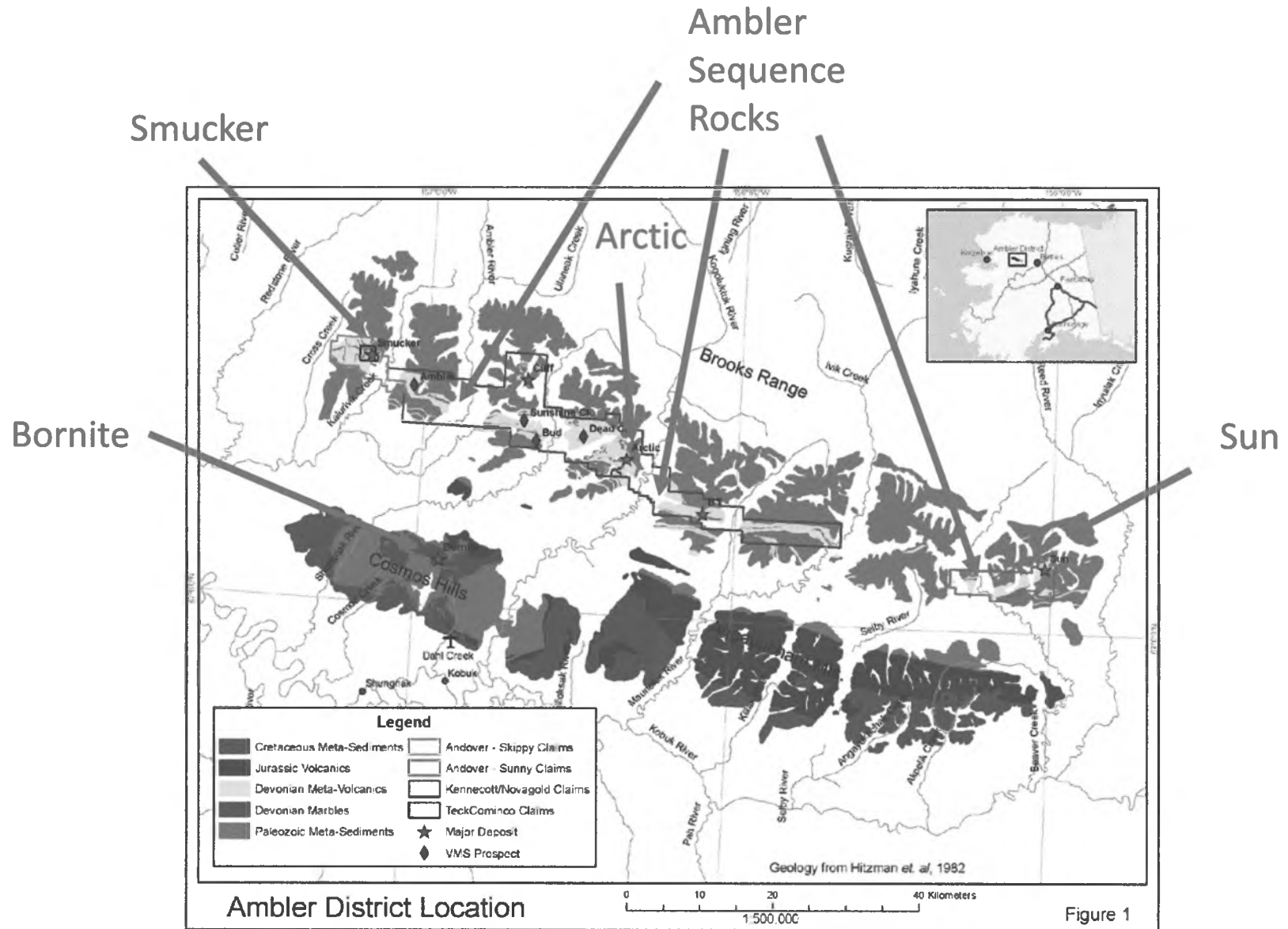


Andover's SUN District

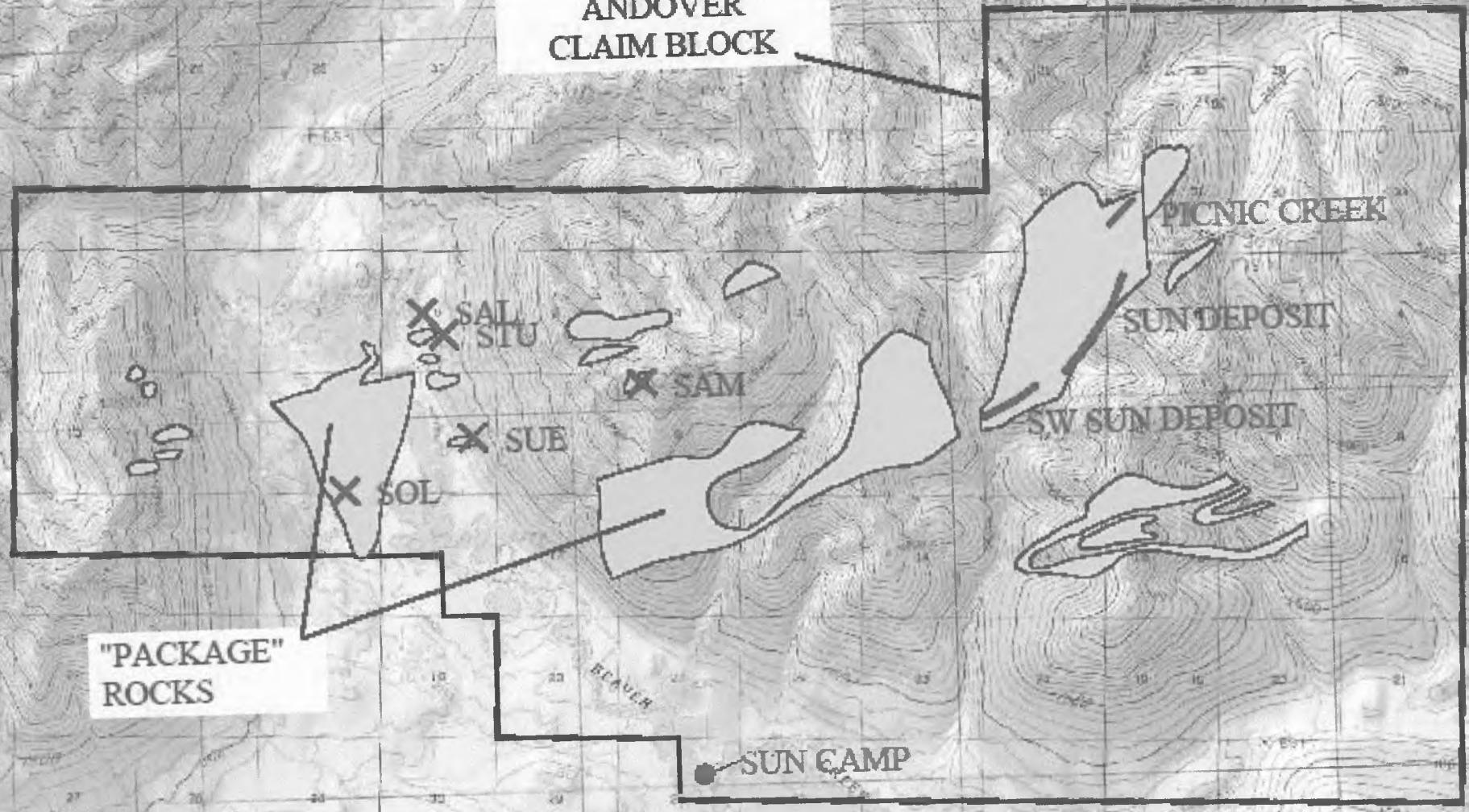
Where We Are in the Exploration Cycle



Ambler Mineral Belt – 4 Main Deposits



ANDOVER
CLAIM BLOCK



"PACKAGE"
ROCKS

PICNIC CREEK

SUN DEPOSIT

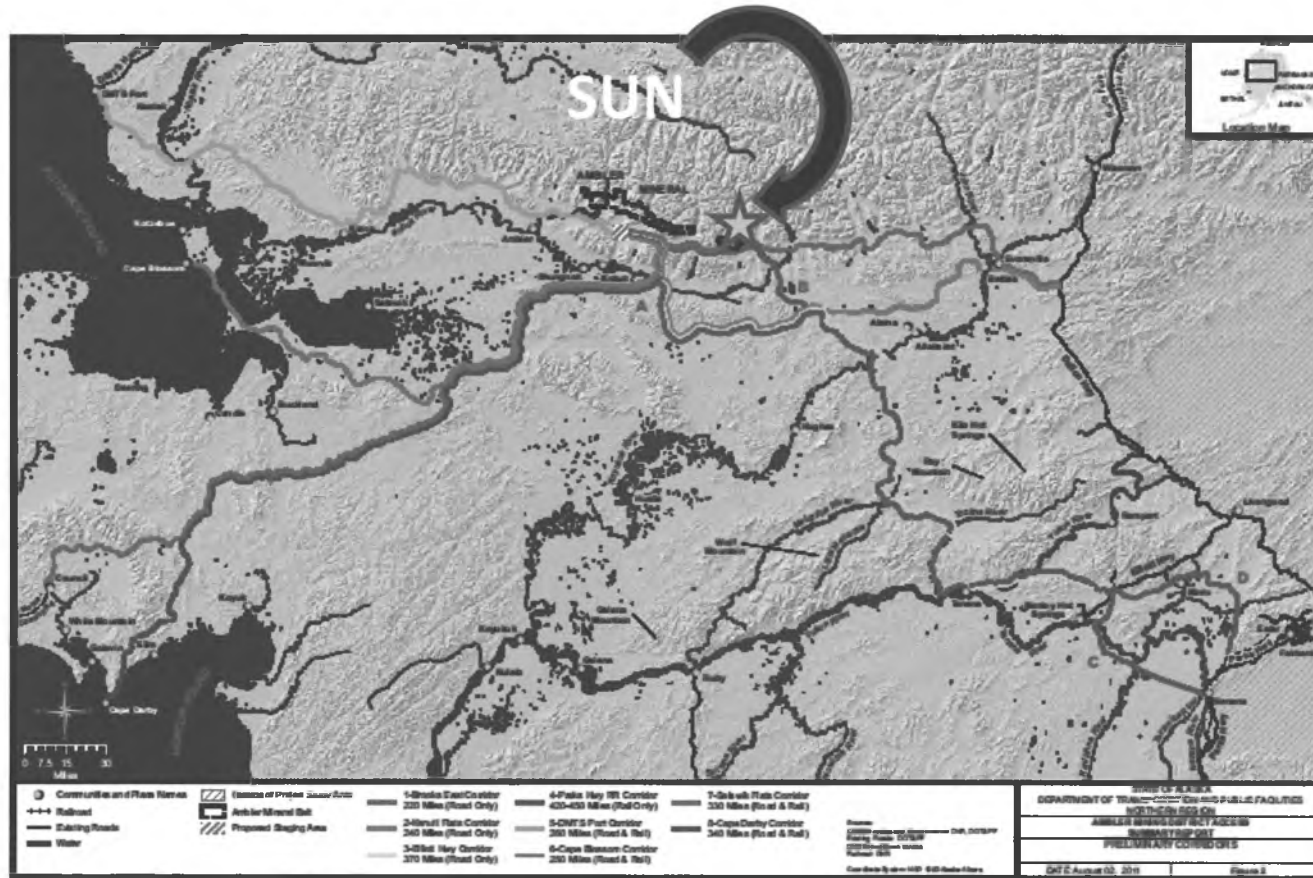
SW SUN DEPOSIT

SUN CAMP

A

ANDOVER MINING CORP

Ambler Road to Resources





ANDOVER MINING

Ambler Road to Resources; What Does Andover (Alaska) Want ?

- **Reliable Year-round Transportation System to Support Mining in the Mineral Belt**
 - Get Supplies and Construction Materials In.
 - Get Products Out to Ports.
 - May be Useful for Staff Transportation In & Out.
- **Usable as Soon as Reasonable and Practical**
- **At Lowest Cost Reasonable and Practical to Make a Safe and Reliable Roadway**
- **Built and Operated in a Manner that Works for ALL Regional Stakeholders.**



AMBLER MINING DISTRICT
INDUSTRIAL ACCESS ROAD

AMBLER MINING DISTRICT

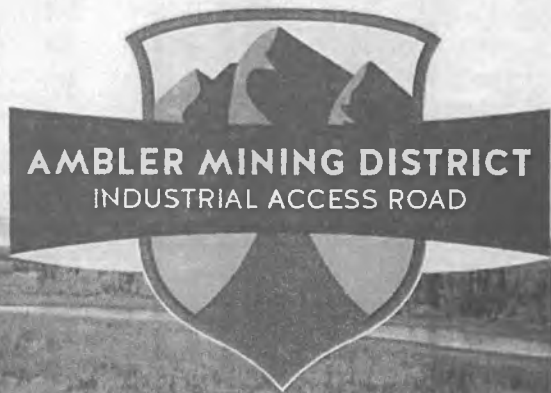
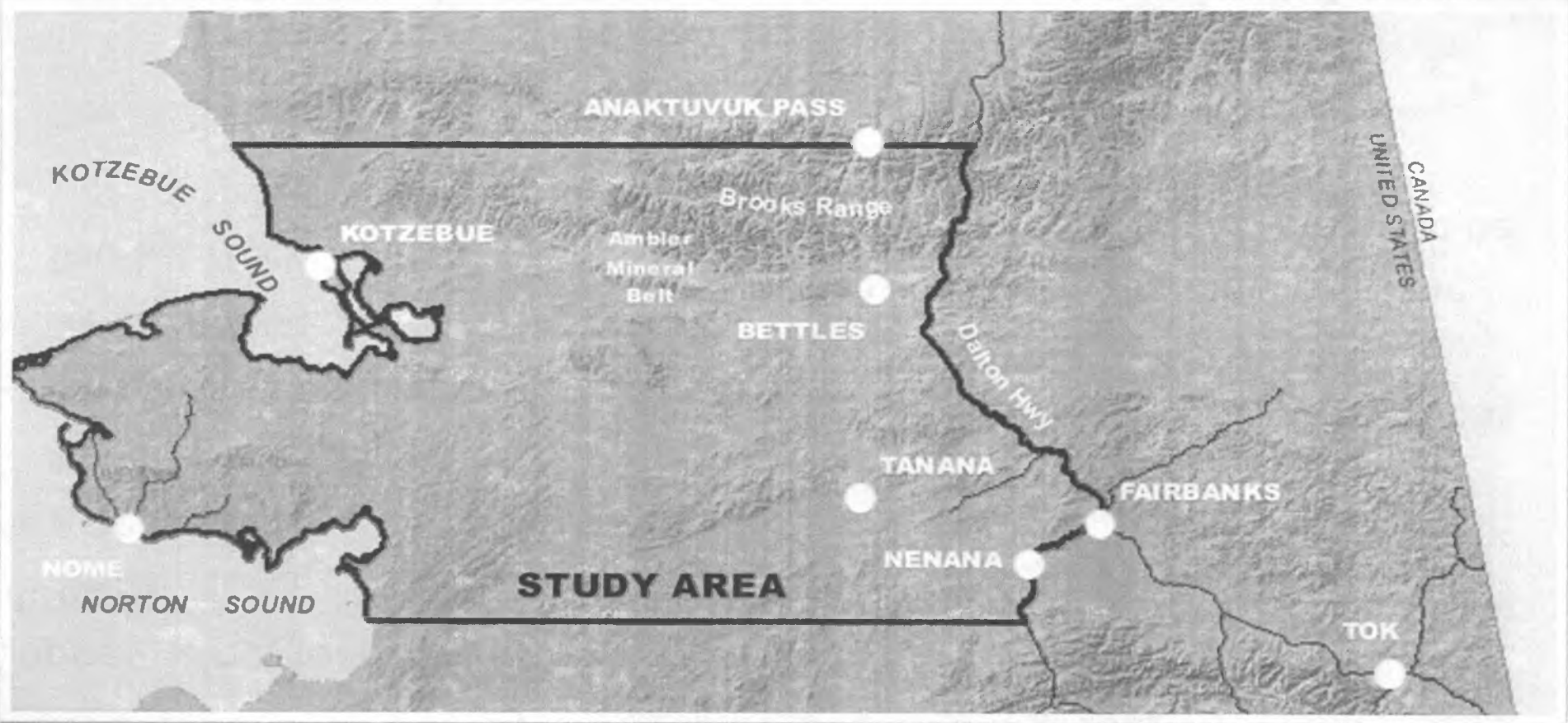
INDUSTRIAL ACCESS ROAD

Purpose of the Project

- Construct surface access (industrial) to the Ambler Mining District
- Support exploration and development of mineral resources in the Ambler Mining District

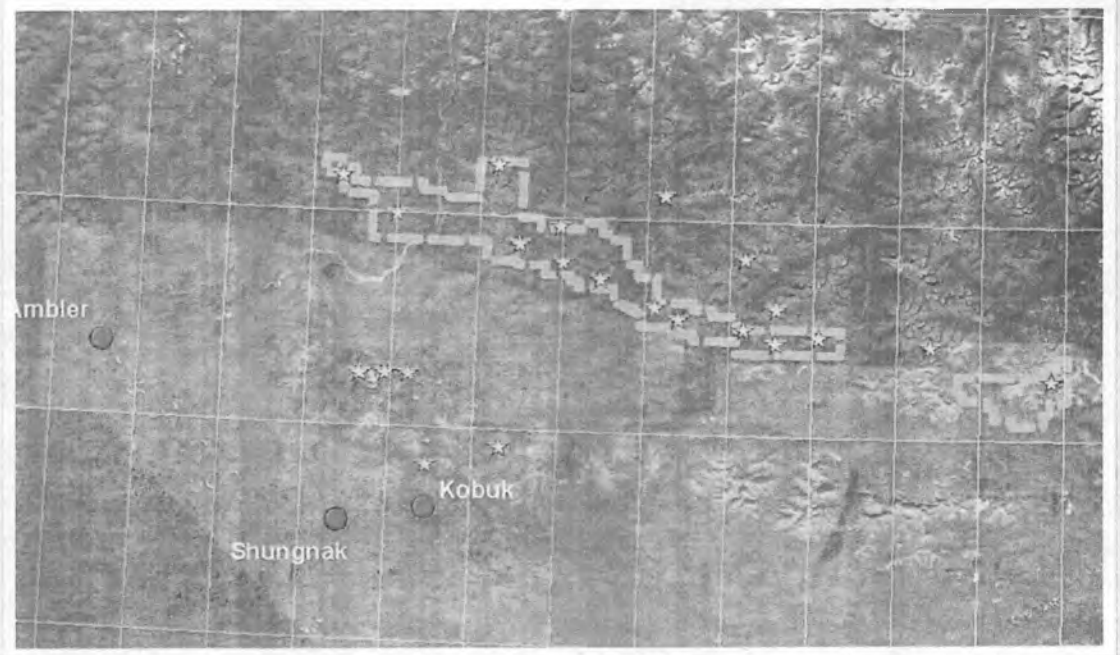


Where is the Ambler Mining District?



Resource Rich Region

- 75 mile long State-owned mineralized area,
- Copper, zinc, lead, silver and gold
- Key deposits:
 - Arctic (Nova Copper)
 - Sun (Andover Ventures)
 - Bornite (NANA)
 - Smucker (Teck Cominco)

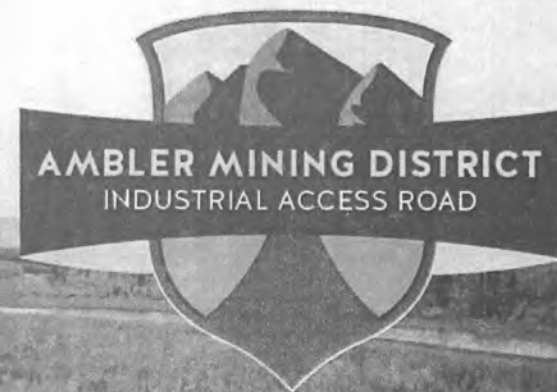


Mine feasibility studies show overland transportation is required for mining to be economically feasible



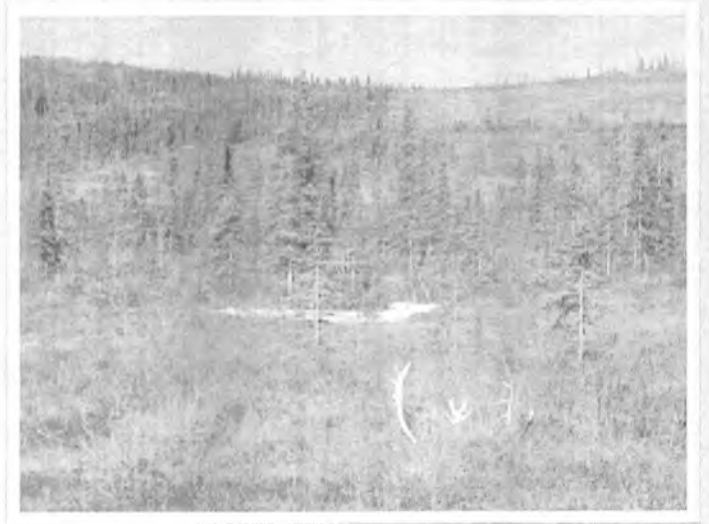
Project Development To Date

- **DOT&PF initiated transportation reconnaissance efforts in 2010**
 - Community outreach/consultation
 - Project website, 20+ public meetings, newsletters/emails
- **Preliminary engineering**
 - Design criteria, corridor identification/analysis, cost estimating
- **Preliminary baseline environmental research**
 - Preliminary wetland/vegetation mapping, baseline biological studies
 - Socioeconomic analysis, subsistence study data gap analysis
- **Other work completed**
 - Aerial and contour mapping, geotechnical investigations
- **Identified feasible routes**



Analysis of Preliminary Corridors

- Preliminary corridors were evaluated on:
 - Corridor length
 - Federal Conservation System units (e.g. wildlife refuges)
 - Wild and Scenic Rivers
 - Salmon/sheefish habitats
 - Caribou habitats
 - Threatened/endangered species and critical habitats
 - Wetland habitats
 - Availability of material sites
 - Construction/maintenance cost

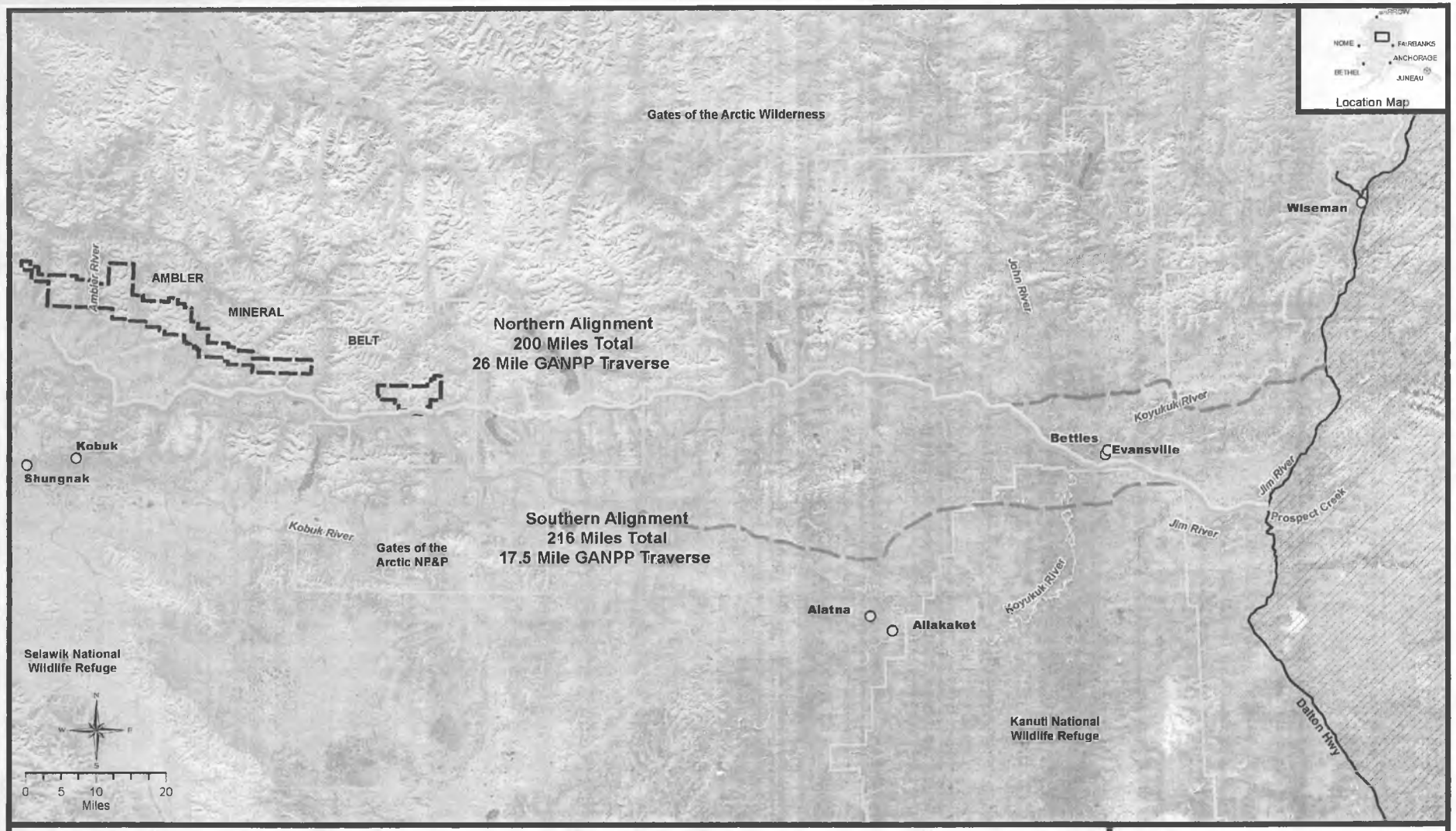


Brooks East Corridor

- 200+/- miles long
- Four maintenance stations
- 15 large bridges (>150 feet)
- Least caribou impacts, no endangered species impacts
- Least impact on salmon/sheefish habitats
- Corridor through Gates of the Arctic National Park & Preserve was reserved in ANILCA
- Generalized Land Status
 - 120+/- miles on State land
 - 20-30 miles on federal (NPS/BLM) land
 - 40+/- miles on ANCSA Corporation lands



Proposed Corridor and Alternatives



Community Input on Proposed Access

- High level of interest in communities throughout the region
- Many of the comments have centered on:
 - Subsistence impacts
 - Economic issues (employment, cost of living, etc.)
 - Access (restricted vs. public) and number of vehicles
 - Environmental issues (wilderness, asbestos, acid rock drainage)



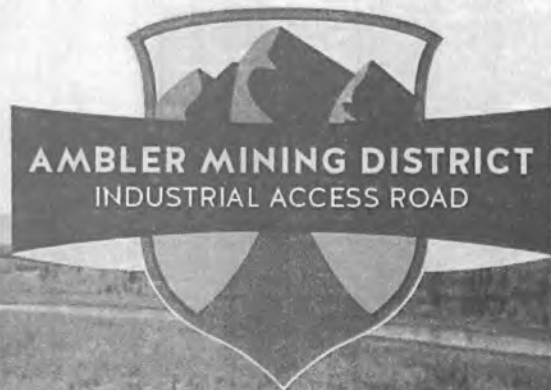
Different than Dalton Highway

- Was constructed using a public ROW from BLM and closed by Commissioner of Transportation
- Dalton Highway ROW was owned by State and road was managed by DOT&PF – Commissioner had authority to open or close road
- Dalton Highway was placed on the Federal Aid Highway System – allowed federal funds to be used for maintenance

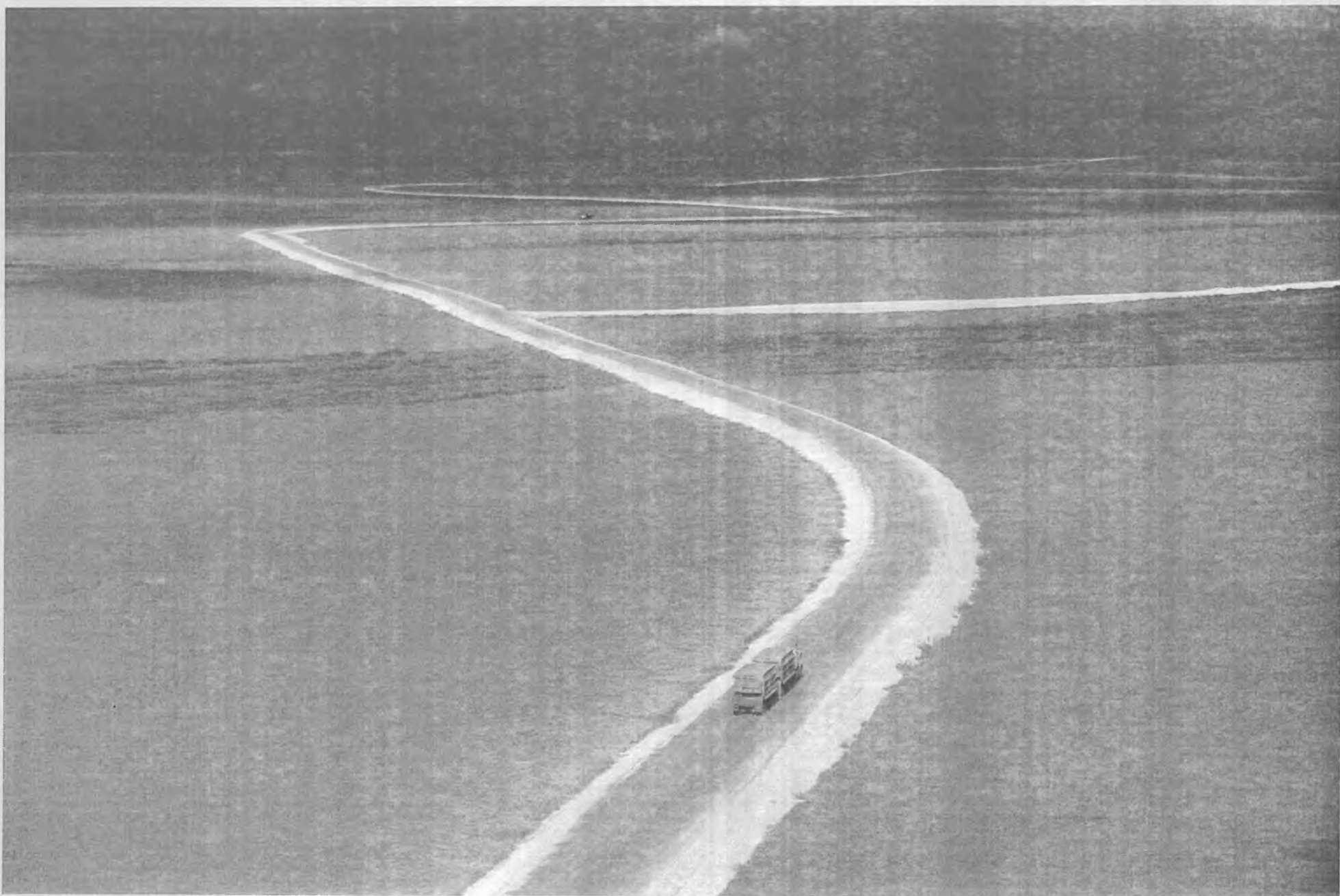


Similar to Red Dog Mine Road

- Controlled access – for industrial use only
- Road is narrower and lower than public highway
- User tolls used to fund/repay construction and maintenance
- Lessons learned on Red Dog Mine Road:
 - How to deal with caribou crossing road
 - Working with local community to identify needed road crossings
 - Covered/closed containers to limit potential for dust
 - Commercial driver training/enforcement

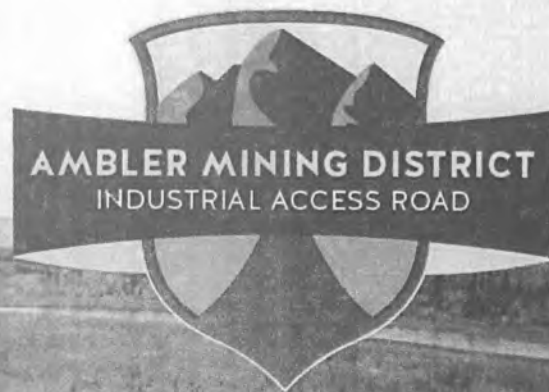


Red Dog Mine Road



Proposed Project Schedule

- Community Outreach/Consultation
 - Routing/Reconnaissance Studies
 - Baseline Environmental
 - Preliminary Engineering
 - Submit permit app. to initiate EIS
 - Public Private Partnership Development
 - Permitting/Final Design
 - Construction Start
- 2011-2018
 - 2010-2013
 - 2012-2015
 - 2013-2015
 - 2014
 - 2016
 - 2016-2018
 - 2019



Proposed Tasks FY2015

- **Environmental documentation/permitting**
 - EIS coordination
 - Continued Agency consultations
- **Community outreach/meetings**
- **Additional baseline studies**
 - Additional hydrology studies (UAF, contractor)
 - Additional biological studies (ADF&G, contractors)
 - Cultural resources and subsistence studies (ADF&G, contractors)
 - Additional geotechnical studies (DOT&PF, contractor)
 - Additional economic/financial studies
- **Preliminary engineering**
 - Support for NEPA review (alignment refinement, alternative alignments)



FY15 Activities Funding

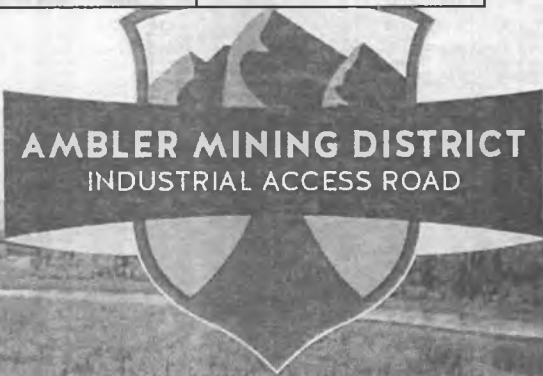
AGENCY	FY15	SCOPE OF WORK
Project Mgmt/Legal	\$1,250,000	AIDEA personnel charges, outside legal counsel for NEPA process.
Public Outreach	\$700,000	PI services including local community liaison services.
Third-Party EIS	\$1,000,000	Third-party contractor to work on EIS under lead federal agency direction.
Hydrology Studies	\$600,000	Meteorological data collection, stream gauging on the 4-5 major rivers, snow surveys (snow depth and snow water equivalent), suspended/bedload sediment studies.
Fisheries Studies	\$1,200,000	Fisheries and habitat studies by ADF&G over 2-3 years.
Geotechnical Studies	\$1,000,000	DOT&PF geotechnical drilling and studies to identify material site, quantify material site quantities, and provide geotechnical recommendations.
Health Impact Assessment	\$500,000	DNR OPMP project coordination manager and HIA development. HIA funding assumed to be split btw FY15 and FY16.
Other Enviro/Engineering	\$1,250,000	Cultural resources, other environmental, engineering support for EIS and permitting.
Federal Cost Reimbursement	\$1,000,000	NPS/FHWA cost recovery as allowed under federal law for processing ROW permit application on federal lands.
TOTAL	\$8,500,000	

AMBLER MINING DISTRICT
INDUSTRIAL ACCESS ROAD



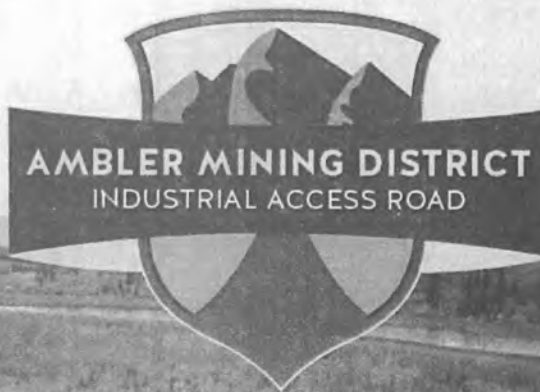
Project Cost to Completion Estimates

Phase	FY15	FY16	FY17	FY18	FY19	Total
Pre-Design/Enviro	\$8.5	\$8.5	\$7.0	\$6.5		\$30.5
35% Design/Permitting				\$5	\$5	\$10
Right-of-Way					\$3.5	\$3.5
Design/Construction (Design/Build)					\$290-400	\$290-400
Total	\$8.5	\$8.5	\$7.0	\$11.5	\$298.5-408.5	\$334-444



Introduction to Public Private Partnerships (P3)

- P3 is a project delivery method
- Combines design, build, finance, operate & maintain functions
- Allocates different risks to the public & private sectors
- US leads the world in power P3 but lags in other sectors
- Transportation P3 now gaining momentum in US



Rationale for P3

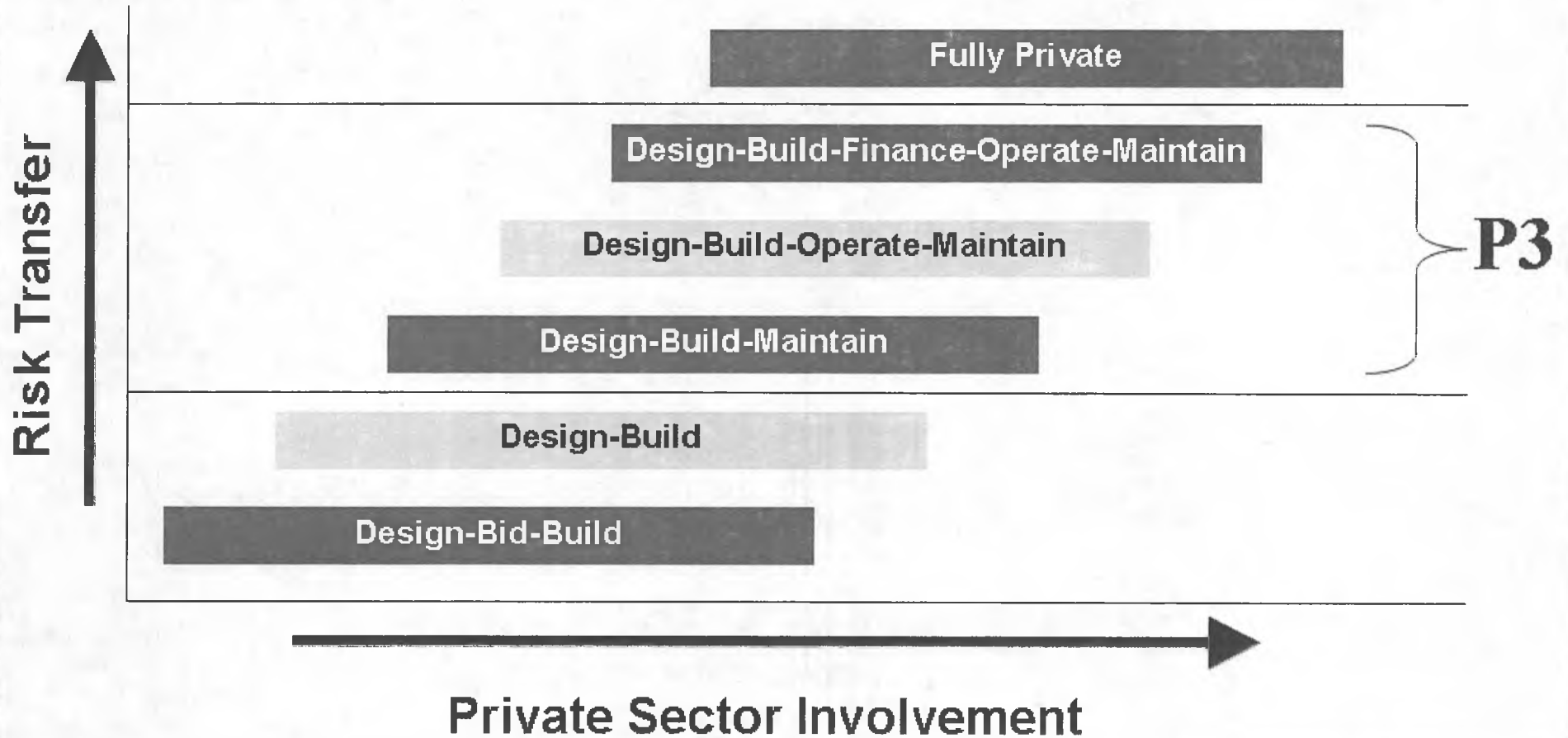
- Transfer design, construction, O&M risk to private sector
- Provide incentives for cost control & proper maintenance
- Attract subordinate equity financing

Cash Flow Waterfall



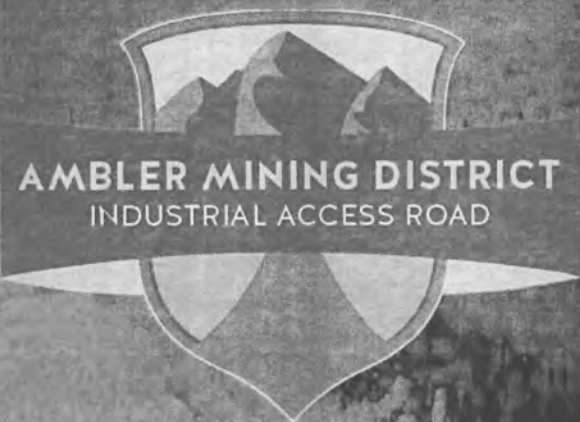
Spectrum of P3 Options

Spectrum of P3 Options



AMBLER MINING DISTRICT
INDUSTRIAL ACCESS ROAD

Questions/Discussion



AMBLER MINING DISTRICT
INDUSTRIAL ACCESS ROAD



City of Bettles

P. O. Box 26023
Bettles, AK 99726
907-692-5191

Resolution 2014-4

A RESOLUTION OPPOSING THE BUILDING OF A YEAR-ROUND ROAD THROUGH BETTLES, ALASKA TO ACCESS THE AMBLER MINING DISTRICT USING THE BROOKS EAST CORRIDOR STARTING AT PROSPECT CREEK.

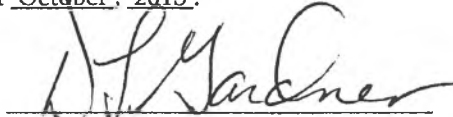
- WHEREAS, The City of Bettles rescinded Resolution 2012-5 that supported the road, by overwhelming public demand, in July of 2012; and,
- WHEREAS, The City of Bettles has gone on public record opposing a State or private highway between Prospect and the Ambler Mining District on a route through the City of Bettles from the State road system (Resolution 2012-8); and,
- WHEREAS, The City of Bettles desires economic development in keeping with the chosen lifestyle of its residents and the current economy of wilderness tourism, which road system access and presence of a mining road would grievously harm; and
- WHEREAS, The proposed road has been handed over from the State of Alaska to AIDEA and is no longer being considered a public road but a privately owned limited use industrial mining road; and
- WHEREAS, The present ice-road between Bettles and Prospect is only open for a short period during the winter, and is thereby more in keeping with the economy and lifestyle of a remote bush village whose economy is based in large part on remote Alaska wilderness tourism; and
- WHEREAS, Federal, State, and local governments, as well as local residents and businesses will not benefit from the mining traffic that a private industrial mining road will bring; and
- WHEREAS, The Brooks East Corridor is only the least expensive option being examined for constructing and maintaining overland access to the Ambler Mining District, and there are six other routes under consideration that may be used instead; and
- WHEREAS, Road access to the Ambler Mining District and the subsequent development of mines in that area could prove to be an environmental and cultural and loss that can never be regained; and
- WHEREAS, The impacts of a 220 mile road on subsistence, caribou migration, and the environment have not been adequately addressed by the State of Alaska, DOT, AIDEA or NOVA Copper; and
- WHEREAS, Significant concerns in opposition to building this road have not been adequately addressed by the State of Alaska, DOT, AIDEA or NOVA Copper; now,

Gateway to the Arctic

THEREFORE BE IT RESOLVED, That the Bettles City Council by this resolution hereby declares our wholehearted opposition to the building of a year-round road through Bettles to access the Ambler Mining District using the Brooks East Corridor from Prospect Creek .

PASSED and APPROVED by a duly constituted quorum of the City Council of Bettles, Alaska this 10th day of October, 2013.

SIGNED:



Mayor

ATTEST:

City Clerk

