



# APPENDIX C: PUBLIC AND AGENCY INVOLVEMENT SUMMARY



# Public Involvement Summary

## Project Overview

The Arctic Strategic Transportation & Resources (ASTAR) program is sponsored by Alaska Department of Natural Resources (DNR), Alaska Department of Transportation and Public Facilities (DOT&PF), and the North Slope Borough (NSB). The mission of the ASTAR program is to identify, evaluate, and advance opportunities to enhance the quality of life and economic opportunities in North Slope communities through responsible infrastructure development. ASTAR's goal is to prioritize community needs and identify infrastructure opportunities that offer the most cumulative benefit and best enhance the quality of life for the region.

The ASTAR team has chosen a Planning and Environmental Linkage (PEL) study to evaluate an all-season road connecting the communities of Utqiaġvik, Atqasuk, and Wainwright (commonly referred to as the Triangle Community Road). The Triangle Community Road PEL Study is the first project recommended as part of the ASTAR program.

Currently, there are no all-season roads between the communities of Utqiaġvik, Atqasuk, and Wainwright. This PEL study will build upon previous ASTAR work to identify and evaluate potential routes connecting these communities. This project is anticipated to improve cultural and community connectivity, lower the cost of goods and services, increase health and safety benefits, improve access to education, and advance workforce development opportunities. Additionally, the PEL study team will work with communities to identify and evaluate ways to increase subsistence opportunities and reduce subsistence impacts through project design.

## Public Involvement and Stakeholder Outreach

The Public Involvement (PI) team, led by ACES with support from DOWL, recognized the importance of informing and engaging the public throughout the study. Outreach methods included:

### 1. Public and Agency Involvement Plan

The Public and Agency Involvement Plan (PAIP) was developed collaboratively to outline the strategies for communicating with agencies, tribes, organizations, local governments, communities, and the public. Communication methods were regularly evaluated for effectiveness, schedule alignment, and budget compliance, and adjusted as needed. Objectives included:

- Providing opportunities for stakeholders to stay informed and participate.
- Supporting local planning authorities in reviewing and approving recommendations in the Final PEL Report, as required under AS 35.30.010 Review and Approval by Local Planning Authorities.
- Assisting the project team in meeting Federal, State, DNR, DOT&PF, and local government public involvement requirements.



## 2. Stakeholder Identification and Register

Stakeholders were identified as individuals and organizations potentially affected by a potential future project, including government agencies, elected officials, tribal entities, businesses, non-profit organizations, communities, and the public.

Information was documented and maintained to guide meaningful communication and encourage active participation. The stakeholder register was updated throughout the study.

## 3. Title VI Compliance

DOT&PF, DNR, and NSB are required by federal agreement to include a disclosure regarding Title VI of the Civil Rights Act of 1964, Americans with Disabilities Act of 1990 (ADA), and Executive Orders 11990, 11988, and 13166 compliances as part of agency outreach and public involvement. The PI team worked with the DOT&PF Civil Rights Office to confirm the most current language prior to publication.

*The DNR, DOT&PF, and NSB operate Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: [dot.alaska.gov/tvi\\_statement.shtml](http://dot.alaska.gov/tvi_statement.shtml). To file a complaint, go to: [dot.alaska.gov/cvlrts/titlevi.shtml](http://dot.alaska.gov/cvlrts/titlevi.shtml)*

*The DNR, DOT&PF, and NSB comply with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Project Communications, (907) 562-2000, or telecommunications relay services at 711. Requests should be made at least five days before the accommodation is needed.*

*Individuals with limited English proficiency who may need translation services and/or special modifications to participate in this public meeting should contact Project Communications, (907) 562-2000, or telecommunications relay services at 711. Requests should be made at least five days before the accommodation is needed.*

The PI team documented Title VI compliance activities following public meetings events.

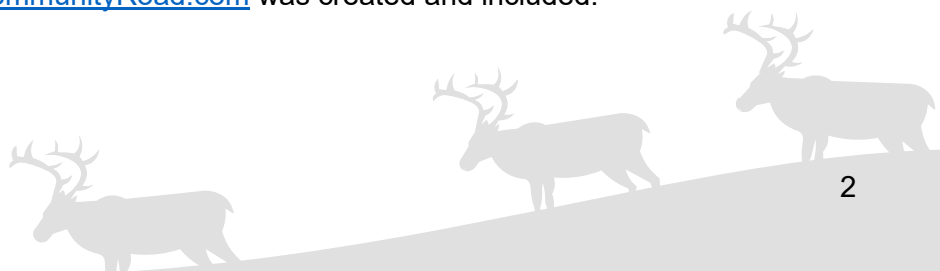
Digital outreach materials were designed for accessibility, and best practices for ADA-compliant email communication were followed. For example, descriptive metadata was embedded in PDFs used for digital outreach, and text was kept machine-readable rather than flattened or outlines.

Alternate formats of printed outreach materials and translation services, including materials for persons with limited English proficiency, were available but not requested.

## 4. Project Website, Email, and Social Media

The project website [www.TriangleCommunityRoad.com](http://www.TriangleCommunityRoad.com) was created and included:

- Project description and map
- Schedule
- Draft and final documents





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## TRIANGLE COMMUNITY ROAD PEL STUDY

- Public involvement activities:
  - Newsletters
  - Notices of meetings
  - Presentations and materials
  - Comment summaries
- Relevant links
- Buttons for submitting comments and joining the distribution list
- Project contacts

The email address [TriangleCommunityRoad@dowl.com](mailto:TriangleCommunityRoad@dowl.com) was created for inquiries and linked to a project team distribution list. Social media materials were provided to the project team upon request for posting.

## 5. Newsletters

Two newsletters were distributed to update stakeholders on study progress and the availability of the draft PEL for review and comment. Electronic versions were emailed to the stakeholder list, and printable versions were shared with key stakeholders for distribution to those without internet access.

## 6. Printed Materials

To maintain a consistent look and feel, the study team developed a project logo and templates for communication materials.

The PI team created and regularly updated a project fact sheet for the website and public meetings.

## 7. Advisory Committee

To provide key stakeholders with in-depth engagement opportunities, the study team established an advisory committee for ongoing input throughout the project. Members were invited from tribes, tribal organizations, and local elected officials. The committee included representatives from:

- Atqasuk
  - City Council
- Utqiagvik
  - Ukpeaġvik Iñupiat Corporation (UIC)
  - Native Village of Barrow (NVB)
- Wainwright
  - Olgoonik Corporation (OC)
  - City Council
- Arctic Slope Regional Corporation (ASRC)
- Iñupiat Community of the Arctic Slope (ICAS)
- NSB





Three advisory committee meetings were held to provide input on PEL study elements according to the following schedule:

MEETINGS	FOCUS	WHEN
1	<ul style="list-style-type: none"> <li>• Baseline data and existing conditions</li> <li>• Completed field work</li> <li>• Purpose and need</li> <li>• Preliminary alternatives</li> <li>• Alternatives evaluation</li> </ul>	December 2, 2024
2	<ul style="list-style-type: none"> <li>• Refined alternatives</li> <li>• Evaluation criteria</li> <li>• Alternatives evaluation process</li> <li>• Funding matrix</li> </ul>	April 23, 2025
3	<ul style="list-style-type: none"> <li>• Alternative screening results</li> <li>• Recommended alternative(s)</li> <li>• Draft PEL study</li> </ul>	February-March 2026

The study team prepared and distributed meeting agendas, coordinated logistics, provided presentations and materials, and developed meeting summaries.

## 8. Public Meetings

Public meetings were planned to inform communities about the project and gather comments and concerns. Meetings were held in-person, virtually, or in hybrid format, following DOT&PF Statewide Environmental Office's NEPA Assignment Program Guidance on Virtual Public Meetings. While three meetings were initially planned for each community, scheduling conflicts prevented full implementation.

The study team coordinated logistics, notified communities, prepared presentations and materials, posted meetings materials on the website, and developed summaries. The schedule and focus for open house meetings and supplemental listening sessions included:



LOCATION & FORMAT	FOCUS	DATE
Utqiaġvik, AK In-Person	<ul style="list-style-type: none"> <li>• Project Background – ASTAR Program</li> <li>• PEL Process</li> <li>• Project Schedule</li> <li>• Project Area and Existing Conditions</li> <li>• Purpose and Need Statement</li> </ul>	March 28, 2024
Atqasuk, AK In-Person	<ul style="list-style-type: none"> <li>• Project Background – ASTAR Program</li> <li>• PEL Process</li> <li>• Project Schedule</li> <li>• Project Area and Existing Conditions</li> <li>• Purpose and Need Statement</li> </ul>	April 11, 2024
Utqiaġvik, AK In-Person	<ul style="list-style-type: none"> <li>• ASTAR Program Update</li> <li>• PEL Process</li> <li>• Project Schedule</li> <li>• Purpose and Need</li> <li>• Preliminary Alternatives</li> <li>• Evaluating Alternatives</li> </ul>	January 9, 2025
Wainwright, AK In-Person	<ul style="list-style-type: none"> <li>• ASTAR Program Update</li> <li>• PEL Study Schedule</li> <li>• PEL Process Overview</li> <li>• Purpose and Need</li> <li>• Preliminary Alternatives</li> <li>• Evaluating Alternatives</li> </ul>	March 6, 2025
Utqiaġvik, AK	<ul style="list-style-type: none"> <li>• Recommended Alternatives</li> <li>• Draft PEL Study</li> </ul>	February-March 2026 TBD
Virtual Meeting	<ul style="list-style-type: none"> <li>• Recommended Alternatives</li> <li>• Draft PEL Study</li> </ul>	February-March 2026 TBD

Notification methods included:

- Website updates
- Flyers emailed to key stakeholders for community posting
- Posts on community Facebook pages

Meeting summaries documented attendance, materials, presentations, verbal and written comments, and Title VI compliance.



## 9. Small Group and Stakeholder Meetings

The project team held meetings with agencies, small groups, and stakeholders to gather specific feedback.

MEETING GROUP	DATE(S)
ASRC	February 19, 2024 March 19, 2024
Atqasuk Trilateral (City of Atqasuk, Atqasuk Corporation, and Native Village of Atqasuk)	April 11, 2024
Bureau of Land Management (BLM) Arctic District Office	November 12, 2024
City of Atqasuk	February 26, 2024 August 19, 2024
City of Utqiagvik	February 29, 2024
ICAS	February 20, 2024 February 29, 2024 March 28, 2024 January 10, 2025 January 2026 TBD
Inuvialuit Regional Corporation	February 20, 2024
NSB Planning Commission	January 25, 2024
NVB	February 28, 2024 March 18, 2024
UIC	February 28, 2024 June 25, 2025 December 9, 2025
Utqiagvik Elders	March 29, 2024
Utqiagvik Trilateral (City of Utqiagvik, NVB, and UIC)	January 9, 2025
The Voice of the Arctic Iñupiat (VOICE)	February 20, 2024
Wainwright Steering Committee	February 9, 2024 September 18, 2024





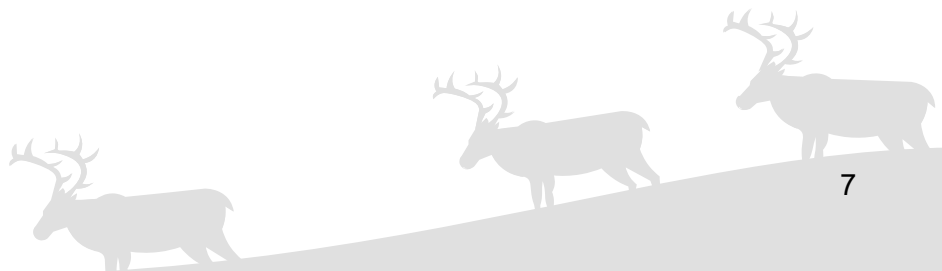
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## 10. Communicating with the Stakeholders and Documentation

Comments received via email, mail, phone, or written form were documented in a project comment database and distributed to the project team. Responses were provided after obtaining approval from DNR, DOT&PF, and NSB.

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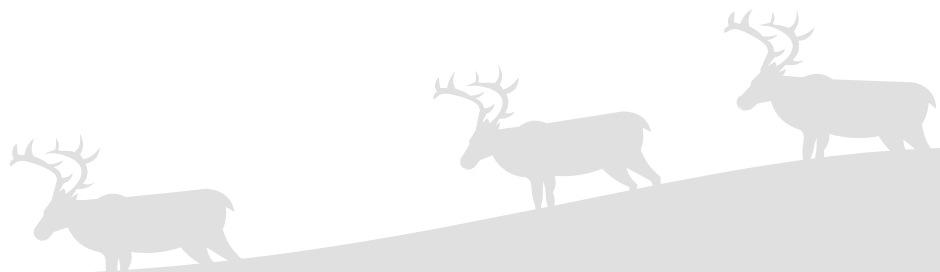


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## TRIANGLE COMMUNITY ROAD PEL STUDY

# Appendix 3: Summary of Outreach Materials

1. Public and Agency Involvement Plan
2. Stakeholder Identification and Register
3. Title VI Compliance
4. Project Website, Email, and Social Media
5. Newsletters
6. Printed Materials
7. Advisory Committee
8. Public Meetings
9. Small Group and Stakeholder Meetings
10. Communicating with the Stakeholders and Documentation

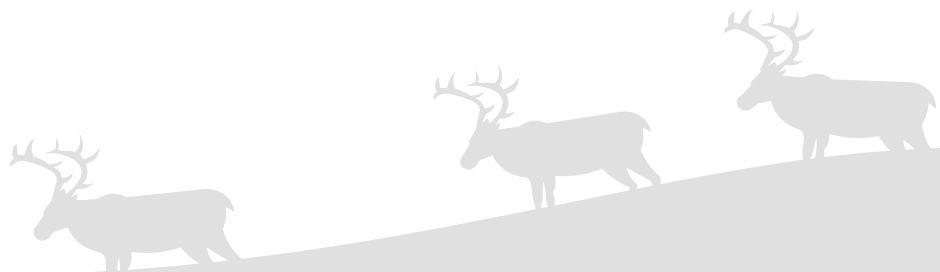




# ASTAR

**TRIANGLE COMMUNITY  
ROAD PEL STUDY**

## 1. Public and Agency Involvement Plan



# **PUBLIC AND AGENCY INVOLVEMENT PLAN/ COMMUNICATION PLAN**

**Triangle Community Road Planning & Environmental Linkage (PEL) Study**

Federal Program/Project Nos.: NFHWY00769/0002(521)

## **Prepared for:**



State of Alaska Department  
of Natural Resources  
550 West 7th Avenue  
Suite 1360  
Anchorage, AK 99501



State of Alaska  
Department of Transportation  
and Public Facilities  
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2301 Peger Road  
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North Slope Borough  
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## **Prepared by:**

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July 2024

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## ACRONYMS & ABBREVIATIONS

ACES	ASRC Consulting & Environmental Services
ADA	Americans with Disabilities Act
AFN	Alaska Federation of Natives
AKP	Village of Anaktuvuk Pass
ANCSA	Alaska Native Claims Settlement Act
ANWR	Arctic National Wildlife Refuge
ARA	Alaska Regional Association
ASNA	Arctic Slope Native Association
ASRC	Arctic Slope Regional Corporation
ASTAR	Arctic Strategic Transportation and Resources
DNR	State of Alaska Department of Natural Resources
DOT&PF	State of Alaska Department of Transportation and Public Facilities
EPM	Environmental Procedures Manual
FHWA	Federal Highways Administration
GCI	General Communications Incorporated
HPCM	Highway Preconstruction Manual
ICAS	Inupiat Community of the Arctic Slope
LEP	limited English proficiency
NEPA	National Environmental Policy Act
NSB	North Slope Borough
NSBSD	North Slope Borough School District
NPR-A	National Petroleum Reserve in Alaska
NVN	Native Village of Nuiqsut
PAIP	Public and Agency Involvement Plan
PI	public involvement
PEL	Planning and Environmental Linkage
PEL Guidebook	Alaska DOT&PF Planning and Environmental Linkages Guidebook
SEO	Alaska DOT&PF Statewide Environmental Office
Title VI	Title VI of the Civil Rights Act of 1964
UIC	Ukpeaġvik Iñupiat Corporation
USDOT	United States Department of Transportation

## 1.0 PROJECT TEAM

### State of Alaska Department of Natural Resources (DNR)

*Jeff Bruno, Project Manager,* [REDACTED]

### State of Alaska Department of Transportation and Public Facilities (DOT&PF)

*Judy Chapman, Deputy Director - Planning & Program Development, Project Manager,*  
[REDACTED]

*Brett Nelson, Fairbanks Planning Chief,* [REDACTED]

### North Slope Borough (NSB) – Port Authority

*Hina Kilioni, Port Authority Director,* [REDACTED]

### DOWL

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*Theresa Dutchuk, Environmental Lead,* [REDACTED]

*Morgan McCammon, Project Communications Support,* [REDACTED]  
[REDACTED]

### ASRC Consulting & Environmental Services (ACES)

*Inuuteq Stotts, Project Communications Lead,* [REDACTED]

## **2.0 GENERAL INFORMATION**

### **2.1 Project Overview**

Lead by the Alaska Department of Natural Resources (DNR) in partnership with the North Slope Borough (NSB) and Alaska Department of Transportation and Public Facilities (DOT&PF), the scope of this project is to provide services for a Planning and Environmental Linkages (PEL) Study – a Federal Highway Administration (FHWA) initiative aiming to streamline the project development and environmental review processes by improving coordination among stakeholders. PEL studies enable agencies to better communicate and coordinate during project decision-making. The approach provides a broader perspective reaching beyond the typical planning-level requirements to include consultation with stakeholders regarding community concerns, mitigation, and more.

The PEL process's most pointed goal is to minimize duplication of efforts, streamline the National Environmental Policy Act (NEPA) process, and ultimately shorten the delivery life cycle for a transportation project by making the planning and environmental processes more seamless, and providing more sensitivity to environmental resources and community concerns before the NEPA process even begins. The information from this study is intended to give North Slope leadership and residents the information necessary to determine if this project should move forward with the NEPA process.

Currently, there are no all-season road(s) between the communities of Utqiagvik, Atkasuk, and Wainwright. This PEL study will identify and evaluate potential routes connecting these communities. This project is anticipated to improve cultural and community connectivity, lower the cost of goods and services, increase health and safety benefits, improve access to education, and advance workforce development opportunities. Additionally, the PEL study team will work with communities to identify and evaluate ways to increase subsistence opportunities and reduce subsistence impacts through project design.

## 2.2 Project Location

Located in the North Slope Borough of Alaska, this project would identify potential locations for an all-season road connecting the northern Alaskan communities of Utqiagvik, Atqasuk, and Wainwright (commonly referred to as the Triangle Community Road).



Figure 1: Project Area

## 2.3 Project Background

The PEL Study will coordinate through the existing Arctic Strategic Transportation and Resource (ASTAR) program, using the foundation of its past efforts and ongoing community stakeholder engagement. The ASTAR program is a collaborative effort initiated by DNR in partnership with the NSB and DOT&PF. The planning area includes the entire North Slope region, including State lands, the National Petroleum Reserve-Alaska (NPR-A) and the Arctic National Wildlife Refuge (ANWR).

The mission of the ASTAR program is to identify, evaluate, and advance opportunities to enhance the quality of life and economic opportunities in North Slope communities through responsible infrastructure development. The ASTAR program goal is to prioritize community needs and identify infrastructure opportunities offering the most cumulative benefit and best enhance the quality of life for the region. The Triangle Community Road project is the first project recommended to be advanced using the PEL process as part of the ASTAR program.

## 2.4 Project History

The ASTAR program funded a desktop analysis in 2019 and 2020 to evaluate potential routes for this all-season gravel road network. The objective of the desktop analysis was to provide the communities and stakeholders with a better understanding of potential benefits that could influence future development of the proposed road network, as well as important engineering, environmental, regulatory, and stakeholder inputs that may affect routing. Spatial data were incorporated into a GIS

cost-weighted raster analysis, which was used to identify several potential route alternatives that align with likely river crossings and account for other landscape features and constraints identified through research of existing data and reports for the project area, as well as information provided by the three communities and the North Slope Borough. The desktop study also helped identify data gaps necessary to support future phases of the project.

## 2.5 PEL Study Development

The project team will conduct a PEL study for the Triangle Community Road and develop a report and technical summary of the engineering and environmental considerations, assumptions, analytical methodologies, and graphic displays of the recommended alternative(s), with community and stakeholder input. This study will use a collaborative approach considering environmental, community, and economic goals to evaluate the benefits and impacts for this project.

PEL study alternatives will be developed based on available environmental and community data and will be refined through public and agency input, and technical analysis. The analysis of alternatives to be eventually incorporated into a potential future NEPA document must have a thoroughly documented rational basis. The intent of the PEL study analysis is not to conduct a comprehensive analysis of specific impacts. It is to generally identify affected resources and potential impacts and benefits, develop alternatives using value engineering principles, and gather public and agency input to assist in determining the alternatives that would best meet the purpose and need, and screen out alternatives that do not. Alternatives screened out must have the rationale documented appropriately.

## 2.6 Purpose of the Public and Agency Involvement Plan

This Public and Agency Involvement Plan (PAIP) details the proposed methods for communicating information with agencies, tribes, organizations, and the public for the project.

The objectives of this plan are to:

- Provide opportunities for all stakeholders to be informed and participate in the project.
- Provide the basis for local planning authorities to review and approve the recommendations of the Final PEL Report as required under AS 35.30.010 Review and Approval by Local Planning Authorities.
- Assist the project team to meet the relevant Federal, State, DNR, DOT&PF, and local government requirements for public involvement.

Public and agency involvement on transportation projects completed by the DNR, DOT&PF, and NSB is guided by a range of documents including:

- U.S Department of Transportation (USDOT) Federal Highway Administration (FHWA) Planning and Environmental Linkages Handbook<sup>1</sup>
- Alaska DOT&PF Environmental Procedures Manual (EPM)
- Alaska DOT&PF Highway Preconstruction Manual (HPCM)
- Alaska DOT&PF Planning and Environmental Linkages Guidebook (PEL Guidebook)
- National Environmental Policy Act (NEPA)

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<sup>1</sup> Planning and Environment Linkages Handbook (dot.gov)

- NEPA Assignment Program Memorandum of Understanding between the FHWA and DOT&PF
- Title VI of the Civil Rights Act of 1964
- Executive Orders 11990, 11988, 12898, and 13166
- Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973

The HPCM is the FHWA-approved guide for developing and designing federal-aid projects in Alaska. The USDOT FHWA PEL Handbook and the DOT&PF PEL Guidebook provide guidance on the PEL process and specific requirements for documentation needed to effectively support the transition from a PEL to a future NEPA process. This PAIP has been developed in accordance with the requirements and best practices as outlined in the HPCM, the EPM, and relevant PEL guidance.

DNR, DOT&PF, and NSB are required by federal agreement to include a disclosure regarding environmental law compliance as part of agency outreach and public involvement. At the time of writing this PAIP the current language is:

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.*

DNR, DOT&PF, and NSB are required by federal agreement to include a disclosure regarding Title VI of the Civil Rights Act of 1964 and Americans with Disabilities Act of 1990 (ADA) compliance as part of agency outreach and public involvement. DOWL will work with the DOT&PF Civil Rights Office to confirm the most current language prior to publication. At the time of writing this PAIP the current language is:

*The DNR, DOT&PF, and NSB operate Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: [dot.alaska.gov/tvi\\_statement.shtml](http://dot.alaska.gov/tvi_statement.shtml). To file a complaint, go to: [dot.alaska.gov/cv/rts/titlevi.shtml](http://dot.alaska.gov/cv/rts/titlevi.shtml)*

*The DNR, DOT&PF, and NSB comply with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Project Communications, (907) 562-2000, or telecommunications relay services at 711. Requests should be made at least five days before the accommodation is needed.*

*Individuals with limited English proficiency who may need translation services and/or special modifications to participate in this public meeting should contact Project Communications, (907) 562-2000, or telecommunications relay services at 711. Requests should be made at least five days before the accommodation is needed.*

The DOT&PF Civil Rights Offices notices will be published with all public announcements and Title VI documents will be displayed at public meetings and documented in the meeting record. The project team will provide documentation of compliance with Title VI of the Civil Rights Act of 1964 immediately following each project-related public meeting, hearing, presentation, or community involvement activity.

The project team will offer meaningful services to limited English proficiency persons, as described in the DOT&PF's Limited English Proficiency (LEP) Plan, including proactively using available state and federal resources.

## **2.7 Public and Agency Involvement Plan Updates**

The PAIP shall be updated when needed to support ongoing and effective public and agency involvement as the project progresses through the PEL process. It is assumed two updates will occur over the duration of the PEL Study. The PAIP will be updated with any new information gathered since the initial PAIP or last update. The project team will also assess the effectiveness of the PAIP and update the stakeholder management strategies and communication methods and techniques accordingly.

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### 3.0 STAKEHOLDER IDENTIFICATION

Identifying stakeholders is the process of identifying all people and organizations impacted by the project, documenting relevant information regarding their interests, involvement, and impact on project success. Project stakeholders are persons and organizations such as the government agencies, businesses, and the public actively involved in the project, or whose interests may be positively or negatively affected by the execution or completion of the project. Stakeholder information will be documented and maintained for the purpose of managing communications in a way that is relevant, meaningful, and effective for facilitating a high level of public involvement.

Below is an initial list of stakeholders. Where possible, these entities will be included in the project outreach/ mailing list. This list will expand throughout the project.

#### 3.1 Tribal Organizations, ANCSA Corporations, and Non-profit Organizations

- Alaska Federation of Natives (AFN)
- Alaska Native Claims Settlement Act (ANCSA) Regional Association (ARA)
- Arctic Slope Native Association (ASNA)
- Arctic Slope Regional Corporation (ASRC)
- Atqasuk Inupiat Corporation
- Inupiat Community of the Arctic Slope (ICAS)
- Kaktovik Village (Barter Island)
- Native Village of Atqasuk
- Native Village of Barrow
- Native Village of Nuiqsut (NVN)
- Native Village of Point Hope
- Native Village of Point Lay
- Olgoonik Corporation
- Ukpeaġvik Iñupiat Corporation (UIC)
- Village of Anaktuvuk Pass (AKP)
- Village of Wainwright
- Voice of the Arctic Inupiat Board

#### 3.2 Public and Other Stakeholders

- Businesses and non-profit organizations in adjacent areas
- Alaska Airlines
- North Slope Borough School District (NSBSD)
  - Alak School
  - Barrow High School
  - Eben Hopson Middle School

- Fred Ipalook Elementary School
- Meade River School/ Library
- Parent Teacher Associations
- Northern Air Cargo
- Residents and property owners in adjacent areas
- Security Aviation
- UIC Car Rental
- Wright Air Charters

### **3.3 Government and Regulatory Agencies**

- Alaska Department of Environmental Conservation
- Alaska Department of Fish & Game
- Alaska Department of Natural Resources
- Alaska Department of Public Safety
- Alaska Department of Transportation & Public Facilities
  - Statewide Environmental Office (SEO)
  - Atqasuk Airport
  - Wainwright Airport
  - Wiley Post-Will Rogers Memorial Airport
- Alaska State Senators and Representatives
- Atqasuk Volunteer Fire Department
- Barrow Search and Rescue
- City of Atqasuk
- City of Utqiagvik
  - City Clerk
  - City Council
  - Department of Motor Vehicles
  - Department of Public Works
  - Police Department
- City of Wainwright
  - City Council
  - Maintenance Department
  - Police Department
- Federal Highway Administration (FHWA)
- North Slope Borough

- Assembly
- Fire Department
- Health & Social Services
- Mayor's Office
- Planning & Community Services
- Search and Rescue
- Wildlife Management
- Police Department
- Port Authority
- Public Works

### **3.4 Utility Companies**

- Alaska Integrated Services
- Arctic Spark Electric
- Barrow Utilities & Electrical Cooperative Inc.
- General Communication Inc. (GCI)

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## 4.0 STAKEHOLDER ISSUES AND CONCERNS

The project team has identified the following initial set of issues will need to be considered as part of the alternatives analysis. Additional issues and concerns will be documented throughout the PEL study.

ISSUE	DETAIL
Subsistence	The alternatives evaluation will need to consider avoiding and minimizing impacts to subsistence resources and subsistence use patterns.
Land Ownership	The project area includes lands owned and managed by local, state, and federal agencies as well as native allotments.
River Crossings	Additional analysis regarding river crossings will be needed to refine the alternative alignments.
Existing and Proposed Infrastructure	Infrastructure (existing and proposed) will to be considered as alternative alignments are refined.
Cultural Resources	Consideration of important cultural resources in defining alignment alternatives will help streamline the future NEPA and Section 106 consultation processes.
Wetlands	The project area has abundant wetlands, which must be avoided where practicable, per Clean Water Act regulations.
Fish & Wildlife Habitat / Threatened and Endangered Species	The project area provides abundant fish, avian, and terrestrial wildlife habitat, including species protected under the Endangered Species Act. It will be important to identify critical habitat, nesting sites, and important caribou habitat areas as part of the alternative alignment analysis.
Gravel Sources	There are limited gravel sources in the project area. Continued investigation into gravel availability may affect the evaluation of alignment alternatives.
Construction Cost and Funding Sources	This study will provide construction cost estimates and will consider feasibility of construction sequencing as well as funding sources.

## 5.0 STAKEHOLDER REGISTER AND MAILING LISTS

Detailed stakeholder contact information will be maintained in a stakeholder register, which will be created in an Excel spreadsheet. The register will be used to track preferred communication methods and stakeholder affiliations (e.g., public, business, government, agency, tribe, etc.). Stakeholder identification should draw from previously captured stakeholder records developed as part of the ASTAR project.

The stakeholder register will also serve as the mailing and email list for distributing project communications. Contact information populating the mailing list will be purchased, or created and maintained for all property owners, businesses, and residents within 500 feet of the project area, and other project stakeholders.

The stakeholder register is confidential information and will not be shared with any other entity without permission.

### 5.1 Stakeholder Classification

The project team shall classify stakeholders into groups for use in developing stakeholder management strategies. At a minimum, the following two classifications should be applied to each stakeholder:

- Affiliation – Public, Business, Government, Agency, Tribe, Contracting Agency, Participating Agency, Cooperating Agency, etc.
- Issue(s) – Regulatory, Economic, Right-of-Way, Environmental, etc.

The stakeholder classification for each stakeholder will be included in the Stakeholder Register. The stakeholder classification is a tool that will be available in developing stakeholder management strategies.

## 6.0 COMMUNICATION METHODS AND TECHNIQUES

The following subsections identify the methods proposed to reach agencies and stakeholders with project information. The project team will discuss outreach efforts and select other tools for involving the public and agencies if feedback is considered insufficient.

### 6.1 Title VI Compliance

Communication strategies and methods will *“include a process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;”* 23 CFT 450.210(a)(1)(viii) and 450.316(a)(1)(vii).

### 6.2 Facilitation and Translation Services

When appropriate, project communications will provide a third-party facilitator or translator(s) to assist in public meetings or events. A resume and proposed rates for the facilitator or translator(s) will be provided to the project managers for approval at least 10 working days in advance of the meeting or event, or as soon as possible. Translation services will be coordinated for written materials and attendance at events.

### 6.3 Information to be Communicated

The project team will communicate information to stakeholders at the times established in the PAIP via email, website, mailers, social media, and other communication methods needed to convey project updates and opportunities for stakeholders to provide public comments. The PAIP will be updated to reflect additional public outreach based on the needs of the public.

### 6.4 Branding

To create a consistent look and feel for project documentation, project communications will create a project logo and templates, with color specifications. All project materials will be developed using the project logo and color specifications. Color specifications will accommodate colorblind individuals.



**ASTAR**  
**TRIANGLE COMMUNITY**  
**ROAD PEL STUDY**

## 6.5 Project Website

A project website has been established at [www.TriangleCommunityRoad.com](http://www.TriangleCommunityRoad.com) using the State of Alaska Look and Feel Standards (<http://alaska.gov/LookAndFeel/>), which are ADA compliant. The project website will be capable of hosting a virtual public meeting and receiving comments from the public. The project website shall contain the following sections:

- Project description
- Map of the project area
- Schedule
- Frequently asked questions
- Draft and final documents
- Public involvement activities, including:
  - Newsletters
  - Virtual or in-person public meetings or hearings, including presentation materials
  - Small group meetings
  - Workshops
  - Summaries of public comments and meetings
- Relevant links
- Button for comment submission
- Button for interested persons to request to join the communication distribution list
- Project contacts

DOWL shall provide a copy of the initial website and all updates to the project team and obtain approval before implementing any website updates.

## 6.6 Project Email

The email address [TriangleCommunityRoad@dowl.com](mailto:TriangleCommunityRoad@dowl.com) will be included on all communication materials. The email address will be linked to an internal distribution list including members of the project team.

## 6.7 Social Media

Upon request, project communications will create and provide social media materials to the project team for posting to social media sites.

## 6.8 Project Postcards and Newsletters

Prior to each of the four public open house meetings, a postcard will be mailed, and an electronic version will be emailed to the addresses in the mailing list. Both the print and emailed versions of the postcard will contain graphics and text explaining the alternatives under consideration and ask for public input. Additionally, e-newsletters will be distributed at relevant project milestones.

Newsletters will be used to provide the public and stakeholders with periodic updates about the project. Three print newsletters and electronic newsletters will be distributed using the mailing list. Constant Contact will be the vehicle used to deliver electronic newsletters and other project updates.

All reasonable accommodations will be made to ensure visually impaired individuals are able to access digital outreach materials, and best practices for ADA compliant email communication will be closely followed. For example, descriptive meta data will be embedded in PDFs used as digital outreach materials in emails or on websites, and text will not be flattened or outlined so it remains readable by a machine. Alternate formats of print outreach materials can be produced upon request.

## **6.9 StoryMaps**

The project team shall develop StoryMaps using ESRI ArcGIS StoryMaps or similar software to create multi-media presentations on the overall or specific features of the project. The intent is to use this technique to increase public understanding of the project. Possible uses of StoryMaps include providing an overview of the project area for the development of the purpose and need, presenting alternatives, explaining the environmental impacts of the alternatives, and showing the estimated project phasing and costs.

StoryMaps are a tool to support virtual public meetings. StoryMaps are an optional public involvement technique, and the project team is not required to use this technique.

## **6.10 Initial Community, Agency, and Stakeholder Meetings**

The project team will host initial community and/or agency and stakeholder meetings in Utqiagvik, Atkasuk, and Wainwright. The project team will travel to Anchorage and Fairbanks for initial meetings with agencies. The purpose of these meetings is to meet with key community leaders and other stakeholders in the ASTAR process, meet with key agencies to introduce the project and receive feedback, discuss participation in an Advisory Committee to guide the PEL Study process, and gather information from community stakeholders.

## **6.11 Advisory Committees**

The project team may decide to form one or more committees in support of the project (Technical Advisory Committee, Stakeholder Advisory Committee, etc.). Committees should typically include six to 18 members. When the project team decides to form a committee, project communications is responsible for the following tasks:

### **Committee Creation**

- Create Committee Charter and obtain approval from the project team. At a minimum, the Committee Charter shall contain the following:
  - Purpose of the committee
  - Qualifications for serving
  - Anticipated types of issues on which the committee will provide guidance
  - Level of authority on the project (advisory, regulatory, or directive)
  - Duration of committee
  - Frequency and location of the meetings

- Identify committee members, a Committee Chairman, and obtain approval from the project team.
- Contact potential committee members, Chairman, and obtain a commitment to serve.
- Create and distribute a committee roster with contact information.

### **Committee Meetings**

- Create and distribute a meeting agenda approved by the project team.
- Invite the committee members and coordinate a meeting format (in-person, virtual, or hybrid), time, and location.
- Reserve an appropriate meeting location and coordinate logistics.
- Prepare and provide copies of any documents, exhibits, and presentation materials needed by the committee.
- Summarize the meeting and document attendance. Distribute draft meeting summary to project team within five working days. Following feedback from the project team, share the summary with the committee, allowing five working days for comments. Incorporate comments received into the draft meeting summary to create the final meeting summary. Final meeting summaries are due 21 working days after the meeting.

## **6.12 Public Meetings**

Public meetings will be planned in support of this PEL Study to inform the public about the project and to solicit comments or concerns. Public meetings can be held virtually, in-person, or a combination, as directed by the project managers. In-person public meetings are large meetings arranged by the project, typically in an open house format. Virtual public meetings are held online, over a specified comment period. Virtual public meetings will conform to the DOT&PF Statewide Environmental Office's NEPA Assignment Program Guidance on Virtual Public Meetings.

Project communications is responsible for the following tasks for in-person and virtual public meetings:

- Obtain approval for the meeting format, time, date, and location from the project managers.
- Publicly advertise the meeting in advance using the project website, State of Alaska (SOA) Online Public Notice (OPN) site, DNR Public Notices and Proposes Regulations site, local and statewide newspapers, radio, postcards, e-mail, social media, or other means as appropriate.
- Reserve meeting logistics, including venue and virtual meeting platform.
- Prepare all documents, exhibits, and presentation materials needed for the meeting and share these on the project website.
- Offer opportunities for the public to comment on the project.
- Provide 3-5 members of the project team, including the project managers and public communications, to answer questions from the public.
- Provide refreshments as appropriate.
- Provide a facilitator or translator(s) to attend the meeting, if requested.

The anticipated schedule and objectives for each of the public meetings will be determined as the PEL study progresses.

Meeting summaries will be prepared as documentation for project records will include attendance, meeting materials, presentation, a summary of verbal and written comments, and the Title VI Report.

### **6.13 Small Group Meetings**

If requested, the project team will participate in and/or present to additional small groups or individual stakeholders. Small group meetings typically occur when the project team is invited to attend a meeting by the small group at their location. Approval will be sought from DNR and DOT&PF prior to participation in small group or one-on-one stakeholder meeting. Small group meetings may be held in-person or virtually.

Project communications is responsible for the following tasks for small group meetings:

- Obtain approval to accept or extend an invitation or an offer to present the project to a small group from project managers.
- Coordinate meeting time, date, and logistics with the small group.
- Confirm approximate number of participants and any specific issues the small group would like additional information.
- Prepare all documents, exhibits, presentation materials, and an agenda as needed for the meeting.
- Offer opportunities for the small group members to comment on the project at and following the meeting.
- Provide at least one project team member to attend the meeting.
- Provide a meeting summary, documenting attendees and a summary of comments received within five working days.

### **6.14 Workshops**

When directed by the project managers, project communications will arrange workshops to assist the project team in addressing project issues and allow participants to understand the conditions and criteria for making transportation decisions. Workshops are usually half-day long and consist of 15 to 25 participants. Project communications is responsible for the following tasks for Workshops:

- Create a workshop agenda.
- Reserve an appropriate workshop location and coordinate logistics.
- Identify potential workshop members and obtain consensus from the project team.
- Contact potential workshop members and obtain a commitment to serve.
- Prepare and provide copies of any documents, exhibits, and presentation materials needed by the workshop attendees.
- Brief the participants on the overall project, materials prepared, and workshop goals.
- Separate the participants into groups of four to five people. Provide at least one project team member for every group to assist in their efforts.
- Allow time at the end of the workshop for all the groups to present their concepts and concerns.
- Summarize the discussions and feedback from the workshop. Submit meeting summaries to the project managers within five working days.

## **6.15 Media Communications**

Media communications will be led by DNR, DOT&PF, and NSB with support from project communications as needed. Support from the project communications team may include drafting press releases, talking points, or other materials needed for media briefings, telephone interviews, and communication with elected officials.

## **6.16 Additional Public Involvement and Communications Support**

The project team will conduct additional public involvement, as required, throughout the project. Additional public involvement may include, as directed and agreed to by the project managers:

- Serving as the point of contact for public inquiries on the project
- Additional project update emails
- Targeted literature drops and presentations to key stakeholders
- Responses to informal requests for information from individuals and agencies
- Tracking all project related comments and responses on an electronic spreadsheet.

## **7.0 COMMUNICATING WITH THE PUBLIC AND DOCUMENTATION**

Comments received via email, mail, phone, or in written form will be distributed to the project team and archived in a project comment database. All comments and questions will be replied to within two (2) business days pending the project managers consensus on a draft response. All coordination and correspondence for the project shall be approved by the project managers.

## **8.0 PUBLIC INVOLVEMENT PLAN IMPLEMENTATION**

Guidelines for a successful public involvement process requires a strong commitment from all members of the project team to reach out to potentially affected interests. Below are goals developed for obtaining public outreach throughout the progression of the project.

- The roles of the project team and the public will be defined.
- A working relationship between the community and the project team will be formed.
- Goals and expectations will be clearly defined.
- The project team will keep an open mind to all points of view.
- The project team will keep the public informed, listen to and acknowledge concerns and provide feedback on how public input has influenced project decisions.
- Information will be shared openly and directly to help the public become familiar with the issues and the public process.
- Milestones in the process will be clearly defined, acknowledged, and communicated to the public.
- Visualizations and illustrations will be used to convey design alternatives.
- The project team will encourage the public to provide feedback on elements of the design that are affected by input (landscaping, lighting, etc.).
- Feedback opportunities will be designed in a way each stakeholder can communicate in their desired form.
- The project team will follow up on all inquiries and comments during project development.

## APPROVAL

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Jeff Bruno  
Program Manager, DNR

Date

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Brett Nelson  
Project Manager, DOT&PF

Date

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Hina Kilioni  
Project Manager, North Slope Borough

Date

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Kristen Hansen  
Project Manager, DOWL

Date

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Inuuteq Stotts  
Project Communications Lead, ACES

Date



# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

### 2. Stakeholder Identification and Register



First Name	Last Name	Agency
Amos	AguvlukNashookpuk	City of Wainwright
Joseph	Ahmaogak	Olgoonik Corporation
Joseph	Ahmaogak	NSB
Kitty	Ahvakana	Olgoonik Corporation
Kate	Aiken	
Larry	Aiken	
Gene	Aquvlak	City of Wainwright
Payaq	Aysogeak	Eskimos Inc
Alaina	Bankston	Ukpeagvik Inupiat Corporation
Moire	Bockenstedt	Olgoonik Corporation
Pearl	Brower	Ukpeagvik Inupiat Corporation
Stanley	Brower	City of Wainwright
Roxanne	Brower	Utqiagvik VRR
Jeff	Bruno	DNR
Avaiyak	Burnell	Eskimos Inc
Jinky	Caoile	
Judy	Chapman	DOT&PF
Jamie	Christensen	Utqiagvik VRR
Joe	Christopher	ACES
Theresa	Dutchik	DOWL
Scott	Evans	NSB
Rossman	Ferguson	
Jovie	Garcia	DOWL
Sarai	Gomez	DOT&PF
Mary	Gudnerson	
Leroy	Gunderson III	
Jessica	Hamlin	Olgoonik Corporation
Nagruk	Harcharek	Ukpeagvik Inupiat Corporation
Alyssa	Harrison	Olgoonik Corporation
Madeline	Hickman	City of Wainwright
David	Hines	NSB
Stephanie	Huddell	Ukpeagvik Inupiat Corporation
Lilly	Itla	
Lilly	Itta	
Jessica	Itta	Atqasuk VRR
Jimmie	Kagak	City of Wainwright
Flossie	Kanayurah	
Hina	Kilioni	NSB
Mary Lou	Kippi	
Brian	Kippi Spear	
Heather	Kippi Spear	
James	Kookaloak	Eskimos Inc
Maggie	Kulenik	

First Name	Last Name	Agency
Doria	Lambrecht	City of Utqiagvik
Thomas	Leavitt	Ukpeagvik Inupiat Corporation
Doreen	Leavitt	ICAS
Sara	Lucey	DOT&PF
Morgan	McCammon	DOWL
Michael	Mora	Olgoonik Corporation
Sonya	Nashoalook	ASRC
Isabel	Nashookpuk	City of Wainwright
Christopher	Nealsok	
Christopher	Nealsok	
Brett	Nelson	DOT&PF
Sherlene	Oyagak	
Cheryl	Panik	City of Wainwright
Blair	Patkotak	
Hugh	Patkotak	Olgoonik Corporation
Mary	Patkotak	City of Utqiagvik
Oliver	Peetook	
Paul	Ramert	ACES
D	Rexford	Ukpeagvik Inupiat Corporation
Jeff	Romero	
Robert	Sherpe	ASTAC
Inuuteq	Stotts	ACES
Michael	Stotts	
Fannie	Suvlu	Native Village of Barrow
Rossellen	Swan	City of Wainwright
Bryan	Thomas	
Asisaun	Toovak	City of Utqiagvik
Renee	Whitesell	DOWL
R	Wilhelm	Ukpeagvik Inupiat Corporation
Melvin	Wong	
Melvin	Wong	
Noelani	Wood	
		City of Atqasuk
		Atqasuk Inupiat Corporation
		Native Village of Atqasuk
		City of Wainwright
		City of Wainwright
		Village of Wainwright
		City of Wainwright
Elyse	Applegate	AK SHPO



# ASTAR

**TRIANGLE COMMUNITY  
ROAD PEL STUDY**

## 3. Title VI Compliance





**ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES**

**TITLE VI REPORT**

**Section:** \_\_\_\_\_ **Region:** Northern

**Prepared/Facilitated by:** DOWL

**Meeting Location:** Inupiat Heritage Center, Utqiagvik, AK **Date:** March 28, 2024 **Time:** 6-8pm

**Project No. (Federal/State):** 0002(521)/NFHWY00769

**Project Name:** ASTAR Triangle Community Road PEL Study

**Purpose (check all that apply):**

Public Meeting       EIS       \*CAG (Citizen's Advisory Group)  
 Project Scope       EA       Other: \_\_\_\_\_

**Method of advertisement:** SOA Social media, community flyers, email invitation

**Attach meeting announcement/advertisement(s)**

Number of people present at the public meeting: 12 (attach copy of sign-in sheet)

Number of Minority present: unknown Number of Women present: unknown

Was an interpreter required? YES  NO

If yes, for what language(s) \_\_\_\_\_

- Describe Title VI issues (potential disparate impact(s)), if any.

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- If applicable, were Title VI issues addressed in the meeting? How?

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- If applicable, were Title VI issues resolved? If not, please explain.

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- Other Comments:

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**\*Total number of citizens on CAG Board:** \_\_\_\_\_

**\*CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian	
M	F	M	F	M	F	M	F	M	F	M	F
				Pacific Islander		Other					
				M	F	M	F				

# ASTAR Triangle Community Road PEL Study Community Meeting

- Who:** Arctic Strategic Transportation and Resources (ASTAR) PEL Study Project Personnel
- What:** Introduce the Planning and Environmental Linkages (PEL) Study for the Triangle Community Road.
- Discuss themes for the study's purpose and need.
  - Discuss best way to work with and coordinate with community.
- When:** Thursday, March 28, 2024
- Inupiat Heritage Center
- From 6:00 – 8:00 pm

*If you have any questions, please contact AES ACES:  
Inuuteq Stotts at (907) 339-5481; [istotts@asrcenergy.com](mailto:istotts@asrcenergy.com)*



**ASTAR Triangle Community Road  
PEL Study  
Community Meeting**

*Arctic Strategic Transportation and Resource (ASTAR) Project*  
**ASTAR Information**



**ASTAR**  
 TRIANGLE COMMUNITY  
 ROAD PEL STUDY

**SIGN IN SHEET: Triangle Community Road PEL Study**  
**Community Meeting No. 1**  
**Thursday, March 28, 2024**

PRINT NAME	ORGANIZATION	EMAIL ADDRESS (or mailing address)
Jimmy Wingate Jr	self	
George Edwardson	ICAS - President	
ROY AHMAOGAK	self	
Erik Kenning	ASRC	
Aina Tiloni	NSB Port Authority	
Michael D. Stone	ATQASUK Corporation	[REDACTED]
Larry Aiken	SELF	[REDACTED]
Ethel Gurle	Self	[REDACTED]
Edna Nages	Self	[REDACTED]
BRYAN THOMAS	SELF / NOAA GML	[REDACTED]
ELLIS THOMAS	SELF	
Foster P. Simmonds	Self.	



**ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES**

**TITLE VI REPORT**

**Section:** \_\_\_\_\_ **Region:** Northern

**Prepared/Facilitated by:** DOWL

**Meeting Location:** Community Center, Atkasuk, AK **Date:** April 11, 2024 **Time:** 6-8pm

**Project No. (Federal/State):** 0002(521)/NFHWY00769

**Project Name:** ASTAR Triangle Community Road PEL Study

**Purpose (check all that apply):**

Public Meeting       EIS       \*CAG (Citizen's Advisory Group)  
 Project Scope       EA       Other: \_\_\_\_\_

**Method of advertisement:** SOA Social media, community flyers, email invitation

**Attach meeting announcement/advertisement(s)**

Number of people present at the public meeting: 19 (attach copy of sign-in sheet)

Number of Minority present: 11 Number of Women present: 6

Was an interpreter required? YES  NO

If yes, for what language(s) \_\_\_\_\_

- Describe Title VI issues (potential disparate impact(s)), if any.

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- If applicable, were Title VI issues addressed in the meeting? How?

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- If applicable, were Title VI issues resolved? If not, please explain.

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- Other Comments:

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**\*Total number of citizens on CAG Board:** \_\_\_\_\_

**\*CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian	
M	F	M	F	M	F	M	F	M	F	M	F
				Pacific Islander		Other					
				M	F	M	F				



## Public Meeting Sign In Sheet

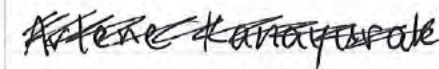



**Meeting:** ASTAR Triangle Community Road PEL Study, Community Meeting No. 1

**Date:** Thursday, April 11, 2024

**Location:** Atqasuk, Alaska

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

Please print legibly- Thanks!

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
FRED V. KANAYURAK 		Female <input type="checkbox"/> White <input type="checkbox"/> AK Native <input checked="" type="checkbox"/> N. American <input type="checkbox"/> Black <input type="checkbox"/>	Male <input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> Asian <input type="checkbox"/> Pac. Islander <input type="checkbox"/> Other <input type="checkbox"/>		
Arlene Kanayurak		Female <input checked="" type="checkbox"/> White <input type="checkbox"/> AK Native <input checked="" type="checkbox"/> N. American <input type="checkbox"/> Black <input type="checkbox"/>	Male <input type="checkbox"/> Hispanic <input type="checkbox"/> Asian <input type="checkbox"/> Pac. Islander <input type="checkbox"/> Other <input type="checkbox"/>		
Flossie Kanayurak		Female <input checked="" type="checkbox"/> White <input type="checkbox"/> AK Native <input checked="" type="checkbox"/> N. American <input type="checkbox"/> Black <input type="checkbox"/>	Male <input type="checkbox"/> Hispanic <input type="checkbox"/> Asian <input type="checkbox"/> Pac. Islander <input type="checkbox"/> Other <input type="checkbox"/>		
Melvin Wong 		Female <input type="checkbox"/> White <input type="checkbox"/> AK Native <input type="checkbox"/> N. American <input type="checkbox"/> Black <input type="checkbox"/>	Male <input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Pac. Islander <input type="checkbox"/> Other <input type="checkbox"/>		
Mary Lou Kippi 		Female <input type="checkbox"/> White <input type="checkbox"/> AK Native <input type="checkbox"/> N. American <input type="checkbox"/> Black <input type="checkbox"/>	Male <input type="checkbox"/> Hispanic <input type="checkbox"/> Asian <input type="checkbox"/> Pac. Islander <input type="checkbox"/> Other <input type="checkbox"/>		



## Public Meeting Sign In Sheet

**Meeting:** ASTAR Triangle Community Road PEL Study, Community Meeting No. 1

**Date:** Thursday, April 11, 2024

**Location:** Atqasuk, Alaska

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

Please print legibly- Thanks!

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
May M. Munderson	[REDACTED]	Female <input type="checkbox"/>	Male <input type="checkbox"/>	White <input type="checkbox"/>	Hispanic <input type="checkbox"/>
Leroy Gunderson III		AK Native <input type="checkbox"/>	Asian <input type="checkbox"/>	N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>
Trudy Kippi		Black <input type="checkbox"/>	Other <input type="checkbox"/>		
Jacqueline Ahkivgak		Female <input type="checkbox"/>	Male <input type="checkbox"/>	White <input type="checkbox"/>	Hispanic <input type="checkbox"/>
		AK Native <input type="checkbox"/>	Asian <input type="checkbox"/>	N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		
KATE AIKEN	[REDACTED]	Female <input checked="" type="checkbox"/>	Male <input type="checkbox"/>	White <input type="checkbox"/>	Hispanic <input type="checkbox"/>
		AK Native <input checked="" type="checkbox"/>	Asian <input type="checkbox"/>	N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		
Sherlene Oyagak Woodrow Oyagak	[REDACTED]	Female <input checked="" type="checkbox"/>	Male <input checked="" type="checkbox"/>	White <input type="checkbox"/>	Hispanic <input type="checkbox"/>
		AK Native <input checked="" type="checkbox"/>	Asian <input type="checkbox"/>	N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		
Lilly Iita	[REDACTED]	Female <input checked="" type="checkbox"/>	Male <input type="checkbox"/>	White <input type="checkbox"/>	Hispanic <input type="checkbox"/>
		AK Native <input checked="" type="checkbox"/>	Asian <input type="checkbox"/>	N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		



## Public Meeting Sign In Sheet

**Meeting:** ASTAR Triangle Community Road PEL Study, Community Meeting No. 1

**Date:** Thursday, April 11, 2024

**Location:** Atqasuk, Alaska

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

Please print legibly- Thanks!

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Harold Z + H Heather Keri Spear		Female <input type="checkbox"/> White <input type="checkbox"/> AK Native <input checked="" type="checkbox"/> N. American <input type="checkbox"/> Black <input type="checkbox"/>	Male <input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> Asian <input type="checkbox"/> Pac. Islander <input type="checkbox"/> Other <input type="checkbox"/>		
Christopher Nealsok		Female <input type="checkbox"/> White <input type="checkbox"/> AK Native <input checked="" type="checkbox"/> N. American <input type="checkbox"/> Black <input type="checkbox"/>	Male <input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> Asian <input type="checkbox"/> Pac. Islander <input type="checkbox"/> Other <input type="checkbox"/>		
Stanley Soren	N3B paven	Female <input type="checkbox"/> White <input type="checkbox"/> AK Native <input checked="" type="checkbox"/> N. American <input type="checkbox"/> Black <input type="checkbox"/>	Male <input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> Asian <input type="checkbox"/> Pac. Islander <input type="checkbox"/> Other <input type="checkbox"/>		
Doug Whiteman	Doug Whiteman	Female <input type="checkbox"/> White <input type="checkbox"/> AK Native <input type="checkbox"/> N. American <input type="checkbox"/> Black <input type="checkbox"/>	Male <input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> Asian <input type="checkbox"/> Pac. Islander <input type="checkbox"/> Other <input type="checkbox"/>		
PATTI ITA		Female <input checked="" type="checkbox"/> White <input type="checkbox"/> AK Native <input checked="" type="checkbox"/> N. American <input type="checkbox"/> Black <input type="checkbox"/>	Male <input type="checkbox"/> Hispanic <input type="checkbox"/> Asian <input type="checkbox"/> Pac. Islander <input type="checkbox"/> Other <input type="checkbox"/>		



**ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES**

**TITLE VI REPORT**

**Section:** Program Development & Planning      **Region:** Northern

**Prepared/Facilitated by:** DOWL

**Meeting Location:** NSB Chambers, Utqiagvik, AK      **Date:** 01/09/2025      **Time:** 7-9pm

**Project No. (Federal/State):** HFHWY00239/0002(521)

**Project Name:** ASTAR Triangle Community Road PEL Study

**Purpose (check all that apply):**

- Public Meeting       EIS       \*CAG (Citizen's Advisory Group)  
 Project Scope       EA       Other: \_\_\_\_\_

**Method of advertisement:** the Utqiagvik Facebook page, flyer to the Trilateral, KBRW, VOICE of the Arctic Inupiat, and Inupiat Community of the Arctic Slope (ICAS)

**Attach meeting announcement/advertisement(s)**

Number of people present at the public meeting: 14 (attach copy of sign-in sheet)

Number of Minority present: 5      Number of Women present: 5

Was an interpreter required? YES  NO

If yes, for what language(s) \_\_\_\_\_

- Describe Title VI issues (potential disparate impact(s)), if any.

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- If applicable, were Title VI issues addressed in the meeting? How?

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- If applicable, were Title VI issues resolved? If not, please explain.

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- Other Comments:

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**\*Total number of citizens on CAG Board:** \_\_\_\_\_

**\*CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian/Pacific Is.	
M	F	M	F	M	F	M	F	M	F	M	F



# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

## Community Meeting No. 2

**Join us:** *Thursday, January 9, 2025*  
*7:00 – 9:00 p.m.*  
*NSB Assembly Chambers*

The study team will present an update on the PEL Study, discuss potential routes, share preliminary evaluation criteria, and hear from community members.



The ASTAR team has chosen a Planning and Environmental Linkage (PEL) study to evaluate an all-season road connecting the communities of Utqiagvik, Atkasuk, and Wainwright.

**Phone:** Stakeholder Outreach Lead, (907) 339-5481

**Email:** [TriangleCommunityRoad@dowl.com](mailto:TriangleCommunityRoad@dowl.com)

**Website:** [www.TriangleCommunityRoad.com](http://www.TriangleCommunityRoad.com)



*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.*



## Public Meeting Sign In Sheet

**Meeting:** ASTAR Triangle Community Road PEL Study, Community Meeting No. 2

**Date:** Thursday, January 9, 2025, 7-9 p.m.

**Location:** NSB Assembly Chambers, Utqiagvik, Alaska

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

Please print legibly- Thanks!

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Inuuteq Stotts [REDACTED]	AES-ACES	Female <input type="checkbox"/> White <input type="checkbox"/> AK Native <input checked="" type="checkbox"/> N. American <input type="checkbox"/> Black <input type="checkbox"/>	Male <input type="checkbox"/> Hispanic <input type="checkbox"/> Asian <input type="checkbox"/> Pac. Islander <input type="checkbox"/> Other <input type="checkbox"/>		
Morgan McCammon Jeff Bruno Kristen Hansen	DOWL DNR DOWL	Female <input type="checkbox"/> White <input type="checkbox"/> AK Native <input type="checkbox"/> N. American <input type="checkbox"/> Black <input type="checkbox"/>	Male <input type="checkbox"/> Hispanic <input type="checkbox"/> Asian <input type="checkbox"/> Pac. Islander <input type="checkbox"/> Other <input type="checkbox"/>		
David Knutson [REDACTED]	ASRC	Female <input type="checkbox"/> White <input checked="" type="checkbox"/> AK Native <input type="checkbox"/> N. American <input type="checkbox"/> Black <input type="checkbox"/>	Male <input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> Asian <input type="checkbox"/> Pac. Islander <input type="checkbox"/> Other <input type="checkbox"/>		
Brett Nelson Sara Gomez	DOT+PF DOT+PF	Female <input type="checkbox"/> White <input checked="" type="checkbox"/> AK Native <input type="checkbox"/> N. American <input type="checkbox"/> Black <input type="checkbox"/>	Male <input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> Asian <input type="checkbox"/> Pac. Islander <input type="checkbox"/> Other <input type="checkbox"/>		
David Hines [REDACTED]	NSB Port Authority	Female <input type="checkbox"/> White <input checked="" type="checkbox"/> AK Native <input type="checkbox"/> N. American <input type="checkbox"/> Black <input type="checkbox"/>	Male <input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> Asian <input type="checkbox"/> Pac. Islander <input type="checkbox"/> Other <input type="checkbox"/>		

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Doreen Leavitt [REDACTED]	ICAS [REDACTED]	Female <input checked="" type="checkbox"/> White <input type="checkbox"/> AK Native <input checked="" type="checkbox"/> N. American <input type="checkbox"/> Black <input type="checkbox"/>	Male <input type="checkbox"/> Hispanic <input type="checkbox"/> Asian <input type="checkbox"/> Pac. Islander <input type="checkbox"/> Other <input type="checkbox"/>		
James Koonalook [REDACTED]	ESKIMOS INC. [REDACTED]	Female <input type="checkbox"/> White <input type="checkbox"/> AK Native <input checked="" type="checkbox"/> N. American <input type="checkbox"/> Black <input type="checkbox"/>	Male <input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> Asian <input type="checkbox"/> Pac. Islander <input type="checkbox"/> Other <input type="checkbox"/>		
AVANAK BURNELL [REDACTED]	ESKIMOS INC. [REDACTED]	Female <input type="checkbox"/> White <input type="checkbox"/> AK Native <input checked="" type="checkbox"/> N. American <input checked="" type="checkbox"/> Black <input type="checkbox"/>	Male <input type="checkbox"/> Hispanic <input type="checkbox"/> Asian <input type="checkbox"/> Pac. Islander <input type="checkbox"/> Other <input type="checkbox"/>		
Payne H. Ahsogak [REDACTED]	Eskimos INC [REDACTED]	Female <input type="checkbox"/> White <input type="checkbox"/> AK Native <input checked="" type="checkbox"/> N. American <input type="checkbox"/> Black <input type="checkbox"/>	Male <input type="checkbox"/> Hispanic <input type="checkbox"/> Asian <input type="checkbox"/> Pac. Islander <input type="checkbox"/> Other <input type="checkbox"/>		
Maana Kuluk [REDACTED]	[REDACTED]	Female <input type="checkbox"/> White <input type="checkbox"/> AK Native <input type="checkbox"/> N. American <input type="checkbox"/> Black <input type="checkbox"/>	Male <input type="checkbox"/> Hispanic <input type="checkbox"/> Asian <input type="checkbox"/> Pac. Islander <input type="checkbox"/> Other <input type="checkbox"/>		
Robert Shewjee [REDACTED]	ASTAC [REDACTED]	Female <input type="checkbox"/> White <input type="checkbox"/> AK Native <input type="checkbox"/> N. American <input type="checkbox"/> Black <input type="checkbox"/>	Male <input type="checkbox"/> Hispanic <input type="checkbox"/> Asian <input type="checkbox"/> Pac. Islander <input type="checkbox"/> Other <input type="checkbox"/>		
		Female <input type="checkbox"/> White <input type="checkbox"/> AK Native <input type="checkbox"/> N. American <input type="checkbox"/> Black <input type="checkbox"/>	Male <input type="checkbox"/> Hispanic <input type="checkbox"/> Asian <input type="checkbox"/> Pac. Islander <input type="checkbox"/> Other <input type="checkbox"/>		



**ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES**

**TITLE VI REPORT**

**Section:** \_\_\_\_\_ **Region:** Northern

**Prepared/Facilitated by:** DOWL

**Meeting Location:** City Community Center, Wainwright, AK **Date:** March 6, 2025 **Time:** 6-8pm

**Project No. (Federal/State):** 0002(521)/NFHWY00769

**Project Name:** ASTAR Triangle Community Road PEL Study

**Purpose (check all that apply):**

Public Meeting       EIS       \*CAG (Citizen's Advisory Group)  
 Project Scope       EA       Other: \_\_\_\_\_

**Method of advertisement:** SOA Social media, community flyers, email invitation

**Attach meeting announcement/advertisement(s)**

Number of people present at the public meeting: 12 (attach copy of sign-in sheet)

Number of Minority present: 7 Number of Women present: 5

Was an interpreter required? YES  NO

If yes, for what language(s) \_\_\_\_\_

- Describe Title VI issues (potential disparate impact(s)), if any.

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- If applicable, were Title VI issues addressed in the meeting? How?

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- If applicable, were Title VI issues resolved? If not, please explain.

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- Other Comments:

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**\*Total number of citizens on CAG Board:** \_\_\_\_\_

**\*CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian	
M	F	M	F	M	F	M	F	M	F	M	F
				Pacific Islander		Other					
				M	F	M	F				



## Public Meeting Sign In Sheet

**Meeting:** ASTAR Triangle Community Road PEL Study, Community Meeting

**Date:** Thursday, March 6, 2025, 7-9 p.m.

**Location:** City Community Center, Wainwright, Alaska

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

Please print legibly- Thanks!

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
David Hines [Redacted]	NSB / <i>DHL</i>	Female <input type="checkbox"/>	Male <input checked="" type="checkbox"/>	White <input checked="" type="checkbox"/>	Hispanic <input type="checkbox"/>
		AK Native <input type="checkbox"/>	Asian <input checked="" type="checkbox"/>	N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		
Brett Nelson [Redacted]	DOT+PF Fairbanks <i>Brett Nelson</i>	Female <input type="checkbox"/>	Male <input checked="" type="checkbox"/>	White <input checked="" type="checkbox"/>	Hispanic <input type="checkbox"/>
		AK Native <input type="checkbox"/>	Asian <input type="checkbox"/>	N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		
Innuveg Stotts JONIE GARCIA Emily Creeley	AES DOWL (Asian) DOWL	Female <input type="checkbox"/>	Male <input checked="" type="checkbox"/>	White <input checked="" type="checkbox"/>	Hispanic <input type="checkbox"/>
		AK Native <input checked="" type="checkbox"/>	Asian <input type="checkbox"/>	N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		
Cheryl Pank Debra J. Inyard	City Mayor Wainwright <i>CJ</i> wainwright	Female <input checked="" type="checkbox"/>	Male <input type="checkbox"/>	White <input type="checkbox"/>	Hispanic <input type="checkbox"/>
		AK Native <input type="checkbox"/>	Asian <input type="checkbox"/>	N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		
GENE Aarvik	[Redacted]	Female <input type="checkbox"/>	Male <input type="checkbox"/>	White <input type="checkbox"/>	Hispanic <input type="checkbox"/>
		AK Native <input type="checkbox"/>	Asian <input type="checkbox"/>	N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Alyssa R. Harrison	Village of Wainwright	Female <input checked="" type="checkbox"/>	Male <input type="checkbox"/>		
		White <input type="checkbox"/>	Hispanic <input checked="" type="checkbox"/>		
		AK Native <input checked="" type="checkbox"/>	Asian <input type="checkbox"/>		
		N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>		
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		
Pattilyn Driggs		Female <input checked="" type="checkbox"/>	Male <input type="checkbox"/>		
		White <input type="checkbox"/>	Hispanic <input type="checkbox"/>		
		AK Native <input checked="" type="checkbox"/>	Asian <input type="checkbox"/>		
		N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>		
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		
William Driggs		Female <input type="checkbox"/>	Male <input checked="" type="checkbox"/>		
		White <input type="checkbox"/>	Hispanic <input type="checkbox"/>		
		AK Native <input checked="" type="checkbox"/>	Asian <input type="checkbox"/>		
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		AK Native <input type="checkbox"/>	Asian <input type="checkbox"/>		
		N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>		
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		

Name/Email/Phone	Company/Address/Signature	Please check all that apply:			
Lloyd Taranok	<i>[Handwritten Signature]</i>	Female <input type="checkbox"/>	Male <input checked="" type="checkbox"/>		
		White <input type="checkbox"/>	Hispanic <input type="checkbox"/>		
		AK Native <input checked="" type="checkbox"/>	Asian <input type="checkbox"/>		
		N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>		
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		
		Female <input type="checkbox"/>	Male <input type="checkbox"/>		
		White <input type="checkbox"/>	Hispanic <input type="checkbox"/>		
		AK Native <input type="checkbox"/>	Asian <input type="checkbox"/>		
		N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>		
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		Female <input type="checkbox"/>	Male <input type="checkbox"/>		
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		N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>		
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		AK Native <input type="checkbox"/>	Asian <input type="checkbox"/>		
		N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>		
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		
		Female <input type="checkbox"/>	Male <input type="checkbox"/>		
		White <input type="checkbox"/>	Hispanic <input type="checkbox"/>		
		AK Native <input type="checkbox"/>	Asian <input type="checkbox"/>		
		N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>		
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		Female <input type="checkbox"/>	Male <input type="checkbox"/>		
		White <input type="checkbox"/>	Hispanic <input type="checkbox"/>		
		AK Native <input type="checkbox"/>	Asian <input type="checkbox"/>		
		N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>		
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		



# ASTAR

**TRIANGLE COMMUNITY  
ROAD PEL STUDY**

## 4. Project Website, Email, and Social Media





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# Wainwright Community Meeting

*Join us: Thursday, March 6, 2025  
6:00 – 8:00 p.m.  
City Community Center*

The study team will present on the PEL Study, discuss potential routes, share preliminary evaluation criteria, and hear from community members.



The ASTAR team has chosen a Planning and Environmental Linkage (PEL) study to evaluate an all-season road connecting the communities of Utqiagvik, Atkasuk, and Wainwright.

**Phone:** Inuuteq Stotts, Stakeholder Outreach Lead, (907) 339-5481

**Email:** [TriangleCommunityRoad@dowl.com](mailto:TriangleCommunityRoad@dowl.com)

**Website:** [www.TriangleCommunityRoad.com](http://www.TriangleCommunityRoad.com)



*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.*



# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

### WHAT'S NEW!

Recent Utqiagvik and Wainwright Community Meeting Materials are available to view!

[LEARN MORE >](#)

### PROJECT OVERVIEW AND PURPOSE

The Arctic Strategic Transportation and Resources (ASTAR) program is sponsored by Alaska Department of Natural Resources, Alaska Department of Transportation and Public Facilities, and the North Slope Borough. The mission of the ASTAR program is to identify, evaluate, and advance opportunities to enhance the quality of life and economic opportunities in North Slope communities through responsible infrastructure development. ASTAR's goal is to prioritize community needs and identify infrastructure opportunities that offer the most cumulative benefit and best enhance the quality of life for the region.

The ASTAR team has chosen a Planning and Environmental Linkage (PEL) study to evaluate an all-season road connecting the communities of Utqiagvik, Atqasuk, and Wainwright (commonly referred to as the Triangle Community Road). The Triangle Community Road project is the first project recommended as part of the ASTAR program.

Currently, there are no all-season road(s) between the communities of Utqiagvik, Atqasuk, and Wainwright. This PEL study will identify and evaluate potential routes connecting these communities. This project is anticipated to improve cultural and community connectivity, lower the cost of goods and services, increase health and safety benefits, improve access to education, and advance workforce development opportunities. Additionally, the Triangle Community Road PEL Study team will work with communities to identify and evaluate ways to increase subsistence opportunities and reduce subsistence impacts through project design.



### PROJECT AREA



### PROJECT HISTORY AND PREVIOUS STUDIES COMPLETED

The ASTAR team produced a wide variety of documents, maps, and digital tools from 2018-2020, in an effort to identify potential road alignment alternatives and data gaps.

- Input from stakeholder meetings was incorporated into the route options.
- Desktop review and initial field studies included:
  - LiDAR from Utqiagvik to Atqasuk
  - Gravel resource surveys
  - Hydrology studies
  - Lake studies
  - Weather and snow surveys

The initial desktop analysis (completed in 2019) focused on potential alignments for an all season access road connecting Atqasuk to Utqiagvik. Recognizing additional benefits could be realized by connecting the community of Wainwright to Utqiagvik, the ASTAR program funded a 2nd desktop analysis in 2020 to analyze potential road alignments for that segment of the Triangle Community Road.

These two reports can be found in the links provided below:

- [Atqasuk to Utqiagvik All Season Access Road \(AES Alaska 2019\)](#)
- [Road Network for Utqiagvik, Atqasuk, and Wainwright \(AES Alaska 2020\)](#)

The Triangle Community Road PEL Study will build upon this prior work.

[ATQASUK TO UTQIAGVIK >](#)

[ROAD NETWORK REPORT >](#)

Data gaps that have been identified, and will be a priority for the PEL study and/or future work to support the National Environmental Policy Act (NEPA) process includes:

- Additional geotechnical programs
- Hydrology and stream crossing surveys
- Wetlands reconnaissance
- Cultural resources reconnaissance
- LiDAR to Wainwright
- Bird and fish studies
- Identification of funding opportunities and construction phasing options

For information regarding scheduled community meetings, please visit our [Meetings page](#).

[MEETINGS >](#)

### STAY UPDATED!

Please sign up to our mailing list to receive study updates

[MAILING LIST SIGN-UP](#)

[UPCOMING MEETINGS](#)

A PEL study's most pointed goals are to minimize duplication of efforts, streamline the National Environmental Policy Act (NEPA) process, and ultimately shorten the entire life cycle of a transportation project by combining the planning and environmental processes, and providing a focus on environmental resources and community concerns before the NEPA process even begins. The information from this study is also intended to give North Slope Leadership and residents the information necessary to determine if this project should move forward with the NEPA process.

## WHAT IS A PEL STUDY?

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision-making that:

1. Improves outreach and coordination by considering environmental, community, and economic goals early in the planning process.
2. Saves costs and time; focuses expenditures on viable options.

The benefits of a PEL Study can include:

- **Stronger agency and public relationships:** Regulatory and resource agencies are involved early. Collaborative working relationships with the public support more involvement and opportunities.
- **Improved project delivery timelines:** The PEL process can avoid duplication of effort and speed up project delivery.
- **Earlier identification of key environmental resources:** Knowing which resources are present can help alternative selection and save time and money by moving forward alternatives that minimize impacts to environmental resources and the built environment.
- **Better funding and project development:** Engineering team involvement produces more reliable cost estimates and project schedules.
- **Build projects with better outcomes:** Knowledge of agency and community concerns help developers design projects that better serve the community's needs.
- **Flexible approach for development of transportation improvement strategies:** The PEL Study can propose solutions to develop a series of smaller independent, fundable projects that can be implemented over time while fitting within a larger or longer-term context.

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## PRELIMINARY PEL STUDY SCHEDULE

## MEETINGS

THIS PAGE WILL BE UPDATED WITH MORE INFORMATION ABOUT MEETINGS AND EVENTS AS THE PEL STUDY ADVANCES

Meetings will be either in person or virtual.

### UPCOMING PUBLIC / COMMUNITY MEETINGS

### PREVIOUS PUBLIC / COMMUNITY MEETINGS

#### Initial Presentations to Leadership Groups:

- VOICE of the Arctic Iñupiat - 2/20/2024
- Ukpeaġvik Iñupiat Corporation (UIC) - 2/28/2024
- City of Utqiaġvik - 2/29/2024
- Native Village of Barrow (NVB) - 3/18/2024 council meeting presentation
- ASRC Regional Corporation - 3/19/2024
- Iñupiat Community of the Arctic Slope (ICAS): PEL council presentation - 3/28/2024
- Utqiaġvik Elders' Presentation - 3/29/2024
- Atqasuk Leadership Meeting - 4/11/2024
- Wainwright Steering Committee - 5/22/2024 (virtual meeting)

#### Initial Public / Community Meetings

- Utqiaġvik Community PEL Meeting No. 1 - 3/28/2024
- Atqasuk Community PEL Meeting No. 1 - 4/11/2024
- Wainwright Community PEL Meeting No. 1 - 5/22/2024 - CANCELLED

#### Subsequent Public / Community Meetings

- Utqiaġvik Community PEL Meeting No. 2 - 1/9/2025
- Wainwright Community PEL Meeting No. 2 - 3/6/2025

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## PUBLIC MEETING MATERIALS

Wainwright Public Meeting No. 2 - Presentation (pdf)	<a href="#">Download</a>
Utqiaġvik Public Meeting No. 2 - Presentation (pdf)	<a href="#">Download</a>
Utqiaġvik Public Meeting No. 1 - Presentation (pdf)	<a href="#">Download</a>
Atqasuk Public Meeting No. 1 - Presentation (pdf)	<a href="#">Download</a>

## STAY UPDATED!

Please sign up to our mailing list to receive study updates

MAILING LIST SIGN-UP

## DOCUMENTS

Supporting documents to be shared here.

Summer 2025 Newsletter (pdf)	<a href="#">Download</a>
Draft Purpose and Need (pdf)	<a href="#">Download</a>
Draft Alternatives Evaluation Criteria (pdf)	<a href="#">Download</a>

## COMMUNITY LETTERS OF SUPPORT

Letters of support from stakeholders and community members to be shared here.

Arctic Slope Regional Corporation (ASRC) Letter (pdf)	<a href="#">Download</a>
City of Utqiagvik Letter 1 (pdf)	<a href="#">Download</a>
City of Utqiagvik Letter 2 (pdf)	<a href="#">Download</a>
Iñupiat Community of the Arctic Slope (ICAS) Letter (pdf)	<a href="#">Download</a>
North Slope Borough (NSB) Letter (pdf)	<a href="#">Download</a>
Olgoonik Corporation (OC) Letter (pdf)	<a href="#">Download</a>
Ukpeaġvik Iñupiat Corporation (UIC) Letter (pdf)	<a href="#">Download</a>
Wainwright Steering Committee Letter (pdf)	<a href="#">Download</a>

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[ACCEPT](#)

## LINKS

- [NSB - ASTAR](#)
- [ADNR](#)
- [ALASKA DOT&PF](#)

## BASELINE DATA AND REPORTS

Files coming soon.

## CONTACT US

- **Kristen Hansen, DOWL**  
Project Manager
- **Renee Whitesell, DOWL**  
PEL Study Lead
- **Theresa Dutchuk, DOWL**  
Environmental Lead
- **Inuuteq Stotts, ACES**  
Stakeholder Outreach Lead
- **Hina Kiloni, NSBPA**  
Director
- **Carolyn Thompson, NSBPA**  
Program Manager
- **Brett Nelson, DOT&PF**  
Planning Chief
- **Jeff Bruno, ADNR**  
Program Manager



**Phone:** Stakeholder Outreach Lead, (907) 339-5481

**Email:** [TriangleCommunityRoad@dowl.com](mailto:TriangleCommunityRoad@dowl.com)

**Website:** [www.TriangleCommunityRoad.com](http://www.TriangleCommunityRoad.com)



# ASTAR

**TRIANGLE COMMUNITY  
ROAD PEL STUDY**

5. Newsletters





# Purpose and Need

The ASTAR team initiated a PEL study to identify ways to improve the transportation connection between Atqasuk, Utqiagvik, and Wainwright through responsible infrastructure. A Purpose and Need statement has been developed with substantial feedback from the communities, including guidance from City and tribal leadership, community members, and Elders.

## Purpose

The purpose of the PEL study is to evaluate an all-season roadway connection between the three communities. The PEL study team will also work with stakeholders and the community to understand whether an all-season road connection between the communities is desired and should move forward to a NEPA and design phase.

An all-season gravel road connection between the three communities would meet the following objectives:

- Lower the cost of energy, basic goods, utilities and other services
- Improve health and wellness through improved access to health services
- Create opportunities to strengthen cultural exchange, share traditional knowledge, enhance community and family connectivity, and improve emotional well-being
- Provide an evacuation route to higher elevation areas, allowing efficient transportation away from the coast, in case of severe storm surges and/or coastal flooding.
- Reduce fossil fuel use through reduction of reliance on air travel and advancing the opportunity for energy alternatives to diesel fuel

## Need

The communities of Utqiagvik, Atqasuk, and Wainwright are only accessible by air year-round or snowmachines/rolligons during winter as no permanent road exists between these communities, or to the Alaska road system. The lack of an all-season surface transportation connection between the communities continues the following undesirable conditions:

- Lack of year-round, reliable, and cost-efficient transport of goods and services
- Unrealized economic growth
- Uneconomical and unreliable access to family and friends between communities
- Difficult and costly access to subsistence resources
- Prolonged response times for medical emergencies
- Lack of evacuation route to allow efficient transportation of residents away from coastal communities that are threatened by increasingly substantial coastal storm surges and flooding.
- Limited / uneconomical access by Wainwright and Atqasuk residents to educational opportunities, training, and workforce development available in Utqiagvik



### Alaska Department of Natural Resources

Jeff Bruno, Program Manager



### Alaska Department of Transportation & Public Facilities

Brett Nelson, Planning Chief



### North Slope Borough Port Authority

Scott Evans, Director



### ASRC Consulting & Environmental Services

Inuuteq Stotts, Stakeholder Outreach Lead



Renee Whitesell, Project Manager

Call the Stakeholder Outreach Lead or email the study team at:



(907) 339-5481



TriangleCommunityRoad@dowl.com



To learn more about the PEL study, scan the QR code or visit the website at:

[www.TriangleCommunityRoad.com](http://www.TriangleCommunityRoad.com)





# ASTAR

**TRIANGLE COMMUNITY  
ROAD PEL STUDY**

## 6. Printed Materials



# PEL Study Fact Sheet



Program No: NFWHY00769 Federal No: 0002(521)

## Study Overview & Purpose

The Arctic Strategic Transportation & Resources (ASTAR) program is sponsored by Alaska Department of Natural Resources, Alaska Department of Transportation and Public Facilities, and the North Slope Borough. The mission of the ASTAR program is to identify, evaluate, and advance opportunities to enhance the quality of life and economic opportunities in North Slope communities through responsible infrastructure development. ASTAR’s goal is to prioritize community needs and identify infrastructure opportunities that offer the most cumulative benefit and best enhance the quality of life for the region.

The ASTAR team has chosen a Planning and Environmental Linkage (PEL) study to evaluate an all-season road connecting the communities of Utqiagvik, Atqasuk, and Wainwright (commonly referred to as the Triangle Community Road). The Triangle Community Road PEL Study is the first project recommended as part of the ASTAR program.

Currently, there are no all-season roads between the communities of Utqiagvik, Atqasuk, and Wainwright. This PEL study will build upon previous ASTAR work to identify and evaluate potential routes connecting these communities.

This project is anticipated to improve cultural and community connectivity, lower the cost of goods and services, increase health and safety benefits, improve access to education, and advance workforce development opportunities. Additionally, the PEL study team will work with communities to identify and evaluate ways to increase subsistence opportunities and reduce subsistence impacts through project design.

## PEL Study Area



## PEL Study Schedule



## What is a Planning and Environmental Linkages (PEL) Study and What are the benefits?

**The benefits of stronger linkages between the transportation planning and project development processes can include:**

- **Stronger agency and public relationships:** Regulatory and resource agencies are involved early. Collaborative working relationships with the public support more involvement and opportunities.
- **Improved project delivery timelines:** The PEL process can avoid duplication of effort and speed up project delivery.
- **Earlier identification of key environmental resources:** Knowing which resources are present can help alternative selection and save time and money by moving forward alternatives that minimize impacts to environmental resources and the built environment.
- **Better funding and project development:** Knowledge of agency and community concerns help developers design projects that better serve the community's needs.
- **Flexible approach for development of transportation improvement studies:** The PEL Study can propose solutions to develop a series of smaller independent, fundable projects that can be implemented over time while fitting within a larger or longer-term context.

**Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision-making that:**

- 1** Improves outreach and coordination by considering environmental, community, and economic goals early in the planning process.
- 2** Saves cost and time; focuses expenditures on viable options.

## How can I get involved?

- **Contact the PEL study team:**  
[TriangleCommunityRoad@dowl.com](mailto:TriangleCommunityRoad@dowl.com)
- **Visit the PEL study website at:**  
[www.TriangleCommunityRoad.com](http://www.TriangleCommunityRoad.com)
- **Sign up on our website to receive updates**
- **Participate in Public Meetings (information available on the website)**

## Points of Contact

Email the PEL Study team at [TriangleCommunityRoad@dowl.com](mailto:TriangleCommunityRoad@dowl.com)

**Jeff Bruno**, ADNR  
Program Manager, (907) 269-7476

Kristen Hansen, DOWL  
Project Manager, (907) 562-2000

Renee Whitesell, DOWL  
PEL Study Lead, (907) 562-2000

Theresa Dutchuk, DOWL  
Environmental Lead, (907) 562-2000

Inuuteq Stotts, ACES  
Stakeholder Outreach Lead  
(907) 339-5481



Visit the website at [www.TriangleCommunityRoad.com](http://www.TriangleCommunityRoad.com)



# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

### 7. Advisory Committee

MEETINGS	FOCUS	WHEN
1	<ul style="list-style-type: none"><li>• Baseline data and existing conditions</li><li>• Completed field work</li><li>• Purpose and need</li><li>• Preliminary alternatives</li><li>• Alternatives evaluation</li></ul>	December 2, 2024
2	<ul style="list-style-type: none"><li>• Refined alternatives</li><li>• Evaluation criteria</li><li>• Alternatives evaluation process</li><li>• Funding matrix</li></ul>	April 23, 2025
3	<ul style="list-style-type: none"><li>• Alternative screening results</li><li>• Recommended alternative(s)</li><li>• Draft PEL study</li></ul>	February-March 2026



# AGENDA

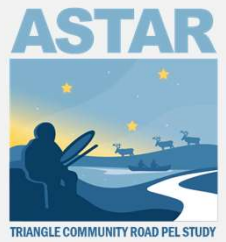


**ASTAR**  
TRIANGLE COMMUNITY  
ROAD PEL STUDY

## ADVISORY COMMITTEE MEETING NO. 1

1. Welcome and Introductions
2. Project Overview
  - a. Project Area
  - b. Existing Conditions and Field Work Completed
  - c. ASTAR Process
  - d. Incorporating ASTAR work products into PEL process
3. Indicative Schedule
4. Overview of the Planning and Environmental Linkages (PEL) Process
  - a. Purpose and Need
    - i. What is a Purpose and Need Statement and why is it important
    - ii. Themes for Purpose and Need
  - b. Preliminary Alternatives from ASTAR process
  - c. Evaluating Alternatives
5. 10-Minute Break
6. Moderated Work Session
  - a. Purpose and Need Statement
    - i. Is it correct?
    - ii. Anything else to consider?
    - iii. Anything to leave out?
    - iv. Suggestions for change/improvement.
  - b. Alternatives
    - i. Any other alternatives?
    - ii. Any we shouldn't be considering?
  - c. Evaluation
    - i. What should we include in criteria?
    - ii. What is most important?
7. Wrap up and Next Steps

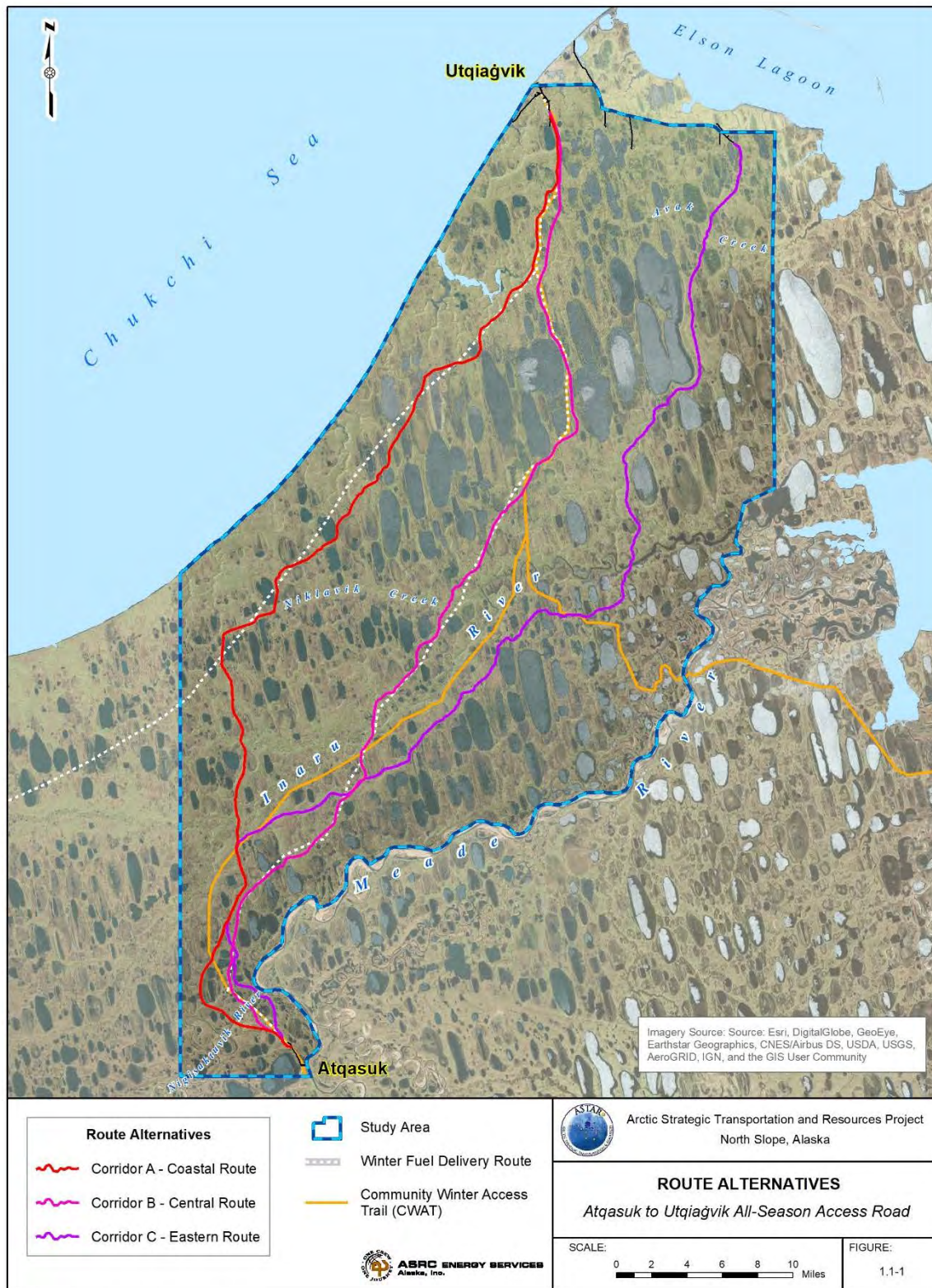
# EMERGING THEMES FOR PURPOSE & NEED



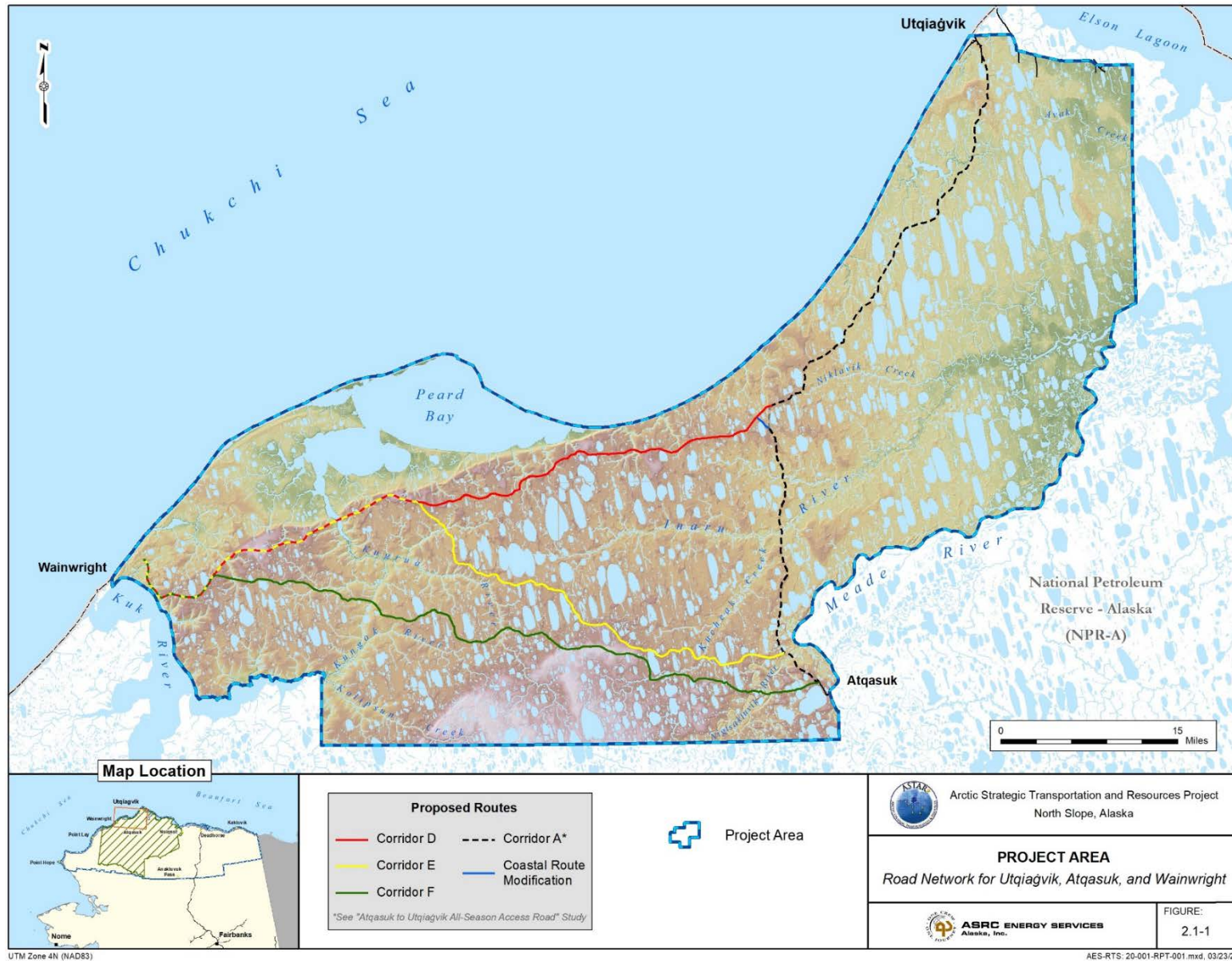
- ✓ **Connection:** Access and connection between communities
- ✓ **Economic Prosperity:** Lower cost of goods, services, utilities, improve access to jobs
- ✓ **Protection of Subsistence Traditions**
- ✓ **Medical Access:** Improve access to medical facilities, emergency response
- ✓ **Education Access:** Improve access to and between education facilities



**Figure 1.1-1 Atqasuk to Utqiagvik Project Area**



**Figure 2.1-1. Project Area Map**



**Table 4.1-1. Decision Matrix Evaluation Criteria for Road Network**

Primary Criterion	Factors and Constraints
<b>Benefits-Related Criteria</b>	<b>To What Degree Does the Route...</b>
<i><b>Supports Cultural Connectivity</b></i>	Improve physical access between the communities. Create or enhance the capability to join together in various activities
<i><b>Lowers Costs of Goods and Services</b></i>	Lower the cost of energy, basic goods, utilities, and other services
<i><b>Preserves or Enhances Subsistence Traditions</b></i>	Improve local community access to subsistence resources while protecting those resources from outside pressure
<i><b>Improves Health and Safety Conditions</b></i>	Provide direct access to medical facilities and services, search and rescue personnel and law enforcement. Increase sustainability of necessary utilities.
<i><b>Improves Access to Education Opportunities</b></i>	Create physical access to education facilities, or facilitate attendance at schools, training centers, campuses, and cultural centers/activities
<i><b>Enhances Workforce Development</b></i>	Provide temporary and long-term jobs, identify and fill much-needed local service gaps, provide access to skills training or workplace experience, etc.
<b>Constraints-Related Criteria</b>	<b>To What Degree Does the Route...</b>
<i><b>Land Status</b></i>	Consider land ownership, leases, rights-of-way, Special Areas, etc.
<i><b>Hydrology</b></i>	Minimize river and stream crossings, locate crossings with stable bank conditions, consider BLM Best Management Practices setbacks
<i><b>Geology/ Geotechnical</b></i>	Consider granular material sources, avoid geohazards, where possible route over favorable (less icy) in situ soils
<i><b>Existing and Proposed Infrastructure</b></i>	Take advantage of existing infrastructure where possible, consider synergies between proposed road and other existing or proposed infrastructure
<i><b>Roadway Engineering Considerations</b></i>	Consider topography, bridges, culverts, design criteria, material needs and haul distances
<i><b>Vehicle Bridges</b></i>	Minimize the number and length of bridges and culverts
<i><b>Cultural and Paleontological Resources</b></i>	Avoid impacts to cultural or paleontological resources
<i><b>Subsistence Patterns</b></i>	Consider subsistence patterns and avoid or minimize encroachment on Native allotments, camps, or cabins
<i><b>Wetlands</b></i>	Avoid or minimize impacts to wetlands that would require compensatory mitigation
<i><b>Threatened &amp; Endangered Species</b></i>	Consider regulatory constraints and Best Management Practices for eiders, Polar Bears, and Yellow-billed Loons
<i><b>Terrestrial Mammals</b></i>	Avoid or minimize disturbance to terrestrial mammals and habitat
<i><b>Fish and Fish Habitat</b></i>	Consider anadromous streams and crossing modes
<i><b>Avian Resources and Habitat</b></i>	Avoid eider and Yellow-billed Loon nesting locations and waterfowl nesting concentration areas
<i><b>Environmental Compliance and Permitting</b></i>	Minimize environmental and compliance permitting challenges
<i><b>Construction Cost Estimate</b></i>	Minimize overall construction cost to the extent practicable

## 4.2 Matrix Scoring

Table 4.2-1 presents a summary of the criteria scoring for each corridor. Based on the information in the technical memoranda and on the information presented in Table 4.1-1, each route alternative has been subjectively rated by SMEs with regard to each criterion. Each route has been assigned a score from 1 to 5 for each criterion using the Likert scale below.

# ASTAR TRIANGLE COMMUNITY ROAD PEL STUDY

## Advisory Committee Meeting No. 1

*Anchorage, AK*

December 2, 2024

# ASTAR



TRIANGLE COMMUNITY ROAD PEL STUDY



*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.*

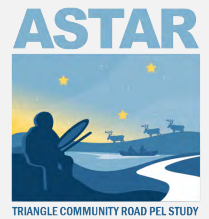
# AGENDA



- Invocation
- Welcome and Introductions
- Project Overview
- Indicative Schedule
- Planning and Environmental Linkages (PEL) Process Overview
- Purpose and Need
- Preliminary Alternatives
- Evaluating Alternatives
- Moderated Work Session
- Wrap Up and Next Steps



# ADVISORY COMMITTEE



## Advisory Role Throughout the PEL Process

- ✓ Provide Relevant Information About Existing Conditions
  - Available Studies, Reports, and Data for Project Area
  - Traditional Knowledge
- ✓ Provide Guidance on Range of Alternatives to be Analyzed
- ✓ Provide Guidance on Key Issues and Screening Criteria



# PROJECT OVERVIEW



# PEL STUDY AREA



# ARCTIC STRATEGIC TRANSPORTATION AND RESOURCES (ASTAR)

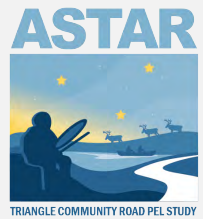
**ASTAR** is a partnership between the State of Alaska Department of Natural Resources (DNR), Alaska Department of Transportation and Public Facilities (DOT&PF), and the North Slope Borough (NSB).

**Mission and Purpose:** Identify, evaluate, and advance opportunities to enhance the quality of life and economic opportunities in NSB communities through infrastructure development.

**Goal:** Prioritize community needs and identify infrastructure opportunities that offer the most cumulative benefit and best enhance the quality of life for the region.



# ASTAR AND THE COMMUNITIES



**Collaboration between ASTAR and North Slope communities and stakeholders**



**Identify infrastructure projects and services that offer the greatest cumulative benefits for the region**



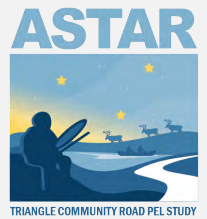
# CUMULATIVE BENEFITS



## **ASTAR benefit criteria (selected by the NSB and North Slope communities)**

- Supports community connectivity
- Preserves or enhances subsistence traditions
- Lowers costs of goods and services
- Improves health and safety conditions
- Improves access to education opportunities
- Enhances workforce development

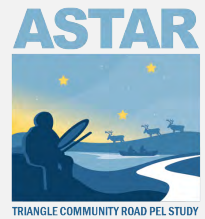
# STAKEHOLDER ENGAGEMENT



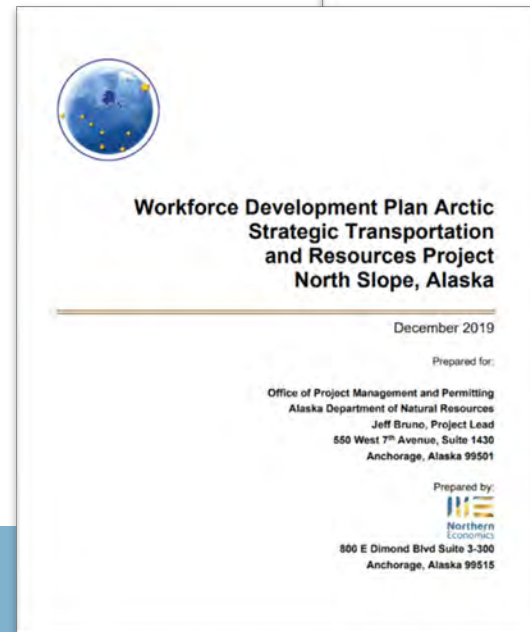
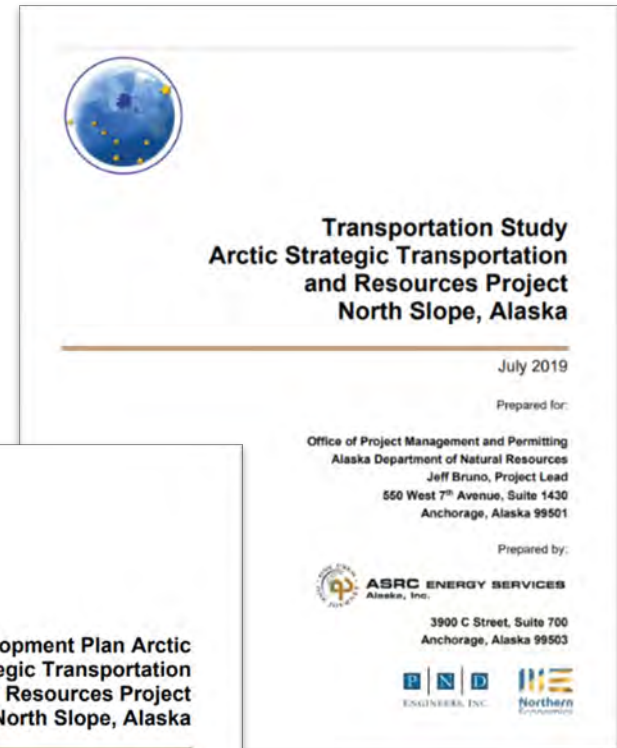
- 7 years of community meetings/workshops
- Presentations to the NSB assembly and planning commission
- Frequent meetings with NSB port authority
- Many other presentations to community and regional leadership groups



# ASTAR REPORTS

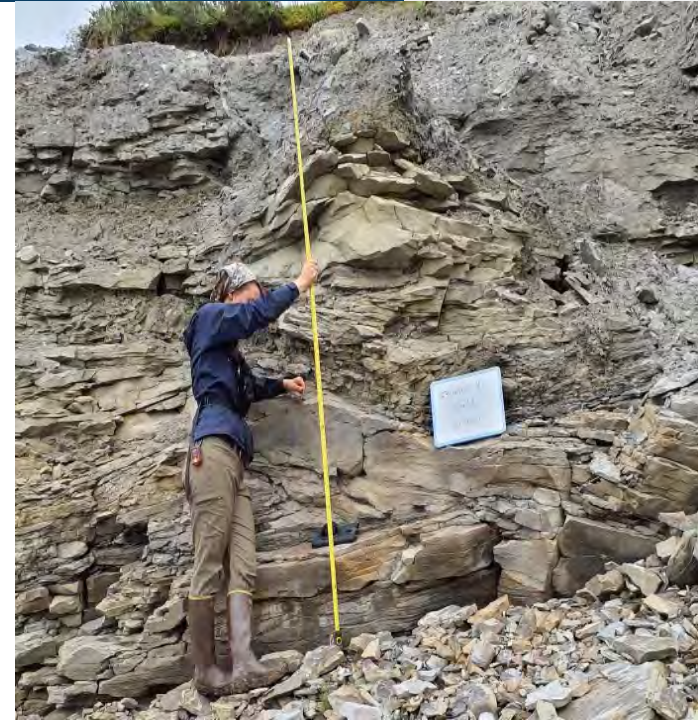


- Transportation Study
- Workforce Development Study
- All season Community Route Analysis
  - Utqiaġvik, Atqasuk, Wainwright
  - Atqasuk to Willow
  - Colville River Crossing

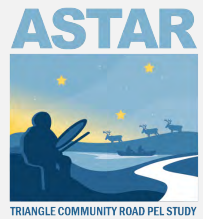


# ASTAR FIELD STUDIES CONDUCTED

- Gravel surveys
  - Eastern NPR-A, Atqasuk, Utqiaġvik, Wainwright, Point Lay
  - Anaktuvuk Pass
- ASTAR Coastal Hazard Mapping (erosion and flooding)
  - Wainwright, Utqiaġvik, Point Lay
- NPR-A lake studies
- Stream gauging
- Riprap survey (Cape Lisburne)
- Weather station installation
- Flew LiDAR (Atqasuk and Utqiaġvik)



# ASTAR UPCOMING PROPOSED WORK



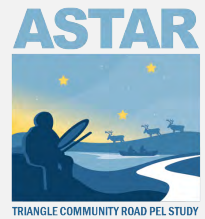
- Winter Geotech program for potential road alternatives
- Work with communities to identify grant and other funding opportunities to advance community-supported projects



# INDICATIVE SCHEDULE



# PEL STUDY INDICATIVE SCHEDULE



SPRING 2024

SUMMER - WINTER 2024 / 2025

WINTER - SPRING 2025

SUMMER 2025 - WINTER 2025 / 2026



Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes

Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes



Evaluation Criteria, Develop & Screen Alternatives

Identify Alternatives and Develop Screening Criteria



Evaluate, Refine, & Select Alternatives

Screening, Recommended Alternatives, Draft PEL Study



Finalize Documentation

Public Comment Period (30 days) and Finalize PEL Study



# PEL STUDY PROCESS OVERVIEW



# WHAT IS THE PEL PROCESS?



## **A collaborative and integrated approach to transportation decision-making that:**

1. Considers environmental, community, and economic goals early in the planning process
2. Uses the information collected during planning to inform and streamline the future environmental review process
3. Provides an opportunity to conduct a study with federal money that doesn't have to be re-imbursed if no projects move forward



# PEL PROCESS

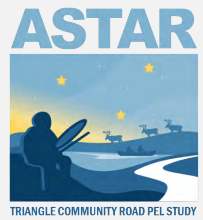


## PEL Goals:

- Provide North Slope decision makers with the information needed to decide whether this project should move forward
- Stakeholder and community outreach to determine overall goals and objectives, and potential alignment alternatives.



# PEL PROCESS



## Stakeholders and Agencies:

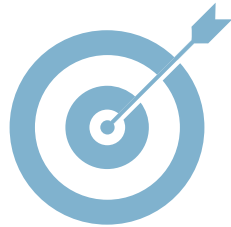
- Led by DOT&PF, DNR, and NSB (ASTAR Team)
- Stakeholders:
  - Community Residents and Leadership
  - State and Federal Permitting Agencies



# PURPOSE AND NEED



# PURPOSE AND NEED



## PURPOSE

Why the project is being proposed and the positive outcomes intended



## NEED

The key problems to be addressed and explanation of underlying causes of those problems

# EMERGING THEMES FOR PURPOSE & NEED



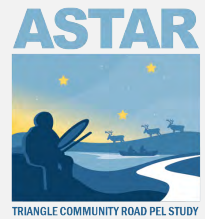
- ✓ **Connection:** Access and connection between communities
- ✓ **Economic Prosperity:** Lower cost of goods, services, utilities, improve access to jobs
- ✓ **Protection of Subsistence Traditions**
- ✓ **Medical Access:** Improve access to medical facilities, emergency response
- ✓ **Education Access:** Improve access to and between education facilities



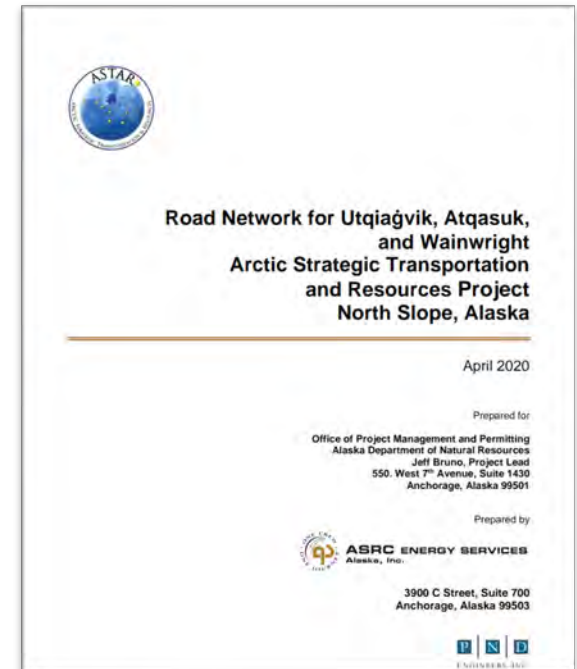
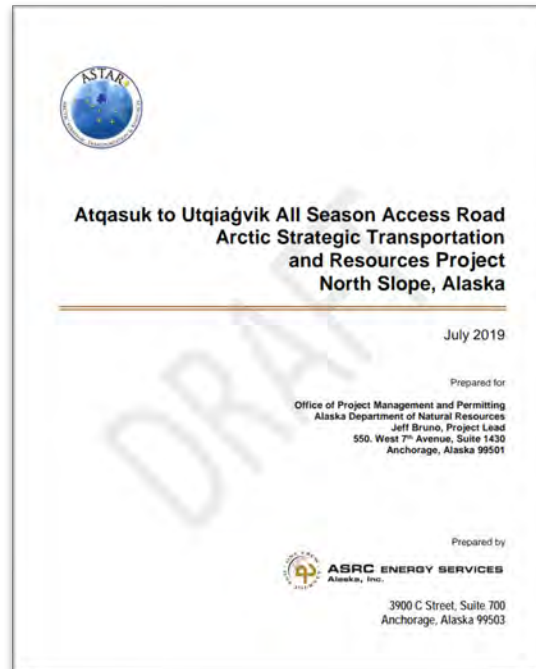
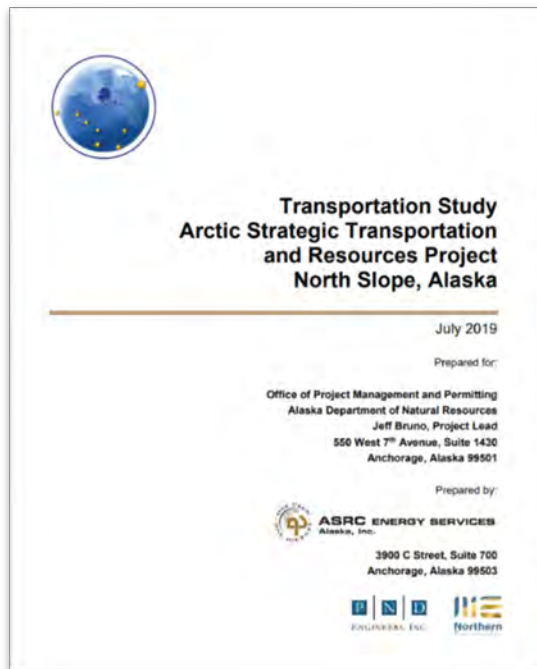
# PRELIMINARY ALTERNATIVES



# ASTAR REPORTS



- All season Community Route Analysis
  - Utqiagvik, Atqasuk, Wainwright
  - Atqasuk to Willow
  - Colville River Crossing



# STUDY AREA BACKGROUND



## Desktop Analysis of Study Area (2018 – 2020)

- Land Status
- Hydrology
- Geology
- Cultural Resources
- Paleontological Resources
- Subsistence Patterns
- Wetlands
- Fish and Wildlife
- Existing Infrastructure
- Bridge Crossings
- Engineering Considerations
- Preliminary Construction Cost

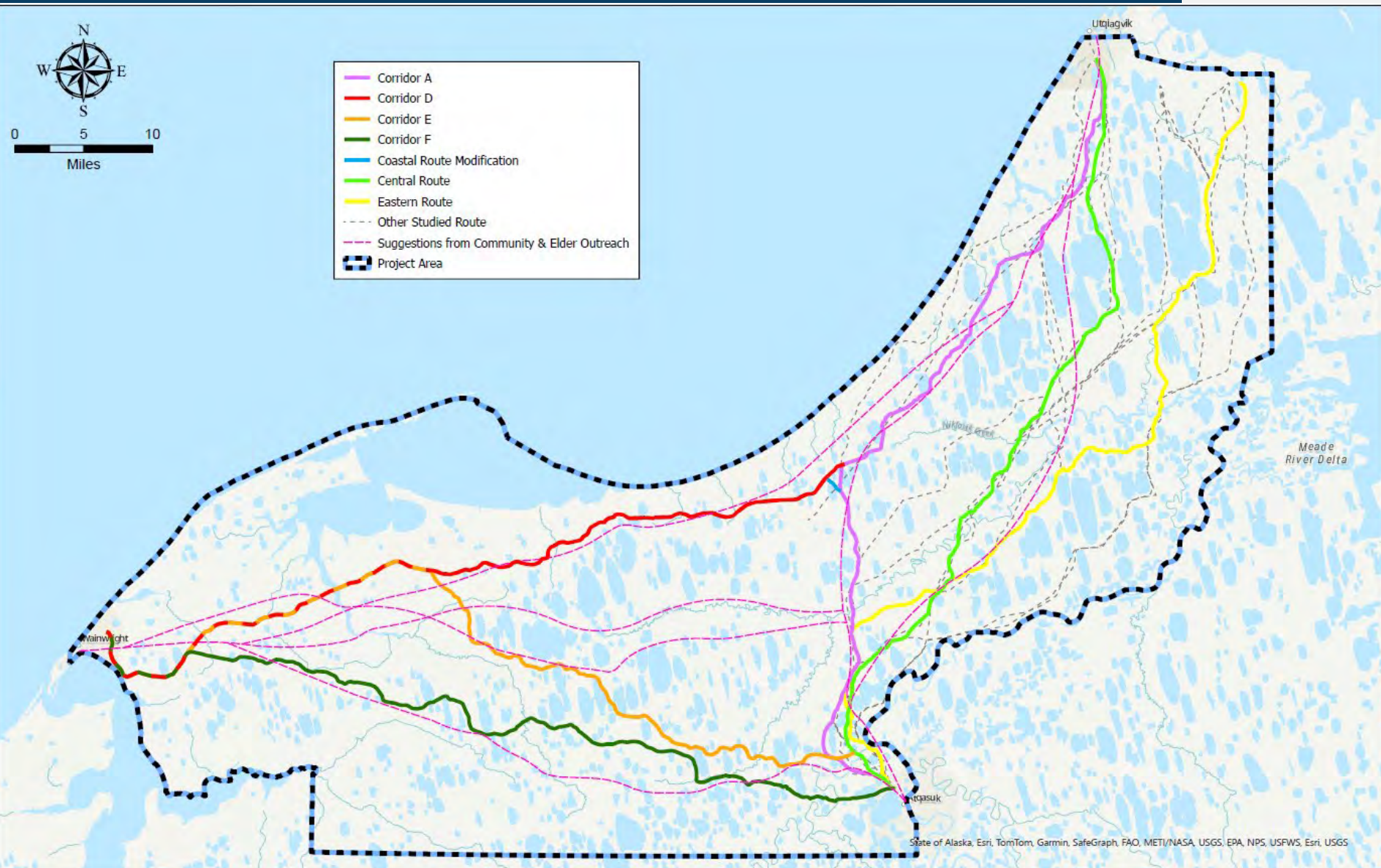
# STUDY AREA BACKGROUND



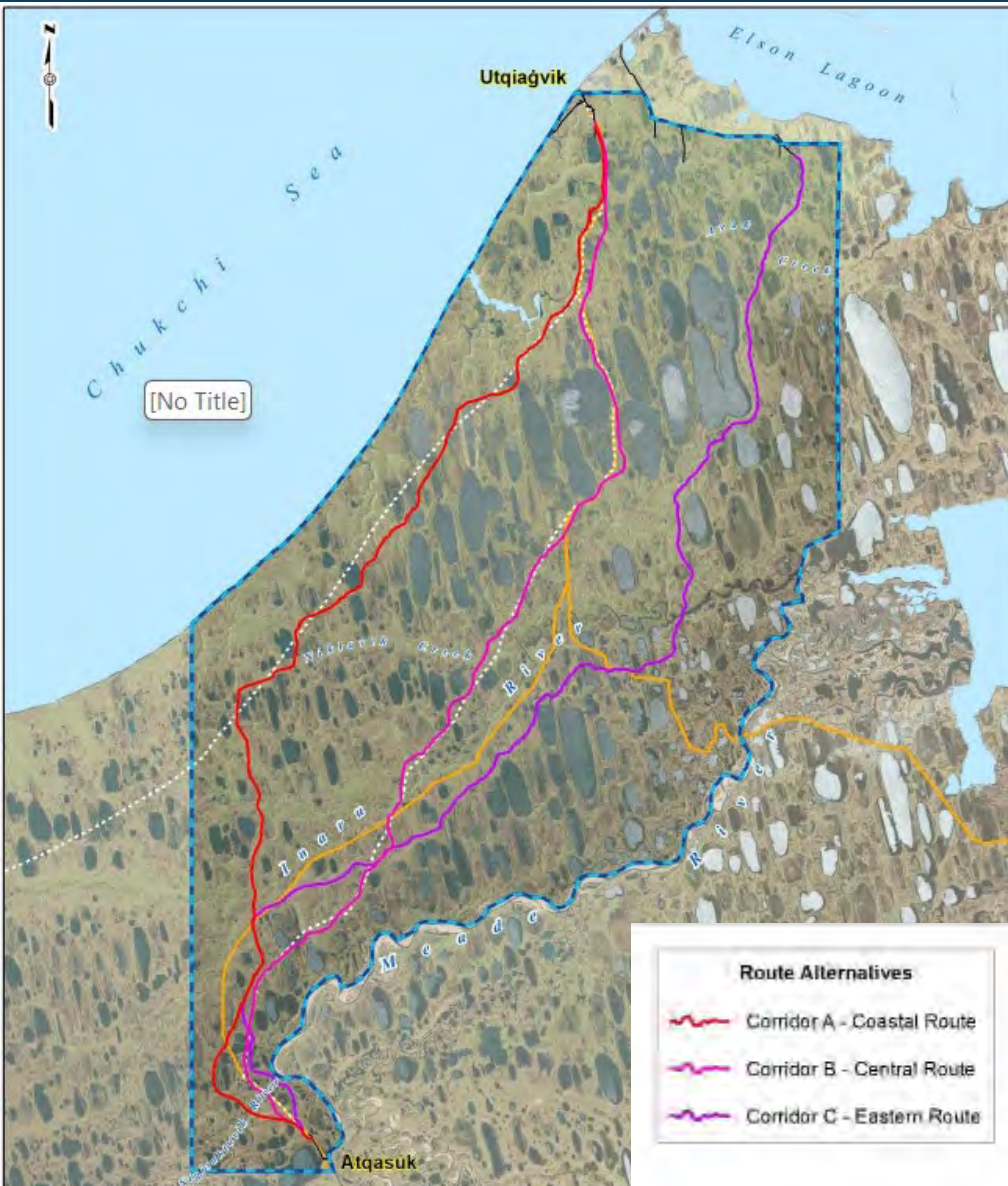
## Desktop Analysis of Study Area (2018 – 2020)

- **River/Stream Hydrology and Potential Crossing Locations**
  - Major factor in potential road alignments
  - Little historical survey data or streamflow records for streams and rivers
  - Streambank stability assessment for crossing locations needed
- **Gravel resources**
  - Limited gravel, abundant sand
  - Several bedrock outcrops
  - Further geotechnical surveys needed

# ASTAR IDENTIFIED ROUTES



# ASTAR IDENTIFIED ROUTES



- Original study area investigated routes connecting Utqiagvik to Atqasuk
- Community benefit expanded the study to include a road connection to Wainwright

# ASTAR IDENTIFIED ROUTES



Map Location



Proposed Routes	
Corridor D	Corridor A*
Corridor E	Coastal Route Modification
Corridor F	

\*See "Atkasuk to Utqiagvik All-Season Access Road" Study

Project Area

Arctic Strategic Transportation and Resources Project  
North Slope, Alaska

**PROJECT AREA**  
Road Network for Utqiagvik, Atkasuk, and Wainwright

**ASRC ENERGY SERVICES**  
Alaska, Inc.

FIGURE  
2.1-1

# EVALUATING ALTERNATIVES



# EVALUATION PROCESS



- ✓ **Initial Screening Criteria and Range of Alternatives**
  - What routes will best meet the identified needs?
  - Review the routes for a range of environmental, physical, social, cost constraints
  - Identify whether the community wants to proceed with an all-season community road
  
- ✓ **PEL Study Screening Will Help Evaluate Alternatives and Narrow in on Recommendations**



# MODERATED WORK SESSION



# PURPOSE AND NEED STATEMENT



- **Does this address the question: What are we doing this for?**
- **Is it correct?**
- **Anything else to consider?**
- **Anything to leave out?**
- **Suggestions for change/improvement.**



# PRELIMINARY ALTERNATIVES



- **Any other alternatives?**
- **Any we shouldn't be considering?**



# EVALUATION

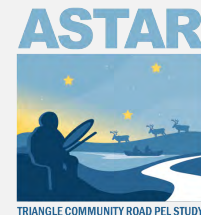
- **What should we include in criteria?**
- **What is most important?**



WHAT'S NEXT



# ADVISORY COMMITTEE SCHEDULE



Meeting No.	Focus	Indicative Date
1	PEL Study overview, PEL Study process, roles of participants, purpose and need statement, preliminary alternatives, screening criteria	December 2, 2024
2	Preliminary alternative screening results and detailed alternative screening criteria	Spring 2025
3	Detailed alternative screening results and recommended alternative(s)	Summer 2025

# WHAT'S NEXT AFTER PEL STUDY DECISIONS

**PEL Study**  
Complete in Winter 2025/26

**Build Decision by North Slope Leaders**  
If YES, then...

**Funding Secured**  
Funding to be secured to advance through next steps

**Engineering Design**  
Approx. 2 Years (TBD)

**Construction**  
Likely phased over several years

**Preliminary Engineering and NEPA**  
2026-2028 (Approx. 2 Years)

**ROW Acquisition**  
2 Years or more (TBD)



# THANK YOU - QUYANAQ

- **Kristen Hansen, DOWL**  
Project Manager
- **Renee Whitesell, DOWL**  
PEL Study Lead
- **Theresa Dutchuk, DOWL**  
Environmental Lead
- **Inuuteq Stotts, ACES**  
Stakeholder Outreach Lead
- **Hina Kiloni, NSBPA**  
Director
- **David Hines, NSBPA**  
Program Manager
- **Brett Nelson, DOT&PF**  
Planning Chief
- **Jeff Bruno, ADNR**  
Program Manager



**Phone:** Stakeholder Outreach Lead, (907) 339-5481

**Email:** [TriangleCommunityRoad@dowl.com](mailto:TriangleCommunityRoad@dowl.com)

**Website:** [www.TriangleCommunityRoad.com](http://www.TriangleCommunityRoad.com)



# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# Draft Purpose and Need

## Introduction

The Arctic Strategic Transportation and Resources (ASTAR) program is a partnership between Alaska Department of Natural Resources and North Slope Borough created to identify, evaluate, and advance opportunities to enhance the quality of life and economic opportunities in North Slope communities through responsible infrastructure development. The ASTAR team identified community connectivity between Atqasuk, Utqiagvik, and Wainwright as a top priority of community members in the region<sup>1</sup>. The Triangle Community Road Planning and Environmental Linkage (PEL) study is advancing to consider transportation connections between the communities, whilst concurrently working with stakeholders and the community to receive feedback on whether a roadway connection is desired.

## Purpose

The ASTAR team has partnered with Alaska Department of Transportation and Public Facilities (DOT&PF) to conduct a PEL study to identify ways to improve the transportation connection between Atqasuk, Utqiagvik, and Wainwright through responsible infrastructure. The purpose of the PEL study is to evaluate an all-season roadway connection between the three communities. It will also work with stakeholders and the community to understand whether an all-season road connection between the communities is desired and should move forward to a NEPA and design phase.

An improved all-season transportation connection between the communities should meet the following objectives:

- Lower the cost of energy, basic goods, utilities and other services
- Improve infrastructure to support community stability and improve public safety
- Enhance access to create opportunities to strengthen cultural exchange and community connectivity

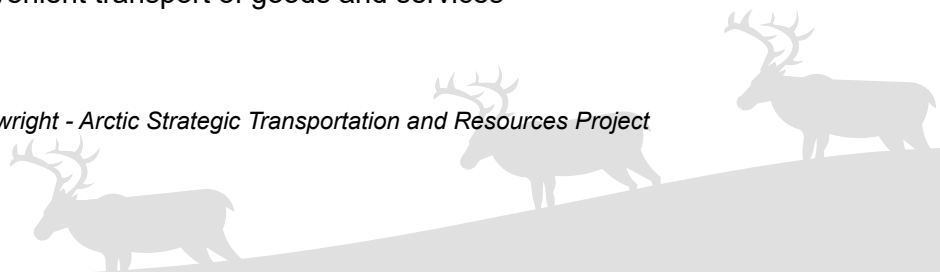
## Need

The communities of Utqiagvik, Atqasuk, and Wainwright are only accessible by air year-round or snowmachines/ rolligons during winter as no permanent road exists between these communities, or to the Alaska road system. The lack of all-season connection between the communities continues the following undesirable conditions:

- prevents the year-round and convenient transport of goods and services
- stymies economic growth

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<sup>1</sup> *Road Network for Utqiagvik, Atqasuk, and Wainwright - Arctic Strategic Transportation and Resources Project North Slope, Alaska. April 2020*





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

- prevents reliable access to family and friends between communities
- constricts access to subsistence resources
- reduces response times for medical emergencies
- prevents access to educational opportunities, training and workforce development

DRAFT





# Draft Alternatives Evaluation Criteria

## Purpose and Need (Benefits-Based Criteria)

The benefits-based criteria consider the extent to which a route alternative meets the purpose and need of the PEL study.

<b>Purpose and Need</b>	<b><i>To What Degree Does the Route...</i></b>
Lowers Costs of Energy, Utilities, Goods and Services	Lower the cost of energy, basic goods, utilities, and other services
Supports Community Stability and Cultural Connectivity	Improve physical access between the communities. Create or enhance the capability to join together in various activities
Improves Public Safety Conditions	Provide direct access to medical facilities and services, Search and Rescue personnel and law enforcement. Increase sustainability of necessary utilities.
Provides Year-Round and Convenient Transport of Goods and Services	Provides year-round surface transportation for vehicles between the communities.
Improves Economic Growth	Provides economic stimulus to the communities by providing opportunities for new businesses and commercial activities, and trade. Reduces the cost of goods and services, supporting opportunities for greater economic wellbeing for community members.
Preserves or Enhances Subsistence Conditions	Improves local community access to subsistence resources while protecting those resources from outside pressure
Improves Access to Education Opportunities	Creates physical access to education facilities, or facilitate attendance at schools, training centers, campuses, and cultural centers/activities
Enhances Workforce Development	Provide temporary and long-term jobs, identify and fill much-needed local service gaps, provide access to skills training or workplace experience, etc.



# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

### Environmental Constraints-Based Criteria

The environmental constraints-based criteria consider at a high level the potential impact of an alternative route on a range of environmental resources.

<b>Constraint</b>	<b>To What Degree Does the Route...</b>
Land Status	Consider land ownership, leases, rights-of-way, Special Areas, etc.
Hydrology	Minimize river and stream crossings, locate crossings with stable bank conditions, consider BLM Best Management Practices setbacks
Geology/ Geotechnical	Consider granular material sources, avoid geohazards, where possible route over favorable (less icy) in situ soils
Existing and Proposed Infrastructure	Take advantage of existing infrastructure where possible, consider synergies between proposed road and other existing or proposed infrastructure
Roadway Engineering Considerations	Consider topography, bridges, culverts, design criteria, material needs and haul distances
Vehicle Bridges	Minimize the number and length of bridges and culverts
Cultural and Paleontological Resources	Avoid impacts to cultural or paleontological resources
Subsistence Patterns	Consider subsistence patterns and avoid or minimize encroachment on Native allotments, camps, or cabins
Wetlands	Avoid or minimize impacts to wetlands that would require compensatory mitigation
Threatened and Endangered Species	Consider regulatory constraints and Best Management Practices for eiders, Polar Bears, and Yellow-billed Loons
Terrestrial Mammals	Avoid or minimize impacts to wetlands that would require compensatory mitigation
Fish and Fish Habitat	Consider anadromous streams and crossing modes
Avian Resources and Habitat	Avoid eider and Yellow-billed Loon nesting locations and waterfowl nesting concentration areas



# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

<b><i>Constraint</i></b>	<b><i>To What Degree Does the Route...</i></b>
Environmental Compliance and Permitting	Minimize environmental and compliance permitting challenges
Construction Cost Estimate	Minimize overall construction cost to the extent practicable

DRAFT



# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# Advisory Committee Workshop No. 1 Meeting Summary

Monday, December 2, 2024, 2:30 – 5:15 p.m.

## Study Team Attendees

Brett Nelson	Department of Transportation and Public Facilities
Jeff Bruno	Department of Natural Resources
Kristen Hansen	DOWL
Renee Whitesell	DOWL
Theresa Dutchuk	DOWL
Inuuteq Stotts	ASRC Consulting & Environmental Services
Paul Ramert	ASRC Consulting & Environmental Services
Hina Kilioni	North Slope Borough
David Hines	North Slope Borough
Morgan McCammon	DOWL

## Stakeholder Advisory Committee Attendees

Veronica Jones	ASRC Lands
David Knutson	ASRC Lands
Doreen Leavitt	ICAS
Morrie Lemen	ICAS
Fannie Suvlu	NVB Executive Director
Alaina Bankston	UIC Lands Technical Manager
Oliver Peetook	Chair of OC
Arthur Bordeaux	Atqasuk City Council

## Introduction

The Arctic Strategic Transportation and Resources (ASTAR) Planning and Environmental Linkages (PEL) Study team met with members of the Advisory Committee on Monday, December 2, 2024, at the ASRC Office in Anchorage, Alaska and via Teams. The study team shared an overview of ASTAR, including the project area, existing conditions, fieldwork completed, the ASTAR process, and how ASTAR work products can be incorporated into the PEL study process. The study team continued by sharing the PEL study indicative schedule and an overview of the PEL process, including information about the importance of the purpose and need of the study, themes for developing the purpose and need, preliminary alternatives developed from the ASTAR process, and how alternatives are evaluated. This led into a moderated work session.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

### Moderated Work Session Summary

#### *Draft Purpose and Need Statement*

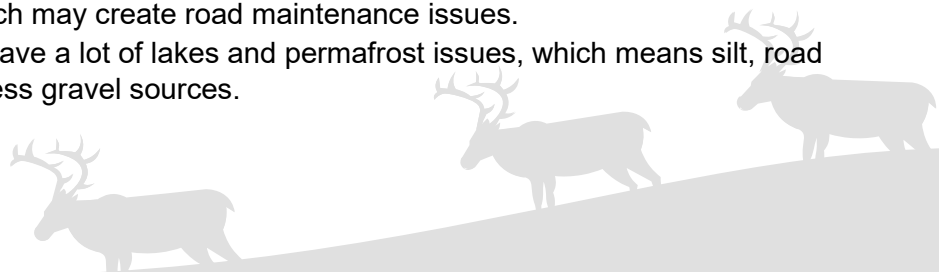
Following a short break, the study team asked advisory committee members to review the draft purpose and need statement and asked questions to stimulate conversation. Advisory committee members shared the following comments:

- Emotional wellbeing should be included. Some community members with family in the surrounding villages feel isolated. A road connecting the Triangle Communities would enhance the sense of connection.
- Community stability should be included, and health and wellness are inherent to this concept.
- Health and wellness should also include access to routine health care in addition to emergency response to a medical emergency.
- An important purpose of this road connection is to move large freight, such as building materials and appliances, bringing the cost of larger freight down.
- A road could also be an evacuation route that would support resiliency for communities and disaster relief (a funding perspective to that as it falls into the health & safety).
- Another purpose for this road connection could be to provide a utility corridor. North Slope communities are moving toward greener energy sources and away from reliance on diesel for power generation. Transmitting natural gas to villages is an important step in this movement.
- A road connection between these communities could potentially reduce reliance on air travel, potentially reducing greenhouse gas (GHG) emissions. The benefits of reduced GHG emissions could be tied to cultural benefits regarding the known negative impacts of air traffic on subsistence resources.
- Increase access to local groceries/subsistence from communities.
- Suggestion to reword the needs to positive statements rather than negative statements.
- Potentially have a data driven needs statement (look into past Transportation Plans).

#### *Draft Alternatives*

The study team asked advisory committee members for their thoughts on the routes developed through the ASTAR process. Advisory committee members shared the following comments:

- Consider if Corridor D, the route between Utqiagvik and Wainwright closest to the coast, is a safe evacuation route.
- Permafrost issues on the yellow route (eastern route), which could lead to potential road maintenance issues.
- Consider creek locations and flooding risk around the Kugrua River (east of Wainwright) and the Meade River delta.
- Consider permafrost issues, which may create road maintenance issues.
- The eastern and central routes have a lot of lakes and permafrost issues, which means silt, road maintenance issues, and likely less gravel sources.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

- Questions regarding how ASTAR selected the routes. The routes illustrated were developed as an environmental and cultural resources desktop exercise. Subject matter experts (SME) shared expertise on how to weight alternatives. Additional refining to the routes is being undertaken as part of the PEL study. Based on geotechnical studies, the ASTAR team has refined the coastal route moving it closer to gravel source materials.
- Suggestion for the road to be a Y community road rather than a true triangle. This idea would need further information to determine if it would have the evacuation benefits of a triangle.

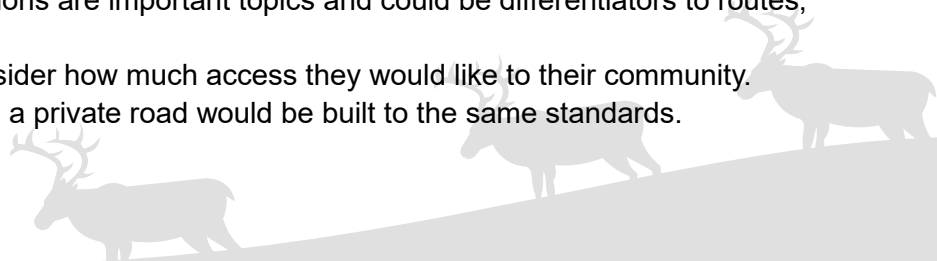
### *Draft Alternatives Evaluation Criteria*

The study team asked advisory committee members for their thoughts on the draft alternatives evaluation criteria based on the criteria developed through the ASTAR process. Advisory committee members shared the following comments:

- Purpose and Need (Benefits-Based Criteria)
  - Lowers Costs of Energy, Utilities, Goods and Services – add the degree to which the route lowers the cost of large freight and accommodates semi-trucks.
  - Support Community Stability and Cultural Connectivity – concern with the term “Cultural Connectivity” as traditionally the North Slope was made up of distinct and unique villages. This term could be defined to broadly describe the modern situation of community members being mobile, connecting people to all cultural activities.
  - Support Community Stability and Cultural Connectivity – add the degree to which the route enhances community emotional wellbeing.
  - Provides Year-Round and Convenient Transport of Goods and Services – add the degree to which the route provides infrastructure reliability and durability.
  - Add a new criterion: Greener Energy – Infrastructure provides a pathway for greener utilities in communities, such as natural gas.
  - Add a new criterion: Evacuation Route: Infrastructure resiliency (this concept would offer significant funding opportunities).
- Environmental Constraint Based Criteria
  - Existing and Proposed Infrastructure – add the degree to which the route could provide a path to collocate energy infrastructure.

### *Other Considerations and Opportunities*

- Consider routes that minimize maintenance costs (i.e. road specifications, access to gravel, etc.).
- Consider the future ownership of the road. This information could be included in a matrix, illustrating funding mechanisms and who is eligible to receive various funding sources, as well as limitations of funding sources.
- Climate change and GHG emissions are important topics and could be differentiators to routes, especially regarding resiliency.
- Communities would need to consider how much access they would like to their community.
- Question about if a public versus a private road would be built to the same standards.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

### Wrap Up and Next Steps

Following the robust discussion, the PEL study team shared the rough schedule for the next two workshops and what happens after the PEL study is completed. Committee members were thanked for their participation and contact information was shared if anyone had additional comments.

### Study Team Action Items

- Share workshop summary.
- Share revised Purpose and Need Statement.
- Share revised Alternatives Evaluation Criteria.



# AGENDA



**ASTAR**  
TRIANGLE COMMUNITY  
ROAD PEL STUDY

## ADVISORY COMMITTEE MEETING NO. 2

1. Welcome and Introductions
2. Project Overview
3. Where We've Been
  - a. Purpose and Need
  - b. Preliminary Alternatives and Refined Alternatives Including Updated Coastal Route
  - c. Evaluation Criteria
  - d. Initial Feedback from Advisory Working Group
4. Where We Are and Work Session
  - a. Evaluating Alternatives
    - i. Scoring Framework
  - b. Funding Matrix
5. Where We're Headed
  - a. Applying Screening Criteria
  - b. Refining Alternatives
  - c. Identifying Recommendations
6. Wrap up and Next Steps



# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# Draft Purpose and Need

## Introduction

The Arctic Strategic Transportation and Resources (ASTAR) program is a partnership between the Alaska Department of Natural Resources and North Slope Borough created to identify, evaluate, and advance opportunities to enhance the quality of life and economic opportunities in North Slope communities through responsible infrastructure development. The ASTAR team identified community connectivity between Atqasuk, Utqiagvik, and Wainwright as a top priority of community members in the region<sup>1</sup>. The Triangle Community Road Planning and Environmental Linkage (PEL) study is advancing to consider transportation connections between the communities, whilst concurrently working with stakeholders and the community to receive feedback on whether a roadway connection is desired.

## Purpose

The ASTAR team has partnered with the Alaska Department of Transportation and Public Facilities (DOT&PF) to conduct a PEL study to identify ways to improve the transportation connection between Atqasuk, Utqiagvik, and Wainwright through responsible infrastructure. The purpose of the PEL study is to evaluate an all-season roadway connection between the three communities. The PEL study team will also work with stakeholders and the community to understand whether an all-season road connection between the communities is desired and should move forward to a NEPA and design phase.

An all-season gravel road connection between the three communities would meet the following objectives:

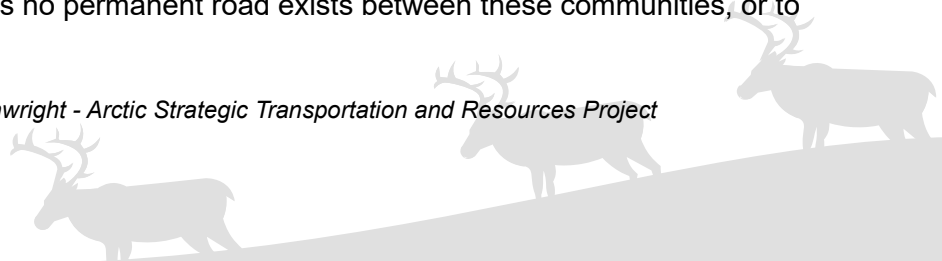
- Lower the cost of energy, basic goods, utilities and other services
- Improve health and wellness through improved access to health services
- Create opportunities to strengthen cultural exchange, share traditional knowledge, enhance community and family connectivity, and improve emotional well-being
- Provide an evacuation route to higher elevation areas, allowing efficient transportation away from the coast, in case of severe storm surges and/or coastal flooding.
- Reduce fossil fuel use through reduction of reliance on air travel and advancing the opportunity for energy alternatives to diesel fuel

## Need

The communities of Utqiagvik, Atqasuk, and Wainwright are only accessible by air year-round or snowmachines/ rolligons during winter as no permanent road exists between these communities, or to

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<sup>1</sup> *Road Network for Utqiagvik, Atqasuk, and Wainwright - Arctic Strategic Transportation and Resources Project North Slope, Alaska. April 2020*





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

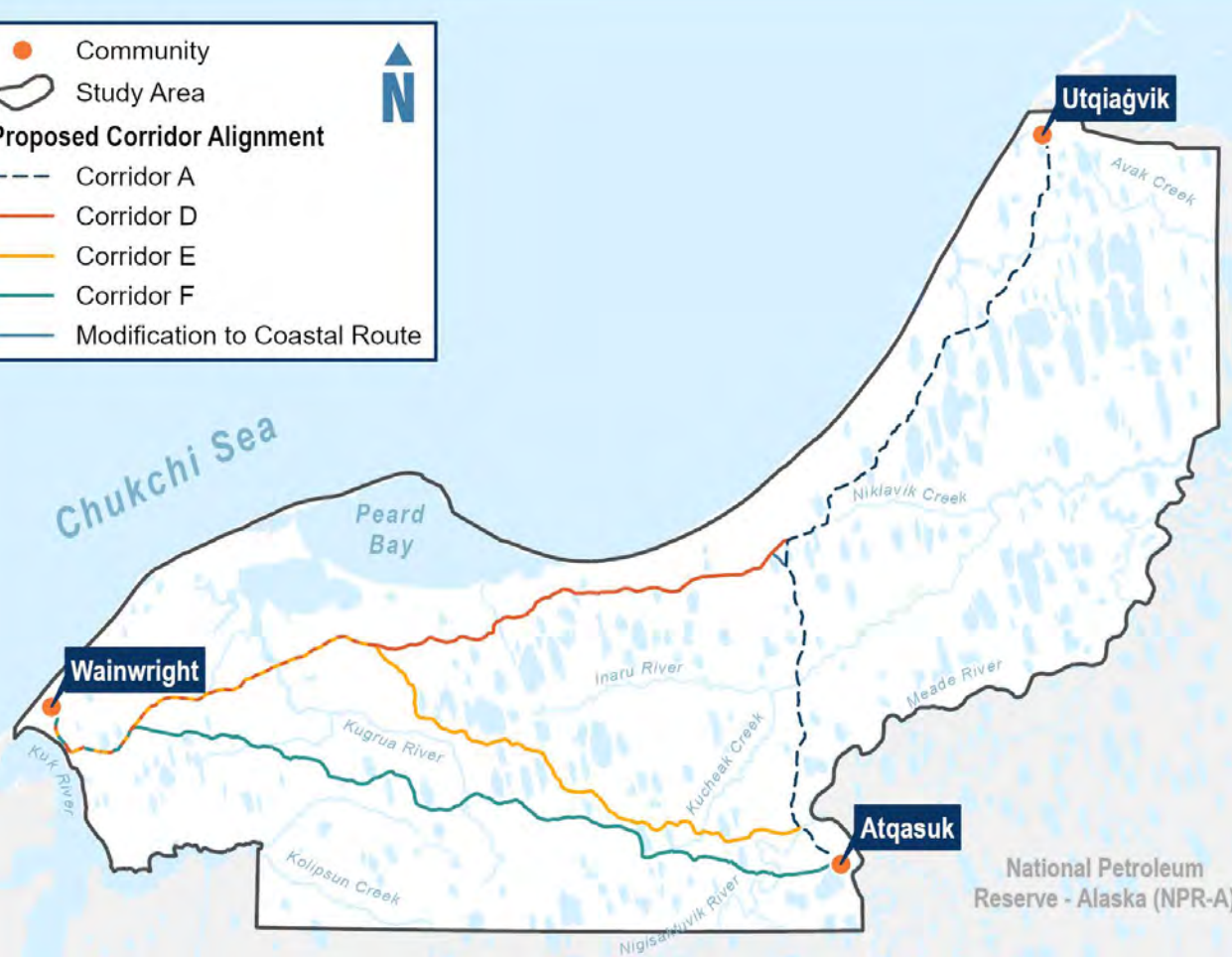
the Alaska road system. The lack of an all-season surface transportation connection between the communities continues the following undesirable conditions:

- Lack of year-round, reliable, and cost-efficient transport of goods and services
- Unrealized economic growth
- Uneconomical and unreliable access to family and friends between communities
- Difficult and costly access to subsistence resources
- Prolonged response times for medical emergencies
- Lack of evacuation route to allow efficient transportation of residents away from coastal communities that are threatened by increasingly substantial coastal storm surges and flooding.
- Limited / uneconomical access by Wainwright and Atkasuk residents to educational opportunities, training, and workforce development available in Utqiagvik

DRAFT

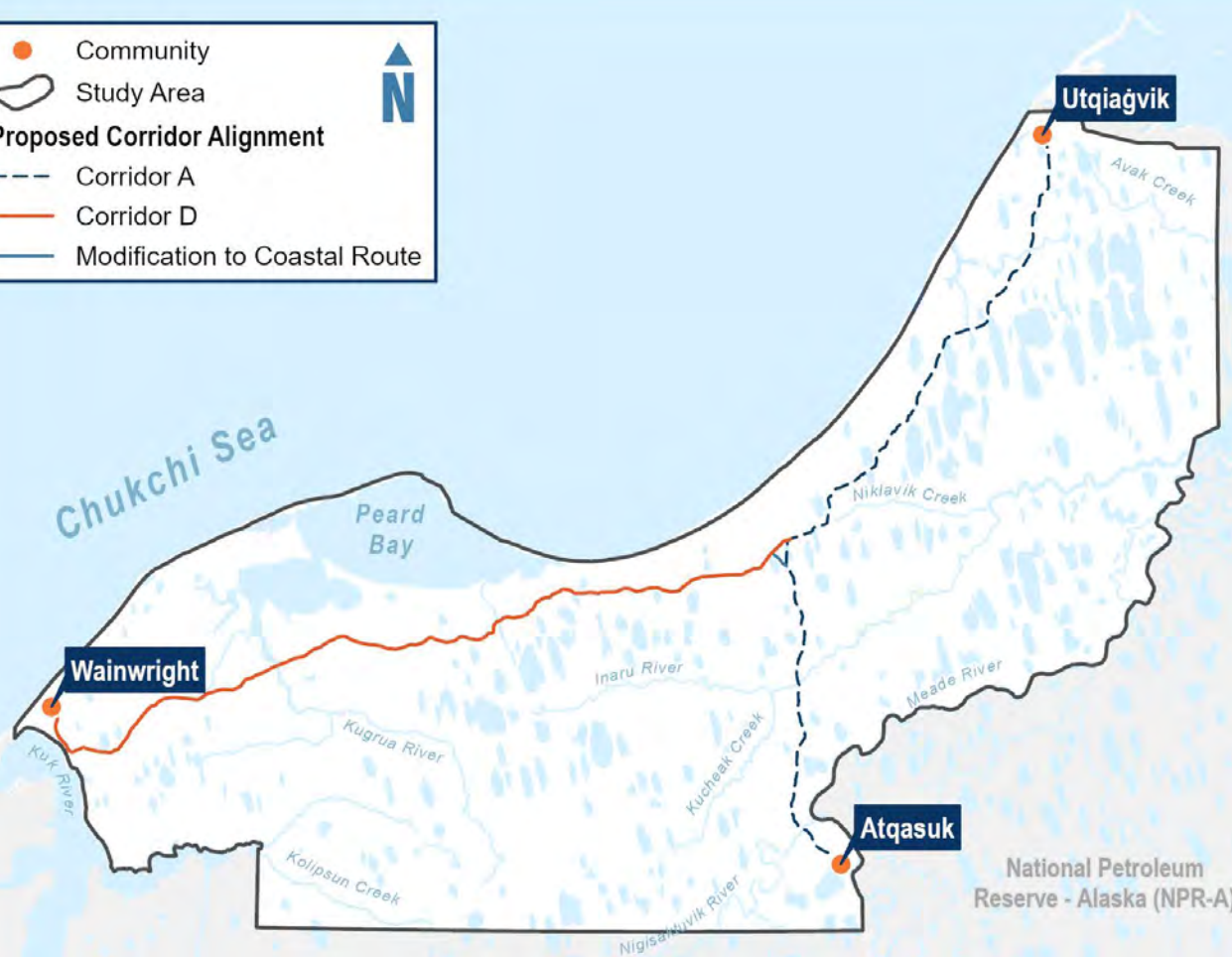


● Community  
  Study Area  
**Proposed Corridor Alignment**  
 - - - Corridor A  
— Corridor D  
— Corridor E  
— Corridor F  
— Modification to Coastal Route



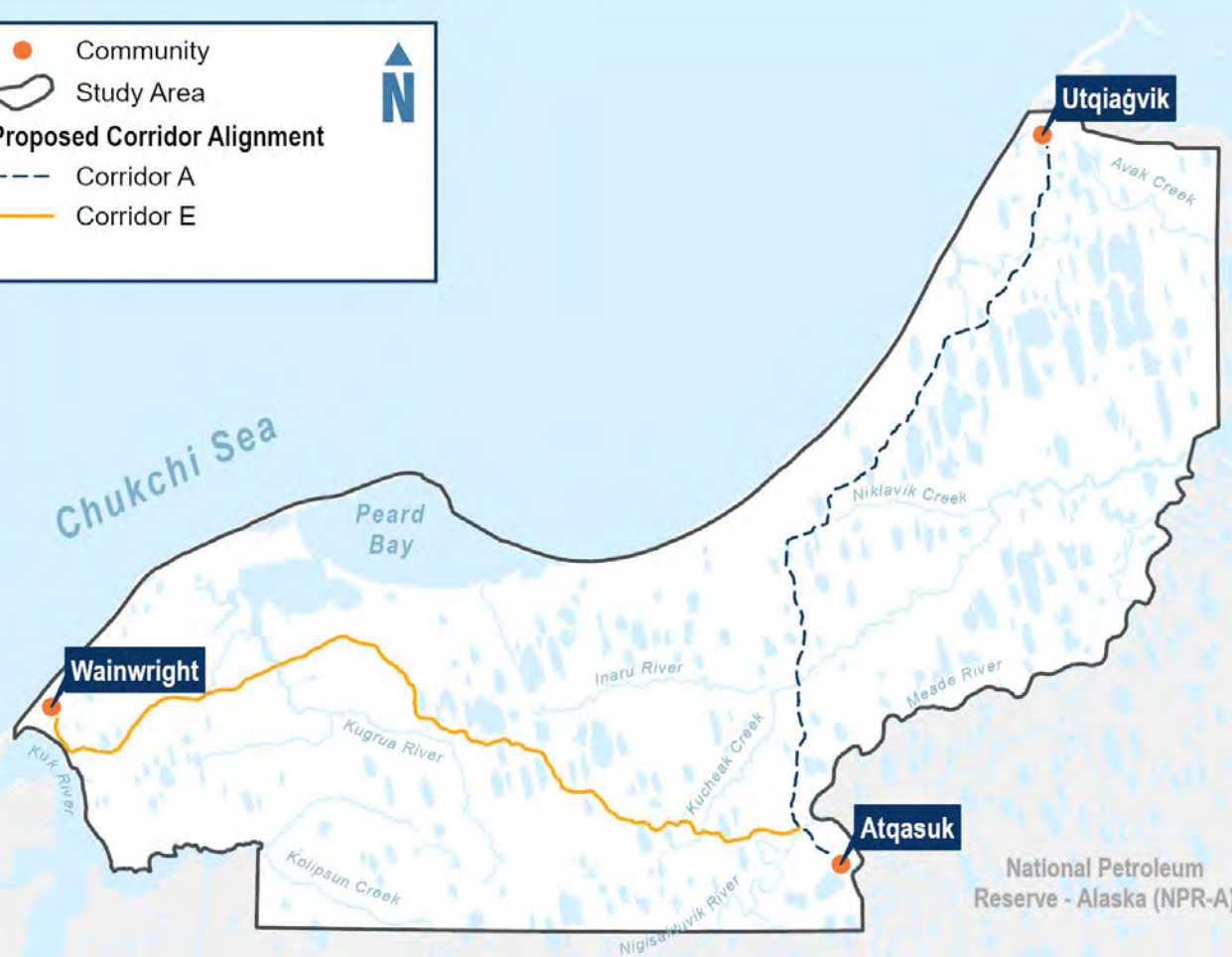
National Petroleum Reserve - Alaska (NPR-A)

● Community  
  Study Area  
**Proposed Corridor Alignment**  
 Corridor A  
 Corridor D  
 Modification to Coastal Route



National Petroleum Reserve - Alaska (NPR-A)

● Community  
  Study Area  
**Proposed Corridor Alignment**  
 Corridor A  
 Corridor E



National Petroleum Reserve - Alaska (NPR-A)


● Community

○ Study Area

**Proposed Corridor Alignment**

--- Corridor A

— Corridor F



National Petroleum Reserve - Alaska (NPR-A)



# Draft Alternatives Evaluation Criteria

## Purpose and Need (Benefits-Based Criteria)

The benefits-based criteria consider the extent to which a route alternative meets the purpose and need of the project.

<b>Purpose and Need</b>	<b><i>To What Degree Does the Route...</i></b>
Lowers Costs of Energy, Utilities, Goods and Services	Lower the cost of energy, basic goods, utilities, and other services. Accommodate semi-trucks and lower the cost of large freight.
Supports Community Connectivity	Increase emotional wellbeing and community connectivity through year-round reliable and economical roadway access between the communities. Create or enhance the capability to join together in various activities.
Improves Public Safety Conditions	Improve public health through direct access to medical facilities and services, Search and Rescue personnel, and law enforcement. Increase sustainability of necessary utilities. Create evacuation route to quickly move residents inland and to higher elevations, in case of natural disasters (e.g. coastal storm surges, flooding, etc.)
Infrastructure Resiliency	Provide a resilient year-round surface transportation alternative.
Promotes Reduction of Fossil Fuel Use	Provide a pathway for greener utilities in communities, such as natural gas. Reduce the need for air travel. Reduces need for air travel; provides opportunity for natural gas distribution and reduces need for diesel generators
Provides Year-Round and Convenient Transport of Goods and Services	Provide year-round reliable, economical and durable surface transportation for vehicles between the communities.
Improves Economic Growth	Provide economic stimulus to the communities by providing opportunities for new businesses, commercial activities, and trade. Reduce the cost of goods and services, supporting opportunities for greater economic wellbeing for community members.
Preserves or Enhances Subsistence Conditions	Improve safety and lower the cost of local community access to subsistence resources while protecting those resources from outside pressure



# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

Improves Access to Education Opportunities	Create year-round and cost-efficient access to education facilities, training centers, and cultural centers/activities
Enhances Workforce Development	Provide temporary and long-term jobs, provide access to skills training, workplace experience, etc.

## Environmental Constraints-Based Criteria

The environmental constraints-based criteria consider at a high level the potential impact of an alternative route on a range of environmental resources.

<b>Constraint</b>	<b>To What Degree Does the Route...</b>
Land Status	Consider land ownership, leases, rights-of-way, federally designated Special Areas, etc.
Hydrology	Minimize river and stream crossings, locate crossings with stable bank conditions, consider BLM Best Management Practices, setbacks, etc.
Geology/ Geotechnical	Minimize haul routes for material sources, avoid geohazards, where possible route over favorable (less icy) in situ soils
Existing and Proposed Infrastructure	Take advantage of existing infrastructure where possible, consider synergies between proposed road and other existing or proposed infrastructure
Roadway Engineering Considerations	Consider topography, bridges, culverts, design criteria, material needs and haul distances, in order to minimize construction and maintenance & operations costs
Vehicle Bridges	Minimize the number and length of bridges and culverts
Cultural and Paleontological Resources	Avoid impacts to historic properties or paleontological resources
Subsistence Patterns	Avoid impacts to mapped subsistence use areas and avoid or minimize encroachment on Native allotments, camps, or cabins
Wetlands	Avoid or minimize impacts to wetlands that may require compensatory mitigation



# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

<b>Constraint</b>	<b>To What Degree Does the Route...</b>
Threatened and Endangered Species / Species of Concern	Avoid critical habitat for eiders, Polar Bears, and Yellow-billed Loons and reduce incidental takes
Terrestrial Mammals	Avoid or minimize impacts to habitat and migration corridors of terrestrial mammals. Consider wildlife vehicle collisions.
Fish and Fish Habitat	Consider anadromous streams and crossing modes
Avian Resources and Habitat	Avoid eider and Yellow-billed Loon nesting locations and waterfowl nesting concentration areas
Environmental Compliance and Permitting	Minimize environmental and compliance permitting challenges; avoid BLM designated Special Areas, etc.
Construction Cost Estimate	Minimize overall construction cost to the extent practicable

DRAFT

## Funding Strategy Options

Funding Source/Program	Awarding Agency	Minimum Award	Maximum Award	Match Required	Additional Requirements/ Restrictions
<b>AARP Flagship Grant(s)</b>	AARP	\$2,500	\$25,000*	No	Can't be used for: acquisition of land and/or buildings, vehicle or equipment purchase, research and development for a for-profit endeavor
<b>Accelerated Innovation Deployment Demonstration</b>	FHWA	N/A	\$1,000,000	80/20	Encourages use of innovations included in the <i>Every Day Counts</i> Program
<b>Alaska Community Development Block Grants</b>	HUD via State of Alaska	N/A	\$850,000	N/A	Must consult with CDBG Program Staff about project eligibility prior to application submission
<b>Alaska Mental Health Trust</b>	Alaska Mental Health Trust	N/A	\$50,000	No	
<b>Arctic Slope Community Foundation</b>	Arctic Slope Foundation	Unknown	Unknown	No	Eligible communities include: Anaktuvuk Pass, Atkasuk, Kaktovik, Nuiqsut, Point Hope, Point Lay, Wainwright, and Utqiagvik. Communities can apply together under an "Area-Wide Community Grant"
<b>Better Utilizing Investments to Leverage Development Grant Program</b>	FHWA	N/A	\$25,000,000	80/20	Match may be waived for rural areas or areas with persistent poverty or historically disadvantaged communities. Applicants may be eligible to have project funding up to 100% and benefit-cost analysis required. Unique Entity Identifier and System for Award Management required. Awarded funds are administered on a reimbursement basis
<b>Denali Commission</b>	Denali Commission	N/A	N/A	No	Program can assist finding and obtaining local match or filling in funding gaps
<b>Designated Legislative Grants</b>	State of Alaska	N/A	N/A	N/A	Reimbursement-based
<b>Innovative Readiness Training</b>	Department of Defense	N/A	N/A	TBD	Match required to contribute volunteers, materials, and plans
<b>Atautchikun</b>	NANA	Unknown	Unknown	No	Communities: Ambler, Buckland, Deering, Kiana, Kivalina, Kobuk, Kotzebue, Noorvik, Selawik, Shungnak, and Noatak (unincorporated)

## Funding Strategy Options

<b>NPR-A Impact Mitigation Grant Program</b>	State of Alaska	\$2,000,000 <sup>a</sup>	N/A	No	
<b>Rasmuson Community Support Grants</b>	Rasmuson Foundation	\$35,000	\$250,000	No	
<b>Rasmuson Legacy Grants</b>	Rasmuson Foundation	\$250,000	N/A	No	
<b>Rural and Tribal Assistance Pilot Program-Multi-Community</b>	Office of the Secretary of Transportation	\$500,000	\$2,250,000	No	Application portal opens March 18 2025
<b>Rural and Tribal Assistance Pilot Program-Single Project</b>	Office of the Secretary of Transportation	\$200,000	\$750,000	No	Application portal opens March 18 2025
<b>Rural Surface Transportation Grant Program</b>	FHWA	\$30,862,883 <sup>a</sup>	TBD	80/20	Award ceiling is the total available. At least 90% of the funding must be awarded in amount of \$25 Million or more. Advertised under the MPDG Combined NOFO; requires cost-benefit analysis
<b>Seventh Generation Fund</b>	Seventh Generation Fund	\$500	\$50,000	No	Projects must emerge from, be led by, and grounded in the Indigenous Peoples served who are most impacted. Nurture and center the culture, language, traditional knowledge systems, and lifeways of Indigenous Peoples involved. Requires 80% or more Indigenous Peoples leadership at the Board of Directors or other decision-making entity
<b>State Farm Company Grants Program</b>	State Farm Company	Unknown	Unknown	No	Projects must focus on safety, community development and/or education

<sup>a</sup> Average

# ASTAR TRIANGLE COMMUNITY ROAD PEL STUDY

## Advisory Committee Meeting No. 2

*Anchorage, AK*

April 23, 2025

# ASTAR

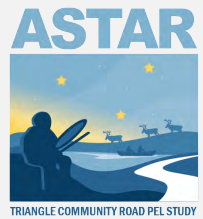


TRIANGLE COMMUNITY ROAD PEL STUDY



*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.*

# AGENDA



- Welcome and Introductions
- Project Overview
  - Purpose and Need
  - Preliminary Alternatives and Updated Coastal Alternative Route
  - Evaluation Criteria
  - Initial feedback from the Advisory Working Group
- Work Session
  - Evaluating Alternatives
  - Funding Matrix
- Next Steps and Wrap Up



# PROJECT OVERVIEW



# ARCTIC STRATEGIC TRANSPORTATION AND RESOURCES (ASTAR)

**ASTAR** is a partnership between the State of Alaska Department of Natural Resources (DNR), Alaska Department of Transportation and Public Facilities (DOT&PF), and the North Slope Borough (NSB).

**Mission and Purpose:** Identify, evaluate, and advance opportunities to enhance the quality of life and economic opportunities in NSB communities through infrastructure development.

**Goal:** Prioritize community needs and identify infrastructure opportunities that offer the most cumulative benefit and best enhance the quality of life for the region.



# CUMULATIVE BENEFITS



## **ASTAR benefit criteria (selected by the NSB and North Slope communities)**

- Supports community connectivity
- Preserves or enhances subsistence traditions
- Lowers costs of goods and services
- Improves health and safety conditions
- Improves access to education opportunities
- Enhances workforce development

# WHERE WE'VE BEEN



# PEL STUDY SCHEDULE



SPRING 2024                                      SUMMER - WINTER 2024 / 2025                                      WINTER - SPRING 2025                                      SUMMER 2025 - WINTER 2025 / 2026



**Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes**

Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes



**Evaluation Criteria, Develop & Screen Alternatives**

Identify Alternatives and Develop Screening Criteria



**Evaluate, Refine, & Select Alternatives**

Screening, Recommended Alternatives, Draft PEL Study



**Finalize Documentation**

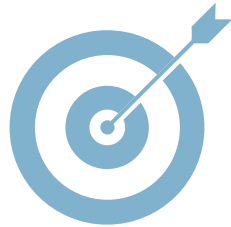
Public Comment Period (30 days) and Finalize PEL Study



# PURPOSE AND NEED & EVALUATION CRITERIA



# PURPOSE AND NEED



## PURPOSE

Why the project is being proposed and the positive outcomes intended



## NEED

The key problems to be addressed and explanation of underlying causes of those problems

# PURPOSE



## **All-season gravel road connection between three communities meet these objectives:**

- Lower the cost of energy, basic goods, utilities and other services
- Improve health and wellness through improved access to medical and health facilities and services
- Create opportunities to strengthen cultural exchange, share traditional knowledge, enhance community and family connectivity, and improve emotional well-being
- Provide an evacuation route to higher elevation areas, allowing efficient transportation away from the coast, in case of severe storm surges and/or coastal flooding.
- Reduce fossil fuel use through reduction of reliance on air travel and advancing the opportunity for energy alternatives to diesel fuel



## **Lack of all-season surface transportation connection between the communities continues the following undesirable conditions:**

- Lack of year-round, reliable, and cost-efficient transport of goods and services
- Unrealized economic growth
- Uneconomical and unreliable access to family and friends between communities
- Difficult and costly access to subsistence resources
- Prolonged response times for medical emergencies
- Lack of evacuation route to allow efficient transportation of residents away from coastal communities that are threatened by increasingly substantial coastal storm surges and flooding.
- Limited / uneconomical access by Wainwright and Atqasuk residents to educational opportunities, training, and workforce development available in Utqiaġvik

# ADVISORY WORKING GROUP FEEDBACK



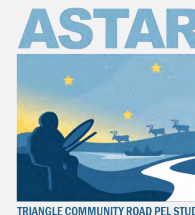
# EVALUATING ALTERNATIVES



## FEEDBACK FROM MEETING NO. 1

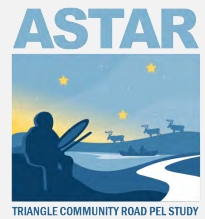
- Coastal route may be the safest evacuation route
- Permafrost issues
- Consider creek locations and flooding risks
- Proximity to gravel sources
- Maintenance funding concerns

# DRAFT EVALUATION CRITERIA



PURPOSE AND NEED	TO WHAT DEGREE DOES THE ROUTE...
<b>Lowers Costs of Energy, Utilities, Goods and Services</b>	Lower the cost of energy, basic goods, utilities, and other services. Accommodate semi-trucks and lower the cost of large freight.
<b>Supports Community Connectivity</b>	Increase emotional wellbeing and community connectivity through year-round reliable and economical roadway access between the communities. Create or enhance the capability to join together in various activities.
<b>Improves Public Safety Conditions</b>	Improve public health through direct access to medical facilities and services, Search and Rescue personnel, and law enforcement. Increase sustainability of necessary utilities. Create evacuation route to quickly move residents inland and to higher elevations, in case of natural disasters (e.g. coastal storm surges, flooding, etc.)
<b>Infrastructure Resiliency</b>	Provide a resilient year-round surface transportation alternative.
<b>Promotes Reduction of Fossil Fuel Use</b>	Reduces need for air travel; provides opportunity for natural gas distribution and reduces need for diesel generators
<b>Provides Year-Round and Convenient Transport of Goods and Services</b>	Provide year-round reliable, economical and durable surface transportation for vehicles between the communities.
<b>Improves Economic Growth</b>	Provide economic stimulus to the communities by providing opportunities for new businesses, commercial activities, and trade. Reduce the cost of goods and services, supporting opportunities for greater economic wellbeing for community members.
<b>Preserves or Enhances Subsistence Conditions</b>	Improve safety and lower the cost of local community access to subsistence resources while protecting those resources from outside pressure
<b>Improves Access to Education Opportunities</b>	Create year-round and cost-efficient access to education facilities, training centers, and cultural centers/activities
<b>Enhances Workforce Development</b>	Provide temporary and long-term jobs, provide access to skills training, workplace experience, etc.

# DRAFT EVALUATION CRITERIA



CONSTRAINT	TO WHAT DEGREE DOES THE ROUTE...
<b>Land Status</b>	Consider land ownership, leases, rights-of-way, federally designated Special Areas, etc.
<b>Hydrology</b>	Minimize river and stream crossings, locate crossings with stable bank conditions, consider BLM Best Management Practices, setbacks, etc.
<b>Geology/ Geotechnical</b>	Minimize haul routes for material sources, avoid geohazards, where possible route over favorable (less icy) in situ soils
<b>Existing and Proposed Infrastructure</b>	Take advantage of existing infrastructure where possible, consider synergies between proposed road and other existing or proposed infrastructure
<b>Roadway Engineering Considerations</b>	Consider topography, bridges, culverts, design criteria, material needs and haul distances, in order to minimize construction and maintenance & operations costs
<b>Vehicle Bridges</b>	Minimize the number and length of bridges and culverts
<b>Cultural and Paleontological Resources</b>	Avoid impacts to historic properties or paleontological resources
<b>Subsistence Patterns</b>	Avoid impacts to mapped subsistence use areas and avoid or minimize encroachment on Native allotments, camps, or cabins
<b>Wetlands</b>	Avoid or minimize impacts to wetlands that may require compensatory mitigation
<b>Threatened and Endangered Species / Species of Concern</b>	Avoid critical habitat for eiders, Polar Bears, and Yellow-billed Loons and reduce incidental takes
<b>Terrestrial Mammals</b>	Avoid or minimize impacts to habitat and migration corridors of terrestrial mammals. Consider wildlife vehicle collisions.
<b>Fish and Fish Habitat</b>	Consider anadromous streams and crossing modes
<b>Avian Resources and Habitat</b>	Avoid eider and Yellow-billed Loon nesting locations and waterfowl nesting concentration areas
<b>Environmental Compliance and Permitting</b>	Minimize environmental and compliance permitting challenges; avoid BLM designated Special Areas, etc.
<b>Construction Cost Estimate</b>	Minimize overall construction cost to the extent practicable

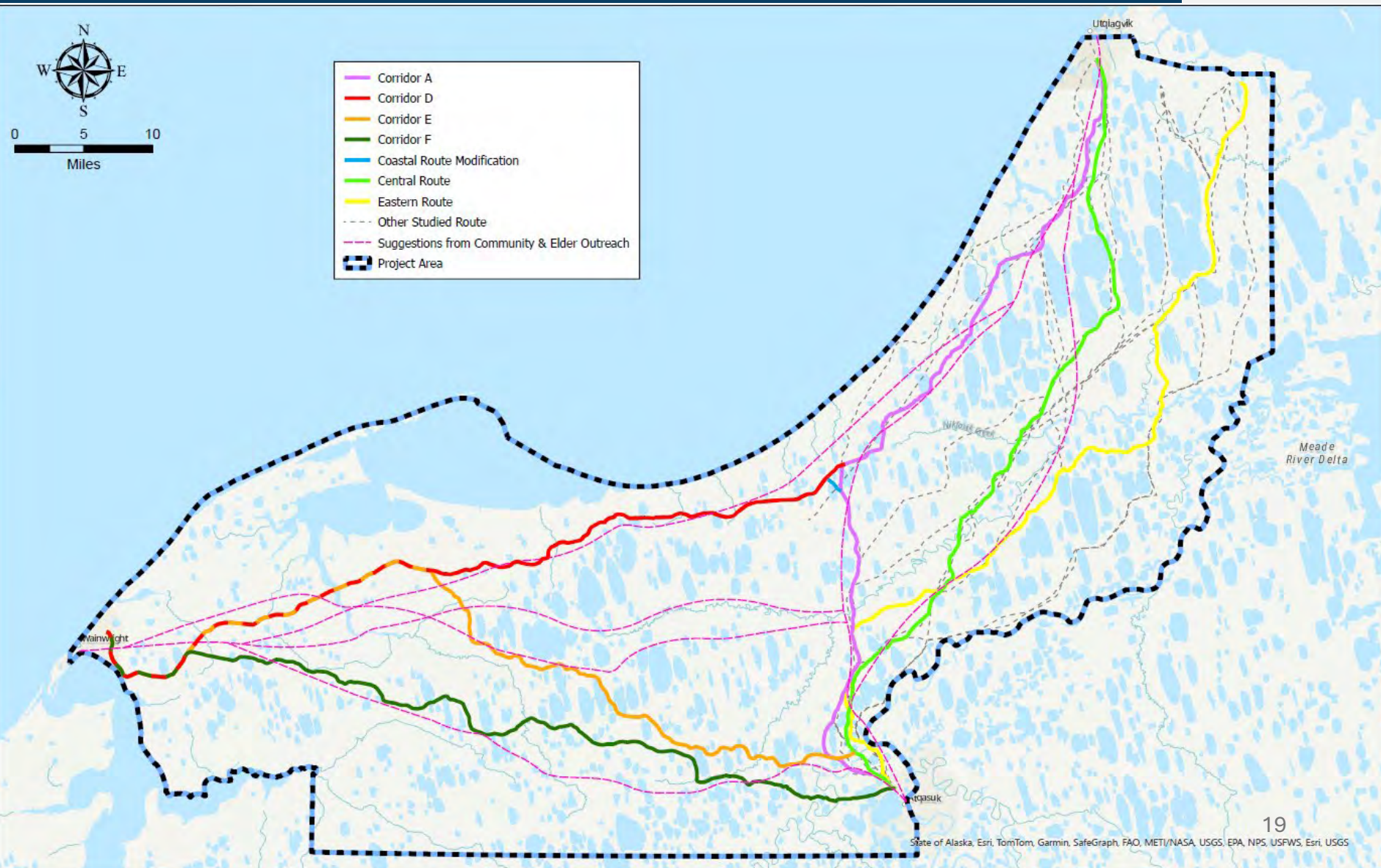
# PRELIMINARY ALTERNATIVES



# TRIANGLE COMMUNITY ROAD STUDY AREA



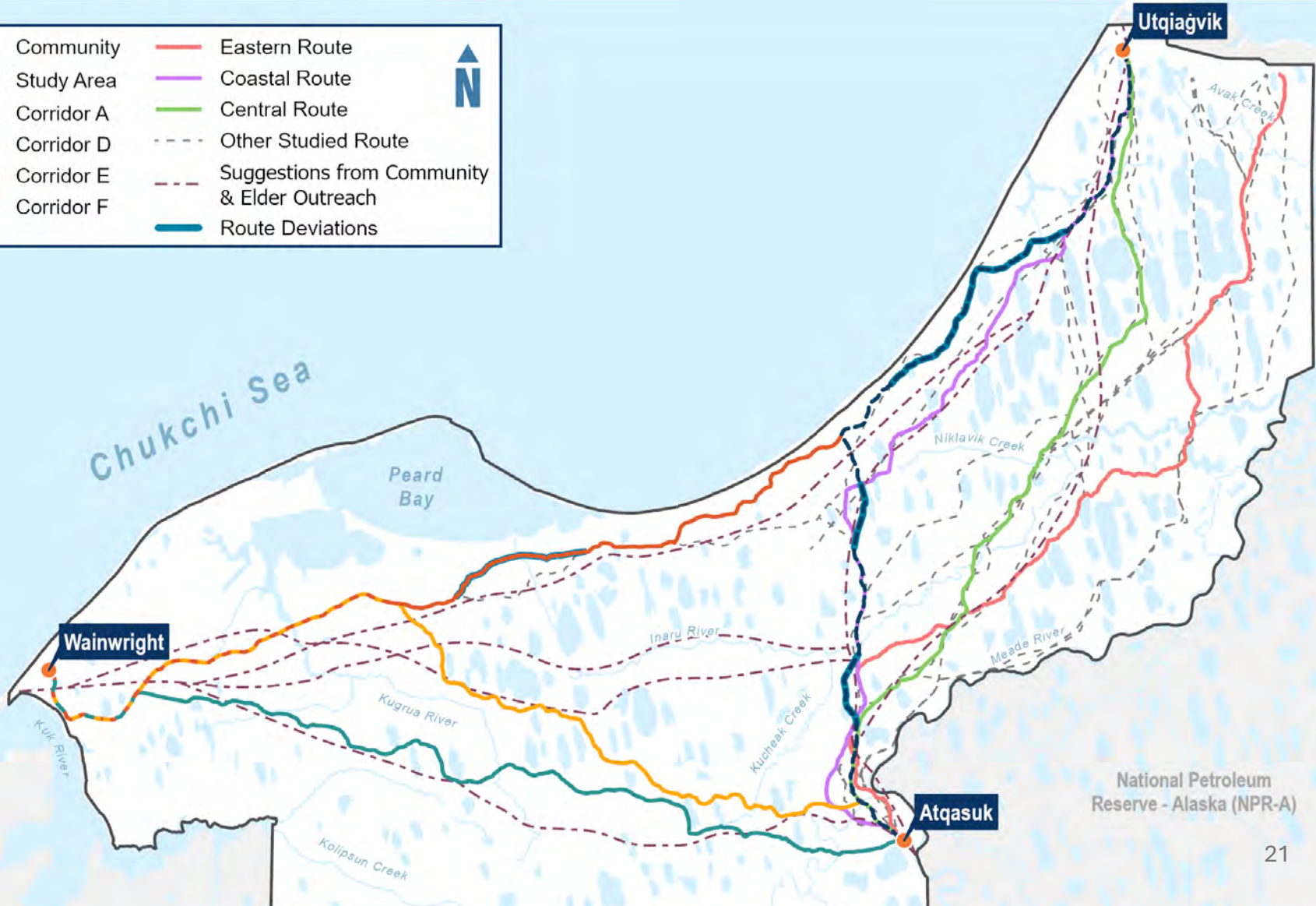
# ASTAR IDENTIFIED ROUTES



# REFINED ALTERNATIVES



# UPDATED COASTAL ROUTE



National Petroleum Reserve - Alaska (NPR-A)

# ASTAR IDENTIFIED ROUTES - REFINED



● Community

○ Study Area

**Proposed Corridor Alignment**

--- Utqiagvik to Atqasuk

— Cutoff to Wainwright



National Petroleum Reserve - Alaska (NPR-A)

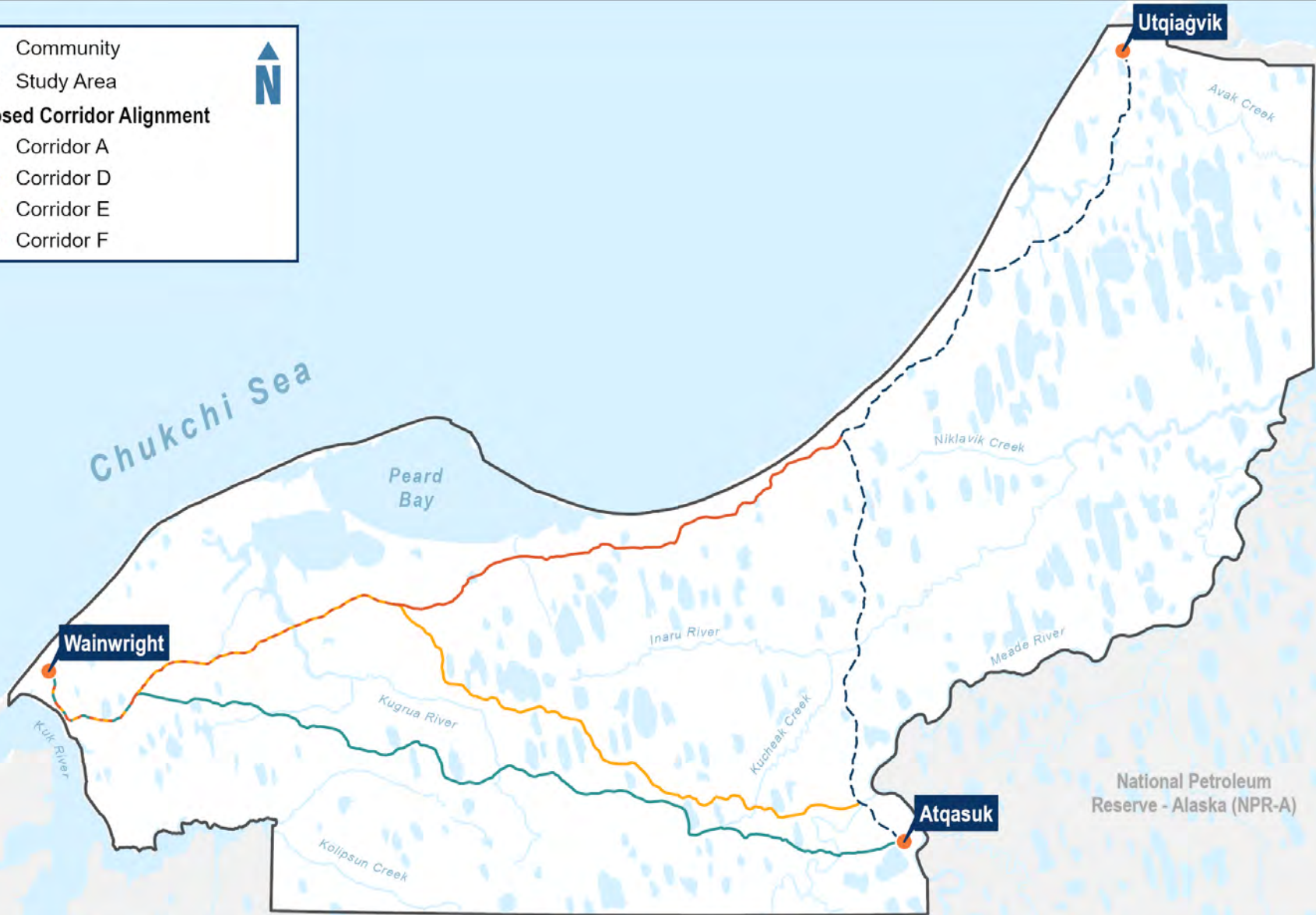

# CORRIDOR ALTERNATIVES

● Community

○ Study Area

**Proposed Corridor Alignment**

- Corridor A
- Corridor D
- Corridor E
- Corridor F



National Petroleum Reserve - Alaska (NPR-A)

# CORRIDOR D



● Community

○ Study Area

Proposed Corridor Alignment

--- Corridor A

— Corridor D



# CORRIDOR E



● Community

○ Study Area

Proposed Corridor Alignment

--- Corridor A

— Corridor E



# CORRIDOR F



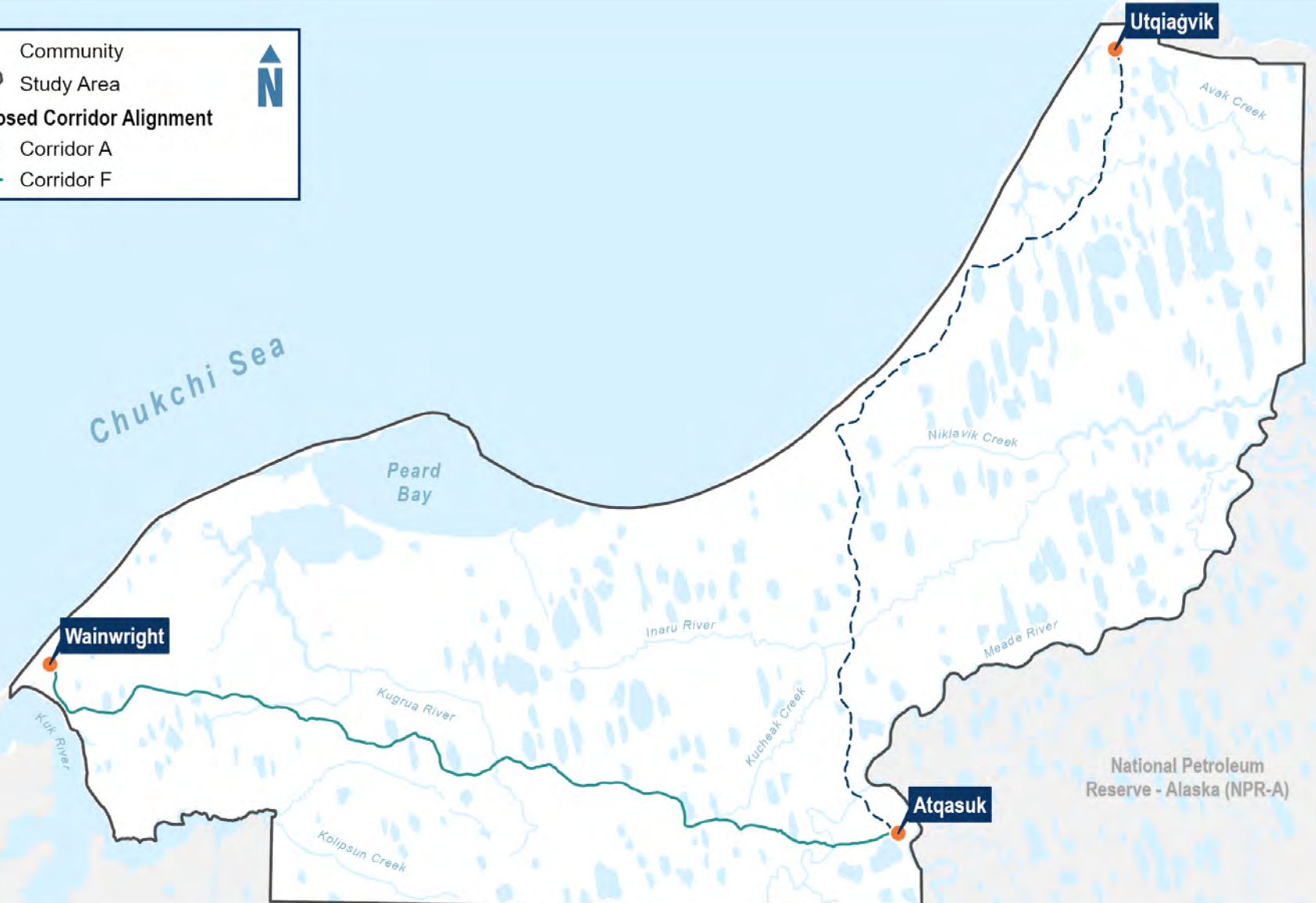
● Community

○ Study Area

**Proposed Corridor Alignment**

--- Corridor A

— Corridor F



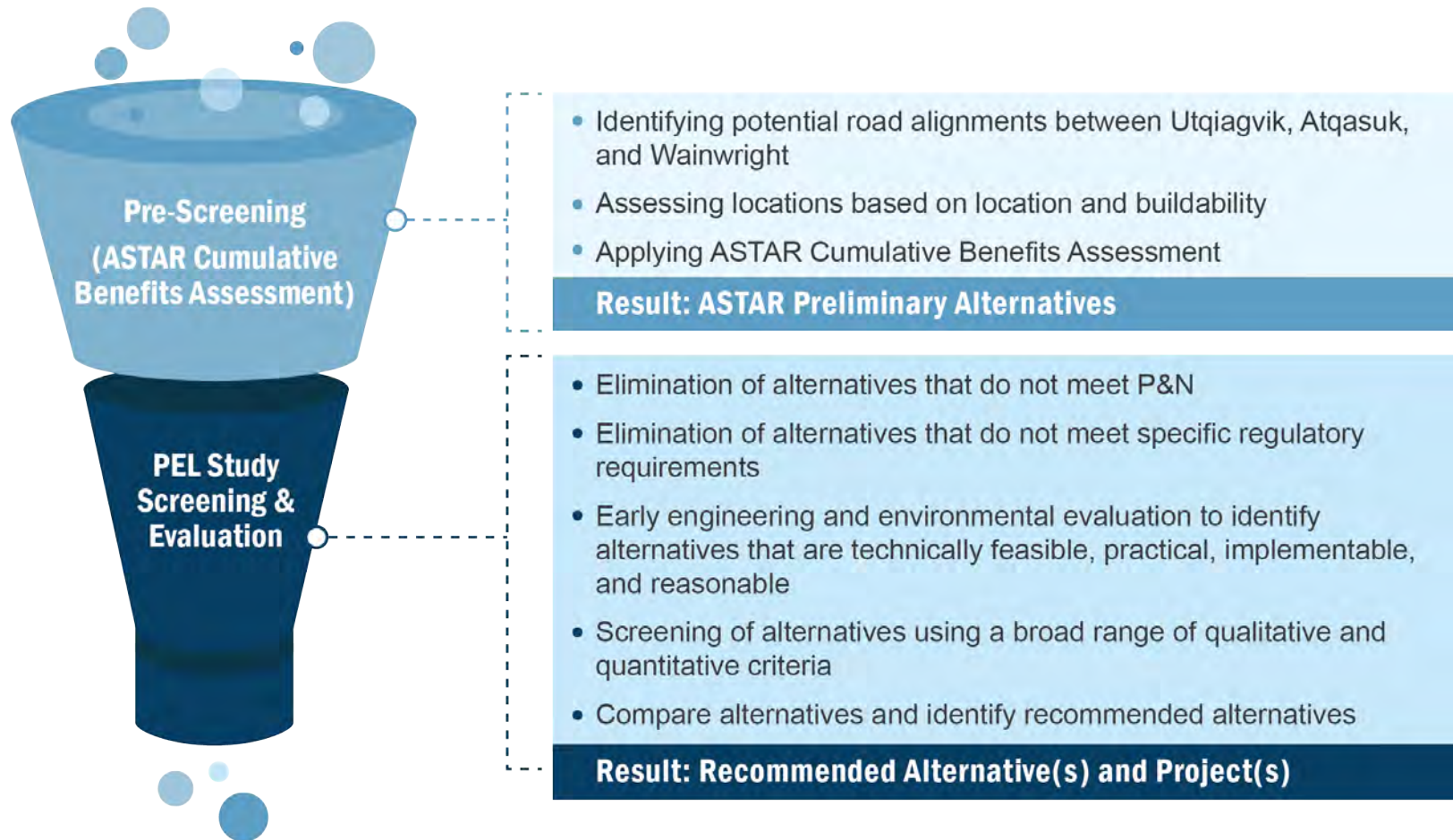
# WHERE WE ARE



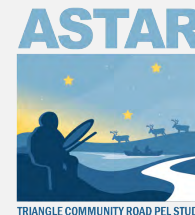
# EVALUATING ALTERNATIVES



# EVALUATING ALTERNATIVES



# EVALUATING ALTERNATIVES



## Quantifying Impacts

Resource	Evaluation	Quantitative Measurement(s)
Land Ownership	Avoid difficult or lengthy land authorizations.	<ul style="list-style-type: none"><li>• How many agencies does alternative require permissions from?</li><li>• What proportion of route is sited on federal land</li></ul>
Vehicle Bridges	Minimize the number and length of bridges and culverts	<ul style="list-style-type: none"><li>• Number of bridges</li><li>• Number of culverts</li></ul>
Wetlands	Avoid or minimize impacts to wetlands that would require compensatory mitigation	<ul style="list-style-type: none"><li>• Acres of wetland impacts</li></ul>
Cultural and Paleontological Resources	Avoid adverse impacts to historic properties or paleontological resources	<ul style="list-style-type: none"><li>• Number of historic properties and unevaluated sites that could be directly impacted by alternative</li></ul>

# EVALUATING ALTERNATIVES

## FRAMEWORK FOR SCORING – Criteria based topics

### Ordinal

Wetland Impacts

	Route D	Route E	Route F
Acres	2207	7862	8503
Score	1	2	3

### Standard Deviation

Wetland Impacts

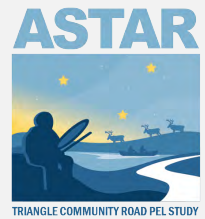
	Route D	Route E	Route F
Acres	2207	7862	8503
Score	1	3	3

# FUNDING MATRIX



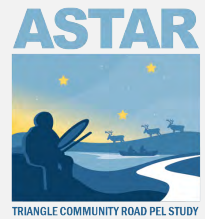
Funding Source/Program	Awarding Agency	Minimum Award	Maximum Award	Match Required	Additional Requirements/ Restrictions
<b>AARP Flagship Grant(s)</b>	AARP	\$2,500	\$25,000*	No	Can't be used for: acquisition of land and/or buildings, vehicle or equipment purchase, research and development for a for-profit endeavor
<b>Accelerated Innovation Deployment Demonstration</b>	FHWA	N/A	\$1,000,000	80/20	Encourages use of innovations included in the Every Day Counts Program
<b>Alaska Community Development Block Grants</b>	HUD via State of Alaska	N/A	\$850,000	N/A	Must consult with CDBG Program Staff about project eligibility prior to application submission
<b>Alaska Mental Health Trust</b>	Alaska Mental Health Trust	N/A	\$50,000	No	
<b>Arctic Slope Community Foundation</b>	Arctic Slope Foundation	Unknown	Unknown	No	Eligible communities include: Anaktuvuk Pass, Atkasuk, Kaktovik, Nuiqsut, Point Hope, Point Lay, Wainwright, and Utqiagvik. Communities can apply together under an "Area-Wide Community Grant"
<b>Better Utilizing Investments to Leverage Development Grant Program</b>	FHWA	N/A	\$25,000,000	80/20	Match may be waived for rural areas or areas with persistent poverty or historically disadvantaged communities. Applicants may be eligible to have project funding up to 100% and benefit-cost analysis required. Unique Entity Identifier and System for Award Management required. Awarded funds are administered on a reimbursement basis

# FUNDING MATRIX



Funding Source/Program	Awarding Agency	Minimum Award	Maximum Award	Match Required	Additional Requirements/ Restrictions
<b>Denali Commission</b>	Denali Commission	N/A	N/A	No	Program can assist finding and obtaining local match or filling in funding gaps
<b>Designated Legislative Grants</b>	State of Alaska	N/A	N/A	N/A	Reimbursement-based
<b>Innovative Readiness Training</b>	Department of Defense	N/A	N/A	TBD	Match required to contribute volunteers, materials, and plans
<b>Atautchikun</b>	NANA	Unknown	Unknown	No	Communities: Ambler, Buckland, Deering, Kiana, Kivalina, Kobuk, Kotzebue, Noorvik, Selawik, Shungnak, and Noatak (unincorporated)
<b>NPR-A Impact Mitigation Grant Program</b>	State of Alaska	\$2,000,000 <sup>a</sup>	N/A	No	
<b>Rasmuson Community Support Grants</b>	Rasmuson Foundation	\$35,000	\$250,000	No	

# FUNDING MATRIX



Funding Source/Program	Awarding Agency	Minimum Award	Maximum Award	Match Required	Additional Requirements/ Restrictions
Rural and Tribal Assistance Pilot Program-Multi-Community	Office of the Secretary of Transportation	\$500,000	\$2,250,000	No	Application portal opens March 18, 2025
Rural and Tribal Assistance Pilot Program-Single Project	Office of the Secretary of Transportation	\$200,000	\$750,000	No	Application portal opens March 18, 2025
Rural Surface Transportation Grant Program	FHWA	\$30,862,883 <sup>a</sup>	TBD	80/20	Award ceiling is the total available. At least 90% of the funding must be awarded in amount of \$25 Million or more. Advertised under the MPDG Combined NOFO; requires cost-benefit analysis
Seventh Generation Fund	Seventh Generation Fund	\$500	\$50,000	No	Projects must emerge from, be led by, and grounded in the Indigenous Peoples served who are most impacted. Nurture and center the culture, language, traditional knowledge systems, and lifeways of Indigenous Peoples involved . Requires 80% or more Indigenous Peoples leadership at the Board of Directors or other decision-making entity
State Farm Company Grants Program	State Farm Company	Unknown	Unknown	No	Projects must focus on safety, community development and/or education

# BREAK



# MODERATED WORK SESSION



# QUESTIONS

1. Are the alternatives appropriate?
2. Which scoring framework should be applied?
3. Are there additional funding sources not listed?
4. What is the most important parameter when selecting funding source?



# WHAT'S NEXT

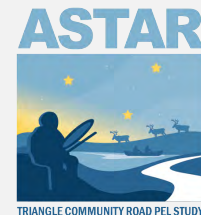


# WHERE WE'RE HEADED

- **Applying screening criteria**
- **Refining alternatives**
  - *Based on geotechnical information*
  - *Funding source considerations – logical termini*
- **Identifying alternatives recommended for NEPA**



# ADVISORY COMMITTEE SCHEDULE



Meeting No.	Focus	Indicative Date
1	PEL Study overview, PEL Study process, roles of participants, purpose and need statement, preliminary alternatives, screening criteria	December 2, 2024
2	Refined alternatives, detailed alternative screening criteria, funding strategies	April 23, 2025
3	Recommended alternative(s)	Summer 2025

# WHAT'S NEXT AFTER PEL STUDY DECISIONS

**PEL Study**  
Complete in Winter 2025/26

**Build Decision by North Slope Leaders**  
If YES, then...

**Funding Secured**  
Funding to be secured to advance through next steps

**Engineering Design**  
Approx. 2 Years (TBD)

**Construction**  
Likely phased over several years

**Preliminary Engineering and NEPA**  
2026-2028 (Approx. 2 Years)

**ROW Acquisition**  
2 Years or more (TBD)

# THANK YOU - QUYANAQ

- **Kristen Hansen, DOWL**  
Project Manager
- **Renee Whitesell, DOWL**  
PEL Study Lead
- **Theresa Dutchuk, DOWL**  
Environmental Lead
- **Inuuteq Stotts, ACES**  
Stakeholder Outreach Lead
- **Hina Kiloni, NSBPA**  
Deputy Director
- **Brett Nelson, DOT&PF**  
Planning Chief
- **Jeff Bruno, ADNR**  
Program Manager



**Phone:** Stakeholder Outreach Lead, (907) 339-5481

**Email:** [TriangleCommunityRoad@dowl.com](mailto:TriangleCommunityRoad@dowl.com)

**Website:** [www.TriangleCommunityRoad.com](http://www.TriangleCommunityRoad.com)



# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# Advisory Committee Workshop No. 2 Meeting Summary

Wednesday, April 23, 2025, 1:00 – 3:30 p.m.

## Study Team Attendees

Jeff Bruno	Department of Natural Resources
Brett Nelson	Department of Transportation and Public Facilities
Sarai Gomez	Department of Transportation and Public Facilities
Hina Killioni	North Slope Borough
Kristen Hansen	DOWL
Renee Whitesell	DOWL
Theresa Dutchuk	DOWL
Morgan McCammon	DOWL
Jon Wendel	DOWL
Inuuteq Stotts	ASRC Consulting & Environmental Services
Paul Ramert	ASRC Consulting & Environmental Services
Joe Christopher	ASRC Consulting & Environmental Services

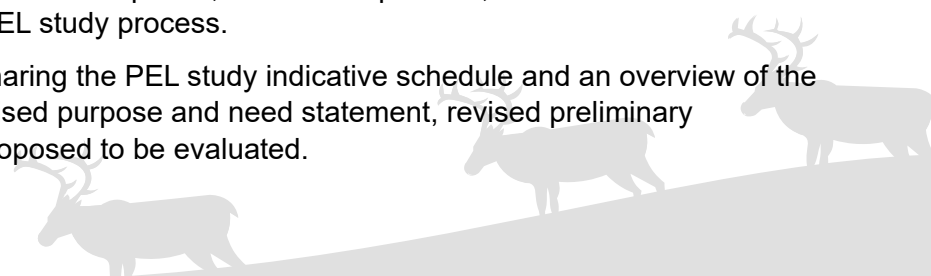
## Stakeholder Advisory Committee Attendees

Veronica Jones	ASRC Lands
David Knutson	ASRC Lands
Doreen Leavitt	ICAS
Frederick Brower	ICAS
Arthur Bordeaux	Atqasuk City Council
Alaina Bankston	UIC Lands Technical Manager
Oliver Peetok	Wainwright

## Introduction Summary

The Arctic Strategic Transportation and Resources (ASTAR) Planning and Environmental Linkages (PEL) Study team met with members of the Advisory Committee on Wednesday, April 23, 2025, at the ASRC Office in Anchorage, Alaska and via Microsoft Teams. Inuuteq Stotts of ASRC Consulting & Environmental Services (ACES) facilitated introductions. Frederick Brower, ICAS, disclosed he is also a member of the North Slope Borough (NSB) Assembly. Inuuteq shared an overview of ASTAR, including the project area, existing conditions, fieldwork completed, the ASTAR process, and how ASTAR work products may be incorporated into the PEL study process.

Kristen Hansen, DOWL, continued by sharing the PEL study indicative schedule and an overview of the PEL process, including revisiting the revised purpose and need statement, revised preliminary alternatives, and how alternatives are proposed to be evaluated.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

### Revised Alternative Routes

The team presented the ASTAR Identified Routes map, which also included community input from the first two rounds of public meetings and details about updates to the Coastal Route. These updates included moving closer to the coastline and material sites for the construction of a future route. The study team moved on to present corridor alternative routes:

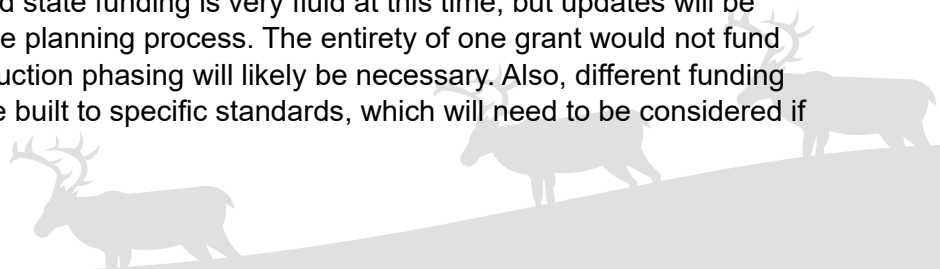
- Corridor D matches the refined Coastal route and focuses on proximity to material sites and accessible terrain. It is closer to the coast than previous alignments of Corridor D. Corridor D is also very close to marine animal harvest areas.
- Corridor E veers away from the coast between Wainwright and Atqasuk. It traverses more wetlands than D and many K-1 river crossings. It is close to fewer material sites but does route near a significant bedrock sourcing site. Caribou migration patterns may impact this route.
- Corridor F heads south along the coast, like Corridor E, but has fewer crossings requiring bridges over anadromous streams. It appears to cross less nesting habitat, though there have not been many studies along this Corridor.

### Discussion

- Previous erosion studies identified higher rates of coastal erosion near Utqiagvik, which may be relevant to this study. Paul Ramert, ACES, noted the erosion rates were considered in the early stages of the study, but this may be a renewed concern now that the Coastal Route is moving closer to the coast. Study team members mentioned that reaching out to the erosion control study group may be a good way to get more information.
- There are old Department of Defense (DOD) White Alice Communication System sites (decommissioned) between Wainwright and Utqiagvik could become active clean-up sites, like Peard Bay, LORAN sites, and Duvan site airstrip. Paul noted the study team would need more information, and the routes were all at least one mile away from the coast. The study team noted a comment expressed in public meetings to connect Wainwright to Duvan site airstrip. The project team was unsure if this is still a concern in the Wainwright community, but community members had shared they were working internally to form a plan around these issues.
- Consider caribou crossings. There is significant data collected on caribou within the oilfields to the east. The study team responded studies show that higher elevation roads have a greater impact on animal migration paths than lower embankments. ASRC offered to share the Western Arctic Caribou Working Group paper with meeting participants.

### Funding Strategies

The study team presented an overview of the potential funding opportunities matrix to construct or support the road. It was noted federal and state funding is very fluid at this time, but updates will be made to the funding matrix throughout the planning process. The entirety of one grant would not fund construction of the entire road, so construction phasing will likely be necessary. Also, different funding opportunities may require the roads to be built to specific standards, which will need to be considered if





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

specific grants are pursued. Some grant opportunities may be able to be leveraged for additional amenities, such as safety shelters and subsistence pull outs. The types of grants pursued may also determine whether the road can be a private road versus a fully public road, and these considerations should be further weighed by the community at the time grant applications are sought.

### *Discussion*

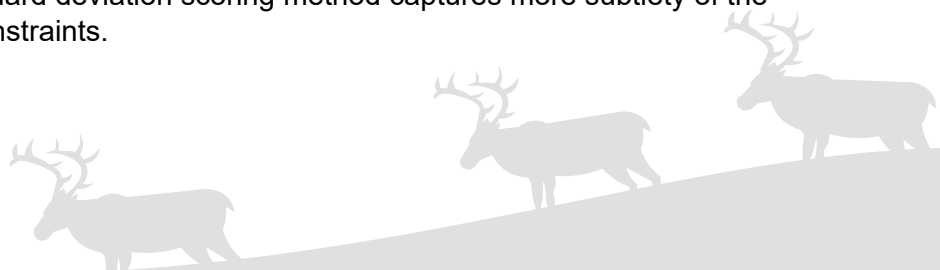
- Suggestion to consider the Office of Local Defense Community Cooperation Grant, which has a \$20 million maximum award. The study team said they are considering all opportunities for funding and expressed gratitude for this suggestion.
- Suggestion to investigate funding from the Gas Act, which is currently an unfunded mandate, but may receive funding soon. The study team said this has been considered before and may be considered again as an additional source.
- Question on the necessity to meet Federal Highways Administration (FHWA) standards as part of funding requirements from that source, which might increase cost and construction burden on villages. Some communities are looking to add a surface to a dirt or gravel road to mitigate dust without meeting FHWA standards.
- Suggestion to investigate DOD funding for Arctic Infrastructure and funding partnership opportunities.
- Note that the Federal Emergency Management Agency (FEMA) recently cut the Building Resilient Infrastructure and Communities (BRIC) grant program.
- The team noted the funding matrix presented at this meeting is a trimmed version as part of early review, but a full funding matrix will be included in the PEL study report which will be updated if there is greater clarity around grant opportunities and future federal funding.

### Screening Criteria and Methodology

The study team discussed the focus of ASTAR and this PEL study is to find what would cumulatively be the greatest benefit to communities, rather than focusing on impacts as there are other processes in place and agencies to manage or mitigate impacts.

The objective of the study is to recommend one or more alternatives move forward into the next stage of development, and to receive input from the community residents and leaders about whether the triangle community road is a desired development. The evaluation process for determining alternatives include quantifying the degree to which alternatives meet the purpose and need and impacts to environmental factors, land ownership, number of bridges, wetlands, cost, and other factors. The impacts and benefits are quantified by giving each alternative a score for comparing alternatives.

Two methods of scoring include ordinal scoring, which orders alternatives by amount of impact and is easier to communicate with the public, or a more precise standard deviation scoring, which orders by comparative degree of impact. The standard deviation scoring method captures more subtlety of the differences in impacts and regulatory constraints.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

### *Discussion*

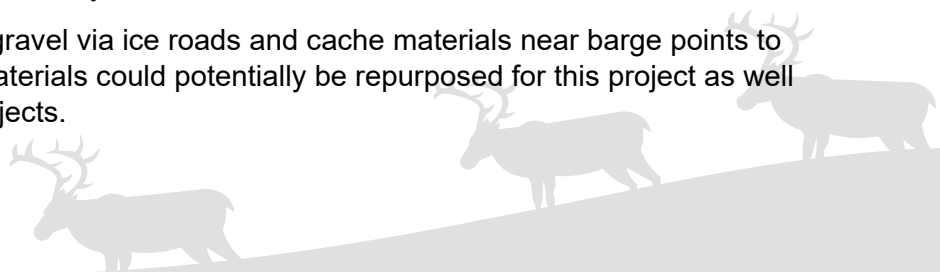
- Suggestion to gather input from agencies and organizations that have built roads and other infrastructure near the study area, like oil companies. The study team responded they have been in touch with a few oil companies and investigating public information and requesting specific information that may benefit the study.
- Suggestion to invite agencies to participate in study workshops. Some areas of information which may be beneficial include road thickness, insulation, culvert installation, and wildlife impact mitigation. The study team will investigate collaboration opportunities.
- Question if the team has decided whether the road would be public or private. The study team responded this has not been decided because the affected communities should contribute to that decision.
- Comments on the Dalton Highway, which may be a good case study in shifting from private to public ownership. Additionally, the Dalton Highway may be a good case study into building methodologies in the arctic environment.
- Comment Caribou may have better migration experience over a wider, lower profile road. The study team mentioned a test road using many methodologies is being investigated as an option by other agencies, but this PEL study budget may not allow for extensive research into this concept. These concepts may fall under desert terrain research with arctic applications for certain grants or funding. Ultimately, these decisions are a matter of balancing priorities, considerations, and requirements.
- Discussion on the differences between two- and one-lane road options. On other projects, building a one-lane road required more material to build and reinforce than a 2-lane road. These research concepts cannot be covered by this study due to funding, but they can be included as recommended considerations following the study.
- Concern that developing a connection for Atqasuk, which does not have regular barge service and must rely on other delivery methods for supplies, should be a priority. The study team mentioned this concern has been discussed before in the study process.

The evaluation criteria currently all have equal value and weight, but some may have more importance to community members, like access to subsistence. Further, these criteria may have varying degrees of impact on the cost of a project. In other studies, ranking criteria by importance showed community leadership the relationships between criteria. In these cases, subsistence and health and safety were consistently ranked higher and given more weight during evaluation. The study team noted differences in one criterion between alternatives will likely not sway a decision or recommendation, but giving weight to more important criteria will help in decision making.

### Material Sourcing

Discussion turned to sourcing materials that may be used for the construction of a future road.

- Suggestion to source and move gravel via ice roads and cache materials near barge points to reduce terrain impacts. Mining materials could potentially be repurposed for this project as well as storing materials for future projects.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

The study team noted Phase 1 of the gravel source material study focused on testing the quality of source sites. Phase 2 will focus on the quantity of material at these source sites. Phase 3 would include designing a plan for developing materials and allocating them to projects. The study team offered to share an update later in summer 2025 when Phase 2 is complete.

### Wrap Up and Next Steps

The team reviewed next steps for the study, which include applying screening criteria, refining alternatives, and identifying alternatives to recommend for further consideration through a future NEPA process. Following PEL study completion, decision-makers will have more information for analysis before deciding whether to continue with a project, secure funding, initiate the NEPA process, and move to construction. It was noted several of the next steps can occur on overlapping timelines.

- Concern developing this road may encourage people to leave their villages to move to Utqiagvik, as a road may allow residents to gain more education in Utqiagvik. Residents may also return home to help develop and grow smaller communities. The study team noted this is a great example of the importance of including community input in the study and planning process.

The next workshop will be in Fall 2025, likely September or October.

### Study Team Action Items

- Share workshop summary



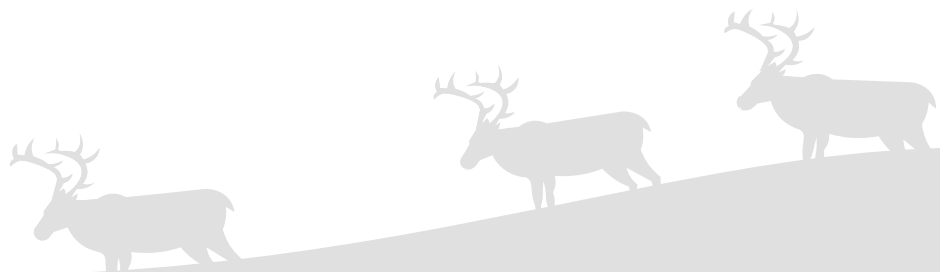


# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

### 8. Public Meetings

LOCATION & FORMAT	FOCUS	DATE
Utqiagvik, AK In-Person	<ul style="list-style-type: none"> <li>• Project Background – ASTAR Program</li> <li>• PEL Process</li> <li>• Project Schedule</li> <li>• Project Area and Existing Conditions</li> <li>• Purpose and Need Statement</li> </ul>	March 28, 2024
Atqasuk, AK In-Person	<ul style="list-style-type: none"> <li>• Project Background – ASTAR Program</li> <li>• PEL Process</li> <li>• Project Schedule</li> <li>• Project Area and Existing Conditions</li> <li>• Purpose and Need Statement</li> </ul>	April 11, 2024
Utqiagvik, AK In-Person	<ul style="list-style-type: none"> <li>• ASTAR Program Update</li> <li>• PEL Process</li> <li>• Project Schedule</li> <li>• Purpose and Need</li> <li>• Preliminary Alternatives</li> <li>• Evaluating Alternatives</li> </ul>	January 9, 2025
Wainwright, AK In-Person	<ul style="list-style-type: none"> <li>• ASTAR Program Update</li> <li>• PEL Study Schedule</li> <li>• PEL Process Overview</li> <li>• Purpose and Need</li> <li>• Preliminary Alternatives</li> <li>• Evaluating Alternatives</li> </ul>	March 6, 2025
Utqiagvik, AK	<ul style="list-style-type: none"> <li>• Recommended Alternatives</li> <li>• Draft PEL Study</li> </ul>	February-March 2026 TBD
Virtual Meeting	<ul style="list-style-type: none"> <li>• Recommended Alternatives</li> <li>• Draft PEL Study</li> </ul>	February-March 2026 TBD



# ASTAR Triangle Community Road PEL Study Community Meeting

- Who:** Arctic Strategic Transportation and Resources (ASTAR) PEL Study Project Personnel
- What:** Introduce the Planning and Environmental Linkages (PEL) Study for the Triangle Community Road.
- Discuss themes for the study's purpose and need.
  - Discuss best way to work with and coordinate with community.
- When:** Thursday, March 28, 2024
- Inupiat Heritage Center
- From 6:00 – 8:00 pm

*If you have any questions, please contact AES ACES:  
Inuuteq Stotts at (907) 339-5481; [istotts@asrcenergy.com](mailto:istotts@asrcenergy.com)*



**ASTAR Triangle Community Road  
PEL Study  
Community Meeting**

*Arctic Strategic Transportation and Resource (ASTAR) Project*  
**ASTAR Information**

# ASTAR TRIANGLE COMMUNITY ROAD PEL STUDY

## Community Meeting

*Utqiagvik, AK*

March 28, 2024

# ASTAR



TRIANGLE COMMUNITY ROAD PEL STUDY



*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.*

# PUBLIC MEETING AGENDA

- Invocation
- Welcome and Introductions
- Project Background – ASTAR Program
- PEL Process
- Project Schedule
- Project Area and Existing Conditions
- Purpose and Need Statement
- Next Steps



# TRIANGLE COMMUNITY ROAD PEL STUDY PROJECT TEAM



## State of Alaska

**Jeff Bruno, ADNR**  
Program Manager

**Brett Nelson, DOT&PF**  
Planning Chief

## North Slope Borough Port Authority

**Hina Kiloni**  
Director

**Carolyn Thompson**  
Program Manager

## Contractors

**Kristen Hansen**  
Project Manager

**Renee Whitesell**  
PEL Study Lead

**Theresa Dutchuk**  
PEL Environmental Lead

**Inuuteq Stotts**  
Stakeholder Outreach Lead

# ARCTIC STRATEGIC TRANSPORTATION AND RESOURCES (ASTAR)

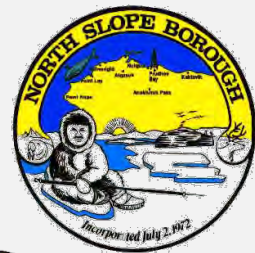


# ARCTIC STRATEGIC TRANSPORTATION AND RESOURCES

**ASTAR** is a partnership between the State of Alaska Department of Natural Resources (DNR), Alaska Department of Transportation and Public Facilities (DOT&PF), and the North Slope Borough (NSB).

**Mission and Purpose:** Identify, evaluate, and advance opportunities to enhance the quality of life and economic opportunities in NSB communities through infrastructure development.

**Goal:** Prioritize community needs and identify infrastructure opportunities that offer the most cumulative benefit and best enhance the quality of life for the region.



# ASTAR CUMULATIVE BENEFITS



**Collaboration between ASTAR and North Slope communities and stakeholders**



**Identify infrastructure projects and services that offer the greatest cumulative benefits for the region**



# ASTAR CUMULATIVE BENEFITS



## **ASTAR benefit criteria (selected by the NSB and North Slope communities)**

- Supports community connectivity
- Preserves or enhances subsistence traditions
- Lowers costs of goods and services
- Improves health and safety conditions
- Improves access to education opportunities
- Enhances workforce development

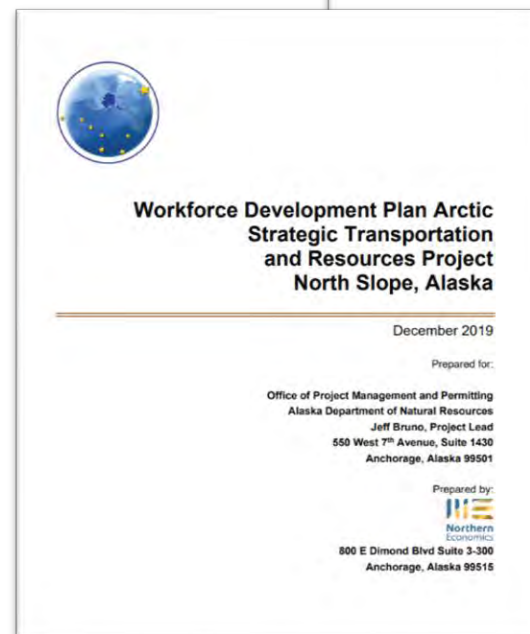
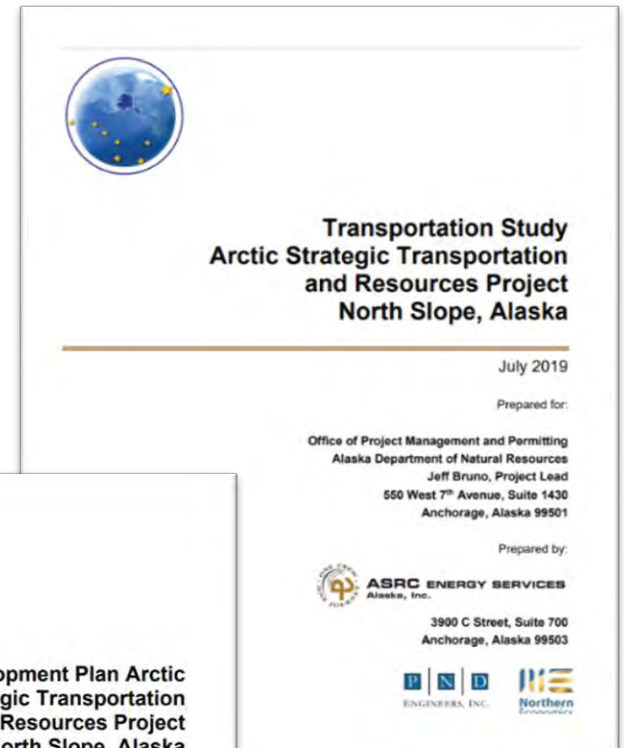
## **ASTAR benefit criteria (selected by the NSB and North Slope communities)**

- 7 years of community meetings/workshops
- Presentations to the NSB assembly
- Presentations to NSB planning commission
- Regular scheduled meeting with NSB port authority
- Many other presentations to communities/stakeholders

# ASTAR REPORTS



- Transportation Study
- Workforce Development Study
- All season Community Route Analysis
  - Utqiagvik, Atqasuk, Wainwright
  - Atqasuk to Willow
  - Colville River Crossing



# ASTAR FIELD STUDIES CONDUCTED

- Gravel surveys
  - Eastern NPR-A, Atqasuk, Utqiaġvik, Wainwright, Point Lay
- ASTAR Coastal Hazard Mapping (erosion and flooding)
  - Wainwright, Utqiaġvik, Point Lay
- NPR-A lake studies
- Stream gauging
- Riprap survey (Cape Lisburne)
- Weather station installation
- Flew LiDAR (Atqasuk and Utqiaġvik)



# ASTAR UPCOMING PROPOSED WORK

- Gravel survey
  - Anaktuvuk Pass
- Route analysis for all-season road and evacuation roads for Point Lay and Point Hope
- Coastal Hazard and erosion mapping
  - Kaktovik, Point Hope
- Winter Geotech program for potential road alternatives
- Work with communities to identify grant and other funding opportunities to advance community-supported projects



# TRIANGLE COMMUNITY ROAD PEL STUDY



# TRIANGLE COMMUNITY ROAD PEL STUDY AREA UTQIAGVIK, ATQASUK, WAINWRIGHT

ASTAR



TRIANGLE COMMUNITY ROAD PEL STUDY



# PEL STUDY PRELIMINARY SCHEDULE

SPRING 2024

SUMMER / FALL 2024

WINTER / SPRING 2024 / 2025

SUMMER 2025 - WINTER 2025 / 2026



**Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes**

Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes



**Evaluation Criteria, Develop & Screen Alternatives**

Identify Alternatives and Develop Screening Criteria



**Evaluate, Refine, & Select Alternatives**

Screening, Recommended Alternatives, Draft PEL Study



**Finalize Documentation**

Public Comment Period (30 days) and Finalize PEL Study



Public Meeting No. 1



Advisory Committee Meeting No. 1



Advisory Committee Meeting No. 2



Public Meeting No. 2



Advisory Committee Meeting No. 3



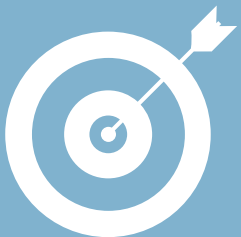
Advisory Committee Meeting No. 4



Public Meeting No. 3

## **PEL is a collaborative and integrated approach to transportation decision-making that:**

- A. Considers environmental, community, and economic goals early in the planning process
- B. Uses the information, analysis, and products during planning to inform the environmental review process



*The PEL process can ease the path as transportation programs and projects move from planning to design and implementation*

# PEL PROCESS



- Federally funded with DOT&PF, DNR, and NSB as guiding agencies
- Other partners on the PEL study will include community residents and leadership (native village(s), village corporation(s), cities and regional organizations), and relevant State and Federal agencies

## PEL Goals:

- Provide North Slope decision makers with the information needed to decide whether this project should move forward
- Help move the project forward into the NEPA process (next step for federal review and approval)



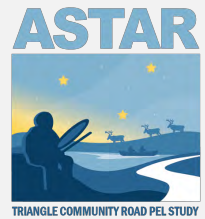
## **The benefits of stronger linkages between transportation planning and NEPA/project development processes can include:**

- ✓ Improved project delivery timelines
- ✓ Stronger agency and public relationships
- ✓ Earlier identification of key environmental resources
- ✓ Better funding and project development information for programming funds
- ✓ Project built with better outcomes
- ✓ Flexible approach that allows more holistic development of transportation improvement strategies

# BACKGROUND & EXISTING CONDITIONS



# EXISTING CONDITIONS



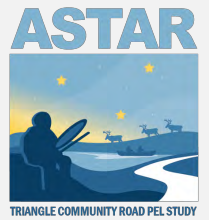
## Desktop Analysis of Study Area (2018 – 2020)

- **Land ownership:**
  - Native corporation lands, allotments
  - Federal land (National Petroleum Reserve – Alaska)
- **Study area characterized by arctic tundra:**
  - Underlain by continuous permafrost
  - Numerous lakes and meandering waterways
  - Relatively flat topography with terraces and steep riverbanks adjacent to large rivers
- **Arctic climate zone:**
  - Experienced rapid climate change in recent years (rising air and water temperatures and diminishing sea ice)

## Desktop Analysis of Study Area

- **Stream and river crossings**
  - Satellite imagery and lidar used to identify potential locations for stream and river crossings
    - *Waterbodies are a major factor in potential road alignments*
    - *Little historical survey data or streamflow records for streams and rivers*
    - *Streambank stability assessment for crossing locations needed*
- **Cultural resources**
  - 101 sites identified but majority of area has not been researched or surveyed
- **Gravel resources**
  - Limited gravel
  - Further geotechnical surveys needed

# EXISTING CONDITIONS



## Other Desktop Analyses and Technical Memos:

- Subsistence Use
- Fisheries & Fish Habitat
- Birds
- Threatened & Endangered Species
- Terrestrial Mammals
- Wetlands

# EXISTING CONDITIONS



## Continuing data needs

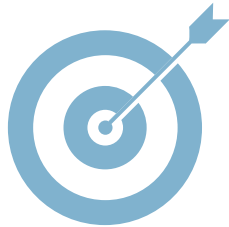
Data gaps that have been identified, and will be a priority for the PEL study and/or future work to support the National Environmental Policy Act (NEPA) process include:

- Additional geotechnical programs
- Hydrology and stream crossing surveys
- Wetlands reconnaissance
- Cultural resources reconnaissance
- LiDAR to Wainwright
- Bird and fish studies
- Identification of funding opportunities and construction phasing options
- Community and stakeholder feedback

# PURPOSE & NEED



# PURPOSE AND NEED



## **PURPOSE**

Why the study is being proposed and the positive outcomes intended?



## **NEED**

The key problems to be addressed and explanation of underlying causes of those problems

# WHY IS PURPOSE & NEED IMPORTANT?



- ✓ Helps set framework to identify project alternatives
- ✓ Creates a shared understanding of problems, objectives, and solutions
- ✓ Streamlines environmental analysis
- ✓ Guides the evaluation of alternatives
- ✓ Assists with project programming and funding



# EMERGING THEMES: PURPOSE & NEED



- ✓ **Connection:** Access and connection between communities
- ✓ **Economic Prosperity:** Lower cost of goods, services, utilities, improve access to jobs
- ✓ **Subsistence Traditions:** Community access to subsistence resources
- ✓ **Medical Access:** Improve access to medical facilities, emergency response
- ✓ **Education Access:** Improve access to and between education facilities



# ALTERNATIVES DEVELOPMENT PROCESS



# ALTERNATIVES DEVELOPMENT PROCESS



## ✓ Initial Screening Criteria and Range of Alternatives

### ▪ Screening Criteria Previously Identified

- Benefits-Related Criteria – helping to inform P&N
- Constraints-Related Criteria – range of environmental, physical, social, cost constraints

## ✓ PEL Study Screening Will Help Evaluate Alternatives and Narrow in on Recommendations



# WHAT'S NEXT



No.	Stakeholder Advisory Committee Meetings / Community Meetings	When
1	<ul style="list-style-type: none"><li>▪ Baseline Analysis, Data Collection</li><li>▪ Purpose &amp; Need: Emerging Themes</li><li>▪ Initial Screening Criteria Themes</li></ul>	Spring 2024
2	<ul style="list-style-type: none"><li>▪ Identify Initial Alternatives</li><li>▪ Apply Alternatives Screening Criteria</li><li>▪ Recommend Detailed Alternatives</li></ul>	Summer / Fall 2024
	<ul style="list-style-type: none"><li>▪ Refine and Evaluate Detailed Alternatives</li><li>▪ Planning Level Cost Estimates</li><li>▪ Agency Coordination on Environmental Resources and Mitigation Opportunities</li></ul>	Winter / Spring 2024-2025
3	<ul style="list-style-type: none"><li>▪ Confirm PEL Study Recommendations</li><li>▪ Wrap up PEL Study Report and Next Steps</li></ul>	Summer 2025 – Winter 2025/2026

# WHAT'S NEXT AFTER PEL STUDY DECISIONS

**PEL Study**  
Complete in Winter 2025/26

**Build Decision by North Slope Leaders**  
If YES, then...

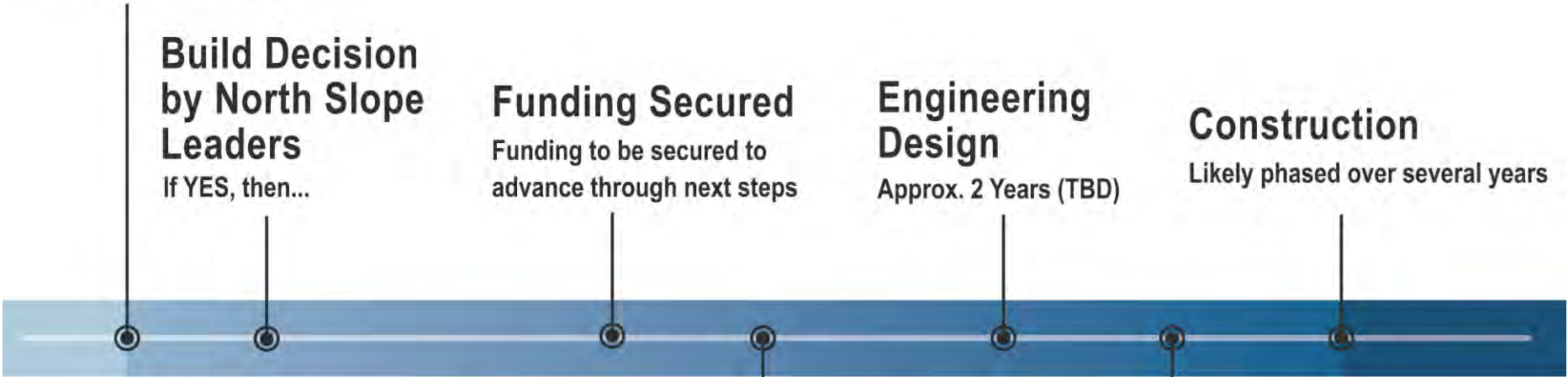
**Funding Secured**  
Funding to be secured to advance through next steps

**Engineering Design**  
Approx. 2 Years (TBD)

**Construction**  
Likely phased over several years

**Preliminary Engineering and NEPA**  
2026-2028 (Approx. 2 Years)

**ROW Acquisition**  
2 Years or more (TBD)



WE WANT YOUR  
FEEDBACK!



**SCAN ME!**

Scan this code with your smartphone  
camera to take a short survey.  
**Survey will close at 5:00 PM on 4/29/24**

# THANK YOU - QUYANAQ

- **Kristen Hansen, DOWL**  
Project Manager
- **Renee Whitesell, DOWL**  
PEL Study Lead
- **Theresa Dutchuk, DOWL**  
Environmental Lead
- **Inuuteq Stotts, ACES**  
Stakeholder Outreach Lead
- **Hina Kiloni, NSBPA**  
Director
- **Carolyn Thompson, NSBPA**  
Program Manager
- **Brett Nelson, DOT&PF**  
Planning Chief
- **Jeff Bruno, ADNR**  
Program Manager



**Phone:** Stakeholder Outreach Lead, (907) 339-5481

**Email:** [TriangleCommunityRoad@dowl.com](mailto:TriangleCommunityRoad@dowl.com)

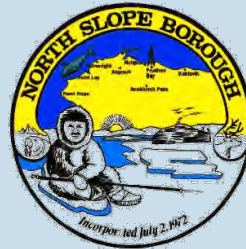
**Website:** [www.TriangleCommunityRoad.com](http://www.TriangleCommunityRoad.com)

# ASTAR TRIANGLE COMMUNITY ROAD PEL STUDY

## WELCOME - Community Meeting

*Utqiagvik, AK*

March 28, 2024



# ASTAR



TRIANGLE COMMUNITY ROAD PEL STUDY

**Website:** [www.TriangleCommunityRoad.com](http://www.TriangleCommunityRoad.com) | **Email:** [TriangleCommunityRoad@dowl.com](mailto:TriangleCommunityRoad@dowl.com)



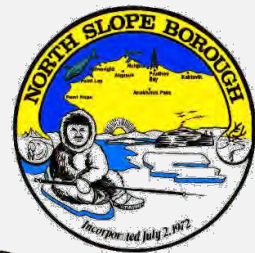
*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.*

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# TRIANGLE COMMUNITY ROAD PEL STUDY AREA UTQIAGVIK, ATQASUK, WAINWRIGHT

ASTAR



TRIANGLE COMMUNITY ROAD PEL STUDY



# PEL STUDY PRELIMINARY SCHEDULE

SPRING 2024

SUMMER / FALL 2024

WINTER / SPRING 2024 / 2025

SUMMER 2025 - WINTER 2025 / 2026



**Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes**

Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes



**Evaluation Criteria, Develop & Screen Alternatives**

Identify Alternatives and Develop Screening Criteria



**Evaluate, Refine, & Select Alternatives**

Screening, Recommended Alternatives, Draft PEL Study



**Finalize Documentation**

Public Comment Period (30 days) and Finalize PEL Study

Public Meeting No. 1



Public Meeting No. 2



Public Meeting No. 3



Advisory Committee Meeting No. 1



Advisory Committee Meeting No. 2



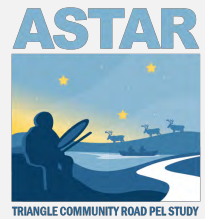
Advisory Committee Meeting No. 3



Advisory Committee Meeting No. 4



# EMERGING THEMES: PURPOSE & NEED



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**Website:**  
[www.TriangleCommunityRoad.com](http://www.TriangleCommunityRoad.com)



# Utqiagvik Community Meeting No. 1

Thursday, March 28, 2024, 6:00 PM

Inupiat Heritage Center, Utqiagvik, Alaska

## Summary of Public Notice

- Submitted flyer on Utqiagvik Updates Facebook page on March 25, 2024.
- Submitted flyer via email to KBRW on March 6 to announce on radio, 2024.
- Submitted flyer via email to Utqiagvik leadership organizations on March 6, 2024, to disseminate.
- Submitted flyer on Utqiagvik Updates Facebook page on March 6, 2024.
- Emailed PEL study invitation letter to Utqiagvik leadership on January 3, 2024.

## Study Team Attendees

Brett Nelson	Department of Transportation and Public Facilities
Jeff Bruno	Department of Natural Resources
Theresa Dutchuk	DOWL
Kristen Hansen	DOWL
Renee Whitesell	DOWL
Inuuteq Stotts	ASRC Consulting and Environmental Services
Hina Kilioni	North Slope Borough, Port Authority Director
Carolyn Thompson	North Slope Borough
Edith Nageak	Translator

## Introduction

The Alaska Department of Public Facilities (DOT&PF), Alaska Department of Natural Resources (DNR), and the North Slope Borough (NSB) hosted the first community meeting for the Arctic Strategic Transportation and Resources (ASTAR) Planning and Environmental Linkages (PEL) Study on Thursday, March 28, 2024, at the Inupiat Heritage Center in Utqiagvik, Alaska.

## Summary of Presentation

Hina Kilioni, NSB Port Authority Director, opened the meeting by providing an overview of the ASTAR and PEL team. Following introductions, the study team presented an overview of ASTAR, the PEL study process, and additional studies.

The mission and purpose of the study include prioritizing collaborative efforts and community needs as an entire region through infrastructure needs for cumulative benefits. The ASTAR benefit criteria includes:

- Supporting community connectivity
- Preserving or enhancing subsistence traditions





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# MEETING SUMMARY

- Lowering costs of goods and services
- Improving health and safety conditions
- Improving access to education opportunities
- Enhancing workforce development

These identified benefits were guided through comprehensive community engagement and collaboration throughout seven years of community meetings and were approved by NSB. In addition to community engagement, numerous studies have been completed, including a transportation study, a workforce development study, and route analysis studies. These studies are available on the NSB website under the Port Development tab, or the North Slope Science Initiative (NSSI) website. Past and current field studies include gravel surveys, coastal hazard mapping on erosion and flooding, lake studies, stream gauging, and riprap surveys. Multi-year projects include LiDAR mapping and weather stations. Proposed projects include an all-season road and a route analysis for additional roads within the ASTAR purview. Collaboration with other communities outside of the National Petroleum Reserve in Alaska (NPR-A) will occur over the summer.

Renee Whitesell, DOWL PEL Study Lead, provided an overview of the Triangle Community Road PEL process. Triangle Community Road was identified as the highest priority and most beneficial project in previous studies conducted by ASTAR. Alignments were based on desktop analysis, geotechnical analysis, and screening criteria to evaluate alternatives. DOT&PF and DNR determined the PEL process would be the best way forward as it incorporates planning and stakeholder feedback early, leading into the National Environmental Policy Act (NEPA) and Environmental Impact Statement (EIS) process and design, followed by permitting and construction. The PEL Study is federally funded with DOT&PF and DNR being the lead agencies, with input from other agencies through Advisory Committees, village corporations, Inupiat Community of the Arctic Slope (ICAS), communities, and others. The goal of the PEL study is to provide North Slope decision makers with sufficient information to decide whether a project should proceed to a NEPA/EIS process.

From 2018 to 2020, desktop studies were conducted. The land is primarily owned by native corporations with multiple native allotments within the NPR-A. The area can be described as flat terrain with river systems in an arctic climate zone underlaid by continuous permafrost. Current studies lack historical data for the river systems. Cultural resources have not yet been extensively surveyed. Gravel sources are a primary concern for creating potential routes and geotechnical surveys are needed to identify potential resources. There are multiple resources identified through completed desktop studies that would be further investigated in the NEPA process.

The study team is currently seeking input on the purpose and need and screening criteria for alternatives to make recommendations. The screening process will occur during the fall of 2024 through early 2025 with additional meetings to narrow alternatives, and a second round of screening is proposed in the spring and summer of 2025 to narrow in on recommendations. The final PEL study will be completed in early 2026 or sooner.

## Question and Comments Summary

One participant asked what rip rap was.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# MEETING SUMMARY

- Rip rap is a certain type of rock used on embankments for stability and erosion prevention.

One participant requested the project be explained in relation to subsistence resource access.

- The ASTAR program is focused on sustaining and enhancing subsistence value. The program hopes to not only find ways to mitigate negative impacts, but also to enhance access. The study team is actively seeking input on this topic.

One participant commented with a federally funded public road, access would be granted to the entire United States for hunting and other uses and added the public would use traditional and subsistence resources incorrectly.

- If the project moves forward with federal funding, it would be open to the public. Language on subsistence and traditions can be edited.

One participant commented on climate change and the environmental response of sea level rise and changing landscape, noting that sea level rise projections are 254 feet.

One participant commented they want to mitigate trophy hunters using the road and only have the road available for community members to use.

One participant commented on the importance of subsistence hunting for the people of the region, citing lack of access to grocery stores and other food resources, emphasizing if subsistence ways are not protected, they could have problems like the people of Anaktuvuk Pass.

One participant commented they feel like their land should not be federally regulated as it has been historically, adding the road should have limited access for the rest of public, and their ways of life should be protected.

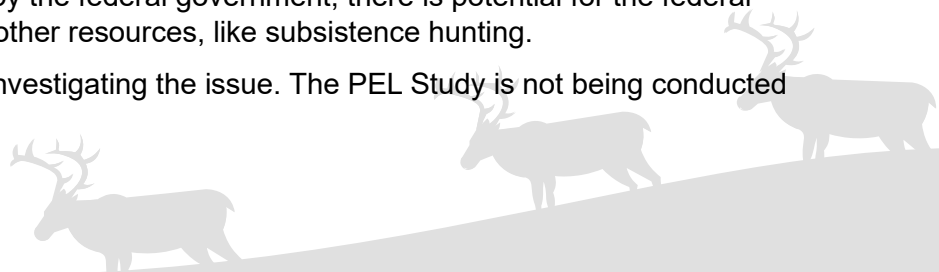
One participant commented they appreciate changing the language for traditional and subsistence hunting and acknowledged the long process for ASTAR. They reemphasized the importance of subsistence hunting needs and local leadership input.

- A goal of the PEL study is to address and mitigate subsistence impacts to the extent possible. The study team recognizes how important this issue is to the region and find a way to better way to phrase the draft theme around subsistence hunting.

One participant commented about the history of President Harding sending people to investigate oil opportunities in the area in 1926, following World War I. Harding stated he would return the land to its people which has not happened and how NPR-A has been created. The participant noted that a case was taken to the Supreme Court by the Inupiat people, and they won. The Inupiat people never collected on this win and that land is now the NPR-A.

One participant commented the federal government has control on numerous resources like fish, logging, and oil. If the project is funded by the federal government, there is potential for the federal government to gain further control over other resources, like subsistence hunting.

- NSB, ADNR, and DOT&PF are investigating the issue. The PEL Study is not being conducted by the federal government.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# MEETING SUMMARY

One participant suggested investigating other funding sources given the constraints federal funding can put on a project.

- Funding opportunities outside of the Federal Highway Administration (FHWA) will be studied.

One participant asked when the community meeting in Wainwright would be.

- The Wainwright Community Meeting No. 1 will be held on May 22, 2024.

One participant requested a map of route alternatives.

- The study team will provide an alternative map at future meetings.

One participant asked the study team to define a PEL study and provide more detail about what it means.

- A PEL study stands for Planning and Environmental Linkages study, and it is a process that brings together project planning and early environmental analysis before a project moves forward into development and environmental evaluation through NEPA. A PEL study provides a way for potential projects to be studied using federal funding, without requiring a project to go to construction or reimbursement.

One participant noted the Dalton Highway was built for the Trans-Alaska Pipeline, was not built for public use, but is now open to the public.

One participant commented about how roads are built in the area and encouraged investigation on runoff and storm systems in the summer for the communities.

- The study team will conduct those types of investigations and are seeking information about what already exists and works for the community and what has already been tried.

One participant commented about a book written about an elder conference telling the story of a community on the edge of the ocean destroyed by a wave, emphasizing resources like this could help the project team understand sea level rise.

One participant commented their cabin on a river sitting on elevated land is inundated with water from flooding.

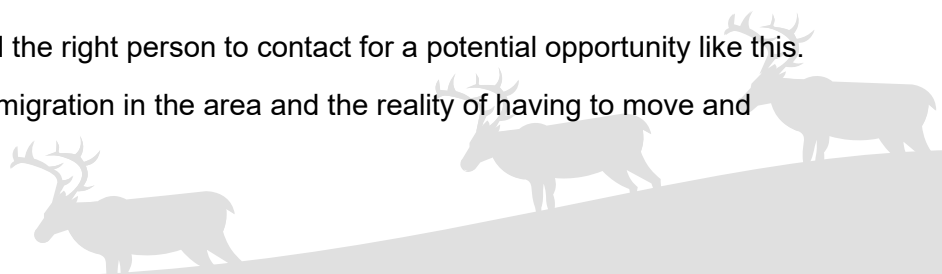
- Design will not only incorporate different flood event modelling but also traditional knowledge to inform route alternatives.

One participant commented every year people get lost while subsistence hunting, and the road could provide better response to these emergency situations.

One participant commented connecting Barrow to Wainwright for funding in consideration of its presence in the NPR-A.

- The study team is working to find the right person to contact for a potential opportunity like this.

One participant commented about river migration in the area and the reality of having to move and rebuild associated bridges.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# MEETING SUMMARY

### Action Items

#### Study Team:

- Post meeting materials to the study website.
- Post meeting summary to the study website.

#### Stakeholders and Public:

- Complete the Community Meeting No. 1 Survey by June 14, 2024, to provide feedback on the Purpose and Need for the PEL Study. Scan the QR code or visit [www.trianglecommunityroad.com](http://www.trianglecommunityroad.com) to access the survey.



# ASTAR TRIANGLE COMMUNITY ROAD PEL STUDY

## Community Meeting

*Atqasuk, AK*

April 11, 2024

# ASTAR



TRIANGLE COMMUNITY ROAD PEL STUDY



*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.*

# PUBLIC MEETING AGENDA

- Invocation
- Welcome and Introductions
- Project Background – ASTAR Program
- PEL Process
- Project Schedule
- Project Area and Existing Conditions
- Purpose and Need Statement
- Next Steps



# TRIANGLE COMMUNITY ROAD PEL STUDY PROJECT TEAM



## State of Alaska

**Jeff Bruno, ADNR**  
Program Manager

**Brett Nelson, DOT&PF**  
Planning Chief

## North Slope Borough Port Authority

**Hina Kiloni**  
Director

**Carolyn Thompson**  
Program Manager

## Contractors

**Kristen Hansen**  
Project Manager

**Renee Whitesell**  
PEL Study Lead

**Theresa Dutchuk**  
PEL Environmental Lead

**Inuuteq Stotts**  
Stakeholder Outreach Lead

# ARCTIC STRATEGIC TRANSPORTATION AND RESOURCES (ASTAR)



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# CUMULATIVE BENEFITS



**Collaboration between ASTAR and North Slope communities and stakeholders**



**Identify infrastructure projects and services that offer the greatest cumulative benefits for the region**



# CUMULATIVE BENEFITS



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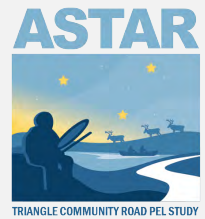
# STAKEHOLDER ENGAGEMENT



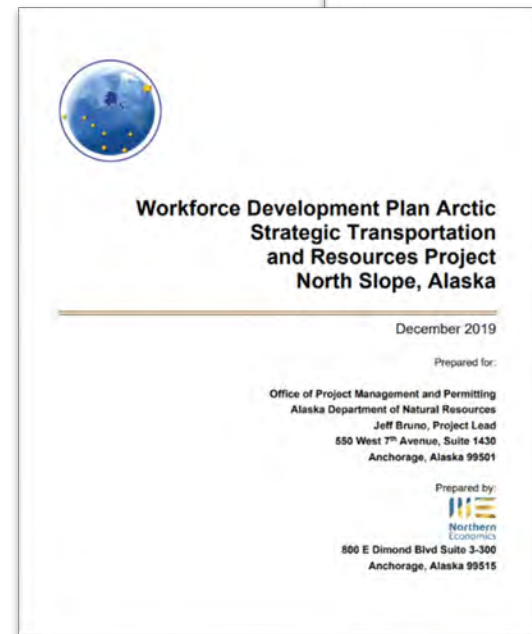
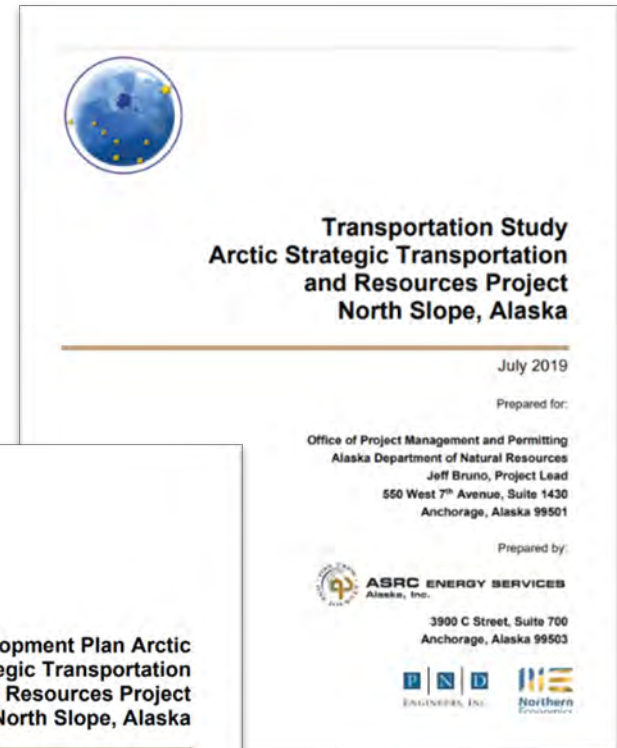
- 7 years of community meetings/workshops
- Presentations to the NSB assembly and planning commission
- Frequent meetings with NSB port authority
- Many other presentations to community and regional leadership groups



# ASTAR REPORTS



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  - Atqasuk to Willow
  - Colville River Crossing



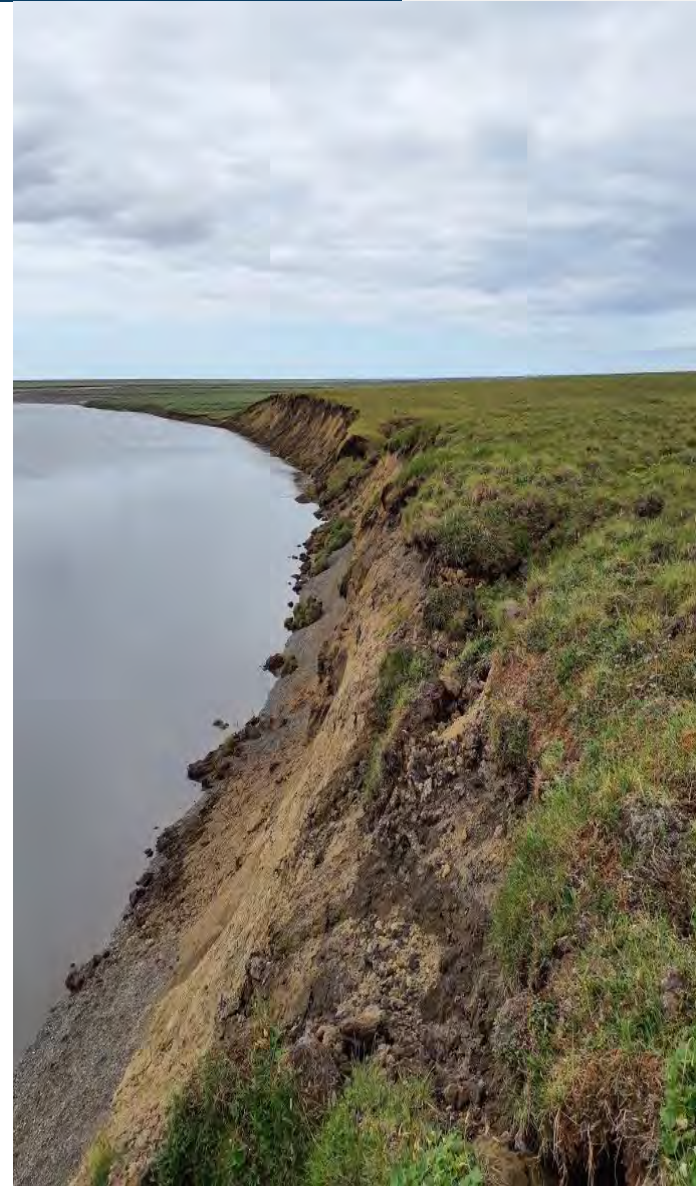
# ASTAR FIELD STUDIES CONDUCTED

- Gravel surveys
  - Eastern NPR-A, Atqasuk, Utqiaġvik, Wainwright, Point Lay
- ASTAR Coastal Hazard Mapping (erosion and flooding)
  - Wainwright, Utqiaġvik, Point Lay
- NPR-A lake studies
- Stream gauging
- Riprap survey (Cape Lisburne)
- Weather station installation
- Flew LiDAR (Atqasuk and Utqiaġvik)



# ASTAR UPCOMING PROPOSED WORK

- Gravel survey
  - Anaktuvuk Pass
- Route analysis for all-season road and evacuation roads for Point Lay and Point Hope
- Coastal Hazard and erosion mapping
  - Kaktovik, Point Hope
- Winter Geotech program for potential road alternatives
- Work with communities to identify grant and other funding opportunities to advance community-supported projects



# TRIANGLE COMMUNITY ROAD PEL STUDY



# TRIANGLE COMMUNITY ROAD STUDY AREA

ASTAR



TRIANGLE COMMUNITY ROAD PEL STUDY



# STUDY AREA BACKGROUND



## Desktop Analysis of Study Area (2018 – 2020)

- **Land Ownership**
- **Geology**
- **Cultural Resources**
- **Paleontological Resources**
- **Subsistence Patterns**
- **Wetlands**
- **Fish and Wildlife**

# STUDY AREA BACKGROUND



## Desktop Analysis of Study Area (2018 – 2020)

- **River / Stream Hydrology and Potential Crossing Locations**
  - Major factor in potential road alignments
  - Little historical survey data or streamflow records for streams and rivers
  - Streambank stability assessment for crossing locations needed
- **Gravel resources**
  - Limited gravel
  - Further geotechnical surveys needed

# WHAT IS THE PEL PROCESS?



## **A collaborative and integrated approach to transportation decision-making that:**

1. Considers environmental, community, and economic goals early in the planning process
2. Uses the information collected during planning to inform and streamline the future environmental review process
3. Provides an opportunity to conduct a study with federal money that doesn't have to be re-imbursed if no projects move forward



# PEL PROCESS

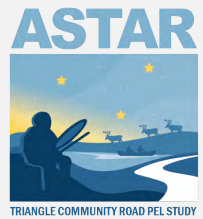


## PEL Goals:

- Provide North Slope decision makers with the information needed to decide whether this project should move forward
- Stakeholder and community outreach to determine overall goals and objectives, and potential alignment alternatives.



# PEL PROCESS



## Stakeholders and Agencies:

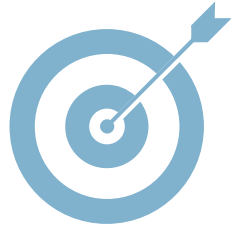
- Federally funded (FHWA)
- Led by DOT&PF, DNR, and NSB (ASTAR Team)
- Stakeholders:
  - Community Residents and Leadership
  - State and Federal Permitting Agencies



# PURPOSE & NEED



# PURPOSE AND NEED



## **PURPOSE**

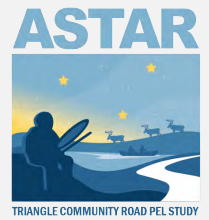
Why the project is being proposed and the positive outcomes intended



## **NEED**

The key problems to be addressed and explanation of underlying causes of those problems

# EMERGING THEMES FOR PURPOSE & NEED



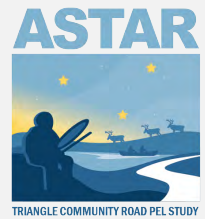
- ✓ **Connection:** Access and connection between communities
- ✓ **Economic Prosperity:** Lower cost of goods, services, utilities, improve access to jobs
- ✓ **Protection of Subsistence Traditions**
- ✓ **Medical Access:** Improve access to medical facilities, emergency response
- ✓ **Education Access:** Improve access to and between education facilities



# ALTERNATIVES DEVELOPMENT PROCESS



# ALTERNATIVES DEVELOPMENT PROCESS



- ✓ **Initial Screening Criteria and Range of Alternatives**
  - What routes will best meet the identified needs?
  - Review the routes for a range of environmental, physical, social, cost constraints
- ✓ **PEL Study Screening Will Help Evaluate Alternatives and Narrow in on Recommendations**



# PEL STUDY PRELIMINARY SCHEDULE

SPRING 2024

SUMMER / FALL 2024

WINTER / SPRING 2024 / 2025

SUMMER 2025 - WINTER 2025 / 2026



**Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes**

Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes



**Evaluation Criteria, Develop & Screen Alternatives**

Identify Alternatives and Develop Screening Criteria



**Evaluate, Refine, & Select Alternatives**

Screening, Recommended Alternatives, Draft PEL Study



**Finalize Documentation**

Public Comment Period (30 days) and Finalize PEL Study

Public Meeting No. 1



Public Meeting No. 2



Public Meeting No. 3



Advisory Committee Meeting No. 1



Advisory Committee Meeting No. 2



Advisory Committee Meeting No. 3



Advisory Committee Meeting No. 4



# WHAT'S NEXT AFTER PEL STUDY DECISIONS

**PEL Study**  
Complete in Winter 2025/26

**Build Decision by North Slope Leaders**  
If YES, then...

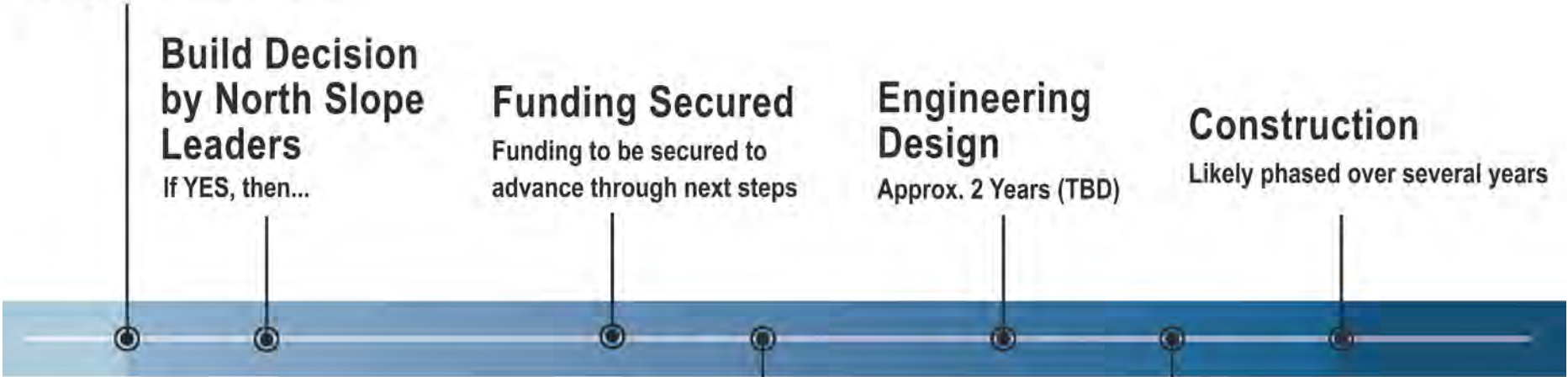
**Funding Secured**  
Funding to be secured to advance through next steps

**Engineering Design**  
Approx. 2 Years (TBD)

**Construction**  
Likely phased over several years

**Preliminary Engineering and NEPA**  
2026-2028 (Approx. 2 Years)

**ROW Acquisition**  
2 Years or more (TBD)



WE WANT YOUR  
FEEDBACK!



**SCAN ME!**

Scan this code with your smartphone  
camera to take a short survey.  
**Survey will close at 5:00 PM on 4/29/24**

# THANK YOU - QUYANAQ

- **Kristen Hansen, DOWL**  
Project Manager
- **Renee Whitesell, DOWL**  
PEL Study Lead
- **Theresa Dutchuk, DOWL**  
Environmental Lead
- **Inuuteq Stotts, ACES**  
Stakeholder Outreach Lead
- **Hina Kiloni, NSBPA**  
Director
- **Carolyn Thompson, NSBPA**  
Program Manager
- **Brett Nelson, DOT&PF**  
Planning Chief
- **Jeff Bruno, ADNR**  
Program Manager



**Phone:** Stakeholder Outreach Lead, (907) 339-5481

**Email:** [TriangleCommunityRoad@dowl.com](mailto:TriangleCommunityRoad@dowl.com)

**Website:** [www.TriangleCommunityRoad.com](http://www.TriangleCommunityRoad.com)

# ASTAR TRIANGLE COMMUNITY ROAD PEL STUDY

## WELCOME - Community Meeting

*Atqasuk, AK*

April 11, 2024



# ASTAR



TRIANGLE COMMUNITY ROAD PEL STUDY

**Website:** [www.TriangleCommunityRoad.com](http://www.TriangleCommunityRoad.com) | **Email:** [TriangleCommunityRoad@dowl.com](mailto:TriangleCommunityRoad@dowl.com)



*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.*

# ARCTIC STRATEGIC TRANSPORTATION AND RESOURCES

**ASTAR** is a partnership between the State of Alaska Department of Natural Resources (DNR), Alaska Department of Transportation and Public Facilities (DOT&PF), and the North Slope Borough (NSB).

**Mission and Purpose:** Identify, evaluate, and advance opportunities to enhance the quality of life and economic opportunities in NSB communities through infrastructure development.

**Goal:** Prioritize community needs and identify infrastructure opportunities that offer the most cumulative benefit and best enhance the quality of life for the region.



# TRIANGLE COMMUNITY ROAD PEL STUDY AREA UTQIAGVIK, ATQASUK, WAINWRIGHT

ASTAR



TRIANGLE COMMUNITY ROAD PEL STUDY





# PEL STUDY PRELIMINARY SCHEDULE

SPRING 2024

SUMMER / FALL 2024

WINTER / SPRING 2024 / 2025

SUMMER 2025 - WINTER 2025 / 2026



Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes

Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes



Evaluation Criteria, Develop & Screen Alternatives

Identify Alternatives and Develop Screening Criteria



Evaluate, Refine, & Select Alternatives

Screening, Recommended Alternatives, Draft PEL Study



Finalize Documentation

Public Comment Period (30 days) and Finalize PEL Study

Public Meeting No. 1



Public Meeting No. 2



Public Meeting No. 3



Advisory Committee Meeting No. 1



Advisory Committee Meeting No. 2



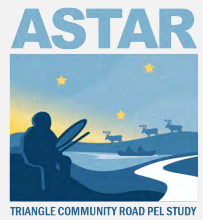
Advisory Committee Meeting No. 3



Advisory Committee Meeting No. 4



# EMERGING THEMES: PURPOSE & NEED



- ✓ **Connection:** Access and connection between communities
- ✓ **Economic Prosperity:** Lower cost of goods, services, utilities, improve access to jobs
- ✓ **Subsistence Traditions:** Community access to subsistence resources
- ✓ **Medical Access:** Improve access to medical facilities, emergency response
- ✓ **Education Access:** Improve access to and between education facilities



**WE WANT YOUR  
FEEDBACK!**



**SCAN ME!**

Scan this code with your smartphone camera to take a short survey.  
**Survey will close at 5:00 PM on 4/29/24**

**Website:**  
[www.TriangleCommunityRoad.com](http://www.TriangleCommunityRoad.com)



# Atqasuk Community Meeting No. 1

Thursday, April 11, 2024, 6:00 p.m. – 8:00 p.m.

Community Center, Atqasuk, Alaska

## Summary of Public Notice

- Two radio announcements were made the day of the meeting on the local community radio.
- Email reminder to Atqasuk leadership on April 9, 2024.
- Email reminder/update to Atqasuk leadership on March 29, 2024.
- Submitted flyer on City of Atqasuk Facebook page on March 7, 2024.
- Submitted flyer to ASRC Atqasuk VRR via email on March 7, 2024, to disseminate.
- Submitted flyer via email to KBRW on March 6, 2024, to announce on radio.
- Submitted flyer via email to Atqasuk leadership orgs on March 6, 2024, to disseminate.
- Presented/introduced PEL study in City of Atqasuk meeting on February 26, 2024, via phone.
- Emailed PEL study invitation letter to Atqasuk leadership on January 1, 2024.

## Introduction

The Alaska Department of Public Facilities (DOT&PF), Alaska Department of Natural Resources (DNR), and the North Slope Borough (NSB) hosted the first community meeting in Atqasuk for the Arctic Strategic Transportation and Resources (ASTAR) Planning and Environmental Linkages (PEL) Study on Thursday, April 11, 2024, at the Community Center in Atqasuk, Alaska.

## Summary of Presentation

Inuuteq Stotts, ASRC Consulting & Environmental Services (ACES) Stakeholder Engagement Lead, opened the meeting with an invocation. Inuuteq provided an overview of the ASTAR and PEL team. The presentation from the study team followed introductions.

The mission and purpose of ASTAR includes prioritizing collaborative efforts and community needs as a region through infrastructure needs for cumulative benefits. The ASTAR benefit criteria includes supporting community connectivity, preserving or enhancing subsistence traditions, lowering costs of goods and services, improving health and safety conditions, improving access to education opportunities, and enhancing workforce development. These identified benefits were guided through community engagement and collaboration over seven years of community meetings and were approved by NSB. In addition to community engagement, studies completed over the years include a transportation study, a workforce development study, and route analysis studies. These studies are available on the NSB website under the Port Development tab, or the North Slope Science Initiative (NSSI) website. Past and current field studies include gravel surveys, coastal hazard mapping on erosion and flooding, lake studies, stream gauging, and riprap surveys. Multi-year projects include LiDAR mapping and weather stations. Proposed projects include an all-season road and a route





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# MEETING SUMMARY

analysis for additional roads within the ASTAR purview. Collaboration with other communities outside of the National Petroleum Reserve in Alaska (NPR-A) will occur over the summer.

Theresa Dutchuk, DOWL Environmental Lead, provided an overview of the Triangle Community Road PEL process. Triangle Community Road was scored the highest based on community benefit in previous studies conducted by ASTAR. Alignments were based on desktop analysis, geotechnical work, and screening criteria to rate alternatives. DOT&PF and DNR determined the PEL process would be the best way forward as it incorporates planning and stakeholder feedback needed for the National Environmental Policy Act (NEPA) process, into design, and then into permitting and construction. The PEL Study is federally funded with DOT&PF and DNR being the main agencies, with input from other agencies through Stakeholder Advisory Committees, village corporations, Inupiat Community of the Arctic Slope (ICAS), communities, and others. The goal of the PEL study is to give North Slope decision makers sufficient information to decide whether a project should proceed through the NEPA process.

From 2018 to 2020, desktop studies were conducted. Land is owned by native corporations with multiple native allotments within the NPR-A. The area can be described as flat terrain with river systems in an arctic climate zone overlaid by continuous permafrost. Current studies lack historical data for the river systems. Cultural resources have not been extensively surveyed. Gravel sources are a primary concern for the study and create an emphasized need for geotechnical surveys. Multiple resources have been identified through completed desktop studies that would be investigated in the NEPA process.

The study team is currently seeking input on the purpose and need and screening criteria for alternatives to make recommendations. The first screening process will occur during the fall 2024 through early 2025 with more meetings to narrow alternatives, and a second round of screening would occur in the spring and summer 2025 to move forward with a recommended alternative. The final PEL study will be completed in early 2026 or sooner.

Inuuteq noted the study team conducted a community meeting in Utqiagvik in March 2024 and would be hosting a community meeting in Wainwright May 2024. He emphasized all three communities would continue to be included throughout the PEL Study and noted the PEL Study is an opportunity for these communities to conduct a thorough investigation of potential routes using federal funding, without having to commit to a project at the end of the Study.

## Question and Comments Summary

One participant asked if there will be checkpoints on the road between communities.

- Many people have raised concerns about health and safety if there are no checkpoints on the road. Input on checkpoints will be included in the report, but the team cannot confirm there will be checkpoints at this time. Various funding options will be considered, as funding will determine regulations for the road.

One participant asked when the community will hear from the study team next.

- The study team will be reaching out to Atqasuk leadership about an advisory committee meeting in the summer and another public meeting will be held in the fall.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# MEETING SUMMARY

One participant asked how the road would change caribou migration.

- The study team will be doing studies to determine effects to caribou migration for each alternative route.

One participant asked how long ASTAR studies have been conducted for a community road.

- While ASTAR studies have been conducted for the last seven years, the PEL Study is just getting started. The PEL Study will take two years to complete.

One participant commented that Atqasuk is a dry community and emphasized the negative impacts that alcohol has on the community, noting the positive impacts of a road need to outweigh the negative impacts.

One participant asked if there would be follow up with the communities on who would be included in the advisory committee.

- The study team is drafting a letter to be sent to community leadership now.

One participant asked where funding for the road will come from.

- The PEL Study will look at various opportunities for funding and will describe what impacts various funding opportunities would have on the community.

One participant asked what the study team would do about the many rivers and creeks that would need to be crossed.

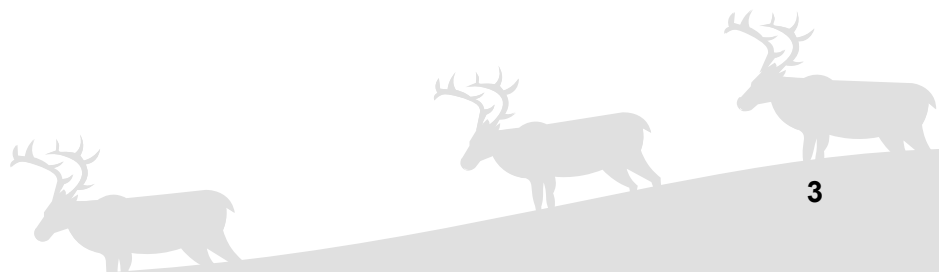
- The study team will need to look at each stream individually and determine where to cross. Impacts to rivers and streams will be minimized as much as possible.

One participant asked if there will be wildlife studies conducted.

- The study team will conduct wildlife studies but noted wildlife studies have a three-year shelf life so additional studies would be needed during a potential future NEPA phase.

One participant asked if the study team will be using routes that have been studied in the past.

- There will be different types of routes analyses. The past study routes will be considered, but the team wants communities to provide input on where route alignments should be. The study team is looking for guidance on a regional and community level.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# MEETING SUMMARY

### Action Items

#### Study Team:

- Post meeting materials to the study website.
- Post meeting summary to the study website.

#### Stakeholders and Public:

- Complete the Community Meeting No. 1 Survey by June 14, 2024, to provide feedback on the Purpose and Need for the PEL Study. Scan the QR code or visit [www.trianglecommunityroad.com](http://www.trianglecommunityroad.com) to access the survey.



# COMMENTS



**ASTAR**  
TRIANGLE COMMUNITY  
ROAD PEL STUDY

Please provide your comments here, email them to [TriangleCommunityRoad@dowl.com](mailto:TriangleCommunityRoad@dowl.com), or scan the QR code with your smartphone to take the survey. Survey will close at 5:00 PM on 4/29/24.



Cons  
Safety - Alcohol, drugs, unsolved cases  
NSB PD is hunting for help

alternatives - rail road

Pros  
Cost of living will go down  
jobs will increase  
there is more benefit to community  
but it needs to be carefully planned

To receive project information, please provide your name and contact details:

Name: William Nungasak in Atkasuk  
Address: will follow up  
Email: \_\_\_\_\_  
Phone: \_\_\_\_\_



The Purpose and Need (P&N) is an important framework to guide why a study is proposed, and what positive outcomes are intended. The "Needs" are the key problems to be addressed.

The key P&N themes the ASTAR Triangle Community Road study team identified are outlined below. Please let us know if you agree or disagree, provide us your thoughts on the order of importance, and let us know if there are additional themes we should be considering.

**1. Do you agree or disagree that these key themes should be part of the P&N:**

	Agree	Disagree
<b>Connection:</b> Access and connection between communities	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Economic Prosperity:</b> Lower the cost of goods, services, utilities, improve access to jobs	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Subsistence Traditions:</b> Community access to subsistence resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Medical Access:</b> Improve access to medical facilities, emergency response	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Education Access:</b> Improve access to and between education facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**2. What other key themes should we include in the P&N?**  
 (Note – themes must be transportation-focused for inclusion in a PEL Study).

*Definitely need security check points for narcotics and paraphernalia, and Alcohol.*

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3. Please place the themes in order of importance (from most important to least important).

- Connection:** Access and connection between communities
- Economic Prosperity:** Lower the cost of goods, services, utilities, improve access to jobs
- Subsistence Traditions:** Community access to subsistence resources
- 1** **Medical Access:** Improve access to medical facilities, emergency response
- 2** **Education Access:** Improve access to and between education facilities
- Other Key Themes You Have Identified**

4. Do you have any additional comments to share?

*Personally I would not want the road. It's going to mess up our hunting lands. Also making it easier for those people to deliver. Alcohol and drugs.*

*Although it will make a good Job Opportunity*

Please share your contact information to be added to our mailing list. (Please print)

First Name: *Orisa Kippel Spear*

Last Name: \_\_\_\_\_

Email Address: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

*Personally like updates through email about the road*



3. Please place the themes in order of importance (from most important to least important).

- Connection:** Access and connection between communities
- Economic Prosperity:** Lower the cost of goods, services, utilities, improve access to jobs
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- Other Key Themes You Have Identified**

4. Do you have any additional comments to share?

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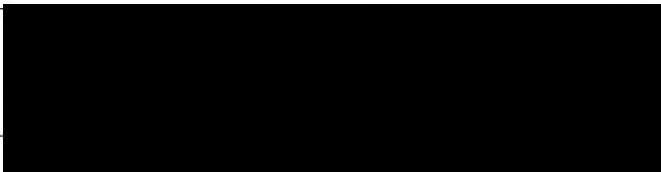
Please share your contact information to be added to our mailing list. (Please print)

First Name: Mary Lou

Last Name: Kippi

Email Address: \_\_\_\_\_

Mailing Address: \_\_\_\_\_







3. Please place the themes in order of importance (from most important to least important).

- 2 Connection:** Access and connection between communities
- 3 Economic Prosperity:** Lower the cost of goods, services, utilities, improve access to jobs
- 1 Subsistence Traditions:** Community access to subsistence resources
- 4 Medical Access:** Improve access to medical facilities, emergency response
- 5 Education Access:** Improve access to and between education facilities
- Other Key Themes You Have Identified**

4. Do you have any additional comments to share?

Route? CWAT TRAIL ? or New route,

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Please share your contact information to be added to our mailing list. (Please print)

First Name: Flossy Kanayana

Last Name: \_\_\_\_\_

Email Address: [REDACTED]

Mailing Address: [REDACTED]

\_\_\_\_\_  
\_\_\_\_\_





**SURVEY  
COMMUNITY MEETING NO. 1**

**3. Please place the themes in order of importance (from most important to least important).**

- Connection:** Access and connection between communities
- Economic Prosperity:** Lower the cost of goods, services, utilities, improve access to jobs
- Subsistence Traditions:** Community access to subsistence resources
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- Other Key Themes You Have Identified**

**4. Do you have any additional comments to share?**

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**Please share your contact information to be added to our mailing list. (Please print)**

**First Name:** \_\_\_\_\_

**Last Name:** \_\_\_\_\_

**Email Address:** \_\_\_\_\_

**Mailing Address:** \_\_\_\_\_

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# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

## Community Meeting No. 2

**Join us:** *Thursday, January 9, 2025*

*7:00 – 9:00 p.m.*

*NSB Assembly Chambers*

The study team will present an update on the PEL Study, discuss potential routes, share preliminary evaluation criteria, and hear from community members.



The ASTAR team has chosen a Planning and Environmental Linkage (PEL) study to evaluate an all-season road connecting the communities of Utqiagvik, Atkasuk, and Wainwright.

**Phone:** Stakeholder Outreach Lead, (907) 339-5481

**Email:** [TriangleCommunityRoad@dowl.com](mailto:TriangleCommunityRoad@dowl.com)

**Website:** [www.TriangleCommunityRoad.com](http://www.TriangleCommunityRoad.com)



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# ASTAR TRIANGLE COMMUNITY ROAD PEL STUDY

## Community Meeting No. 2

*Utqiagvik, AK*

January 9, 2025

# ASTAR



TRIANGLE COMMUNITY ROAD PEL STUDY



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# AGENDA



- Invocation
- Welcome and Introductions
- Project Overview
- PEL Study Schedule
- Planning and Environmental Linkages (PEL) Process Overview
- Purpose and Need
- Preliminary Alternatives
- Evaluating Alternatives
- Wrap Up and Next Steps



# PROJECT OVERVIEW



# PEL STUDY AREA



# ARCTIC STRATEGIC TRANSPORTATION AND RESOURCES (ASTAR)

**ASTAR** is a partnership between the State of Alaska Department of Natural Resources (DNR), Alaska Department of Transportation and Public Facilities (DOT&PF), and the North Slope Borough (NSB).

**Mission and Purpose:** Identify, evaluate, and advance opportunities to enhance the quality of life and economic opportunities in NSB communities through infrastructure development.

**Goal:** Prioritize community needs and identify infrastructure opportunities that offer the most cumulative benefit and best enhance the quality of life for the region.



# ASTAR AND THE COMMUNITIES



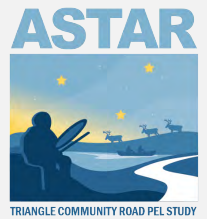
**Collaboration between ASTAR and North Slope communities and stakeholders**



**Identify infrastructure projects and services that offer the greatest cumulative benefits for the region**



# CUMULATIVE BENEFITS



## **ASTAR benefit criteria (selected by the NSB and North Slope communities)**

- Supports community connectivity
- Preserves or enhances subsistence traditions
- Lowers costs of goods and services
- Improves health and safety conditions
- Improves access to education opportunities
- Enhances workforce development

# STAKEHOLDER ENGAGEMENT



- 7 years of community meetings/workshops
- Presentations to the NSB assembly and planning commission
- Frequent meetings with NSB port authority
- Many other presentations to community and regional leadership groups

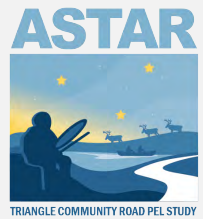


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# ASTAR UPCOMING PROPOSED WORK



- Winter Geotech program for potential road alternatives
- Work with communities to identify grant and other funding opportunities to advance community-supported projects



# PEL STUDY SCHEDULE



# PEL STUDY SCHEDULE



SPRING 2024

SUMMER - WINTER 2024 / 2025

WINTER - SPRING 2025

SUMMER 2025 - WINTER 2025 / 2026



Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes

Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes



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Identify Alternatives and Develop Screening Criteria



Evaluate, Refine, & Select Alternatives

Screening, Recommended Alternatives, Draft PEL Study



Finalize Documentation

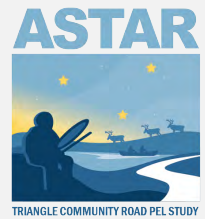
Public Comment Period (30 days) and Finalize PEL Study



# PEL STUDY PROCESS OVERVIEW



# WHAT IS THE PEL PROCESS?

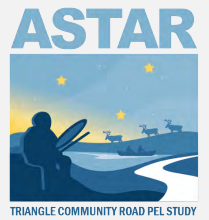


## **A collaborative and integrated approach to transportation decision-making that:**

1. Considers environmental, community, and economic goals early in the planning process
2. Uses the information collected during planning to inform and streamline the future environmental review process
3. Provides an opportunity to conduct a study with federal money that doesn't have to be re-imbursed if no projects move forward



# PEL PROCESS

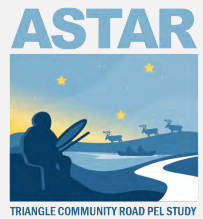


## PEL Goals:

- Provide North Slope decision makers with the information needed to decide whether this project should move forward
- Stakeholder and community outreach to determine overall goals and objectives, and potential alignment alternatives.



# PEL PROCESS



**A collaborative and integrated approach to transportation decision-making.**

## **Stakeholders and Agencies:**

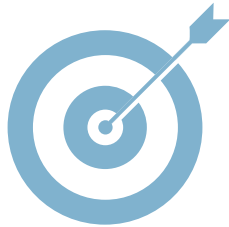
- Led by DOT&PF, DNR, and NSB (ASTAR Team)
- Stakeholders:
  - Community Residents and Leadership
  - State and Federal Permitting Agencies



# PURPOSE AND NEED



# PURPOSE AND NEED



## PURPOSE

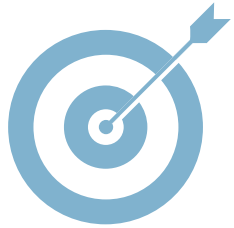
Why the project is being proposed and the positive outcomes intended



## NEED

The key problems to be addressed and explanation of underlying causes of those problems

# PURPOSE



An all-season gravel road connection between the three communities would meet the following objectives:

- Lower the cost of energy, basic goods, utilities and other services
- Create opportunities to strengthen cultural exchange, share traditional knowledge, enhance community and family connectivity, and potentially improve emotional well-being
- Improve health and wellness through improved access to medical and health facilities and services
- Provide an evacuation route to higher elevation areas, allowing efficient transportation away from the coast, in case of severe storm surges and/or coastal flooding.
- Reduce fossil fuel use through reduction of reliance on air travel and advancing the opportunity for energy alternatives to diesel fuel

# NEED



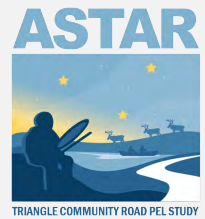
The lack of an all-season surface transportation connection between the communities continues the following undesirable conditions:

- Lack of year-round, reliable, and cost-efficient transport of goods and services
- Uneconomical and unreliable access to family and friends between communities
- Difficult and costly access to subsistence resources
- Prolonged response times for some medical emergencies
- Lack of evacuation route to allow efficient transportation of residents away from coastal communities that are threatened by increasingly substantial coastal storm surges and flooding.
- Limited / uneconomical access by Wainwright and Atqasuk residents to educational opportunities, training, and workforce development available in Utqiagvik

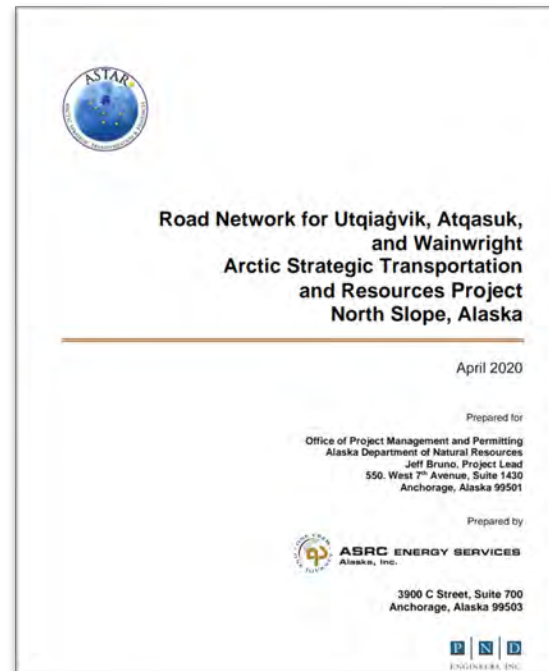
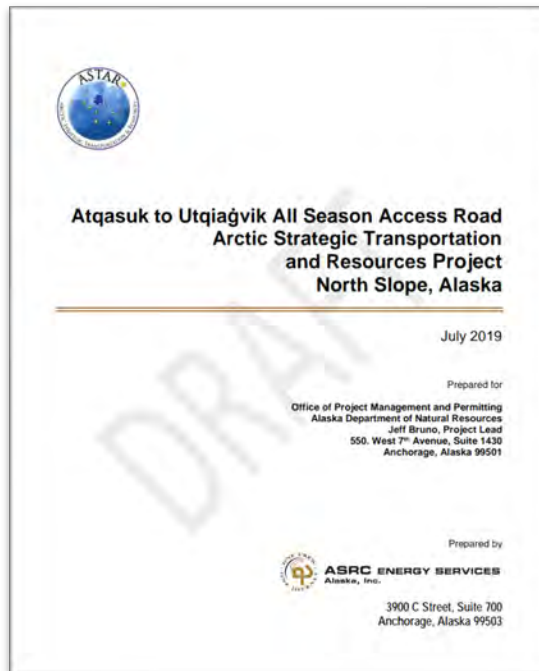
# PRELIMINARY ALTERNATIVES



# ASTAR REPORTS



- All season Community Route Analysis
  - Utqiagvik, Atqasuk, Wainwright



# STUDY AREA BACKGROUND



## Desktop Analysis of Study Area (2018 – 2020)

- Land Status
- Hydrology
- Geology
- Cultural Resources
- Paleontological Resources
- Subsistence Patterns
- Wetlands
- Fish and Wildlife
- Existing Infrastructure
- Bridge Crossings
- Engineering Considerations
- Preliminary Construction Cost

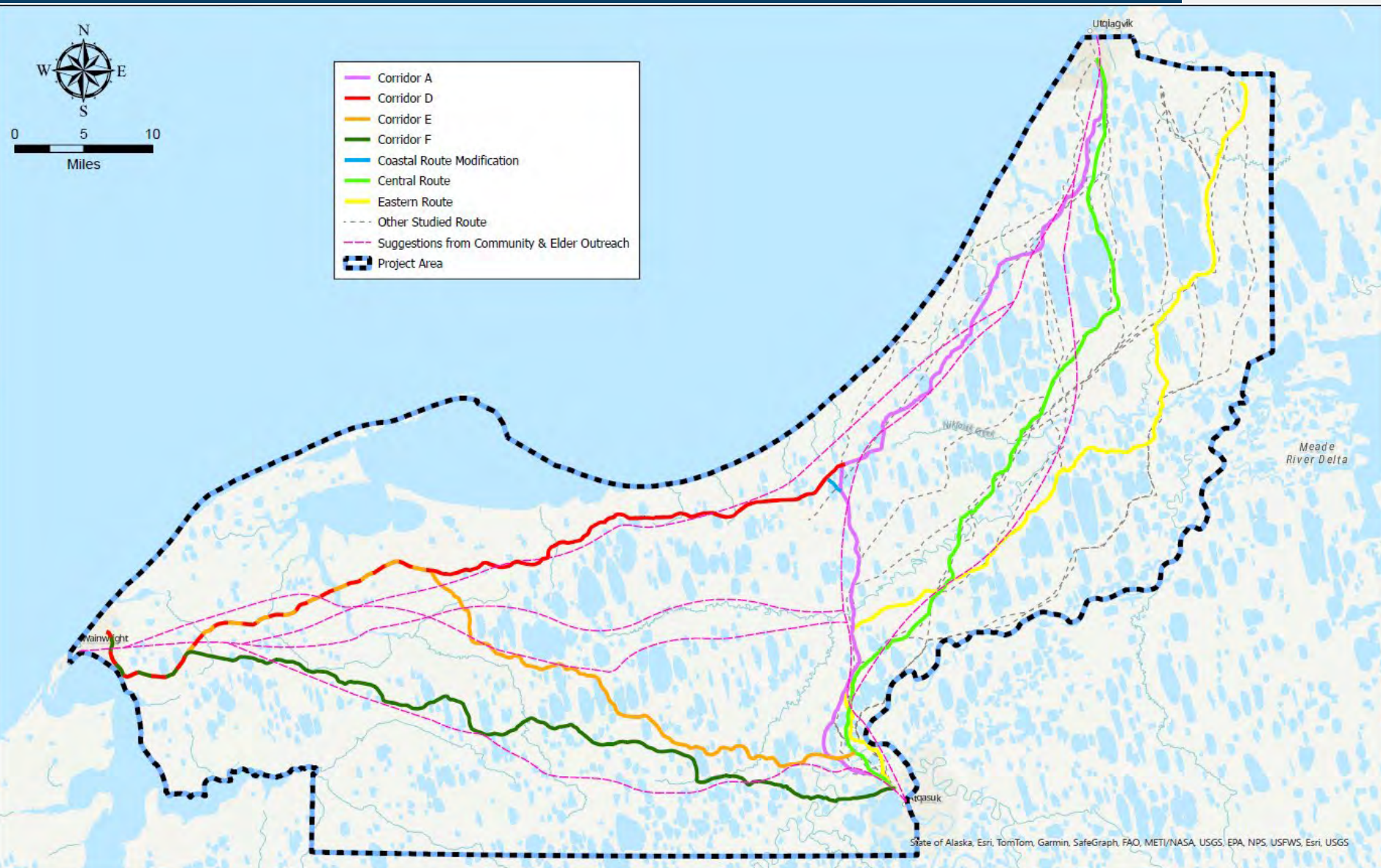
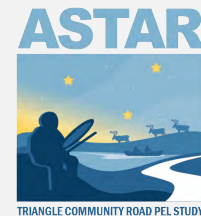
# STUDY AREA BACKGROUND



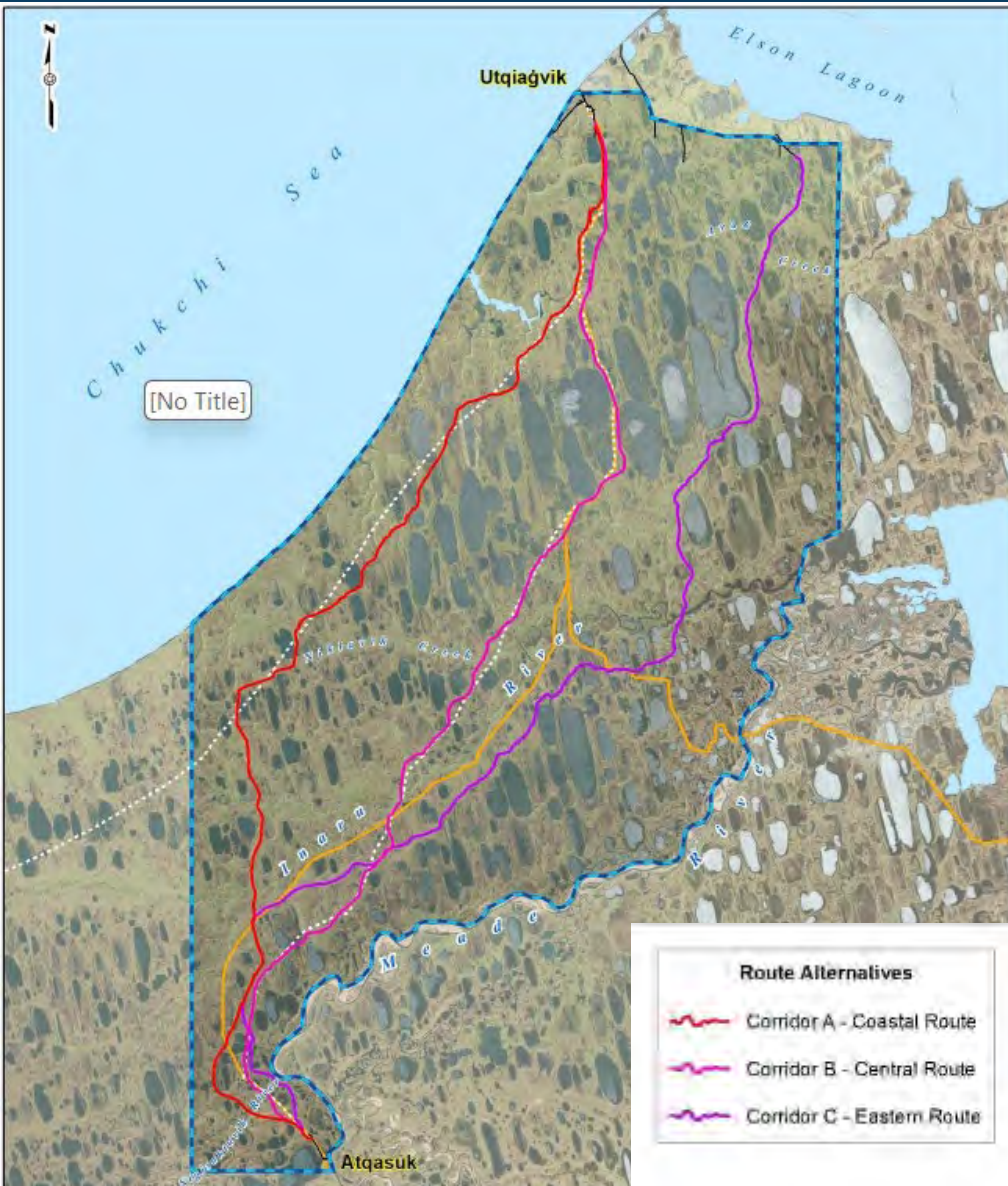
## Desktop Analysis of Study Area (2018 – 2020)

- **River/Stream Hydrology and Potential Crossing Locations**
  - Major factor in potential road alignments
  - Little historical survey data or streamflow records for streams and rivers
  - Streambank stability assessment for crossing locations needed
- **Gravel resources**
  - Limited gravel, abundant sand
  - Several bedrock outcrops
  - Further geotechnical surveys needed

# ASTAR IDENTIFIED ROUTES

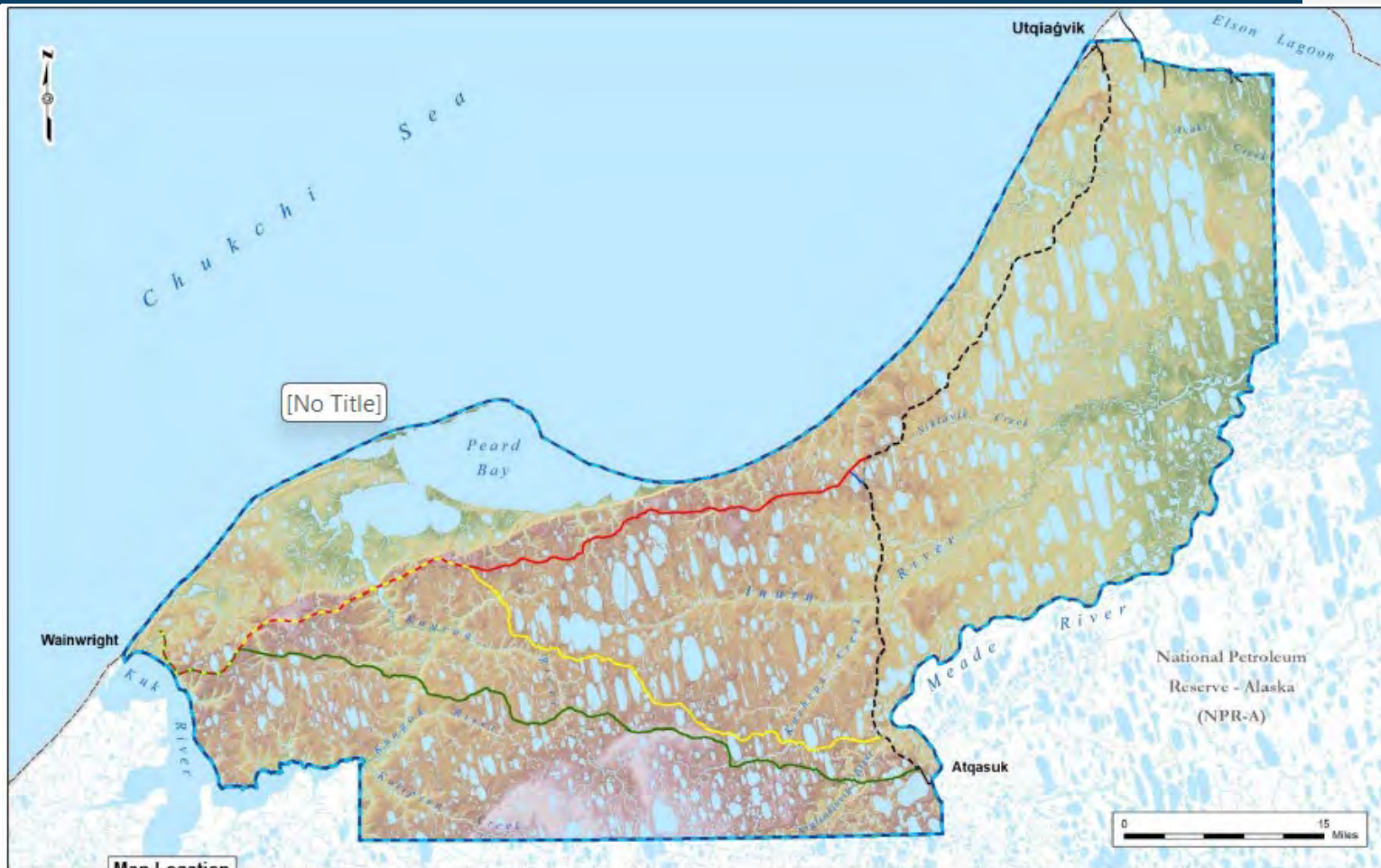


# ASTAR IDENTIFIED ROUTES



- Original study area investigated routes connecting Utqiagvik to Atqasuk
- Community benefit expanded the study to include a road connection to Wainwright

# ASTAR IDENTIFIED ROUTES

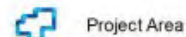


Map Location



Proposed Routes	
<span style="color: red;">—</span> Corridor D	<span style="border-bottom: 1px dashed black;">   </span> Corridor A*
<span style="color: yellow;">—</span> Corridor E	<span style="color: blue;">—</span> Coastal Route Modification
<span style="color: green;">—</span> Corridor F	

\*See "Atkasuk to Utqiagvik All-Season Access Road" Study



Arctic Strategic Transportation and Resources Project  
North Slope, Alaska

**PROJECT AREA**  
Road Network for Utqiagvik, Atkasuk, and Wainwright



ASRC ENERGY SERVICES  
Alaska, Inc.

FIGURE  
2.1-1

# EVALUATING ALTERNATIVES



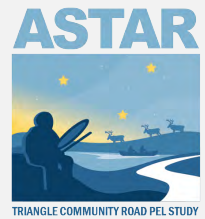
# EVALUATION PROCESS



- ✓ **Initial Screening Criteria and Range of Alternatives**
  - What routes will best meet the identified needs?
  - Review the routes for a range of environmental, physical, social, cost constraints
  - Identify whether the community wants to proceed with an all-season community road
  
- ✓ **PEL Study Screening Will Help Evaluate Alternatives and Narrow in on Recommendations**

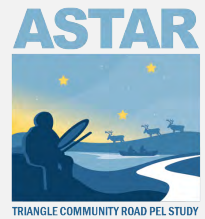


# DRAFT EVALUATION CRITERIA



Purpose and Need	To What Degree Does the Route...
<b>Lowers Costs of Energy, Utilities, Goods and Services</b>	Lower the cost of energy, basic goods, utilities, and other services. Accommodate semi-trucks and lower the cost of large freight.
<b>Supports Community Connectivity</b>	Increase emotional wellbeing and community connectivity through year-round reliable and economical roadway access between the communities. Create or enhance the capability to join together in various activities.
<b>Improves Public Safety Conditions</b>	Improve public health through direct access to medical facilities and services, Search and Rescue personnel, and law enforcement. Increase sustainability of necessary utilities. Create evacuation route to quickly move residents inland and to higher elevations, in case of natural disasters (e.g. coastal storm surges, flooding, etc.)
<b>Infrastructure Resiliency</b>	Provide a resilient year-round surface transportation alternative.
<b>Promotes Reduction of Fossil Fuel Use</b>	
<b>Provides Year-Round and Convenient Transport of Goods and Services</b>	Provide year-round reliable, economical and durable surface transportation for vehicles between the communities.
<b>Improves Economic Growth</b>	Provide economic stimulus to the communities by providing opportunities for new businesses, commercial activities, and trade. Reduce the cost of goods and services, supporting opportunities for greater economic wellbeing for community members.
<b>Preserves or Enhances Subsistence Conditions</b>	Improve safety and lower the cost of local community access to subsistence resources while protecting those resources from outside pressure
<b>Improves Access to Education Opportunities</b>	Create year-round and cost-efficient access to education facilities, training centers, and cultural centers/activities
<b>Enhances Workforce Development</b>	Provide temporary and long-term jobs, provide access to skills training, workplace experience, etc.

# DRAFT EVALUATION CRITERIA



Constraint	To What Degree Does the Route...
<b>Land Status</b>	Consider land ownership, leases, rights-of-way, federally designated Special Areas, etc.
<b>Hydrology</b>	Minimize river and stream crossings, locate crossings with stable bank conditions, consider BLM Best Management Practices, setbacks, etc.
<b>Geology/ Geotechnical</b>	Minimize haul routes for material sources, avoid geohazards, where possible route over favorable (less icy) in situ soils
<b>Existing and Proposed Infrastructure</b>	Take advantage of existing infrastructure where possible, consider synergies between proposed road and other existing or proposed infrastructure
<b>Roadway Engineering Considerations</b>	Consider topography, bridges, culverts, design criteria, material needs and haul distances, in order to minimize construction and maintenance & operations costs
<b>Vehicle Bridges</b>	Minimize the number and length of bridges and culverts
<b>Cultural and Paleontological Resources</b>	Avoid impacts to historic properties or paleontological resources
<b>Subsistence Patterns</b>	Avoid impacts to mapped subsistence use areas and avoid or minimize encroachment on Native allotments, camps, or cabins
<b>Wetlands</b>	Avoid or minimize impacts to wetlands that would require compensatory mitigation
<b>Threatened and Endangered Species</b>	Avoid critical habitat for eiders, Polar Bears, and Yellow-billed Loons and reduce incidental takes
<b>Terrestrial Mammals</b>	Avoid or minimize impacts to habitat and migration corridors of terrestrial mammals. Consider wildlife vehicle collisions.
<b>Fish and Fish Habitat</b>	Consider anadromous streams and crossing modes
<b>Avian Resources and Habitat</b>	Avoid eider and Yellow-billed Loon nesting locations and waterfowl nesting concentration areas
<b>Environmental Compliance and Permitting</b>	Minimize environmental and compliance permitting challenges; avoid BLM designated Special Areas, etc.
<b>Construction Cost Estimate</b>	Minimize overall construction cost to the extent practicable

WE WANT YOUR FEEDBACK



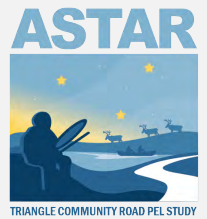
# PURPOSE AND NEED STATEMENT



- **Does the Purpose & Need statement address the question: What are we doing this for?**
- **Anything else to consider?**
- **Anything to leave out?**
- **Suggestions for change/improvement**



# PRELIMINARY ALTERNATIVES



- **Any other alternatives we should consider?**
- **Any we shouldn't be considering?**



# EVALUATION

- **Any additional screening criteria we should consider?**
- **What is most important?**



WHAT'S NEXT



# PEL STUDY COMMUNITY MEETING SCHEDULE



SPRING 2024

SUMMER - WINTER 2024 / 2025

WINTER - SPRING 2025

SUMMER 2025 - WINTER 2025 / 2026



Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes

Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes



Evaluation Criteria, Develop & Screen Alternatives

Identify Alternatives and Develop Screening Criteria



Evaluate, Refine, & Select Alternatives

Screening, Recommended Alternatives, Draft PEL Study



Finalize Documentation

Public Comment Period (30 days) and Finalize PEL Study



# WHAT'S NEXT AFTER PEL STUDY DECISIONS

**PEL Study**  
Complete in Winter 2025/26

**Build Decision by North Slope Leaders**  
If YES, then...

**Funding Secured**  
Funding to be secured to advance through next steps

**Engineering Design**  
Approx. 2 Years (TBD)

**Construction**  
Likely phased over several years

**Preliminary Engineering and NEPA**  
2026-2028 (Approx. 2 Years)

**ROW Acquisition**  
2 Years or more (TBD)



# THANK YOU - QUYANAQ

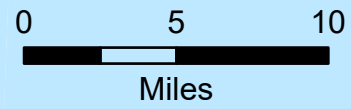
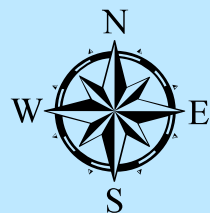
- **Kristen Hansen, DOWL**  
Project Manager
- **Renee Whitesell, DOWL**  
PEL Study Lead
- **Theresa Dutchuk, DOWL**  
Environmental Lead
- **Inuuteq Stotts, ACES**  
Stakeholder Outreach Lead
- **Morgan McCammon, DOWL**  
Stakeholder Outreach Support
- **Hina Kiloni, NSBPA**  
Director
- **David Hines, NSBPA**  
Program Manager
- **Brett Nelson, ADOT&PF**  
Planning Chief
- **Jeff Bruno, ADNR**  
Program Manager



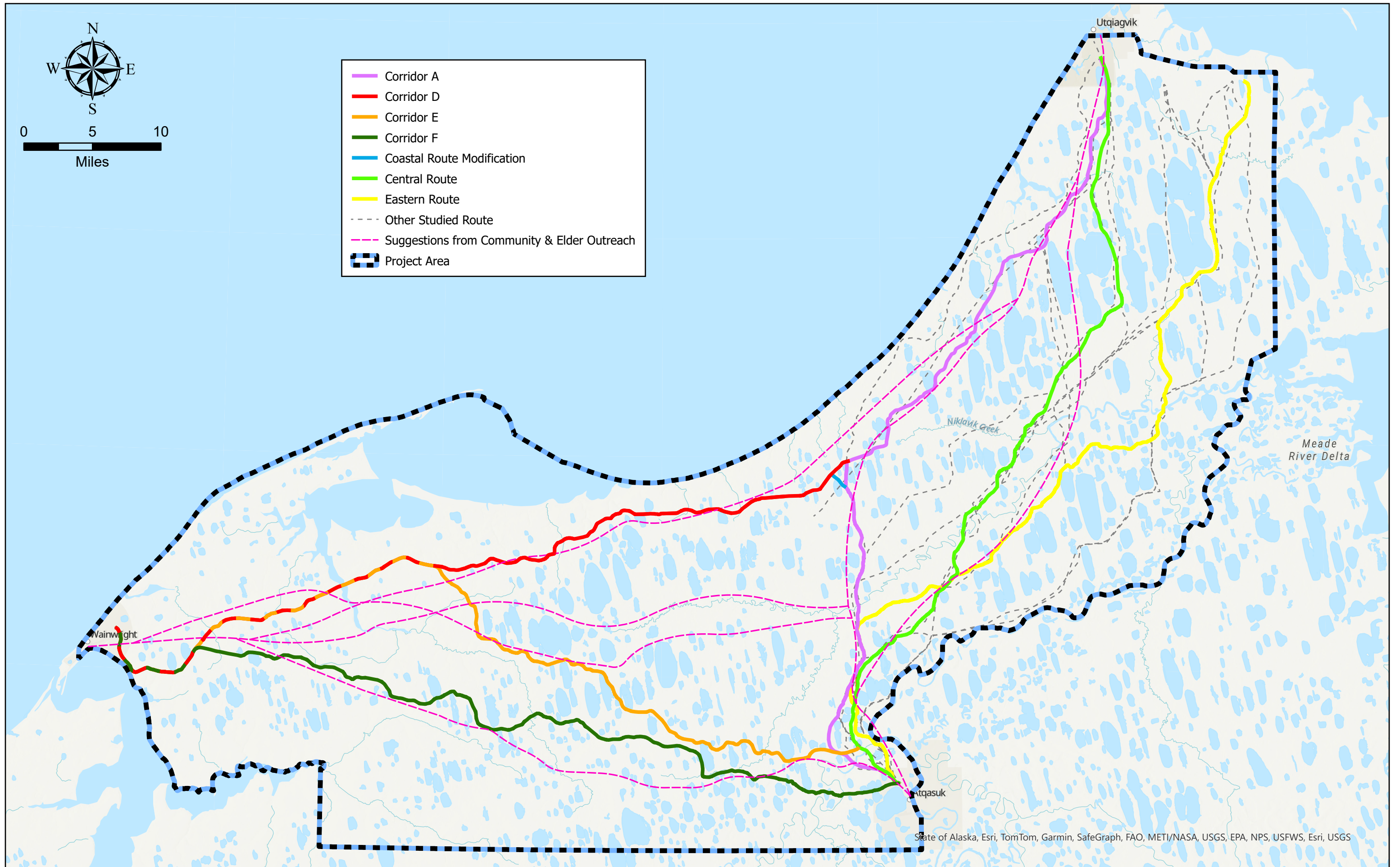
**Phone:** Stakeholder Outreach Lead, (907) 339-5481

**Email:** [TriangleCommunityRoad@dowl.com](mailto:TriangleCommunityRoad@dowl.com)

**Website:** [www.TriangleCommunityRoad.com](http://www.TriangleCommunityRoad.com)



- Corridor A
- Corridor D
- Corridor E
- Corridor F
- Coastal Route Modification
- Central Route
- Eastern Route
- Other Studied Route
- Suggestions from Community & Elder Outreach
- Project Area



# PEL Study Fact Sheet



## Study Overview & Purpose

The Arctic Strategic Transportation & Resources (ASTAR) program is sponsored by Alaska Department of Natural Resources, Alaska Department of Transportation and Public Facilities, and the North Slope Borough. The mission of the ASTAR program is to identify, evaluate, and advance opportunities to enhance the quality of life and economic opportunities in North Slope communities through responsible infrastructure development. ASTAR's goal is to prioritize community needs and identify infrastructure opportunities that offer the most cumulative benefit and best enhance the quality of life for the region.

The ASTAR team has chosen a Planning and Environmental Linkage (PEL) study to evaluate an all-season road connecting the communities of Utqiagvik, Atqasuk, and Wainwright (commonly referred to as the Triangle Community Road). The Triangle Community Road PEL Study is the first project recommended as part of the ASTAR program.

Currently, there are no all-season roads between the communities of Utqiagvik, Atqasuk, and Wainwright. This PEL study will build upon previous ASTAR work to identify and evaluate potential routes connecting these communities. This project is anticipated to improve cultural and community connectivity, lower the cost of goods and services, increase health and safety benefits, improve access to education, and advance workforce development opportunities. Additionally, the PEL study team will work with communities to identify and evaluate ways to increase subsistence opportunities and reduce subsistence impacts through project design.

## PEL Study Area



## PEL Study Schedule





## What is a Planning and Environmental Linkages (PEL) Study and What are the benefits?

**The benefits of stronger linkages between the transportation planning and project development processes can include:**

- **Stronger agency and public relationships:** Regulatory and resource agencies are involved early. Collaborative working relationships with the public support more involvement and opportunities.
- **Improved project delivery timelines:** The PEL process can avoid duplication of effort and speed up project delivery.
- **Earlier identification of key environmental resources:** Knowing which resources are present can help alternative selection and save time and money by moving forward alternatives that minimize impacts to environmental resources and the built environment.
- **Better funding and project development:** Knowledge of agency and community concerns help developers design projects that better serve the community's needs.
- **Flexible approach for development of transportation improvement studies:** The PEL Study can propose solutions to develop a series of smaller independent, fundable projects that can be implemented over time while fitting within a larger or longer-term context.

**Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision-making that:**

- 1** Improves outreach and coordination by considering environmental, community, and economic goals early in the planning process.
- 2** Saves cost and time; focuses expenditures on viable options.

## How can I get involved?

- **Contact the PEL study team:** [TriangleCommunityRoad@dowl.com](mailto:TriangleCommunityRoad@dowl.com)
- **Visit the PEL study website at:** [www.TriangleCommunityRoad.com](http://www.TriangleCommunityRoad.com)
- **Sign up on our website to receive updates**
- **Participate in Public Meetings (information available on the website)**

## Points of Contact

Email the PEL Study team at [TriangleCommunityRoad@dowl.com](mailto:TriangleCommunityRoad@dowl.com)

**Jeff Bruno**, ADNR  
Program Manager, (907) 269-7476

Kristen Hansen, DOWL  
Project Manager, (907) 562-2000

Renee Whitesell, DOWL  
PEL Study Lead, (907) 562-2000

Theresa Dutchuk, DOWL  
Environmental Lead, (907) 562-2000

Inuteq Stotts, ACES  
Stakeholder Outreach Lead  
(907) 339-5481



Visit the website at [www.TriangleCommunityRoad.com](http://www.TriangleCommunityRoad.com)



# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# Draft Purpose and Need

## Introduction

The Arctic Strategic Transportation and Resources (ASTAR) program is a partnership between the Alaska Department of Natural Resources and North Slope Borough created to identify, evaluate, and advance opportunities to enhance the quality of life and economic opportunities in North Slope communities through responsible infrastructure development. The ASTAR team identified community connectivity between Atqasuk, Utqiagvik, and Wainwright as a top priority of community members in the region<sup>1</sup>. The Triangle Community Road Planning and Environmental Linkage (PEL) study is advancing to consider transportation connections between the communities, whilst concurrently working with stakeholders and the community to receive feedback on whether a roadway connection is desired.

## Purpose

The ASTAR team has partnered with the Alaska Department of Transportation and Public Facilities (DOT&PF) to conduct a PEL study to identify ways to improve the transportation connection between Atqasuk, Utqiagvik, and Wainwright through responsible infrastructure. The purpose of the PEL study is to evaluate an all-season roadway connection between the three communities. The PEL study team will also work with stakeholders and the community to understand whether an all-season road connection between the communities is desired and should move forward to a NEPA and design phase.

An all-season gravel road connection between the three communities would meet the following objectives:

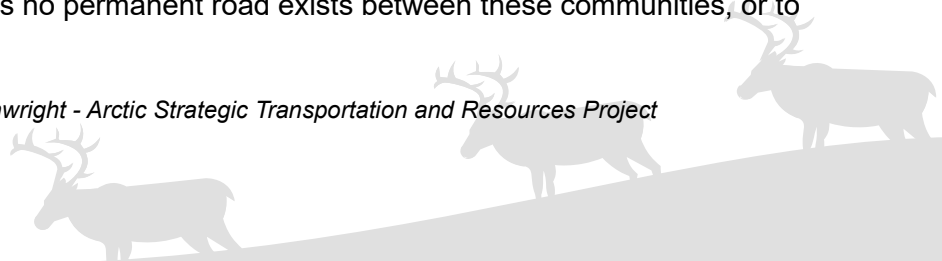
- Lower the cost of energy, basic goods, utilities and other services
- Improve health and wellness through improved access to health services
- Create opportunities to strengthen cultural exchange, share traditional knowledge, enhance community and family connectivity, and potentially improve emotional well-being
- Provide an evacuation route to higher elevation areas, allowing efficient transportation away from the coast, in case of severe storm surges and/or coastal flooding.
- Reduce fossil fuel use through reduction of reliance on air travel and advancing the opportunity for energy alternatives to diesel fuel

## Need

The communities of Utqiagvik, Atqasuk, and Wainwright are only accessible by air year-round or snowmachines/ rolligons during winter as no permanent road exists between these communities, or to

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<sup>1</sup> *Road Network for Utqiagvik, Atqasuk, and Wainwright - Arctic Strategic Transportation and Resources Project North Slope, Alaska. April 2020*





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

the Alaska road system. The lack of an all-season surface transportation connection between the communities continues the following undesirable conditions:

- Lack of year-round, reliable, and cost-efficient transport of goods and services
- Unrealized economic growth
- Uneconomical and unreliable access to family and friends between communities
- Difficult and costly access to subsistence resources
- Prolonged response times for some medical emergencies
- Lack of evacuation route to allow efficient transportation of residents away from coastal communities that are threatened by increasingly substantial coastal storm surges and flooding.
- Limited / uneconomical access by Wainwright and Atkasuk residents to educational opportunities, training, and workforce development available in Utqiagvik

DRAFT





# Draft Alternatives Evaluation Criteria

## Purpose and Need (Benefits-Based Criteria)

The benefits-based criteria consider the extent to which a route alternative meets the purpose and need of the project.

<b>Purpose and Need</b>	<b><i>To What Degree Does the Route...</i></b>
Lowers Costs of Energy, Utilities, Goods and Services	Lower the cost of energy, basic goods, utilities, and other services. Accommodate semi-trucks and lower the cost of large freight.
Supports Community Connectivity	Increase emotional wellbeing and community connectivity through year-round reliable and economical roadway access between the communities. Create or enhance the capability to join together in various activities.
Improves Public Safety Conditions	Improve public health through direct access to medical facilities and services, Search and Rescue personnel, and law enforcement. Increase sustainability of necessary utilities. Create evacuation route to quickly move residents inland and to higher elevations, in case of natural disasters (e.g. coastal storm surges, flooding, etc.)
Infrastructure Resiliency	Provide a resilient year-round surface transportation alternative.
Promotes Reduction of Fossil Fuel Use	Provide a pathway for greener utilities in communities, such as natural gas. Reduce the need for air travel. Reduces need for air travel; provides opportunity for natural gas distribution and reduces need for diesel generators
Provides Year-Round and Convenient Transport of Goods and Services	Provide year-round reliable, economical and durable surface transportation for vehicles between the communities.
Improves Economic Growth	Provide economic stimulus to the communities by providing opportunities for new businesses, commercial activities, and trade. Reduce the cost of goods and services, supporting opportunities for greater economic wellbeing for community members.
Preserves or Enhances Subsistence Conditions	Improve safety and lower the cost of local community access to subsistence resources while protecting those resources from outside pressure



# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

Improves Access to Education Opportunities	Create year-round and cost-efficient access to education facilities, training centers, and cultural centers/activities
Enhances Workforce Development	Provide temporary and long-term jobs, provide access to skills training, workplace experience, etc.

## Environmental Constraints-Based Criteria

The environmental constraints-based criteria consider at a high level the potential impact of an alternative route on a range of environmental resources.

<b>Constraint</b>	<b>To What Degree Does the Route...</b>
Land Status	Consider land ownership, leases, rights-of-way, federally designated Special Areas, etc.
Hydrology	Minimize river and stream crossings, locate crossings with stable bank conditions, consider BLM Best Management Practices, setbacks, etc.
Geology/ Geotechnical	Minimize haul routes for material sources, avoid geohazards, where possible route over favorable (less icy) in situ soils
Existing and Proposed Infrastructure	Take advantage of existing infrastructure where possible, consider synergies between proposed road and other existing or proposed infrastructure
Roadway Engineering Considerations	Consider topography, bridges, culverts, design criteria, material needs and haul distances, in order to minimize construction and maintenance & operations costs
Vehicle Bridges	Minimize the number and length of bridges and culverts
Cultural and Paleontological Resources	Avoid impacts to historic properties or paleontological resources
Subsistence Patterns	Avoid impacts to mapped subsistence use areas and avoid or minimize encroachment on Native allotments, camps, or cabins
Wetlands	Avoid or minimize impacts to wetlands that would require compensatory mitigation



# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

<b>Constraint</b>	<b>To What Degree Does the Route...</b>
Threatened and Endangered Species	Avoid critical habitat for eiders, Polar Bears, and Yellow-billed Loons and reduce incidental takes
Terrestrial Mammals	Avoid or minimize impacts to habitat and migration corridors of terrestrial mammals. Consider wildlife vehicle collisions.
Fish and Fish Habitat	Consider anadromous streams and crossing modes
Avian Resources and Habitat	Avoid eider and Yellow-billed Loon nesting locations and waterfowl nesting concentration areas
Environmental Compliance and Permitting	Minimize environmental and compliance permitting challenges; avoid BLM designated Special Areas, etc.
Construction Cost Estimate	Minimize overall construction cost to the extent practicable

DRAFT



## **Utqiaġvik** Community Meeting No. 2

Thursday, January 9, 2025, 7:00 PM

NSB Assembly Chambers, **Utqiaġvik, Alaska**

### Summary of Public Notice

Information about the meeting was posted on the Utqiaġvik Facebook page and distributed via a flyer to the Trilateral, KBRW, VOICE of the Arctic Iñupiat, and Inupiat Community of the Arctic Slope (ICAS). These groups were also requested to share the flyer on social media.

### Study Team Attendees

Brett Nelson	Department of Transportation and Public Facilities
Sarai Gomez	Department of Transportation and Public Facilities
Jeff Bruno	Department of Natural Resources
David Hines	North Slope Borough, Port Authority
Kristen Hansen	DOWL
Morgan McCammon	DOWL
Inuuteq Stotts	ASRC Consulting and Environmental Services

### Introduction

The Alaska Department of Public Facilities (DOT&PF), Alaska Department of Natural Resources (DNR), and the North Slope Borough (NSB) held the second community meeting for the Arctic Strategic Transportation and Resources (ASTAR) Planning and Environmental Linkages (PEL) Study on Thursday, January 9, 2025, at the NSB Assembly Chambers in Utqiaġvik, Alaska. Seventeen people attended the meeting, including eight project team members.

### Summary of Presentation

Following the invocation, welcome, and introductions, the study team members presented the following agenda topics:

- Project Overview
- PEL Study Schedule
- Planning and Environmental Linkages Process Overview
- Purpose and Need
- Preliminary Alternatives
- Evaluating Alternatives
- Next Steps





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# MEETING SUMMARY

### Summary of Questions and Comments

Questions and comments were encouraged throughout and following the presentation.

#### *Aviation and airports:*

- In early summer, many flights are unable to take off or land in Utqiagvik due to weather conditions. A community road could provide options to land in Atqasuk or Wainwright an alternative to returning to Anchorage. Additionally, there would be opportunities for alternate runways or landing sites for freight and groceries.
- Suggestion for the NSB to take over responsibility for airports in the future.
- Suggestion to use the gravel sources found by ASTAR to build new runways.
- Suggestion to coordinate with Alaska Airlines regarding alternate runways and needs.

#### *Funding:*

- The rough estimate for the construction of the road is \$3-4 million per mile, however this estimate is old.
- Suggestion to use private funding.
- Private funding could be used to impose access restrictions and alleviate construction standards.
  - The project team is developing a funding matrix, including construction standards and specifications, access, and other factors important to the North Slope leadership decision-making process.

#### *Additional Infrastructure:*

- Suggestion to use the corridor for additional infrastructure like natural gas and fiber optic cable.
- Question on why the road is proposed as a triangle rather than a T shape. Comment a single road is better than a triangle shape from a search and rescue perspective because it limits the area to search for missing people.
  - The proposed road is more of a Y or T shape. The triangle comes from the shape of the communities rather than the road. A more apt name might be Tri-Community Road. The name of a road can be addressed if North Slope Leadership decides to build it.
- Suggestion to connect the road to Willow or the Dalton Highway.
  - The project team shared community concerns expressed at the first community meetings regarding these ideas.
- Community Winter Access Trail (CWAT):
  - Currently, vehicles caravan on the CWAT for safety reasons. Eskimos, Inc., the company maintaining the CWAT, has a radio show and presentation with statistics of those using the CWAT.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# MEETING SUMMARY

### *Administration Concerns:*

- Concern with issues that may arise with upcoming and future Presidential administration changes.
  - The study has been apolitical so far, likely because of the benefit to communities, which is appealing to both ends of the political spectrum.

### *Subsistence and Cultural Concerns*

- Question on what impacts a road could have on Caribou migration or subsistence hunting, and if a road could open traditional subsistence areas to sport hunting.
  - The study team is working with the NSB Department of Wildlife Management to consider and minimize potential impacts, both to herd health and limiting sport hunting.
- Comment on the importance of study team understanding the communities' subsistence way of life and traditional practices.
  - The study team is working closely with the NSB and partners to gather and consider traditional knowledge.

### *Action Items*

#### *Study Team:*

- Upload meeting materials to the study website.
- Publish meeting summary to the study website.
- Inuuteq to contact Eskimos, Inc, to discuss potential synergies.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# Wainwright Community Meeting

**Join us:** *Thursday, March 6, 2025*  
*6:00 – 8:00 p.m.*  
*City Community Center*

The study team will present on the PEL Study, discuss potential routes, share preliminary evaluation criteria, and hear from community members.



The ASTAR team has chosen a Planning and Environmental Linkage (PEL) study to evaluate an all-season road connecting the communities of Utqiagvik, Atqasuk, and Wainwright.

**Phone:** Inuuteq Stotts, Stakeholder Outreach Lead, (907) 339-5481

**Email:** [TriangleCommunityRoad@dowl.com](mailto:TriangleCommunityRoad@dowl.com)

**Website:** [www.TriangleCommunityRoad.com](http://www.TriangleCommunityRoad.com)



*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.*

# ASTAR TRIANGLE COMMUNITY ROAD PEL STUDY

## Community Meeting

*Wainwright, AK*

March 6, 2025

# ASTAR



TRIANGLE COMMUNITY ROAD PEL STUDY



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# INVOCATION



# AGENDA



- Invocation
- Welcome and Introductions
- Project Overview
- PEL Study Schedule
- Planning and Environmental Linkages (PEL) Process Overview
- Purpose and Need
- Preliminary Alternatives
- Evaluating Alternatives
- Wrap Up and Next Steps



# PROJECT OVERVIEW



# ARCTIC STRATEGIC TRANSPORTATION AND RESOURCES (ASTAR)

**ASTAR** is a partnership between the State of Alaska Department of Natural Resources (DNR), Alaska Department of Transportation and Public Facilities (DOT&PF), and the North Slope Borough (NSB).

**Mission and Purpose:** Identify, evaluate, and advance opportunities to enhance the quality of life and economic opportunities in NSB communities through infrastructure development.

**Goal:** Prioritize community needs and identify infrastructure opportunities that offer the most cumulative benefit and best enhance the quality of life for the region.



# ASTAR AND THE COMMUNITIES



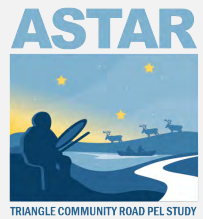
**Collaboration between ASTAR and North Slope communities and stakeholders**



**Identify infrastructure projects and services that offer the greatest cumulative benefits for the region**



# ASTAR CUMULATIVE BENEFITS



## **ASTAR benefit criteria (selected by the NSB and North Slope communities)**

- Supports community connectivity
- Preserves or enhances subsistence traditions
- Lowers costs of goods and services
- Improves health and safety conditions
- Improves access to education opportunities
- Enhances workforce development

# ASTAR STAKEHOLDER ENGAGEMENT



## **ASTAR benefit criteria (selected by the NSB and North Slope communities)**

- 7 years of community meetings/workshops
- Presentations to the NSB assembly
- Presentations to NSB planning commission
- Regular scheduled meeting with NSB port authority
- Many other presentations to communities/stakeholders

# ASTAR FIELD STUDIES CONDUCTED

- Gravel surveys
  - Eastern NPR-A, Atqasuk, Utqiaġvik, Wainwright, Point Lay
  - Anaktuvuk Pass
- ASTAR Coastal Hazard Mapping (erosion and flooding)
  - Wainwright, Utqiaġvik, Point Lay, Kaktovik
- NPR-A lake studies
- Stream gauging
- Riprap survey (Cape Lisburne)
- Weather station installation
- Flew LiDAR (Atqasuk and Utqiaġvik)



# ASTAR UPCOMING PROPOSED WORK



- Winter Geotech program for potential road alternatives
- NPR-A Rock Survey Phase 2
- Work with communities to identify grant and other funding opportunities to advance community-supported projects



# PLANNING & ENVIRONMENTAL LINKAGES (PEL) STUDY



# PEL STUDY AREA



# PEL STUDY SCHEDULE



SPRING 2024

SUMMER - WINTER 2024 / 2025

WINTER - SPRING 2025

SUMMER 2025 - WINTER 2025 / 2026



Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes

Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes



Evaluation Criteria, Develop & Screen Alternatives

Identify Alternatives and Develop Screening Criteria



Evaluate, Refine, & Select Alternatives

Screening, Recommended Alternatives, Draft PEL Study



Finalize Documentation

Public Comment Period (30 days) and Finalize PEL Study



# PEL PROCESS

## **Collaborative and Integrated Approach to Transportation Decision-Making that:**

- Eases transition from project planning to design and implementation
- Considers environmental, community, and economic goals
- Uses planning data and analysis to guide the environmental review process
- Engages community members and leaders, including native villages, village corporations, borough, and government agencies



# PEL GOALS & BENEFITS

## PEL Goals:

- Provide North Slope decision makers with the necessary information to decide whether this project should move forward
- Advance the project into the NEPA process for federal review and approval

## PEL Benefits:

- ✓ Improved project delivery timelines
- ✓ Stronger agency and public relationships
- ✓ Earlier identification of key environmental resources
- ✓ Better funding and project development information for programming funds
- ✓ Projects built with better outcomes
- ✓ Flexible approach supports holistic development of transportation improvement strategies



# PURPOSE AND NEED



## PURPOSE

Why project is proposed

Positive outcomes intended



## NEED

Key problems to be addressed

Explanation of underlying causes of those problems

# EMERGING THEMES: PURPOSE & NEED



- ✓ **Connection:** Access and connection between communities
- ✓ **Economic Prosperity:** Lower cost of goods, services, utilities, improve access to jobs
- ✓ **Subsistence Traditions:** Community access to subsistence resources
- ✓ **Medical Access:** Improve access to medical facilities, emergency response
- ✓ **Education Access:** Improve access to and between education facilities



# PURPOSE



## **All-season gravel road connection between three communities meet these objectives:**

- Lower the cost of energy, basic goods, utilities and other services
- Create opportunities to strengthen cultural exchange, share traditional knowledge, enhance community and family connectivity, and improve emotional well-being
- Improve health and wellness through improved access to medical and health facilities and services
- Provide an evacuation route to higher elevation areas, allowing efficient transportation away from the coast, in case of severe storm surges and/or coastal flooding.
- Reduce fossil fuel use through reduction of reliance on air travel and advancing the opportunity for energy alternatives to diesel fuel

# NEED



## **Lack of all-season surface transportation connection between the communities continues the following undesirable conditions:**

- Lack of year-round, reliable, and cost-efficient transport of goods and services
- Uneconomical and unreliable access to family and friends between communities
- Difficult and costly access to subsistence resources
- Prolonged response times for medical emergencies
- Lack of evacuation route to allow efficient transportation of residents away from coastal communities that are threatened by increasingly substantial coastal storm surges and flooding.
- Limited / uneconomical access by Wainwright and Atqasuk residents to educational opportunities, training, and workforce development available in Utqiaġvik

# PURPOSE AND NEED STATEMENT

**Does the Purpose & Need statement address the question: What are we doing this for?**

- Are there any additional considerations?
- Is there anything that should be left out?
- Do you have any suggestions for changes/improvements?



# BACKGROUND & EXISTING CONDITIONS



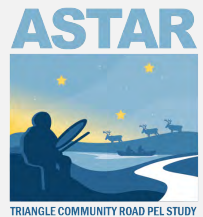
# EXISTING CONDITIONS



## Desktop Analysis of Study Area (2018 – 2020)

- **Land ownership:**
  - Native corporation lands, allotments
  - Federal land (National Petroleum Reserve – Alaska)
- **Study area characterized by arctic tundra:**
  - Underlain by continuous permafrost
  - Numerous lakes and meandering waterways
  - Relatively flat topography with terraces and steep riverbanks adjacent to large rivers
- **Arctic climate zone:**
  - Experienced rapid climate change in recent years (rising air and water temperatures and diminishing sea ice)

# EXISTING CONDITIONS



## Desktop Analysis of Study Area

### ▪ Stream and river crossings

- Satellite imagery and lidar used to identify potential locations for stream and river crossings
  - *Waterbodies are a major factor in potential road alignments*
  - *Little historical survey data or streamflow records for streams and rivers*
  - *Streambank stability assessment for crossing locations needed*

### ▪ Cultural resources

- 101 sites identified but majority of area has not been researched or surveyed

### ▪ Gravel resources

- Limited gravel
- Further geotechnical surveys needed

# EXISTING CONDITIONS

## Other Desktop Analyses and Technical Memos:

- Subsistence Use
- Fisheries & Fish Habitat
- Birds
- Threatened & Endangered Species
- Terrestrial Mammals
- Wetlands



# EXISTING CONDITIONS



## Continuing data needs

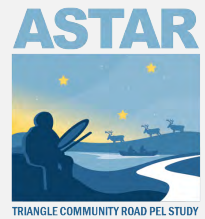
Data gaps that have been identified, and will be a priority for the PEL study and/or future work to support the National Environmental Policy Act (NEPA) process include:

- Additional geotechnical programs
- Hydrology and stream crossing surveys
- Wetlands reconnaissance
- Cultural resources reconnaissance
- LiDAR to Wainwright
- Bird and fish studies
- Identification of funding opportunities and construction phasing options
- Community and stakeholder feedback

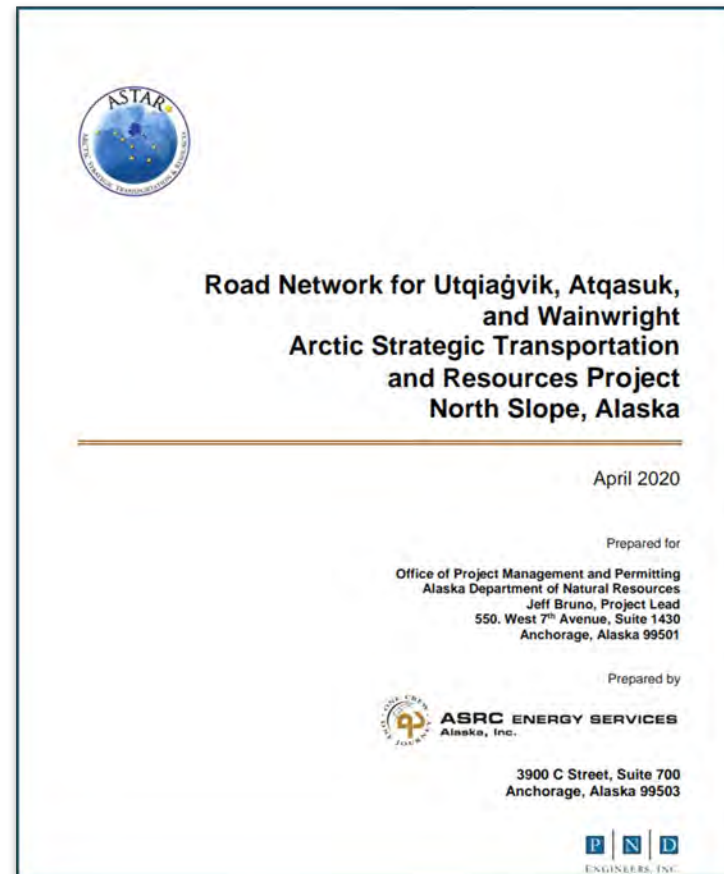
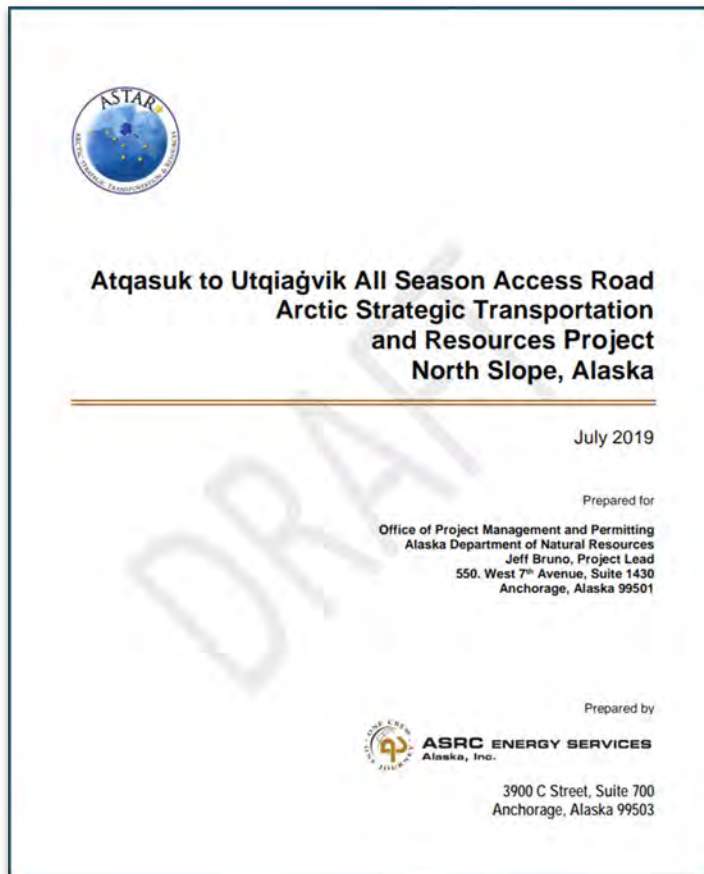
# PRELIMINARY ALTERNATIVES



# ASTAR REPORTS



- All season Community Route Analysis
  - Utqiagvik, Atqasuk, Wainwright



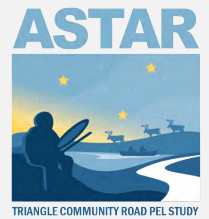
# STUDY AREA BACKGROUND



## Desktop Analysis of Study Area (2018 – 2020)

- Land Status
- Hydrology
- Geology
- Cultural Resources
- Paleontological Resources
- Subsistence Patterns
- Wetlands
- Fish and Wildlife
- Existing Infrastructure
- Bridge Crossings
- Engineering Considerations
- Preliminary Construction Cost

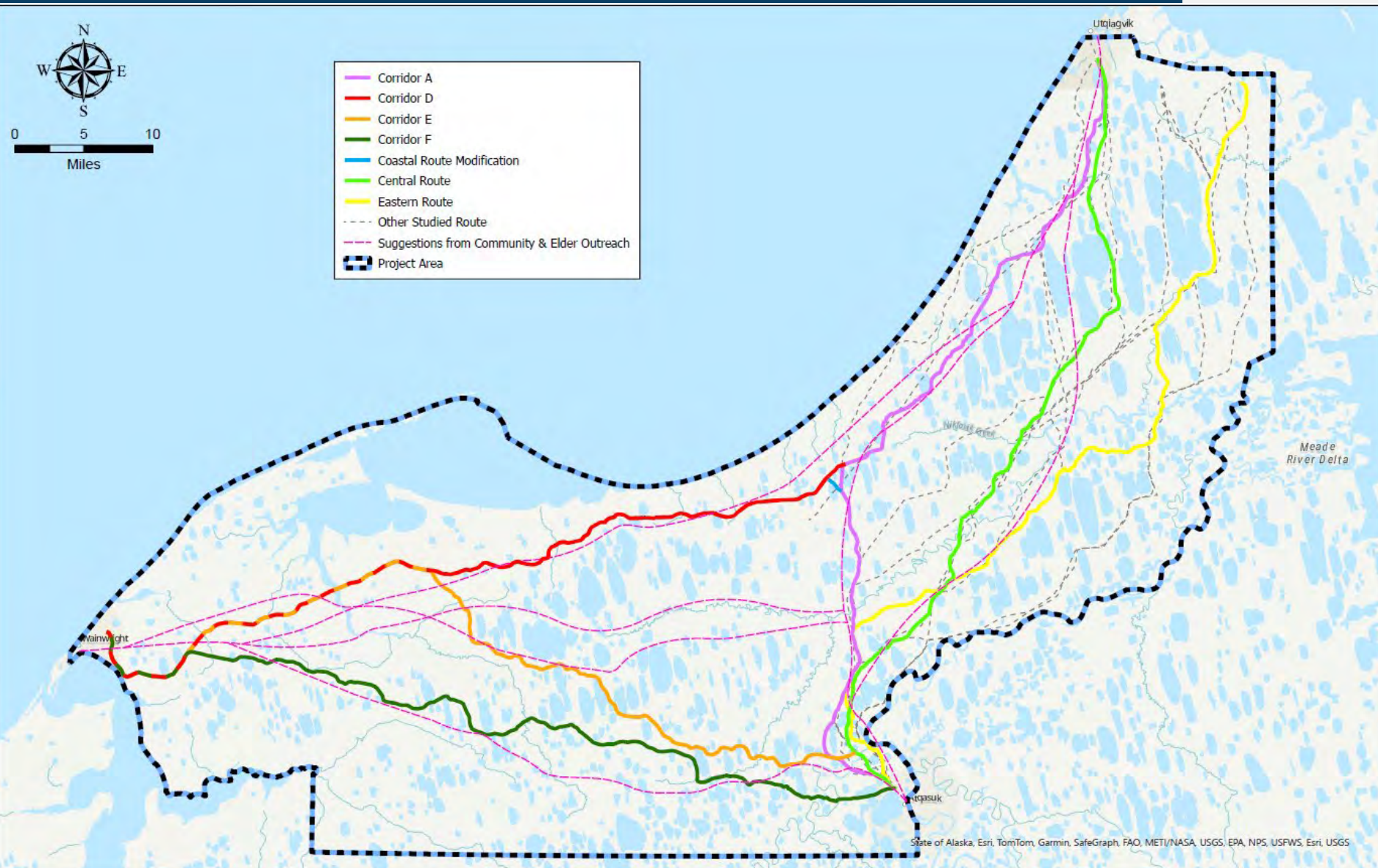
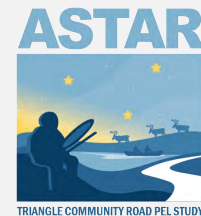
# STUDY AREA BACKGROUND



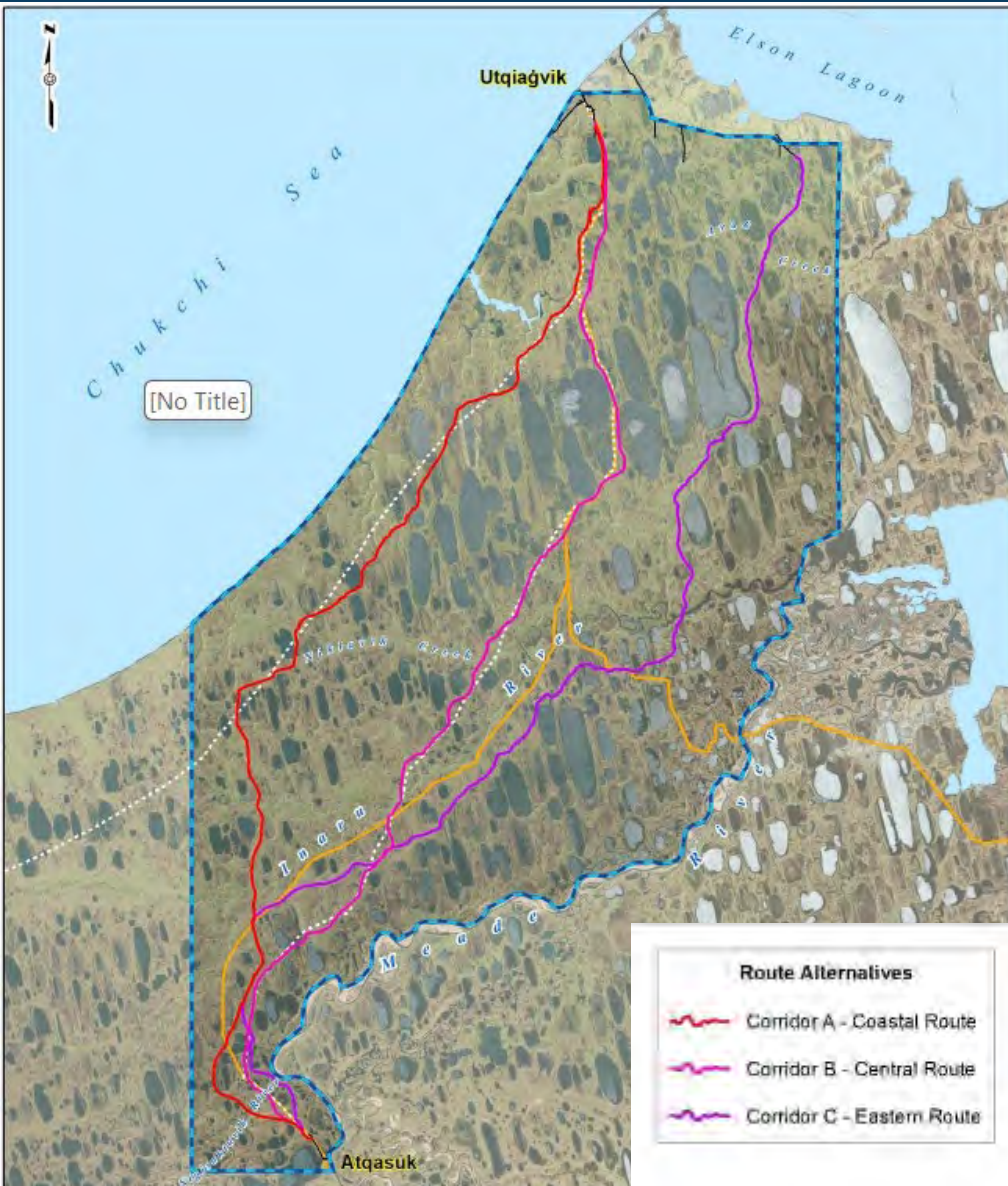
## Desktop Analysis of Study Area (2018 – 2020)

- **River/Stream Hydrology and Potential Crossing Locations**
  - Major factor in potential road alignments
  - Little historical survey data or streamflow records for streams and rivers
  - Streambank stability assessment for crossing locations needed
- **Gravel resources**
  - Limited gravel, abundant sand
  - Several bedrock outcrops
  - Further geotechnical surveys needed

# ASTAR IDENTIFIED ROUTES

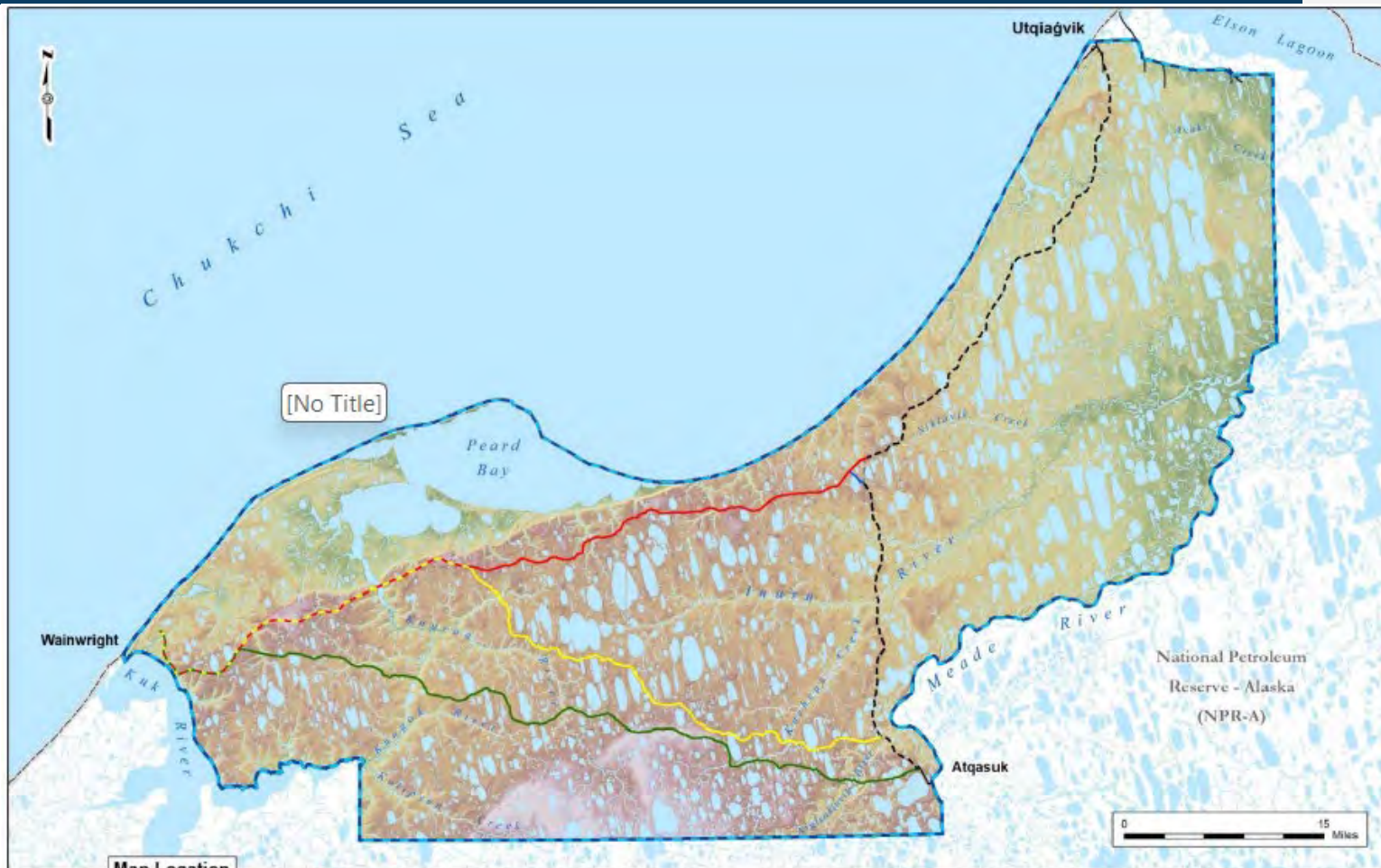


# ASTAR IDENTIFIED ROUTES



- Original study area investigated routes connecting Utqiagvik to Atqasuk
- Community benefit expanded the study to include a road connection to Wainwright

# ASTAR IDENTIFIED ROUTES



Map Location



Proposed Routes	
	Corridor D
	Corridor E
	Corridor F
	Corridor A*
	Coastal Route Modification

\*See "Atkasuk to Utqiagvik All-Season Access Road" Study



Arctic Strategic Transportation and Resources Project  
North Slope, Alaska

**PROJECT AREA**  
Road Network for Utqiagvik, Atkasuk, and Wainwright

**ASRC ENERGY SERVICES**  
Alaska, Inc.

FIGURE  
2.1-1

# PRELIMINARY ALTERNATIVES



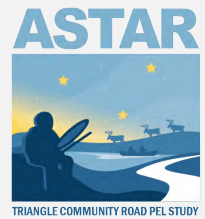
- **Any other alternatives we should consider?**
- **Any we shouldn't be considering?**



# EVALUATING ALTERNATIVES



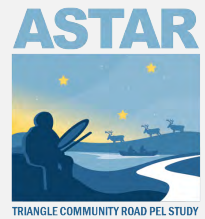
# EVALUATION PROCESS



- ✓ **Initial Screening Criteria and Range of Alternatives**
  - What routes best meet identified needs?
  - Review routes for range of environmental, physical, social, cost constraints
  - Identify if community wants to proceed with all-season community road
  
- ✓ **PEL Study Screening Will Help Evaluate Alternatives and Narrow in on Recommendations**

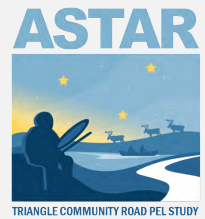


# DRAFT EVALUATION CRITERIA



PURPOSE AND NEED	TO WHAT DEGREE DOES THE ROUTE...
<b>Lowers Costs of Energy, Utilities, Goods and Services</b>	Lower the cost of energy, basic goods, utilities, and other services. Accommodate semi-trucks and lower the cost of large freight.
<b>Supports Community Connectivity</b>	Increase emotional wellbeing and community connectivity through year-round reliable and economical roadway access between the communities. Create or enhance the capability to join together in various activities.
<b>Improves Public Safety Conditions</b>	Improve public health through direct access to medical facilities and services, Search and Rescue personnel, and law enforcement. Increase sustainability of necessary utilities. Create evacuation route to quickly move residents inland and to higher elevations, in case of natural disasters (e.g. coastal storm surges, flooding, etc.)
<b>Infrastructure Resiliency</b>	Provide a resilient year-round surface transportation alternative.
<b>Promotes Reduction of Fossil Fuel Use</b>	
<b>Provides Year-Round and Convenient Transport of Goods and Services</b>	Provide year-round reliable, economical and durable surface transportation for vehicles between the communities.
<b>Improves Economic Growth</b>	Provide economic stimulus to the communities by providing opportunities for new businesses, commercial activities, and trade. Reduce the cost of goods and services, supporting opportunities for greater economic wellbeing for community members.
<b>Preserves or Enhances Subsistence Conditions</b>	Improve safety and lower the cost of local community access to subsistence resources while protecting those resources from outside pressure
<b>Improves Access to Education Opportunities</b>	Create year-round and cost-efficient access to education facilities, training centers, and cultural centers/activities
<b>Enhances Workforce Development</b>	Provide temporary and long-term jobs, provide access to skills training, workplace experience, etc.

# DRAFT EVALUATION CRITERIA



CONSTRAINT	TO WHAT DEGREE DOES THE ROUTE...
<b>Land Status</b>	Consider land ownership, leases, rights-of-way, federally designated Special Areas, etc.
<b>Hydrology</b>	Minimize river and stream crossings, locate crossings with stable bank conditions, consider BLM Best Management Practices, setbacks, etc.
<b>Geology/ Geotechnical</b>	Minimize haul routes for material sources, avoid geohazards, where possible route over favorable (less icy) in situ soils
<b>Existing and Proposed Infrastructure</b>	Take advantage of existing infrastructure where possible, consider synergies between proposed road and other existing or proposed infrastructure
<b>Roadway Engineering Considerations</b>	Consider topography, bridges, culverts, design criteria, material needs and haul distances, in order to minimize construction and maintenance & operations costs
<b>Vehicle Bridges</b>	Minimize the number and length of bridges and culverts
<b>Cultural and Paleontological Resources</b>	Avoid impacts to historic properties or paleontological resources
<b>Subsistence Patterns</b>	Avoid impacts to mapped subsistence use areas and avoid or minimize encroachment on Native allotments, camps, or cabins
<b>Wetlands</b>	Avoid or minimize impacts to wetlands that would require compensatory mitigation
<b>Threatened and Endangered Species</b>	Avoid critical habitat for eiders, Polar Bears, and Yellow-billed Loons and reduce incidental takes
<b>Terrestrial Mammals</b>	Avoid or minimize impacts to habitat and migration corridors of terrestrial mammals. Consider wildlife vehicle collisions.
<b>Fish and Fish Habitat</b>	Consider anadromous streams and crossing modes
<b>Avian Resources and Habitat</b>	Avoid eider and Yellow-billed Loon nesting locations and waterfowl nesting concentration areas
<b>Environmental Compliance and Permitting</b>	Minimize environmental and compliance permitting challenges; avoid BLM designated Special Areas, etc.
<b>Construction Cost Estimate</b>	Minimize overall construction cost to the extent practicable

# EVALUATION

- **Any additional screening criteria we should consider?**
- **What is most important?**



WHAT'S NEXT?



# WHAT'S NEXT AFTER PEL STUDY DECISIONS

**PEL Study**  
Complete in Winter 2025/26

**Build Decision by North Slope Leaders**  
If YES, then...

**Funding Secured**  
Funding to be secured to advance through next steps

**Engineering Design**  
Approx. 2 Years (TBD)

**Construction**  
Likely phased over several years

**Preliminary Engineering and NEPA**  
2026-2028 (Approx. 2 Years)

**ROW Acquisition**  
2 Years or more (TBD)



# THANK YOU - QUYANAQ

- **Kristen Hansen, DOWL**  
Project Manager
- **Renee Whitesell, DOWL**  
PEL Study Lead
- **Emily Creely, DOWL**  
Environmental Support
- **Inuuteq Stotts, ACES**  
Stakeholder Outreach Lead
- **Jovie Garcia, DOWL**  
Stakeholder Outreach Support
- **Hina Kiloni, NSBPA**  
Director
- **David Hines, NSBPA**  
Program Manager
- **Brett Nelson, ADOT&PF**  
Planning Chief
- **Jeff Bruno, ADNR**  
Program Manager



**Phone:** Stakeholder Outreach Lead, (907) 339-5481

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# ASTAR TRIANGLE COMMUNITY ROAD PEL STUDY

## WELCOME - Community Meeting

*Wainwright, AK*

March 6, 2025

# ASTAR



TRIANGLE COMMUNITY ROAD PEL STUDY



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# ARCTIC STRATEGIC TRANSPORTATION AND RESOURCES (ASTAR)

**ASTAR** is a partnership between the State of Alaska Department of Natural Resources (DNR), Alaska Department of Transportation and Public Facilities (DOT&PF), and the North Slope Borough (NSB).

**Mission and Purpose:** Identify, evaluate, and advance opportunities to enhance the quality of life and economic opportunities in NSB communities through infrastructure development.

**Goal:** Prioritize community needs and identify infrastructure opportunities that offer the most cumulative benefit and best enhance the quality of life for the region.



# PEL STUDY SCHEDULE



SPRING 2024

SUMMER - WINTER 2024 / 2025

WINTER - SPRING 2025

SUMMER 2025 - WINTER 2025 / 2026



Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes

Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes



Evaluation Criteria, Develop & Screen Alternatives

Identify Alternatives and Develop Screening Criteria



Evaluate, Refine, & Select Alternatives

Screening, Recommended Alternatives, Draft PEL Study

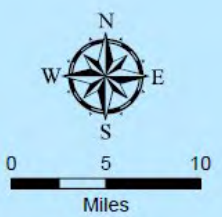


Finalize Documentation

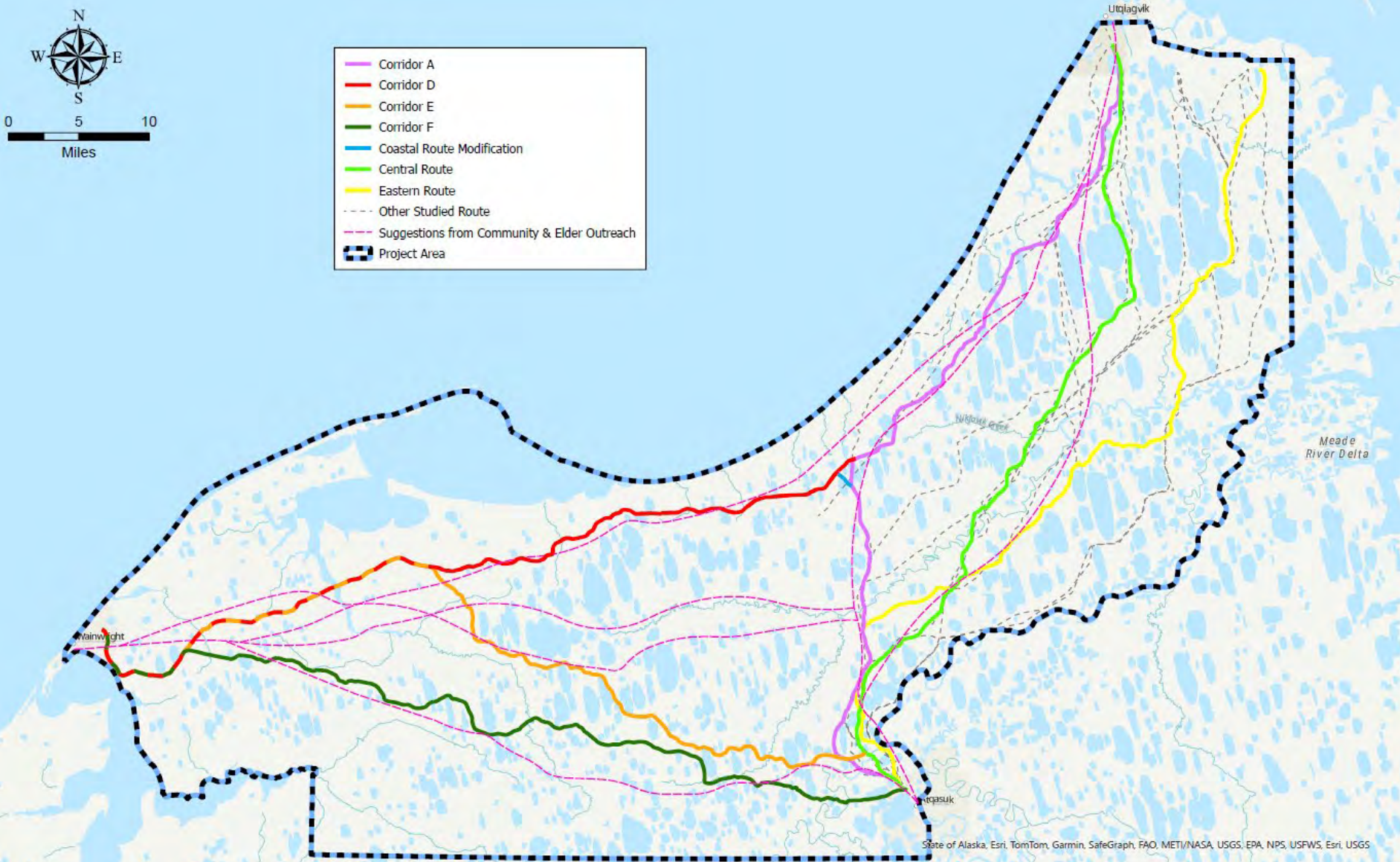
Public Comment Period (30 days) and Finalize PEL Study



# ASTAR IDENTIFIED ROUTES



- Corridor A
- Corridor D
- Corridor E
- Corridor F
- Coastal Route Modification
- Central Route
- Eastern Route
- Other Studied Route
- Suggestions from Community & Elder Outreach
- Project Area





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# Draft Purpose and Need

## Introduction

The Arctic Strategic Transportation and Resources (ASTAR) program is a partnership between the Alaska Department of Natural Resources and North Slope Borough created to identify, evaluate, and advance opportunities to enhance the quality of life and economic opportunities in North Slope communities through responsible infrastructure development. The ASTAR team identified community connectivity between Atqasuk, Utqiagvik, and Wainwright as a top priority of community members in the region<sup>1</sup>. The Triangle Community Road Planning and Environmental Linkage (PEL) study is advancing to consider transportation connections between the communities, whilst concurrently working with stakeholders and the community to receive feedback on whether a roadway connection is desired.

## Purpose

The ASTAR team has partnered with the Alaska Department of Transportation and Public Facilities (DOT&PF) to conduct a PEL study to identify ways to improve the transportation connection between Atqasuk, Utqiagvik, and Wainwright through responsible infrastructure. The purpose of the PEL study is to evaluate an all-season roadway connection between the three communities. The PEL study team will also work with stakeholders and the community to understand whether an all-season road connection between the communities is desired and should move forward to a NEPA and design phase.

An all-season gravel road connection between the three communities would meet the following objectives:

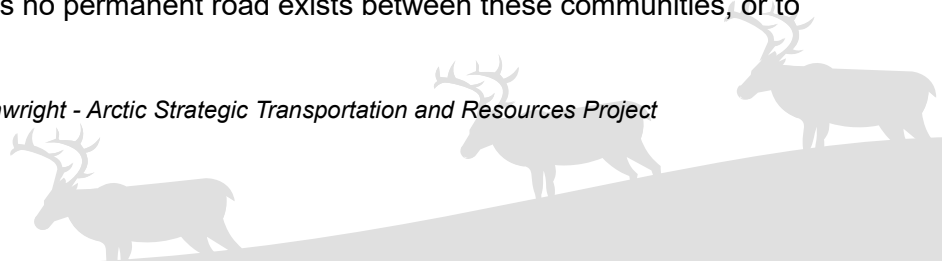
- Lower the cost of energy, basic goods, utilities and other services
- Improve health and wellness through improved access to health services
- Create opportunities to strengthen cultural exchange, share traditional knowledge, enhance community and family connectivity, and potentially improve emotional well-being
- Provide an evacuation route to higher elevation areas, allowing efficient transportation away from the coast, in case of severe storm surges and/or coastal flooding.
- Reduce fossil fuel use through reduction of reliance on air travel and advancing the opportunity for energy alternatives to diesel fuel

## Need

The communities of Utqiagvik, Atqasuk, and Wainwright are only accessible by air year-round or snowmachines/ rolligons during winter as no permanent road exists between these communities, or to

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<sup>1</sup> *Road Network for Utqiagvik, Atqasuk, and Wainwright - Arctic Strategic Transportation and Resources Project North Slope, Alaska. April 2020*





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

the Alaska road system. The lack of an all-season surface transportation connection between the communities continues the following undesirable conditions:

- Lack of year-round, reliable, and cost-efficient transport of goods and services
- Unrealized economic growth
- Uneconomical and unreliable access to family and friends between communities
- Difficult and costly access to subsistence resources
- Prolonged response times for some medical emergencies
- Lack of evacuation route to allow efficient transportation of residents away from coastal communities that are threatened by increasingly substantial coastal storm surges and flooding.
- Limited / uneconomical access by Wainwright and Atkasuk residents to educational opportunities, training, and workforce development available in Utqiagvik

DRAFT





# Draft Alternatives Evaluation Criteria

## Purpose and Need (Benefits-Based Criteria)

The benefits-based criteria consider the extent to which a route alternative meets the purpose and need of the project.

<b>Purpose and Need</b>	<b><i>To What Degree Does the Route...</i></b>
Lowers Costs of Energy, Utilities, Goods and Services	Lower the cost of energy, basic goods, utilities, and other services. Accommodate semi-trucks and lower the cost of large freight.
Supports Community Connectivity	Increase emotional wellbeing and community connectivity through year-round reliable and economical roadway access between the communities. Create or enhance the capability to join together in various activities.
Improves Public Safety Conditions	Improve public health through direct access to medical facilities and services, Search and Rescue personnel, and law enforcement. Increase sustainability of necessary utilities. Create evacuation route to quickly move residents inland and to higher elevations, in case of natural disasters (e.g. coastal storm surges, flooding, etc.)
Infrastructure Resiliency	Provide a resilient year-round surface transportation alternative.
Promotes Reduction of Fossil Fuel Use	Provide a pathway for greener utilities in communities, such as natural gas. Reduce the need for air travel. Reduces need for air travel; provides opportunity for natural gas distribution and reduces need for diesel generators
Provides Year-Round and Convenient Transport of Goods and Services	Provide year-round reliable, economical and durable surface transportation for vehicles between the communities.
Improves Economic Growth	Provide economic stimulus to the communities by providing opportunities for new businesses, commercial activities, and trade. Reduce the cost of goods and services, supporting opportunities for greater economic wellbeing for community members.
Preserves or Enhances Subsistence Conditions	Improve safety and lower the cost of local community access to subsistence resources while protecting those resources from outside pressure



# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

Improves Access to Education Opportunities	Create year-round and cost-efficient access to education facilities, training centers, and cultural centers/activities
Enhances Workforce Development	Provide temporary and long-term jobs, provide access to skills training, workplace experience, etc.

## Environmental Constraints-Based Criteria

The environmental constraints-based criteria consider at a high level the potential impact of an alternative route on a range of environmental resources.

<b>Constraint</b>	<b>To What Degree Does the Route...</b>
Land Status	Consider land ownership, leases, rights-of-way, federally designated Special Areas, etc.
Hydrology	Minimize river and stream crossings, locate crossings with stable bank conditions, consider BLM Best Management Practices, setbacks, etc.
Geology/ Geotechnical	Minimize haul routes for material sources, avoid geohazards, where possible route over favorable (less icy) in situ soils
Existing and Proposed Infrastructure	Take advantage of existing infrastructure where possible, consider synergies between proposed road and other existing or proposed infrastructure
Roadway Engineering Considerations	Consider topography, bridges, culverts, design criteria, material needs and haul distances, in order to minimize construction and maintenance & operations costs
Vehicle Bridges	Minimize the number and length of bridges and culverts
Cultural and Paleontological Resources	Avoid impacts to historic properties or paleontological resources
Subsistence Patterns	Avoid impacts to mapped subsistence use areas and avoid or minimize encroachment on Native allotments, camps, or cabins
Wetlands	Avoid or minimize impacts to wetlands that would require compensatory mitigation



# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

<b>Constraint</b>	<b>To What Degree Does the Route...</b>
Threatened and Endangered Species	Avoid critical habitat for eiders, Polar Bears, and Yellow-billed Loons and reduce incidental takes
Terrestrial Mammals	Avoid or minimize impacts to habitat and migration corridors of terrestrial mammals. Consider wildlife vehicle collisions.
Fish and Fish Habitat	Consider anadromous streams and crossing modes
Avian Resources and Habitat	Avoid eider and Yellow-billed Loon nesting locations and waterfowl nesting concentration areas
Environmental Compliance and Permitting	Minimize environmental and compliance permitting challenges; avoid BLM designated Special Areas, etc.
Construction Cost Estimate	Minimize overall construction cost to the extent practicable

DRAFT



# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# MEETING SUMMARY

## Wainwright Community Meeting

Thursday, March 6, 2025, 6:00 – 8:00 P.M.

Community Center, Wainwright, Alaska

### Summary of Public Notice

Information about the meeting was posted on the Olgoonik Corporation Facebook page and distributed via a flyer to the Trilateral, KBRW, VOICE of the Arctic Inupiat, Inupiat Community of the Arctic Slope (ICAS), and ASRC Wainwright Village Resource Representative (VRR). The notice was displayed in Olgoonik Hotel and City of Wainwright office. These groups were also requested to share the flyer on social media.

### Study Team Attendees

Brett Nelson  
David Hines  
Inuuteq Stotts  
Emily Creely  
Jovie Garcia

Department of Transportation and Public Facilities  
North Slope Borough, Port Authority  
ASRC Consulting and Environmental Services  
DOWL  
DOWL

### Introduction

The Alaska Department of Public Facilities (DOT&PF), the Alaska Department of Natural Resources (DNR), and the North Slope Borough (NSB) jointly hosted their initial and second community meetings for the Arctic Strategic Transportation and Resources (ASTAR) Planning and Environmental Linkages (PEL) Study on Thursday, March 6, 2025, at the Community Center in Wainwright, Alaska. The meeting was attended by twelve individuals, including five members of the project team.

### Summary of Presentation

Following the invocation, welcome, and introductions, the study team members presented the following agenda topics:

- Project Overview
- PEL Study Schedule
- Planning and Environmental Linkages Process Overview
- Purpose and Need
- Preliminary Alternatives
- Evaluating Alternatives
- Next Steps





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# MEETING SUMMARY

### Summary of Questions and Comments

Questions and comments were encouraged throughout and following the presentation.

#### *Public Safety:*

- Alcohol and Drug Influx: The community prioritizes health and safety; how will the road address the issue of alcohol and drugs entering the area.
- Guard Shacks and Patrols: Regular patrols and community policing initiatives, including the suggestion for guard shacks, can help build trust between residents and law enforcement.
- Evacuation Route Support: There is support for establishing an evacuation route to safely move residents in case of natural disasters.
  - Coastal erosion concerns limit evacuation options, which the road would supplement.
  - Increased options for medevac.
- Emergency Service Response: Improved infrastructure will aid EMS response and reduce clinic worker burnout. Burnout was compounded with lack of staff to do both day/night shift.

#### *Additional Infrastructure:*

- The road may provide public transit opportunities
- Community Winter Access Trail (CWAT):
  - Currently, vehicles caravan on the CWAT for safety reasons.
- Reducing costs, increasing reliability of, and increasing access to utilities and energy resources
- Extended route – Kuk River

#### *Subsistence and Cultural Concerns:*

- Impacts on Subsistence Hunting:
  - The study team has tried to avoid allotted cabins and hunting grounds, but if people want roads to pass closer to cabins and hunting grounds, this can be noted by the study team. Suggested pullouts/spurs to areas of condensed cabins. Examples included south of Wainwright, south of Kugrua, near Peard Bay, and cabins along the Inaru, and Meade Rivers.
- Collaboration with Elders about Historic/Traditional Travel Routes:
  - There are still no connected roads in this region, despite advancements in transportation technology. The addition of a road in the area would allow people to travel to see relatives, help cultural practices persist, and revive lost traditions and relationships.
  - The study team has collaborated with Elders in Barrow and elsewhere. Elder-suggested routes are indicated on the study maps.
- While much of the area is flatland, there are many creeks that must be avoided and maintained during construction.
  - It has been difficult to find gravel sources, but some good quality bedrock sites have been identified nearby, which would reduce construction costs. The next step is assessing how much rock is available.





# ASTAR

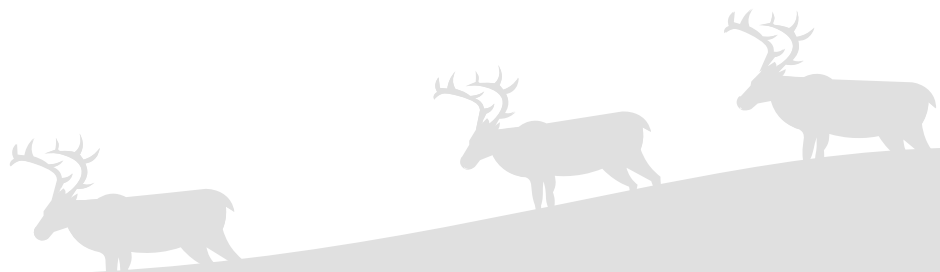
## TRIANGLE COMMUNITY ROAD PEL STUDY

# MEETING SUMMARY

### Action Items

#### *Study Team:*

- Upload meeting materials to the study website.
- Publish meeting summary to the study website.
- Add Alyssa Harrison (Village of Wainwright) to the project email list. She is their Tribal Transportation Manager.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

### 9. Small Group and Stakeholder Meetings

MEETING GROUP	DATE(S)
ASRC	February 19, 2024 March 19, 2024
Atqasuk Trilateral (City of Atqasuk, Atqasuk Corporation, and Native Village of Atqasuk)	April 11, 2024
Bureau of Land Management (BLM) Arctic District Office	November 12, 2024
City of Atqasuk	February 26, 2024 August 19, 2024
City of Utqiagvik	February 29, 2024
ICAS	February 20, 2024 February 29, 2024 March 28, 2024 January 10, 2025 January 2026 TBD
Inuvialuit Regional Corporation	February 20, 2024
NSB Planning Commission	January 25, 2024
NVB	February 28, 2024 March 18, 2024
UIC	February 28, 2024 June 25, 2025 December 9, 2025
Utqiagvik Elders	March 29, 2024
Utqiagvik Trilateral (City of Utqiagvik, NVB, and UIC)	January 9, 2025
The Voice of the Arctic Iñupiat (VOICE)	February 20, 2024
Wainwright Steering Committee	February 9, 2024 September 18, 2024



# ASTAR Weekly Update

Overall Status: **Ongoing**

Project Name: **ASTAR PEL & DGGG AKP**

01/19/2024

## Status Code Legend

- On Track: Project is on schedule
- High Risk: At risk, with a high risk of going off track
- At Risk: Milestones missed but date intact
- Off Track: Date will be missed if action not taken

ASTAR PEL: Barrow	<ul style="list-style-type: none"><li>● City council meeting on February 29 (PPT deadline is the 15<sup>th</sup>)</li><li>● Pearl (UIC) agreed to be available the last week of February</li><li>● Finally confirmed with Fannie Suvlu (NVB) on letter; wants me to follow up early next week</li><li>● <b>The recent storms may have interrupted email notifications (NVB, Atqasuk, etc.)</b></li></ul>
ASTAR PEL: Wainwright	<ul style="list-style-type: none"><li>● Chatted w/ Moire (OC) on Monday; Feb dates are too soon (5<sup>th</sup> and 15<sup>th</sup>) and next meeting is the last week of March</li><li>● Both City and NVW received them, but their admins have been out (I'll follow up next week)</li></ul>
ASTAR PEL: Atqasuk	<ul style="list-style-type: none"><li>● Confirmed City received (had to resend); Next council meetings are Feb. 26 &amp; March 18</li><li>● The NVQ president has a family death, their office doesn't have standard hours (will follow up)</li><li>● Atqasuk Corp will wait for the community's response on a date and be flexible to attend</li></ul>
ASTAR PEL: NSB Planning Commission	<ul style="list-style-type: none"><li>● PowerPoint submitted to NSB Planning Department</li><li>● <b>Carolyn continuing to work with Bonnie; I'll reconnect with her next week about any gear/materials we will need to bring up</b></li></ul>
ASTAR PEL: Other	<ul style="list-style-type: none"><li>● Tentatively confirmed to present to VOICE; Team needs to submit PPT by Feb. 13</li><li>● VOICE biannual meeting is from February 20-22 in Anchorage (location is TBD); Includes Housing Summit that is co-hosted by ICAS &amp; VOICE (22<sup>nd</sup> – 23<sup>rd</sup>)</li><li>● DOWL meeting next week (<b>begin discussing drafting our ASTAR PEL PPT</b>)</li> <li>● Finished draft informational letter for the regional organizations (ICAS, VOICE, ASRC, and NSB)</li><li>● <b>Informational letters will be sent Monday (January 22)</b></li><li>● <b>Submit to: ASRC (Bridgette &amp; Erik), VOICE (Nagruk &amp; Kate), ICAS (Morrie &amp; Doreen), and NSB (Josiah &amp; Vernon) &gt; double check with Scott on the NSB one</b></li></ul>
DGGG AKP	<ul style="list-style-type: none"><li>● Presented to City on 1/12/24; Scott Szmyd attended for Nunamiut (he chatted with Tribe leadership)</li><li>● Connected with NVAKP this week and they are caught up (they were on holiday)</li><li>● Checked with Scott Szmyd; He requested I check with him next week on AKPs recommended meeting date (follow up on January 22)</li></ul>

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- Once decided I'll notify our team and let Erik Kenning know as well; Nunamiut hotel has 11 rooms
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## Action Items

- Follow up w/ with the remaining orgs next week:
  - NVB (Fannie) on their letter review and discuss dates > interrelated with UIC and City
  - AKP organizations on potential date(s) (Scott Szmyd)
  - City of Wainwright and NVW (meeting in Wainwright likely in March due to Wainwright Steering Committee)
  - NVA (difficult to due to family death and no office hours)
- Double check with Carolyn on Senior Center planning next week
- Team discussion on next steps with VOICE
- Submit informational letters on Monday (January 22)

# ASTAR Weekly Update

Overall Status: **Ongoing**

Project Name: **ASTAR PEL & DGGS AKP**

01/19/2024

## Status Code Legend

- On Track: Project is on schedule
- High Risk: At risk, with a high risk of going off track
- At Risk: Milestones missed but date intact
- Off Track: Date will be missed if action not taken

ASTAR PEL: Barrow	<ul style="list-style-type: none"><li>● City council meeting on February 29 (PPT deadline is the 15<sup>th</sup>)</li><li>● UIC confirmed meeting on February 28</li><li>● Working with Fannie Suvlu (NVB) on dates</li></ul>
ASTAR PEL: Wainwright	<ul style="list-style-type: none"><li>● Chatted w/ Moire (OC) on Monday; Feb dates are too soon (5<sup>th</sup> and 15<sup>th</sup>) and next meeting is the last week of March</li><li>● City and NVW received them; John Hopson noted last week of February and most of March is open</li></ul>
ASTAR PEL: Atqasuk	<ul style="list-style-type: none"><li>● Confirmed City received (had to resend); Next council meetings are Feb. 26 &amp; March 18</li><li>● The NVO president has a family death, their office doesn't have standard hours (will follow up)</li><li>● Atqasuk Corp will wait for the community's response on a date and be flexible to attend</li><li>● Emailed ASTAR Update PPT to trilateral orgs; will follow up with City on their thoughts</li></ul>
ASTAR PEL: NSB Planning Commission	<ul style="list-style-type: none"><li>● Presented ASTAR Update to the NSB Planning Commission (January 25)</li></ul>
ASTAR PEL: Other	<ul style="list-style-type: none"><li>● Confirmed to present to VOICE on February 20; Team needs to submit PPT by Feb. 13</li><li>● VOICE biannual meeting is from February 20-22 in Anchorage (location is TBD); Includes Housing Summit that is co-hosted by ICAS &amp; VOICE (22<sup>nd</sup> - 23<sup>rd</sup>)</li><li>● DOWL will begin drafting our ASTAR PEL PPT</li> <li>● Informational letters sent Monday (January 22)</li><li>● Submit to: ASRC (Bridgette &amp; Erik), VOICE (Nagruk &amp; Kate), ICAS (Morrie &amp; Doreen), and NSB (Josiah &amp; Vernon)</li></ul>

DGGG AKP	<ul style="list-style-type: none"> <li>● Presented to City on 1/12/24; Scott Szmyd attended for Nunamiut (he chatted with Tribe leadership)</li> <li>● Connected with NVAKP this week and they are caught up (they were on holiday)</li> <li>● Checked with Scott Szmyd throughout the week; He's still trying to figure out a date with the AKP trilateral orgs</li> <li>● Once decided I'll notify our team and let Erik Kenning know as well; Nunamiut hotel has 11 rooms</li> <li>● Wright Air charter flight from FAI to AKP costs \$6,536 (Caravan carries 9 people/max weight 2300 lbs.)</li> <li>● Regular round trip for one person is \$380 (total for team of 6 would be \$2,280)</li> </ul>
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## Action Items

- Continue follow up w/ with the remaining orgs next week:
  - Check with ICAS on potential dates
  - NVB (Fannie) on letter review and discuss dates
  - AKP organizations on potential date(s) (Scott Szmyd)
  - City of Wainwright and NVW (meeting in Wainwright likely in March due to Wainwright Steering Committee)
  - NVA (difficult to due to family death and no office hours)

## Confirmed Dates

- NVB annual meeting on February 17<sup>th</sup> (I'll check to see if we can present or at another future date)
- VOICE presentation on February 20<sup>th</sup> @ 11 a.m. for 45 minutes
- UIC presentation on February 28<sup>th</sup> @ 9 a.m. in Barrow UIC Offices
- City of Utqiagvik presentation on February 29 @ 5:30 p.m. in city building

# ASTAR Weekly Update

Overall Status: **Ongoing**

Project Name: **ASTAR PEL & DGGS AKP**

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02/02/2024

## Confirmed Dates

- Wainwright Steering Committee on **February 9<sup>th</sup>** > confirm w/ team
- VOICE presentation on **February 20<sup>th</sup>** @ 11 a.m. for 45 minutes > confirm w/ team (PPT due 13<sup>th</sup>)
- UIC presentation on **February 28<sup>th</sup>** @ 9 a.m. in Barrow UIC Offices > confirm w/ team
- City of Utqiagvik presentation on **February 29** @ 5:30 p.m. in Barrow city building > confirm w/ team (PPT due 15<sup>th</sup>)

## Tentative Dates

- AKP coordination effort changed to early April (will correspond with AKP trilateral next week on a date)
- Team likely present to ICAS on **March 7** @ 1:30 p.m. (will notify us on official date after next week's meeting on Feb. 8)
- Team likely present to NVB on **March 18** (chatted with Wiley Contrades: Acting Director)
  - Once March date confirmed, work with Amy (admin) on correspondence
  - Fannie out in Kotz for the AK Dept. F&G meeting (caribou harvest); January 26-29 (back 2/5/24)
  - NVB annual meeting on February 17<sup>th</sup> (check-in to make sure council reviews ASTAR PEL letter)
- City of Atqasuk dates are **February 26<sup>th</sup>** (discuss letter) and **March 18<sup>th</sup>** (potential official presentation)
- Wainwright Steering Committee meeting next week on February 9<sup>th</sup> (Friday)
  - WAI trip is TBD (likely the **last week of March**)

ASTAR PEL: Barrow	<ul style="list-style-type: none"><li>● City council meeting on February 29 (PPT deadline is the 15<sup>th</sup>)</li><li>● UIC confirmed meeting on February 28</li><li>● Working with Fannie Suvlu (NVB) on dates</li></ul>
ASTAR PEL: Wainwright	<ul style="list-style-type: none"><li>● <b>Dave Knutson notified us that their steering committee is on Feb. 9<sup>th</sup>, following up on specifics (confirm w/ team to present)</b></li><li>● City and NVW received them; John Hopson is back on the 12<sup>th</sup> (busy w/ AEWG event)</li></ul>
ASTAR PEL: Atqasuk	<ul style="list-style-type: none"><li>● Corresponding w/ Doug on next steps; Next council meetings are Feb. 26 &amp; March 18</li><li>● The NVA president has a family death, their office doesn't have standard hours (will follow up)</li><li>● Atqasuk Corp will wait for the community's response on a date and be flexible to attend</li><li>● <b>Begin drafting ASTAR summary for Doug and council to compliment the PPT we sent</b></li></ul>

ASTAR PEL: Other	<ul style="list-style-type: none"> <li>● Confirmed to VOICE on February 20; Team needs to submit PPT by Feb. 13</li> <li>● Reconnect w/ Kate on meeting specifics (location, time, PPT, etc.)</li> <li>● Final review of PPT w/ team internally</li> <li>● Check w/ ICAS on side meeting w/ them that week</li> </ul>
DGGS AKP	<ul style="list-style-type: none"> <li>● Follow up w/ AKP trilateral next week on early April dates</li> <li>● Once decided I'll notify our team and let Erik Kenning know as well; Nunamiut hotel has 11 rooms</li> <li>● Wright Air charter flight from FAI to AKP costs \$6,536 (Caravan carries 9 people/max weight 2300 lbs.)</li> <li>● Regular round trip for one person is \$380 (total for team of 6 would be \$2,280)</li> </ul>

### Action Items

- Continue follow up w/ with the remaining orgs next week:
  - Check with ICAS after their February 8 meeting
  - Check in with NVB (Fannie) if tribal council will review letter for their annual meeting
  - Check-in w/ AKP on early April dates
  - Confirm up w/ Dave, Jessica, or Moire on Wainwright Steering Committee meeting next week (Feb. 9<sup>th</sup>)
    - Confirm w/ ASTAR team first
  - Correspond with City of Wainwright and NVW, suggesting March dates
    - Joh Hopson gets back around February 12 (due to AEWC mini convention)
    - Check-in with Moire (OC) on reconfirming March dates
  - Check with team about City of Atqasuk council meeting on **February 26** (Monday)
    - Begin drafting ASTAR summary
  - NVA (difficult to due to family death and no office hours)

# ASTAR Weekly Update

Overall Status: **Ongoing**

Project Name: **ASTAR PEL & DGGG AKP**

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02/09/2024

## Confirmed Dates

- Wainwright Steering Committee on **February 9<sup>th</sup>** > Presented
- VOICE presentation on **February 20<sup>th</sup>** @ 11 a.m. for 45 minutes > confirm w/ team (PPT due 13<sup>th</sup>)
  - **Review PPT with team internally**
  - **Submit PPT next week (Monday to Kate)**
- UIC presentation on **February 28<sup>th</sup>** @ 9 a.m. in Barrow UIC Offices > confirm w/ team
- City of Utqiagvik presentation on **February 29** @ 5:30 p.m. in Barrow city building > confirm w/ team (PPT due 15<sup>th</sup>)
- AKP trilateral and public community meeting on April 4 > Logistics currently being planned

## Tentative Dates

- Team likely present to ICAS on **March 7** @ 1:30 p.m. (will notify us on official date after next week's meeting on Feb. 8)
- Team likely present to NVB on **March 18** (chatted with Wiley Contrades: Acting Director)
  - Once March date confirmed, work with Amy (admin) on correspondence
  - Fannie out in Kotz for the AK Dept. F&G meeting (caribou harvest); January 26-29 (back 2/5/24)
  - NVB annual meeting on February 17<sup>th</sup> (check-in to make sure council reviews ASTAR PEL letter)
- City of Atqasuk dates are **February 26<sup>th</sup>** (discuss letter) and **March 18<sup>th</sup>** (potential official presentation)
- Wainwright Steering Committee meeting next week on February 9<sup>th</sup> (Friday)
  - WAI trip is TBD (likely the **last week of March**)

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ASTAR PEL: Barrow	<ul style="list-style-type: none"><li>● City council meeting on February 29 (PPT deadline is the 15<sup>th</sup>)</li><li>● UIC confirmed meeting on February 28</li><li>● Working with Fannie Suvlu (NVB) on dates</li></ul>
ASTAR PEL: Wainwright	<ul style="list-style-type: none"><li>● <b>Awaiting date suggestions</b></li><li>● City and NVW received them; John Hopson is back on the 12<sup>th</sup> (busy w/ AEWEC event)</li></ul>
ASTAR PEL: Atqasuk	<ul style="list-style-type: none"><li>● Corresponding w/ Doug on next steps; Next council meetings are Feb. 26 &amp; March 18</li><li>● The NVA president has a family death, their office doesn't have standard hours (will follow up)</li><li>● Atqasuk Corp will wait for the community's response on a date and be flexible to attend</li><li>● <b>Begin drafting ASTAR summary for Doug and council to compliment the PPT we sent</b></li></ul>

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ASTAR PEL: Other	<ul style="list-style-type: none"> <li>● Confirmed to VOICE on February 20; Team needs to submit PPT by Feb. 13</li> <li>● Reconnect w/ Kate on meeting specifics (location, time, PPT, etc.)</li> <li>● Final review of PPT w/ team internally</li> <li>● Check w/ ICAS on side meeting w/ them that week</li> </ul>
DGGG AKP	<ul style="list-style-type: none"> <li>● AKP trilateral April 4 date confirmed</li> <li>● Once decided I'll notify our team and let Erik Kenning know as well; Nunamiut hotel has 11 rooms</li> <li>● Wright Air charter flight from FAI to AKP costs \$6,536 (Caravan carries 9 people/max weight 2300 lbs.)</li> <li>● Regular round trip for one person is \$380 (total for team of 6 would be \$2,280)</li> </ul>

### Action Items

- Continue follow up w/ with the remaining orgs next week:
  - Plan AKP trip items (lodging, notification, catering, etc.)
    - Work with NSBPA
  - Check with ICAS after their February 8 meeting
  - Check in with NVB (Fannie) if tribal council will review letter for their annual meeting
    - Connect with NSBPA on their assistance next week (Monday)
  - Follow up with Wainwright Steering Committee next week on dates
    - Joh Hopson gets back around February 12
  - Follow up with City of Atkasuk next week
    - Council meeting on **February 26** (Monday)
    - Once approved (Scott & Jeff), provide ASTAR PEL summary to Doug
    - DOWL provided latest version on Feb. 9
  - NVA (difficult to due to family death and no office hours)

# ASTAR Weekly Update

Overall Status: **Ongoing**

Project Name: **ASTAR PEL & DGGG AKP**

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02/16/2024

## Confirmed Dates

- Village of Wainwright meeting on **February 15<sup>th</sup>** > Presented
- VOICE presentation on **February 20<sup>th</sup>** @ 11 a.m. for 45 minutes
  - VOICE presentation @ Embassy Suites (midtown)
  - Pre-meeting in DNR office @ 9:30 (optional)
- Meeting with Inuvialuit Regional Corporation on **February 20<sup>th</sup>** @ 1:30 pm (ASRC building)
- Informal meeting with ICAS on **February 20<sup>th</sup>** @ 3:30 pm (ASRC building)
- City of Atqasuk council meeting on **February 26<sup>th</sup>** via phone @ 7 pm > Jeff, Scott, and Inuuteq in DNR office
- UIC presentation on **February 28<sup>th</sup>** @ 9 a.m. in Barrow UIC Offices > check in with them next week
- City of Utqiagvik presentation on **February 29** @ 5:30 p.m. in Barrow city building > Submitted PPT on the 15<sup>th</sup>
- AKP trilateral and public community meeting on **April 4<sup>th</sup>** > Logistics confirmed; Catering and notifications are next steps

## Tentative Dates

- NVB plan to have regular monthly meeting on **February 19** (chatted w/ Executive Director Fannie Suvlu)
  - They plan to include our PEL invitation letter for council review (told Fannie I'd make myself available if needed)
- City of Atqasuk dates are **February 26<sup>th</sup>** (discuss letter) and **March 18<sup>th</sup>** (potential official presentation)
- Wainwright Steering Committee
  - Follow with them next week

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ASTAR PEL: Barrow	<ul style="list-style-type: none"><li>● City council meeting on February 29 (PPT deadline is the 15<sup>th</sup>)</li><li>● UIC confirmed meeting on February 28</li><li>● Working with Fannie Suvlu (NVB)</li></ul>
ASTAR PEL: Wainwright	<ul style="list-style-type: none"><li>● <b>Awaiting date suggestions</b></li></ul>
ASTAR PEL: Atqasuk	<ul style="list-style-type: none"><li>● Corresponding w/ Doug on next steps; Next council meetings are Feb. 26 &amp; March 18</li><li>● The NVA president has a family death, their office doesn't have standard hours (will follow up)</li><li>● Atqasuk Corp will wait for the community's response on a date and be flexible to attend</li><li>● <b>Submitted ASTAR summary to Doug leading up to council meeting (26<sup>th</sup>)</b></li></ul>

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ASTAR PEL: Other	<ul style="list-style-type: none"> <li>● VOICE on February 20</li> <li>● Inuvialuit Regional Corporation and ICAS on the 20<sup>th</sup> (afternoon)</li> </ul>
DGGG AKP	<ul style="list-style-type: none"> <li>● <b>AKP trilateral April 4 date confirmed</b></li> <li>● Next steps are catering and notification flyers</li> <li>● Wright Air charter flight from FAI to AKP costs \$6,536 (Caravan carries 9 people/max weight 2300 lbs.)</li> <li>● Regular round trip for one person is \$380 (total for team of 6 would be \$2,280)</li> </ul>

### Action Items

- Continue follow up w/ with the remaining orgs next week:
  - Plan AKP next steps (notifications, catering, etc.)
    - **Work with NSBPA**
  - Prep for ICAS on February 20<sup>th</sup>
  - Check in with NVB (Fannie)
  - Follow up with Wainwright Steering Committee next week on dates
  - Follow up with City of Atqasuk next week
    - Council meeting on **February 26** (Monday)
  - NVA (difficult to due to family death and no office hours)

# ASTAR Weekly Update

Overall Status: **Ongoing**

Project Name: **ASTAR PEL & DGGs AKP**

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02/23/2024

## Confirmed Dates

- City of Atqasuk council meeting on **February 26<sup>th</sup>** via phone @ 7 pm > Scott and Inuuteq in ASRC building
- UIC presentation on **February 28<sup>th</sup>** @ 9 a.m. in Barrow UIC Offices > check in with them next week
- NVB informal meeting on **February 28<sup>th</sup>** @ 11 am in NVB building
- ICAS informal meeting on **February 29** @ 1:30 pm in ICAS building
- City of Utqiagvik presentation on **February 29** @ 5:30 p.m. in Barrow city building > Submitted PPT on the 15<sup>th</sup>
- AKP trilateral and public community meeting on **April 4<sup>th</sup>** > Logistics confirmed; Catering and notifications are next steps

## Tentative Dates

- City of Atqasuk dates are **February 26<sup>th</sup>** (discuss letter) and **March 18<sup>th</sup>** (potential official presentation)
- Wainwright Steering Committee
  - Followed up with them on Thursday (22<sup>nd</sup>)

ASTAR PEL: Barrow	<ul style="list-style-type: none"><li>● City council meeting on February 29 (PPT deadline is the 15<sup>th</sup>)</li><li>● UIC confirmed meeting on February 28</li><li>● Working with Fannie Suvlu (NVB)</li></ul>
ASTAR PEL: Wainwright	<ul style="list-style-type: none"><li>● <b>Awaiting date suggestions</b></li></ul>
ASTAR PEL: Atqasuk	<ul style="list-style-type: none"><li>● Corresponding w/ Doug on next steps; Next council meetings are Feb. 26 &amp; March 18</li><li>● The NVA president has a family death, their office doesn't have standard hours (will follow up)</li><li>● Atqasuk Corp will wait for the community's response on a date and be flexible to attend</li><li>● <b>Submitted ASTAR summary to Doug leading up to council meeting (26<sup>th</sup>)</b></li></ul>
ASTAR PEL: Other	<ul style="list-style-type: none"><li>● VOICE on February 20</li><li>● Inuvialuit Regional Corporation and ICAS on the 20<sup>th</sup> (afternoon)</li></ul>

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DGGS AKP

- **AKP trilateral April 4 date confirmed**
  - Next steps are catering, notification flyers, and maybe translator
  - Wright Air charter flight from FAI to AKP costs \$6,536 (Caravan carries 9 people/max weight 2300 lbs.)
  - Regular round trip for one person is \$380 (total for team of 6 would be \$2,280)
- 

### Action Items

- Continue follow up w/ with the remaining orgs next week:
  - Plan AKP next steps (notifications, catering, etc.)
    - **Work with NSBPA**
  - Meeting w/ NVB to discuss presentation date
  - Follow up with Wainwright Steering Committee next week on dates
  - NVA (difficult to due to family death and no office hours)

# ASTAR Weekly Update

Overall Status: **Ongoing**

Project Name: **ASTAR PEL & DGGG AKP**

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03/01/2024

## Confirmed Dates

- NVB PEL presentation on **March 18<sup>th</sup>** @ 10 am in Embassy Suites (Anchorage)
- ICAS PEL presentation on **March 27<sup>th</sup>** @ ICAS building (Barrow)
  - Attempting to change that to the 28<sup>th</sup>
- Utqiagvik Public Community PEL Meeting **March 28<sup>th</sup>** / 6-8 p.m. / IHLC building
- ASTAR Project presentation to elders / 1:30-2:30 / Elder Center (Barrow)
  - Date and time are TBD due to team waiting on ICAS date confirmation
- AKP trilateral and public community meeting on **April 4<sup>th</sup>** > Logistics confirmed; Catering and notifications are next steps
- Atqasuk trilateral and public community presentation on **April 7<sup>th</sup>** / leadership is 4-5 pm / community is 6-8
- Wainwright planning is TBD (phone tag with OC, specifically Moire)

## Tentative Dates

- N/A

## Action Items

- NVB presentation > Submit PPT to NVB next week (confirm with team first)
- Barrow trip:
  - ICAS > confirm and finalize date
  - Barrow public meeting > begin logistical/meeting tasks once ICAS is confirmed
  - Elder presentation > check with Carolyn on following tasks
- AKP trip:
  - Finalize notification flyers with team
  - Submit flyers to trilateral and KBRW (other networks potentially)
  - Finalize AKP PPT
- Atqasuk trip:
  - Submit facility use form
  - Begin planning with team on charter flight
  - Begin planning tasks
- Wainwright trip > Lock down a date

# ASTAR Weekly Update

Overall Status: **Ongoing**

Project Name: **ASTAR PEL & DGGG AKP**

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03/08/2024

## Confirmed Dates

- NVB PEL presentation on **March 18<sup>th</sup>** @ 10 a.m. / Embassy Suites (Anchorage)
  - Following up next week
- ASRC meeting on **March 18<sup>th</sup>** and **19<sup>th</sup>** @ ASRC building
  - Decide a date/time next week
- ICAS council presentation on **March 28<sup>th</sup>** @ 1:30 pm / ICAS building
- Utqiagvik Public Community PEL Meeting on **March 28<sup>th</sup>** / 6-8 p.m. / IHLC building
- Elders' presentation on **March 29<sup>th</sup>** / 1:30-3:00 p.m. / Elder Senior Center
- AKP trilateral and public community meeting on **April 4<sup>th</sup>** > Logistics confirmed; Catering and notifications are next steps
- Atqasuk trilateral and public community presentation on **April 11<sup>th</sup>** / leadership is 4-5 pm / community is 6-8
  - Working on charter with DOWL and team next week
- Wainwright planning is TBD (phone tag with OC, specifically Moire)
  - City responded and suggested the May 21/22 date; will follow up with any leadership availability during April

## Tentative Dates

- N/A

## Action Items

- NVB presentation > check w/ Fannie Suvlu
- Barrow trip:
  - ICAS > follow up on time (Doreen)
  - Barrow public meeting > begin prepping meeting materials
  - Elder presentation > check with Carolyn on any items
- AKP trip:
  - Finalize AKP PPT
  - Begin prepping meeting materials
- Atqasuk trip:
  - Check w/ team on charter flight
  - Begin prepping meeting materials
- Wainwright trip > Lock down a date/time

# ASTAR Weekly Update

Overall Status: **Ongoing**

Project Name: **ASTAR PEL & DGGG AKP**

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03/14/2024

## Confirmed Dates

- NVB PEL presentation on **March 18<sup>th</sup>** @ 10 a.m. / Embassy Suites (Anchorage)
  - Presentation likely in afternoon (I'll keep the team informed on agenda progress)
- ASRC meeting on **March 19<sup>th</sup>** @ ASRC building
  - Meeting @ 10 a.m. (7<sup>th</sup> floor)
- ICAS council presentation on **March 28<sup>th</sup>** @ 1:30 pm / ICAS building
- Utqiagvik Public Community PEL Meeting on **March 28<sup>th</sup>** / 6-8 p.m. / IHLC building
  - DOWL working on new PPT
- Elders' presentation on **March 29<sup>th</sup>** / 1:30-3:00 p.m. / Elder Senior Center
  - Will check with Carolyn on status as well as the PPT
- AKP trilateral and public community meeting on **April 4<sup>th</sup>**
  - Coordinate catering and plan with Carolyn
- Atqasuk trilateral and public community presentation on **April 11<sup>th</sup>** / leadership is 4-5 pm / community is 6-8
  - DOWL working on charter and new PPT
- Wainwright planning is TBD (phone tag with OC, specifically Moire)
  - City responded and suggested the May 22 date; will follow up with any leadership availability during April

## Tentative Dates

- Wainwright on **May 22<sup>nd</sup>**

## Action Items

- NVB presentation > prep for presentation
- Barrow trip:
  - Barrow public meeting > begin prepping meeting materials
  - Elder presentation > check with Carolyn on any items
- AKP trip:
  - Finalize AKP PPT
  - Begin prepping meeting materials
- Atqasuk trip:
  - Check w/ team on charter flight
  - Begin prepping meeting materials
- Wainwright trip > Lock down a date/time

## **ASTAR Stakeholder Engagement Update (8/2/24)**

### **Advisory Committee**

- Atqasuk
  - Chatted with Atqasuk Corporation and City staff
    - As requested, resent email follow up to all entities
  - Attempted to call Native Village of Atqasuk (left voicemails & more calls)
  - Next city council meeting is August 19
    - Noted I will be flexible to call-in if needed
  
- Utqiagvik
  - UIC staff will check with President Brower and leadership
  - City council had July 25 meeting but no quorum; rescheduled to August 8 and I noted that I will be flexible to call-in if needed
  - NVB responded but not clear on selection
  
- Wainwright
  - OC staff requested I follow up on the second week of August
    - OC board meeting is next week and are busy but will mention our letters
  - Next Wainwright Steering Committee is in mid-September
  - City staff will reach out to their mayor (Cheryl) and office manager (John, who is the NVW President) about my follow up emails
    - Reminder, Cheryl no longer works for NVW and John is on holiday
  
- ASRC
  - David Knutson (Sr. Director of Lands Dept.) will be representative
  - Veronica Jones (Resource Development Manager) as alternate
  
- ICAS
  - Ralph Burke (Transportation Director) will be representative
  - Doreen Leavitt (Director of Natural Resources) as alternate
  
- NSB
  - Uncertain who would be NSB representative and alternate
  - In the past the NSBDWM was mentioned
  - Have NSBPA guide and recommend this selection process

## **ASTAR Stakeholder Engagement Update (8/2/24)**

### **Post-meeting Survey**

- VOICE staff did send out post-meeting survey reminder in their July report but sent it to members individually. The only response directly back to VOICE with acknowledgement was from the City of Atqasuk.
  - VOICE is getting ready to send another report and will remind the membership to participate.
- ASRC Lands Dept. will try to conduct their survey in the coming weeks
- Inuuteq did follow up calls and emails to regional and local leadership about both advisory committee selection request and survey participation.

### **Action Items**

- Continue corresponding with Atqasuk, Utqiagvik, and Wainwright leadership on advisory committee selection process
  - Potentially attend leadership council meetings to explain and/or answer any questions from local leadership
- Check with NSBPA on selection process for NSB representative/alternate
- As advisory committee selection progresses, create a committee contact database

# ASTAR Stakeholder Engagement Update (8/9/24)

## Advisory Committee

- Atqasuk
  - Chatted with Atqasuk Corporation and City staff
    - As requested, resent email follow up to all entities
  - Attempted to call Native Village of Atqasuk (left voicemails & more calls)
  - **Spoke with Mayor Whiteman on 8/6/24; Agreed for us to update the council in their upcoming August 19 meeting @ 7 pm (907-633-9512)**
    - **Introduce/discuss TY letters, survey participation, and AC process**
    - **Chat with PEL team on this topic next week**
  
- Utqiagvik
  - Confirmed w/ UIC on 8/6/24 that UIC, COU, and NVB confirmed reps
    - **Alaina Bankston has been selected as representative**
      - **Alaina is the UIC Interim GM Lands/Real Estate**
      - **The other representative is Fannie Suvlu (ED of NVB)**
      - **Two representatives and no alternates**
  - City council had July 25 meeting but no quorum; rescheduled to August 8 and I noted that I will be flexible to call-in if needed
  
- Wainwright
  - OC staff requested I follow up on the second week of August
    - OC board meeting is first week and are busy but will mention our letters
  - Next Wainwright Steering Committee is in mid-September (16?)
  - City staff will reach out to their mayor (Cheryl) and office manager (John, who is the NVW President) about my follow up emails
    - Reminder, Cheryl no longer works for NVW and John is on holiday
  
- ASRC
  - **David Knutson** (Sr. Director of Lands Dept.) will be representative
  - **Veronica Jones** (Resource Development Manager) as alternate
  
- ICAS
  - **Ralph Burke** (Transportation Director) will be representative
  - **Doreen Leavitt** (Director of Natural Resources) as alternate
  
- NSB
  - **The NSBPA will look into who is interested and appropriate to be an advisory committee representative**

## **ASTAR Stakeholder Engagement Update (8/9/24)**

### **Post-meeting Survey**

- VOICE staff did send out post-meeting survey reminder in their July report but sent it to members individually. The only response directly back to VOICE with acknowledgement was from the City of Atqasuk.
  - VOICE is getting ready to send another report and will remind the membership to participate.
- ASRC Lands Dept. will try to conduct their survey in the coming weeks

### **Action Items**

- Follow up with Wainwright leadership on advisory committee process next week
  - Potentially attend leadership council meetings to explain and/or answer any questions from local leadership
- Check with NSBPA on selection process for NSB representative/alternate
- As advisory committee selection progresses, create a committee contact database
- As Jeff suggested, start drafting ASTAR update letter to PEL communities with next steps

### **Upcoming Events/Opportunities**

- Atqasuk city council meeting on Monday, August 19 (team calling-in)
- VOICE meeting is August 20-21 in Anchorage
- NPR-A Working Group meeting is somewhere in the last week of August
- AK AGOC Conference is August 28-29 in Anchorage
- Inuuteq in Utqiagvik from September 4-5
- Fall whaling is September-October (rough timeline), reminder to team
- Alaska Rural Energy Conference is October 2-4 in Fairbanks
- AFN in Anchorage is October 17-19; AEWG meetings around that timeline too
  - Opportunity to potentially host meetings with local leadership if around
  - Cost-saving opportunities if possible
- Inuuteq in Utqiagvik from Oct. 30-Nov. 1 (tentative)
- Present to AKP trilateral in winter (dates are TBD)
- AK Resources Conference is November 13-14 in Anchorage

## ASTAR Stakeholder Engagement Update (8/16/24)

### Advisory Committee

- Atqasuk
  - **Confirmed to update to City council on 8/19/24**
    - **Introduce/discuss TY letters, survey participation, and AC process**
- Utqiagvik
  - Confirmed w/ UIC on 8/6/24 that UIC, COU, and NVB confirmed reps
    - **Alaina Bankston has been selected as representative**
      - **Alaina is the UIC Interim GM Lands/Real Estate**
      - **The other representative is Fannie Suvlu (ED of NVB)**
      - **Two representatives and no alternates**
- Wainwright
  - **Confirmed to call-in on 9/18/24 to update Steering Committee on next steps**
  - **Discuss TY letter, survey, advisory committee selection, and community meeting dates**
    - **Potentially have an AC rep/alternate selected in that meeting**
- ASRC
  - **David Knutson** (Sr. Director of Lands Dept.) will be representative
  - **Veronica Jones** (Resource Development Manager) as alternate
- ICAS
  - **Ralph Burke** (Transportation Director) will be representative
  - **Doreen Leavitt** (Director of Natural Resources) as alternate
- NSB
  - **The NSBPA will look into who is interested and appropriate to be an advisory committee representative**

## **ASTAR Stakeholder Engagement Update (8/16/24)**

### **Post-meeting Survey**

- VOICE staff did send out post-meeting survey reminder in their July report but sent it to members individually. The only response directly back to VOICE with acknowledgement was from the City of Atqasuk.
  - VOICE is getting ready to send another report and will remind the membership to participate.
- ASRC Lands Dept. will try to conduct their survey in the coming weeks

### **Action Items**

- Follow up with Wainwright leadership on advisory committee process next week
  - Potentially attend leadership council meetings to explain and/or answer any questions from local leadership
- Check with NSBPA on selection process for NSB representative/alternate
- As advisory committee selection progresses, create a committee contact database
- As Jeff suggested, start drafting ASTAR update letter to PEL communities with next steps

### **Upcoming Events/Opportunities**

- Atqasuk city council meeting on Monday, August 19 (team calling-in)
- VOICE meeting is August 20-21 in Anchorage
- NPR-A Working Group meeting is somewhere in the last week of August
- AK AOGC Conference is August 28-29 in Anchorage
- Inuuteq in Utqiagvik from September 4-5
- Fall whaling is September-October (rough timeline), reminder to team
- Alaska Rural Energy Conference is October 2-4 in Fairbanks
- AFN in Anchorage is October 17-19; AEWG meetings around that timeline too
  - Opportunity to potentially host meetings with local leadership if around
  - Cost-saving opportunities if possible
- Inuuteq in Utqiagvik from Oct. 30-Nov. 1 (tentative)
- Present to AKP trilateral in winter (dates are TBD)
- AK Resources Conference is November 13-14 in Anchorage

## **ASTAR Stakeholder Engagement Update (8/30/24)**

### **Advisory Committee**

- Atqasuk
  - **Arthur Bordeaux** (City council member)
  
- Utqiagvik
  - **Alaina Bankston** (UIC Interim GM Lands/Real Estate)
  - **Fannie Suvlu** (NVB Executive Director)
    - Two representatives and no alternates
  
- Wainwright
  - **Confirmed to call-in on 9/18/24 to update Steering Committee on next steps**
  - **Discuss TY letter, advisory committee selection, community meeting next steps/dates, and revised survey**
    - **Potentially have an AC rep/alternate selected in that meeting**
  
- ASRC
  - **David Knutson** (Sr. Director of Lands Dept.) will be representative
  - **Veronica Jones** (Resource Development Manager) as alternate
  
- ICAS
  - **Ralph Burke** (Transportation Director) will be representative
  - **Doreen Leavitt** (Director of Natural Resources) as alternate
  
- NSB
  - **The NSBPA will look into who is interested and appropriate to be an advisory committee representative**
  
- Total
  - X of representatives
  - X of alternates

## **ASTAR Stakeholder Engagement Update (8/30/24)**

### **Post-meeting Survey**

- Survey currently being revised
- Survey has been corresponded in follow-ups to all organizations
- VOICE staff have provided reminders to North Slope leadership orgs
- Will be mentioned in ASTAR general update and PEL newsletter when submitted

### **Action Items**

- Provide update to Wainwright leadership on September 18 (reminder sent to team)
  - A representative and alternate will potentially be selected in the meeting
- Check with NSBPA on selection process for NSB representative/alternate
- An advisory committee contact database has been created (in Teams)
- Began drafting ASTAR general update letter; Will submit to team for input

### **Upcoming Events/Opportunities**

- ✓ Atqasuk city council meeting on Monday, August 19 (team calling-in)
- ✓ VOICE meeting is August 20-21 in Anchorage
- ✓ NPR-A Working Group meeting is somewhere in the last week of August
- ✓ AK AOGC Conference is August 28-29 in Anchorage
- Wainwright Steering Committee update on September 18
- Inuuteq in Utqiagvik from September 4-5 (rescheduled to October sometime)
- Fall whaling is September-October (rough timeline), reminder to team
- Inuuteq in Utqiagvik from September 25-27 (dependent on other projects)
- Alaska Rural Energy Conference is October 2-4 in Fairbanks
- AFN in Anchorage is October 17-19; AEWG meetings around that timeline too
  - Opportunity to potentially host meetings with local leadership if around
  - Cost-saving opportunities if possible
- Inuuteq in Utqiagvik from Oct. 30-Nov. 1 (dependent on other projects)
- Present to AKP trilateral in winter (dates are TBD)
- AK Resources Conference is November 13-14 in Anchorage
- Kivgiq in February

## **ASTAR Stakeholder Engagement Update (9/20/24)**

### **Advisory Committee**

- Atqasuk
  - **Arthur Bordeaux** (City council member)
  
- Utqiagvik
  - **Alaina Bankston** (UIC Interim GM Lands/Real Estate)
  - **Fannie Suvlu** (NVB Executive Director)
    - Two representatives and no alternates
  
- Wainwright
  - **Oliver Peetook** (Chair of OC)
    - **Hugh Patkotak Sr. is his alternate** (President of OC)
  - **Alternate is TBD** (Potentially someone from the city or tribe)
  
- ASRC
  - **David Knutson** (Sr. Director of Lands Dept.) will be representative
  - **Veronica Jones** (Resource Development Manager) as alternate
  
- ICAS
  - **Ralph Burke** (Transportation Director) will be representative
  - **Doreen Leavitt** (Director of Natural Resources) as alternate
  
- NSB
  - **Scott Evans** (Director of Administration Department for NSB)
    - Former Director of Porty Authority Department
  
- Total
  - 7 representatives
  - 3 alternates

## **ASTAR Stakeholder Engagement Update (9/20/24)**

### **Media**

- Draft brochure has been shared to team for review (from Morgan)
- Draft ASTAR general update letter for review (from Inuuteq)

### **Action Items**

- Thank you email to Wainwright Steering Committee
- Update advisory committee contact database

### **Upcoming Events/Opportunities**

- ✓ Atqasuk city council meeting on Monday, August 19 (team calling-in)
- ✓ VOICE meeting is August 20-21 in Anchorage
- ✓ NPR-A Working Group meeting is somewhere in the last week of August
- ✓ AK AOGC Conference is August 28-29 in Anchorage
- ✓ Wainwright Steering Committee update on September 18
- Fall whaling is September-October (rough timeline), reminder to team
- Alaska Rural Energy Conference is October 2-4 in Fairbanks
- AFN in Anchorage is October 17-19; AEWG meetings around that timeline too
  - Opportunity to potentially host meetings with local leadership if around
  - Cost-saving opportunities if possible
- Inuuteq in Utqiagvik from Oct. 30-Nov. 1 (dependent on other projects)
- Present to AKP trilateral in winter (dates are TBD)
- AK Resources Conference is November 13-14 in Anchorage



June 4, 2024

Arctic Slope Regional Corporation



Dear ASRC,

The ASTAR team would like to thank ASRC leadership for having us present to you on February 19. Your input and comments helped us understand regional and community leadership perspectives on the proposed Triangle Community Road PEL study. Our team wants to make sure the regional and community leadership guides the proposed project to provide the most cumulative benefit and best enhance the quality of life for your North Slope region.

Future engagement and meeting announcements will be made around the communities before each meeting to inform the community of our outreach efforts. Our team will make sure to plan for all three communities and their organizations. As those meeting dates are confirmed in the future, we will notify you and other regional organizations (e.g., ICAS, and NSB). For regular updates on our progress, visit us at <https://trianglecommunityroad.com/>.

As mentioned in our presentations, our team has a Triangle Community Road survey available for everyone to submit feedback. The survey helps our team understand the community's perspective on the proposed Triangle Community Road project and will help the ASTAR team develop a purpose and need statement that focuses on community needs and perspectives. The purpose and need will help our team identify project alternatives, share understanding, streamline environmental analysis, guide the evaluation of other options, and assist with project programming and funding. We've attached the survey to this email and the weblink here: <https://www.surveymonkey.com/r/DBZC75Y>. We'd greatly appreciate your participation.

If you have any questions, please don't hesitate to contact me at [REDACTED] or [REDACTED]. Quyanaq for your time and valuable input.



# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# Bureau of Land Management Arctic District Office Meeting Summary

Tuesday, November 12, 2024, 2:00 – 3:45 p.m.

## Study Team Attendees

Brett Nelson	Department of Transportation and Public Facilities
Doug Kolwaite	Department of Transportation and Public Facilities, Statewide Environmental Office
Jeff Bruno	Department of Natural Resources
Kristen Hansen	DOWL
Renee Whitesell	DOWL
Inuuteq Stotts	ASRC Consulting and Environmental Services
Sam Simpson	ASRC Consulting and Environmental Services
Hina Kilioni	North Slope Borough, Port Authority Director
Morgan McCammon	DOWL

## BLM Attendees

Ashley Sabatino	Natural Resource Specialist
Mary Szatkowski	Hydrologist
Jamie Kasak	Community Outreach Specialist Nuiqsut
Franc Damiano	Community Outreach Specialist Utqiagvik
Stephanie Koonz	Acting Arctic District Manager
Mathew Vergar	Soil Scientist
Joe Keeney	Archaeologist
	Physical Scientist
	Fish Biologist
Beth Miguel	Anthropologist
Melody Debenham	Physical Scientist

## Introduction

The Alaska Department of Public Facilities (DOT&PF), Alaska Department of Natural Resources (DNR), and the North Slope Borough (NSB) met with the Bureau of Land Management (BLM) Arctic District Office for the Arctic Strategic Transportation and Resources (ASTAR) Planning and Environmental Linkages (PEL) Study on Tuesday, November 12, 2024, at the BLM Arctic District Office in Fairbanks, Alaska.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

### Summary of Presentation

Jeff Bruno, DNR, thanked BLM for meeting with the PEL team and introduced the ASTAR regional project.

Inuuteq Stotts, ACES Stakeholder Engagement, describing the ASTAR project background, partnership, and purpose. The primary goal described as the aim to prioritize community needs and identify infrastructure opportunities offering the most cumulative benefits. The ASTAR benefit criteria include:

- Supports community connectivity
- Preserves or enhances subsistence traditions
- Lower costs of goods and services
- Improves health and safety conditions
- Improves access to education opportunities
- Enhances workforce development

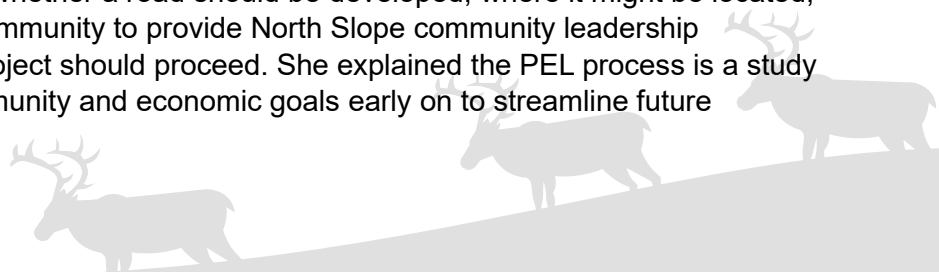
These identified benefits were guided by community engagement and collaboration over the course of several years and from NSB, regional, and community comprehensive plans. These criteria are used to rate infrastructure projects identified through community engagement to determine the projects benefiting the most people and communities. Community impacts will be identified through other processes, such as the National Environmental Policy Act (NEPA), needed to advance projects.

Inuuteq shared an overview of community involvement to date and planned community involvement. Jeff added sometimes community priorities change depending on input from other community members, so the process is iterative to determine broad, consistent priorities.

Jeff shared an overview on the studies and analyses completed and planned. Some studies will need updates due to the time since completion. One study of particular importance to the PEL study is the All-Seasons Route Analysis using geographic information system (GIS) technology conducted with desktop and real field data. Jeff detailed the field studies completed or underway, including gravel, erosion and coastal hazard mapping, lake studies, riprap surveys, workforce development, transportation, and others. These studies will support the PEL study moves as it moves through the planning process and are available on the PEL website [TriangleCommunityRoad.com](https://TriangleCommunityRoad.com) and on the NSB and NSSI websites.

Jeff shared the former NSB mayor requested DOT&PF conduct a PEL study for the Triangle Community Road and introduced Renee Whitesell, DOWL, with the Triangle Community Road PEL study team to discuss the PEL study.

Renee described the studies set the foundation for the PEL process, narrowing the desired road connection between the communities of Utqiagvik, Atqasuk, and Wainwright. The goal of the PEL study to determine community consensus on whether a road should be developed, where it might be located, and what features are desired by the community to provide North Slope community leadership information to decide whether a road project should proceed. She explained the PEL process is a study connecting long-range planning to community and economic goals early on to streamline future





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

environmental processes. She introduced Kristen Hanson, DOWL, to share elements of the PEL process.

Kristen began by describing the need to determine the purpose and need of a project. Some emerging themes came from early community meetings and prior work conducted by the broader ASTAR project:

- Connection: Access and connection between communities
- Economic Prosperity: Lower cost of goods, services, utilities, improved access to jobs
- Protection of Subsistence Traditions
- Medical Access: Improve access to medical facilities, emergency responses
- Education Access: Improve access to and between education facilities

Once a purpose and need statement is developed, alternatives can be screened.

Kristen described how this PEL study was unique because a route analysis has been done using desktop studies with the GIS tool. All of this is pre-engineering, which will be conducted during a later process. The PEL study team will review these with the communities to get additional feedback on the different route alignments. She shared the PEL study team would be developing screening criteria with the communities to evaluate the alternatives and streamline a future NEPA process by carrying forward the purpose and need and alternative screening analysis.

Kristen discussed the formation of an advisory committee, with members from each of the three communities. The first meeting will be held December 2, 2024, to talk about the purpose and need statement, alternative routes, screening criteria, and gathering information about existing conditions and traditional knowledge.

Kristen shared the PEL study schedule and what happens after the PEL study is completed. Following the PEL study, North Slope leadership would determine if the communities wanted to move forward. At that point, if they determine to move forward, funding will need to be secured, preliminary engineering and NEPA, engineering design, and right-of-way acquisitions would be needed before construction could begin. All of this would take several years.

After reiterating the studies completed to date, Kristen discussed data gaps identified:

- Additional geotechnical programs
- Hydrology and stream crossing surveys
- Wetlands field survey and mapping / functional and values assessment
- Cultural resources reconnaissance
- Bird and fish studies
- LiDAR for Atqasuk to Wainwright Corridor
- Identification of funding opportunities and construction phasing options
- Additional community and stakeholder feedback

Kristen reviewed the BLM Integrated Activity Plan (IAP) list based on 2022 discussions:

### Hydrologic, Aquatic, and Fish Surveys

- B-2 Required Operating Procedure – Water Withdrawal





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

- E-14 Required Operating Procedure – Stream Crossings
- C-4 Required Operating Procedure – Travel on Streambeds

### Bird Surveys

- E-11 Required Operating Procedure – Bird Studies
  - Spectacled eiders
  - Stellar's eiders
  - Spectacled and Stellar's eiders nest surveys
  - Yellow-billed loons

### Cultural and Paleontological Surveys

- E-13 Required Operating Procedure

### GIS Shapefiles

- E-19 Required Operating Procedure

### Vegetation Surveys

- E-12 Required Operating Procedure – Ecological Land Classification Map
- M-3 Required Operating Procedure – BLM Sensitive Plant Species

Kristen then asked for guidance from the BLM on what Required Operating Procedures (ROPs) might apply to this project. She asked for guidance if there are any community project exemptions or waivers that might apply as this would be a project benefitting the communities rather than oil and gas development. She also asked if anything was missing from this list.

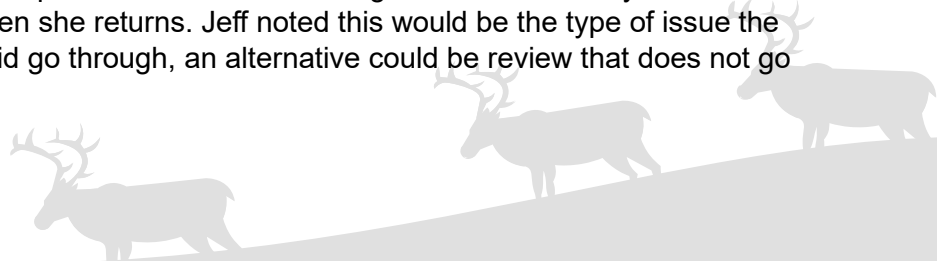
Stephanie Koonz, BLM appreciated this discussion topic but noted definitive answers might not be available at this meeting. The BLM team would need to do the appropriate cross referencing. Jeff agreed and added the PEL study team would also like to know the shelf life of these studies to make sure data collected during the PEL study would be of lasting value during the NEPA phase.

Kristen suggested Stream Crossings, Travel on Streambeds, and Nesting Surveys would likely be determined as a potential project gets closer to construction. She asked for the group's opinion. She asked what studies should be done at the NEPA stage versus closer to construction.

Kristen invited open discussion.

## Question and Comment Summary

A BLM participant asked if the PEL team has thought about the Barrow Triangle. Jeff responded the PEL study team would work to avoid it and with timing windows. He did not believe the route for the Triangle Community Road crosses it and extends to the north and/or west. Jeff will check the route to confirm and work to avoid the area. Inuuteq noted the BLM bird biologist was out that day and would be able to speak accurately to this topic when she returns. Jeff noted this would be the type of issue the PEL process would benefit if the route did go through, an alternative could be review that does not go through.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

A BLM participant responded to an earlier comment from the PEL study team regarding the timing of studies. He shared the BLM would need to know where the alignment would go before the studies could occur. For example, a cultural study would need to know the alignment because a buffer on either side of the route would need to be cleared. If the routing were to change, the study would also need to change the analysis. The BLM cannot clear entire areas of where a route could go rather where the alignment is proposed. Jeff noted the PEL study team has alternatives identified and has started doing some field studies.

A BLM participant noted the challenge of constructing a gravel road on the North Slope is the wetlands, which become more saturated moving west towards Wainwright. The area very saturated with shallow impermeable permafrost. The bigger, more energetic kinetic streams are what is moving the gravel needed for constructing a gravel road. Getting a gravel source close to the road alignment will be challenging. Jeff responded the PEL study team is aware of the challenges, and one of the outcomes will be sharing cost estimates, because some North Slope gravel roads are constructed by barging the entire gravel needs up. This is a very costly option. There has been a discovery of a crushable rock source in NPR-A between Utqiagvik and Wainwright. Preliminary test results appeared to show the rock source would be good, now the test would be if it is enough.

A BLM participant asked, when working with stakeholders, will the PEL study team have discussions about mapping important subsistence resources, particularly with Atqasuk because there is a data gap there. She noted a 12-month study of subsistence resources in Wainwright funded by BLM. Kristen asked if the data from the Wainwright subsistence study would be made available to the PEL study team. The BLM participant responded it should, and the report should come out in summer 2025.

Jeff commented many communities are concerned about how projects would impact importance resources. The ASTAR project focuses on enhancing communities, as noted in the benefit criteria. For example, a community noting the need for a trail is a specific area or subsistence pull offs to enhance subsistence resource gathering rather than about avoiding an area. For the Triangle Community Road, conversations have centered around both ideas: how the project would impact subsistence and how the project could improve subsistence.

A BLM participant noted they also see a split in communities where some members do not want anything to go near the subsistence where other see an opportunity to access the subsistence. She also commented this could be a similar situation with native allotments.

Inuuteq added more conversations center around health, safety, and access. The second round of community meetings planned with continue with Inupiat Community of the Arctic Slope (ICAS), the regional federal tribal entity, who have a database of native allotments. Jeff added the PEL study team meets with community leadership before a public meeting on the same day and the conversations are very different. The PEL study team must find a balance.

Kristen asked what criteria would the BLM recommended PEL study team consider. She noted obvious criteria like nesting sites, cultural resources, and high value wetlands. A BLM participant suggested having early conversations with the Alaska State Historic Preservation Office (SHPO) and building predictive models to narrow spot specific field testing.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

A BLM participant commented when BLM works with tribes and municipal governments, they tend to not hear back. He suggested working together as a group to encourage participation. Jeff shared a lot of the lack of interested is project fatigue, with too many requests. The ASTAR project has found having Inuuteq be the consistent presence helpful getting response.

A BLM participant reminded the PEL study team the BLM does not permit jurisdictional wetland, which are under the purview of the United States Army Corps of Engineers (USACE) and suggested early outreach to them. He added nearly everything on the North Slope is wetlands but not necessarily high value wetlands, so they may prefer to avoid routing through uplands because it is the rarer habitat type. Jeff noted the ASTAR team had met with the USACE a couple of years ago, and it could be beneficial to meet with them again.

A BLM participant commented on the ROPs in the presentation. United States Fish and Wildlife Service (USFWS) had new operating procedures to outline the volume of water rights that can be delivered from a water body, fishy surveys at individual lakes close to the alignment, telemetry surveys using fish finder and sonar to about eight transects at one-foot intervals, and DNR permits the temporary water use authorization. Stream crossing on BLM lands require three years of both hydrologic data and fish survey data. BLM has recommendation for culvert design, preferring bridges over culverts for fish passage requirements. Travel on stream beds is only applicable to construction of a snow road to prevent additional freeze down. Fish data would ideally be collected within five years of the start of the EIS. She suggested coordinating with BLM, DNR, and USFWS together because their permits are reviewed and discussed.

Kristen asked about bird survey timing. A BLM participant commented a bird biologist could use a map with spatial and timing considerations and conduct nest surveys.

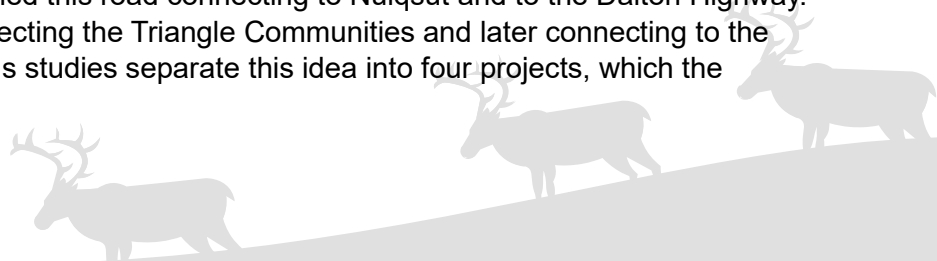
A BLM participant commented about a catastrophic lake drainage in the Fish Creek watershed, noting researchers were about to capture that, the flood magnitude, and various other parameters to develop a GIS spatial layer to extrapolate the information across the North Slope at risk of draining suddenly. That layer also generated a flood magnitude estimate for each of the lakes, which would be important for any infrastructure. She offered to provide this layer to the PEL study team.

Jeff made an offer to continue meeting with BLM moving forward.

A BLM participant suggested considering who would maintain the road and where would maintenance materials come from.

Kristen shared recommended routes from the previous study are available on the project website. These are not being shared in public presentations because the PEL study team is trying to give a fresh perspective open to other alignments. The communities are looking seem to prefer the route closest to the coast. Jeff expanded connecting Utqiagvik to Atqasuk would likely be different from a route including a connection to Wainwright, which is an example of cumulative benefit.

A BLM participant commented he imagined this road connecting to Nuiqsut and to the Dalton Highway. He asked if this project envisioned connecting the Triangle Communities and later connecting to the road system. Jeff responded the previous studies separate this idea into four projects, which the





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

communities supported the Triangle Community Road based on community benefit and support, especially for those not wanting to be connected to the road system.

A BLM participant asked how frequently the PEL study team would want to meet. Renee shared there are two more rounds of community meetings and an advisory committee. Inuuteq shared the composition of the advisory committee. Renee shared the meetings schedule. Jeff shared he would like to think of the BLM being a cooperating agency in the PEL study but not as frequently and more flexible. Kristen asked when the BLM would like to meet with the PEL study team again. A BLM participant responded early and often, and through email and Teams in addition to meetings. Jeff suggested two to four times per year. A BLM participant suggested meeting several times for shorter lengths rather than one weeklong meeting.

The meeting concluded with Jeff and Kristen thanking the BLM for meeting with the PEL study team, and the BLM thanking the PEL study team for early outreach.





# Inupiat Community of the Arctic Slope (ICAS) Update Meeting

Thursday, February 29, 2024, 1:30 p.m.

ICAS Building, Utqiagvik, Alaska

## Attendees

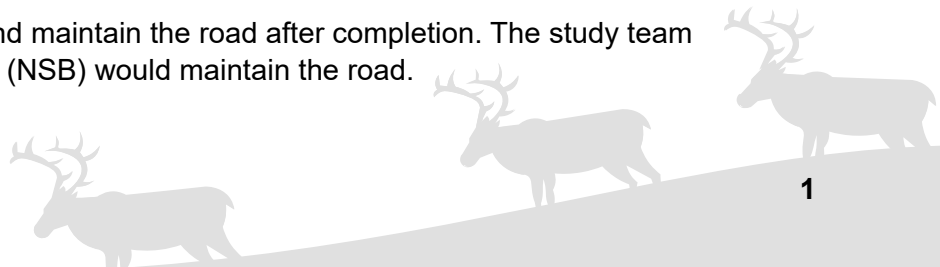
Morrie Lemen	ICAS
Doreen Leavitt	ICAS
Lars Nelson	ICAS
Scott Evans, Port Authority Director	NSB
Hina Kilioni, Port Authority Director	NSB
Carolyn Thompson	NSB
Inuuteq Stotts, Project Communications Lead	ACES
Kristen Hansen, Project Manager	DOWL
Theresa Dutchuk, Environmental Lead	DOWL

## Introduction

The Alaska Department of Public Facilities (DOT&PF), Alaska Department of Natural Resources (DNR), and the North Slope Borough (NSB) hosted an update meeting for the Arctic Strategic Transportation and Resources (ASTAR) Planning and Environmental Linkages (PEL) Study with the Inupiat Community of The Arctic Slope (ICAS) Council on Thursday, February 29, 2024, at the ICAS Building in Utqiagvik, Alaska. The intent of the meeting was to find a time to present to ICAS. The study team decided on March 28, 2024.

## Meeting Summary

One participant asked who would own and maintain the road after completion. The study team responded that the North Slope Borough (NSB) would maintain the road.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# MEETING SUMMARY

One participant noted that there is potentially good riprap at Cape Lisburne, and potentially good riprap and gravel at Anaktuvuk Pass and Point Lay.

The study team commented that they would be using all communities' gravel evenly, so that each community may benefit, as well as making sure that one community's source isn't completely depleted to meet other project needs.

Participants commented on gravel sources being an economic driver for communities, as they provide jobs and revenue from sales, and added that local gravel would be cheaper than outsourcing gravel to build the road.

One participant commented on the importance of considering fiber placement or utilities, either electric or liquified natural gas (LNG), in the road corridor for broadband and energy connectivity. They added that communities are trying to bring their carbon footprint down by moving away from diesel.

Participants discussed whether to connect communities to LNG from Utqiagvik, where communities have a processing plant, or whether to make the LNG plant in Utqiagvik larger to deliver electricity to other communities.

Participants discussed Tribal owned right-of-way (ROW), primarily as it relates to a connection to the Dalton Highway. Tribally owned roads facilitate access to Federal money through the Tribal Transportation Program. Additionally, tribally owned ROW would allow for decisions about access to be made under Tribal Sovereignty, allowing for check points or access limitations – primarily as it relates to a connection to the Dalton Highway. Participants recommend a permitting system, check point, or providing strong enforcement along a road connection to the Dalton Highway.

One participant commented on teamwork mentality and ICAS participating in federal permitting.

One participant commented on the number of studies that have been completed over the years where nothing has been done with the data, stating that the area has been “studied to death.” They noted that there is a large amount of existing data that could be used for the ASTAR Community Roads Project, but the studies are not housed in one repository. The studies may be hard to find because they are in different locations.

One participant commented about their fear of increased use by hunters with a future road connection to the Dalton Highway.





June 4, 2024

Inupiat Community of the Arctic Slope



Dear Council Members,

The ASTAR team would like to thank ICAS leadership for having us present to you on February 28. Your input and comments helped us understand regional and community leadership perspectives on the proposed Triangle Community Road PEL study. Our team wants to make sure the regional and community leadership guides the proposed project to provide the most cumulative benefit and best enhance the quality of life for your North Slope region.

Future engagement and meeting announcements will be made around the communities before each meeting to inform the community of our outreach efforts. Our team will make sure to plan for all three communities and their organizations. As those meeting dates are confirmed in the future, we will notify you and other regional organizations (e.g., ASRC, and NSB). For regular updates on our progress, visit us at <https://trianglecommunityroad.com/>.

As mentioned in our presentations, our team has a Triangle Community Road survey available for everyone to submit feedback. The survey helps our team understand the community’s perspective on the proposed Triangle Community Road project and will help the ASTAR team develop a purpose and need statement that focuses on community needs and perspectives. The purpose and need will help our team identify project alternatives, share understanding, streamline environmental analysis, guide the evaluation of other options, and assist with project programming and funding. We’ve attached the survey to this email and the weblink here: <https://www.surveymonkey.com/r/DBZC75Y>. We’d greatly appreciate your participation.

If you have any questions, please don’t hesitate to contact me at [redacted] or [redacted]. Quyanaq for your time and valuable input.



# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# Inupiat Community of the Arctic Slope Presentation Summary

Thursday, March 28, 2024, 1:30 p.m. – 2:30 p.m.

## Attendees

Brett Nelson	Department of Transportation and Public Facilities
Jeff Bruno	Department of Natural Resources
Theresa Dutchuk	DOWL
Kristen Hansen	DOWL
Renee Whitesell	DOWL
Inuuteq Stotts	ASRC Consulting & Environmental Services
George Edwardson	Inupiat Community of the Arctic Slope, President
Nicole Wojciechowski	Inupiat Community of the Arctic Slope
Doreen Leavitt	Inupiat Community of the Arctic Slope
Megan Edwardson	Inupiat Community of the Arctic Slope
Robert Omnik	Inupiat Community of the Arctic Slope
Arnold Brower, Jr.	Inupiat Community of the Arctic Slope
Carla Sims	Inupiat Community of the Arctic Slope
Hina Kilioni	North Slope Borough, Port Authority

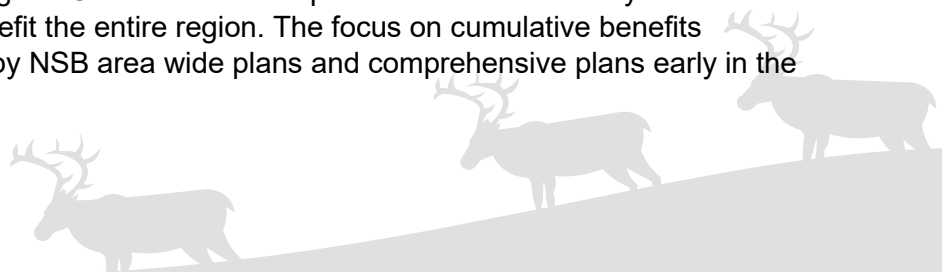
## Introduction

The Alaska Department of Public Facilities (DOT&PF), Alaska Department of Natural Resources (DNR), and the North Slope Borough (NSB) hosted the second community meeting for the Arctic Strategic Transportation and Resources (ASTAR) Triangle Community Road Planning and Environmental Linkages (PEL) Study on Thursday, March 28, 2024, at the Inupiat Community of the Arctic Slope (ICAS) Building in Utqiaġvik, Alaska.

## Summary of Presentation

Hina Kilioni, NSB, provided an introduction of the project and introduced the collaborative partners. Inuuteq Stotts, ASRC Consulting & Environmental Services (ACES), shared an overview of the ASTAR initiative.

Inuuteq described the purpose of the project and how the goals were created through collaborate efforts with leadership throughout the region. Goals were developed based on community and infrastructure needs to cumulatively benefit the entire region. The focus on cumulative benefits identifies infrastructure projects guided by NSB area wide plans and comprehensive plans early in the process.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

The ASTAR benefit criteria includes:

- Supports community connectivity
- Preserves or enhances subsistence traditions
- Lower costs of goods and services
- Improves health and safety conditions
- Improves access to education opportunities
- Enhances workforce development.

These goals were built upon previous community leaders workshops rating infrastructure and community projects. These identified benefits were guided through repeated community engagement and collaboration, seven years of community meetings, and approved by NSB. In addition to community engagement, numerous studies have been completed, including a transportation study, workforce development study, and route analysis studies, which are all available within the NSB and North Slope Science Initiative (NSSI) website. Other studies include gravel surveys, coastal hazard mapping on erosion and flooding, lake studies, stream gauging, and riprap surveys.

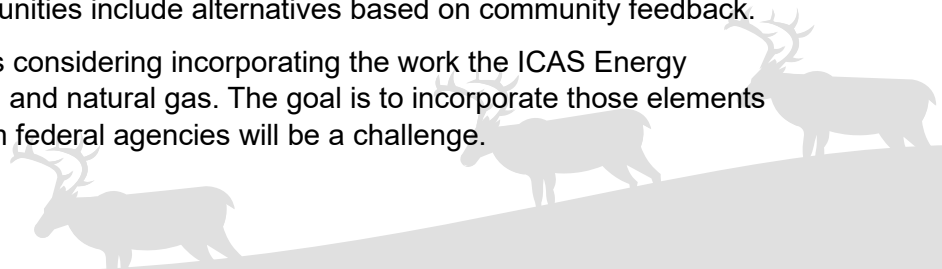
Kristen Hansen introduced DOWL's involvement in the project, highlighting experience on transportation-based studies. Kristen explained the scoring mechanism used in narrowing potential alignments to analyze, and Triangle Community Road project scored the highest. Possible alignments were analyzed through geotechnical and desktop reviews. Kristen showed the previously identified corridors and other preliminary alignments. The PEL study team evaluate these alignments along with others identified during the PEL study process, building upon other factors. This is a collaborative FHWA process combining economic, environmental, and planning. DOT&PF and DNR determined the PEL process would be a good fit as it incorporates planning and stakeholder feedback early to support an information and consensus-built decision on how to proceed. This is a federally funded process with DOT&PF, DNR, and NSB being the lead agencies. Other collaborators will be brought in through Advisory Committees, village corporations, ICAS, cities, and others. Kristen discussed the schedule and study milestones. Currently, the study is seeking input on the purpose and need and screening criteria for alternatives. The final PEL study will be completed in early 2026. The first public meeting on March 28, 2024, will focus on developing objectives apart of the Purpose and Need.

### Question and Comments Summary

A participant asked if the University of Alaska Anchorage (UAA) was able to locate a gravel source adequate for constructing roads during their survey. The study team shared no adequate gravel source was found in that survey. Crushed rock may be an alternative if a gravel source is not identified.

A question was asked about the width of the right-of-way (ROW) needed. Jeff Bruno, DNR, responded ROW needed is flexible, and the study team is interested in feedback as the ICAS Energy Department proposed utility corridors along the ROW, which could advance with road construction. Jeff added the study team would work within the communities include alternatives based on community feedback.

A question was asked if the PEL study is considering incorporating the work the ICAS Energy Department is conducting on broadband and natural gas. The goal is to incorporate those elements within the next phase but permitting from federal agencies will be a challenge.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

A participant commented about being excited about the PEL study and the opportunities it could bring.

A comment was made about rare minerals, which belong to the village corporations. A potential road should be routed through the land selections ICAS owns. Considering climate change impacts, villages should consider 250 feet of new water levels as an impact of climate change. A project goal should be to find resources benefiting communities and work with village corporations as they want to be invited instead of forced upon. Jeff noted the study team wants to work with the village corporations to be invited onto lands rather than going uninvited. This message will be clearly communicated as village corporations have been supportive.

A comment was made about drilling, finding natural gas and rare minerals between Atqasuk and Wainwright within the National Petroleum Reserve Alaska (NPR-A).

A request was made to make sure minerals owned by village corporations are accessible via the roads.

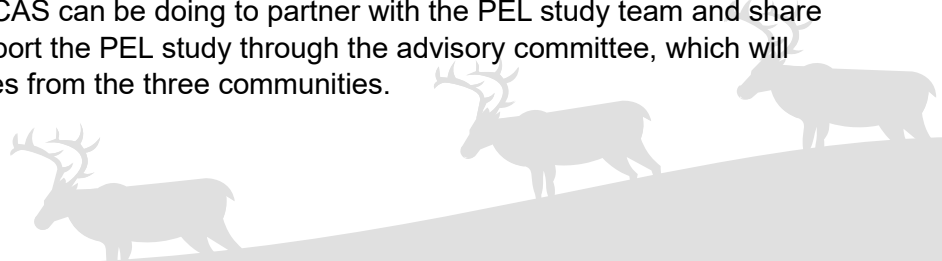
A participant asked about the projected timeline to construct a road in the best-case scenario. Kristen shared the PEL process typically takes one to two years followed by community leadership deciding if a road project should proceed from the PEL study. A NEPA process takes approximately two years, followed by design, permitting, and ROW. This will likely take six or more years.

A participant asked if a potential future road project would be expected to receive negative comments during the NEPA process, primarily from environmental non-governmental organizations (E-NGOs) or activists. Kristen responded, inevitably yes as those organizations typically focus on the NPR-A, North Slope, and climate change. However, this is a community-driven road connection project so it may have a different focus as it is different than an oil and gas project, such as Willow. ICAS added the biggest argument against a new road is crossings are difficult for animals; however, animals are seen on both sides of roads.

A question was raised on how the road would be policed, as it creates an avenue for drugs and alcohol to enter communities. Jeff responded at this time the study team is working to identify the goals. The study team needs to make sure the federal funding is available to support road construction. The study team will stay flexible on the best way to police the roads but understand the need to include discussions in the PEL study. A participant suggested including the Health Department in this planning effort.

A question was asked about NEPA process: the entire project or segment by segment. Kristen responded NEPA regulations require review of the entire project, including any projects considered connected actions. It would be evaluated in one NEPA document and likely constructed in phases. The PEL study will have an Advisory Committee with representatives from each community, at regional level where ICAS will fit in. The PEL study will be coming back in three rounds to get comments and suggestions.

A participant asked if there is anything ICAS can be doing to partner with the PEL study team and share input. Inuuteq responded ICAS can support the PEL study through the advisory committee, which will have community selected representatives from the three communities.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

A question was asked about negative feedback received by the PEL study team. The study team commented on concerns around subsistence and illegal substances (including drugs and alcohol) entering communities, but most comments have been supportive.

Inuuteq noted next steps include the public community meetings in Utqiagvik on March 28, 2024, and in Atqasuk on April 11, 2024. The study team is working with Wainwright to schedule a meeting, tentatively on May 22, 2024. A participant suggested posing questions to communities, which would be more helpful than asking people what they think. The study team should consider having law enforcement and health department representatives participate to mitigate concerns about alcohol and drugs entering communities. Health departments can provide input on how to reduce impacts to animals and subsistence.

A participant asked about the planned presentation at the elders meeting on March 29, 2024. Inuuteq noted the study team would share the same presentation and update, with an interpreter to be consistent with other trilateral meetings.

A participant asked about NSB Port Authority locations and how multimodal opportunities would be considered. The PEL study provides an opportunity think holistically about connecting communities in a multimodal way to support community needs. The PEL study should consider involving the Alaska Marine Highway System (AMHS) given potential climate change impacts.

A participant thanked the study team for presenting to the Council as it is an important multi-jurisdictional issue, including for securing ROW from many landowners.

A participant suggested reviewing locations of the mineral deposits as part of determining locations for alternatives. The study team is considering the potential to enable other projects.

A question was asked if the road would be maintained by NSB or DOT&PF. Jeff responded it is too early in the process to provide an answer. Ownership has maintenance cost implications. A multi-jurisdictional road is best answered as a group including leadership of those agencies who will lead and take control to provide the best benefit, determining roles, support, processes, and other factors.

A participant commented on the importance of gravel quality as materials sold from Barrow to Nuiqsut were poor. Consideration should be given on how this road would be constructed given the lack of gravel material available in the area and the high costs. Hina noted gravel surveys are occurring when opportunities are available through other funded projects.

The study team thanked the Council for the opportunity to share information about the PEL study and listen to Council comments and questions.





# Utqiaġvik ICAS Meeting

Thursday, January 9, 2025

Utqiaġvik, Alaska

## Study Team Attendees

Brett Nelson	Department of Transportation and Public Facilities
Sarai Gomez	Department of Transportation and Public Facilities
Jeff Bruno	Department of Natural Resources
David Hines	North Slope Borough, Port Authority
Kristen Hansen	DOWL
Morgan McCammon	DOWL
Inuuteq Stotts	ASRC Consulting and Environmental Services
Morrie Lemen	Inupiat Community of the Arctic Slope
Doreen Leavitt	Inupiat Community of the Arctic Slope
Mark Roseberry	Inupiat Community of the Arctic Slope
Lars Nelson	Inupiat Community of the Arctic Slope

## Introduction

The Alaska Department of Public Facilities (DOT&PF), Alaska Department of Natural Resources (DNR), and the North Slope Borough (NSB) presented on the Arctic Strategic Transportation and Resources (ASTAR) Triangle Community Road Planning and Environmental Linkages (PEL) Study to the Inupiat Community of the Arctic Slope (ICAS) at their offices.

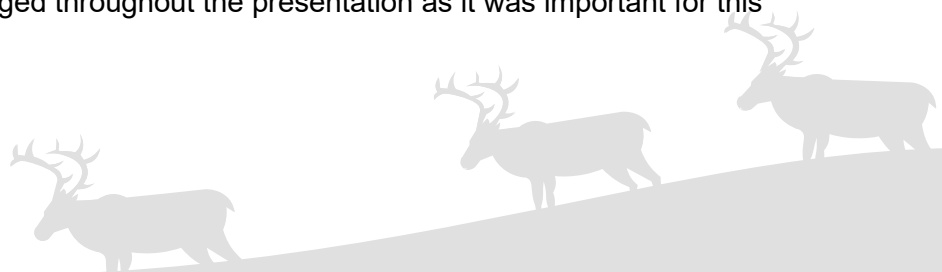
## Summary of Presentation

An abbreviated presentation was given regarding the following topics:

- Project Overview
- PEL Study Schedule
- Planning and Environmental Linkages Process Overview
- Purpose and Need
- Preliminary Alternatives
- Evaluating Alternatives
- Next Steps

## Question and Comments Summary

Questions and comments were encouraged throughout the presentation as it was important for this meeting to be a dialog.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# MEETING SUMMARY

Suggestion to submit an abstract to Arctic Encounter Symposium, which is occurring in Anchorage, AK April 2-4, 2025. This international forum may be important to understand how roads are developed in the eastern Arctic.

Consider a workshop with students and/or youth to receive feedback from future leaders.

Question about attendance levels at community meetings.

- Community meetings in Utqiagvik have shown low attendance, with approximately 10 people attending the community meetings. The project team went to the Senior Center following the first community meeting and attendance was much higher, with 30-40 people participating.
- Morrie offered to help with notices for the next round of community meetings.

Questions about gravel sources, locations, and potential impacts of removing gravel on coastal erosion.

- Successful sources for the roadway include rock with qualities to be crushed into gravel located near the coast and one near Atqasuk. This means these sources would be rock quarries which would need to be reclaimed or developed as fish habitat. Additional delineation studies are needed in summer 2025.

Suggestion to develop gravel from two or more sources, using various materials for different roadway layers as appropriate.

Suggestion to construct a pipeline to transport gravel in a slurry from the Brooks Range, which has good gravel sources.

Suggestion to include a GIS layer with the Community Winter Access Trail (CWAT).

Suggestion to gather input from communities to name a potential future road.

Suggestion to consult with the Tribal Transportation Department. By getting the proposed routes into their system, they will be eligible for funding to connect communities, transportation planning, maintenance and equipment, construction, and bridges.

- The study team is developing a funding opportunity matrix that will describe maintenance responsibilities, access limitations and requirements, and other applicable factors to provide information to decision makers. Tribal Transportation funding will be included as a funding source; however, roadway constructed with this funding must be made public.

Suggestion to consider Department of Defense grant funding.

Comment on the challenges in hiring experienced workforce. Suggestion to provide workers with on-the-job training and experience for construction. ICAS is working to create workforce development centers in North Slope communities.

Comment on the importance of this road including a utility corridor.

During a recent US Army Corps of Engineers erosion study, they determined the economic impact was not substantial enough, so this project may also be considered not enough economic impact.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# MEETING SUMMARY

Draft Purpose and Need suggestions:

- Consider combining the second and third bullets of the Purpose.
- Consider adding education access and subsistence to the purpose to align with the Needs.
- Remove “potentially” from the third bullet of the Purpose.
- Remove “some” from the fifth bullet of the Needs.

## Action Items

### *Study Team*

- Coordinate a possible student/youth workshop with Mark Rosebury.
- Coordinate with search and rescue groups to get input on alternatives.

### *Trilateral*

- Share additional comments with the study team.
- Send letter of support, if ICAS supports the project.
- Share community meeting information with membership for the next round of community meetings.



# ASTAR - Arctic Strategic Transportation and Resources

Triangle Community Road  
Planning & Environmental Linkages (PEL) Study  
*February 2024*



# AGENDA

- Welcome and Introductions
- Project Background – ASTAR Program
- PEL Process
- Project Schedule
- Project Area and Existing Conditions
- Purpose and Need Statement
- Next Steps



# TRIANGLE COMMUNITY ROAD PEL STUDY

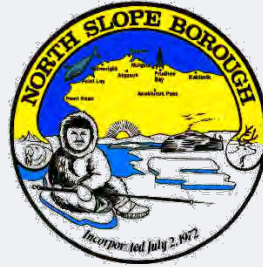
## PROJECT TEAM



### State of Alaska

**Jeff Bruno, ADNR**  
Program Manager

**Brett Nelson, DOT&PF**  
Planning Chief



### North Slope Borough Port Authority

**Scott Evans**  
Director

**Hina Kiloni**  
Deputy Director

**Carolyn Thompson**  
Program Manager



### Contractors

**Kristen Hansen**  
Project Manager

**Renee Whitesell**  
PEL Lead

**Theresa Dutchuk**  
PEL Environmental Lead

**Inuuteq Stotts**  
Stakeholder Outreach Lead

# ARCTIC STRATEGIC TRANSPORTATION AND RESOURCES



**ASTAR** is a partnership between the State of Alaska Department of Natural Resources (DNR), Alaska Department of Transportation and Public Facilities (DOT&PF), and the North Slope Borough (NSB).

**Mission and Purpose:** Identify, evaluate, and advance opportunities to enhance the quality of life and economic opportunities in NSB communities through infrastructure development.

**Goal:** Prioritize community needs and identify infrastructure opportunities that offer the most cumulative benefit and best enhance the quality of life for the region.

# ASTAR CUMULATIVE BENEFITS

- Collaboration between ASTAR and North Slope communities and stakeholders
- Identifying infrastructure projects and services that offer the greatest cumulative benefits for the region

# ASTAR CUMULATIVE BENEFITS

## **ASTAR benefit criteria (selected by the NSB and North Slope Communities):**

- Supports community connectivity
- Preserves or enhances subsistence traditions
- Lowers costs of goods and services
- Improves health and safety conditions
- Improves access to education opportunities
- Enhances workforce development



# ASTAR STAKEHOLDER ENGAGEMENT

- 7 years of community meetings/workshops
- Presentations to NSB Assembly
- Presentations to the NSB Planning Commission
- Regular scheduled meeting with NSB Port Authority
- Many other presentations to communities/stakeholders



# ASTAR REPORTS

- Transportation Study
- Workforce Development Study
- All Season Community Route Analysis
  - Utqiagvik, Atqasuk, Wainwright
  - Atqasuk to Willow
  - Colville River crossing



## Transportation Study Arctic Strategic Transportation and Resources Project North Slope, Alaska

July 2019

Prepared for:

Office of Project Management and Permitting  
Alaska Department of Natural Resources  
Jeff Bruno, Project Lead  
550 West 7<sup>th</sup> Avenue, Suite 1430  
Anchorage, Alaska 99501

Prepared by:



3900 C Street, Suite 700  
Anchorage, Alaska 99503



## Workforce Development Plan Arctic Strategic Transportation and Resources Project North Slope, Alaska

December 2019

Prepared for:

Office of Project Management and Permitting  
Alaska Department of Natural Resources  
Jeff Bruno, Project Lead  
550 West 7<sup>th</sup> Avenue, Suite 1430  
Anchorage, Alaska 99501

Prepared by:



800 E Dimond Blvd Suite 3-300  
Anchorage, Alaska 99515

# ASTAR FIELD STUDIES CONDUCTED

- Gravel surveys
  - Eastern NPR-A, Atqasuk, Utqiagvik, Wainwright, Point Lay
- ASTAR Coastal Hazard Mapping (erosion and flooding)
  - Wainwright, Utqiagvik, Point Lay
- NPR-A lake studies
- Stream gauging
- Riprap survey (Cape Lisburne)
- Weather station installation
- Flew LiDAR (Atqasuk and Utqiagvik)

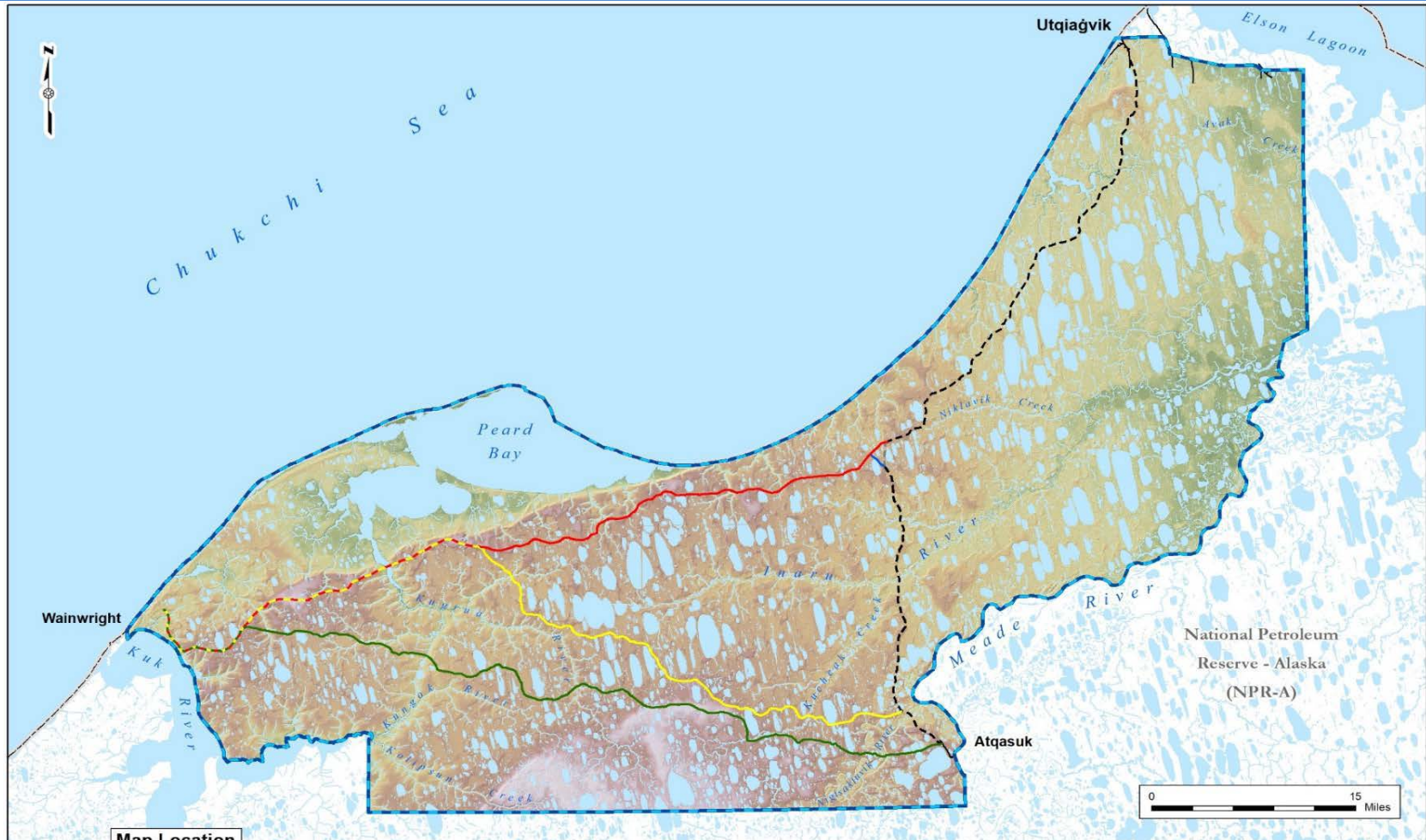


# ASTAR UPCOMING PROPOSED WORK

- Gravel survey
  - Anaktuvuk Pass
- Route analysis for all-season road and evacuation roads for Point Lay and Point Hope
- Coastal Hazard and erosion mapping
  - Kaktovik, Point Hope
- Winter Geotech program for potential road alternatives
- Work with communities to identify grant and other funding opportunities to advance community-supported projects



# TRIANGLE COMMUNITY ROAD PEL STUDY AREA UTQIAGVIK, ATQASUK, WAINWRIGHT



Map Location



Proposed Routes	
	Corridor D
	Corridor E
	Corridor F
	Corridor A*
	Coastal Route Modification

\*See "Atqasuk to Utqiagvik All-Season Access Road" Study



Arctic Strategic Transportation and Resources Project  
North Slope, Alaska

**PROJECT AREA**  
Road Network for Utqiagvik, Atqasuk, and Wainwright



ASRC ENERGY SERVICES  
Alaska, Inc.

FIGURE:  
2.1-1

# PLANNING & ENVIRONMENTAL LINKAGES (PEL) PROCESS

**PEL is a collaborative and integrated approach to transportation decision-making that:**

- a) Considers environmental, community, and economic goals early in the planning process
- b) Uses the information, analysis, and products during planning to inform the environmental review process



*The PEL process can ease the path as transportation programs and projects move from planning to design and implementation*

# PLANNING & ENVIRONMENTAL LINKAGES (PEL) PROCESS

- Federally funded with DOT&PF, DNR, and NSB as guiding agencies
- Other partners on the PEL study will include community residents and leadership (native village(s), village corporation(s), and cities), and relevant State and Federal agencies

## PEL GOALS

- Provide North Slope decision makers with the information needed to decide whether this project should move forward
- Help move the project forward into the NEPA process (next step for federal review and approval)



# PLANNING & ENVIRONMENTAL LINKAGES (PEL) STUDY

## BENEFITS

***The benefits of stronger linkages between transportation planning and NEPA/project development processes can include:***

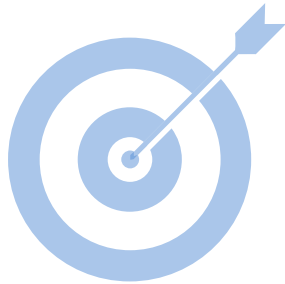
- ✓ Improved project delivery timelines
- ✓ Stronger agency and public relationships
- ✓ Earlier identification of key environmental resources
- ✓ Better funding and project development information for programming funds
- ✓ Project built with better outcomes
- ✓ Flexible approach that allows more holistic development of transportation improvement strategies



# PEL STUDY PRELIMINARY SCHEDULE

FOCUS	WHEN
<ul style="list-style-type: none"><li>▪ Agency, stakeholder, and community involvement</li></ul>	Throughout the study
<ul style="list-style-type: none"><li>▪ Baseline data and existing conditions</li><li>▪ Purpose and need</li></ul>	Spring/Summer 2024
<ul style="list-style-type: none"><li>▪ Range of alternatives</li><li>▪ Alternatives screening process</li><li>▪ Screening criteria</li></ul>	Fall 2024 – Winter 2024/25
<ul style="list-style-type: none"><li>▪ Preliminary alternative screening results</li><li>▪ Detailed alternative screening criteria</li></ul>	Spring – Summer 2025
<ul style="list-style-type: none"><li>▪ Detailed alternative screening results</li><li>▪ Recommended alternatives</li><li>▪ Finalization of PEL report</li></ul>	Fall 2025 – Winter 2025/26

# INITIAL STEP IN THE PEL PROCESS: PURPOSE & NEED



## PURPOSE

Why the study is being proposed and the positive outcomes intended



## NEED

The key problems to be addressed and explanation of underlying causes of those problems

# WHY IS PURPOSE & NEED IMPORTANT?

- ✓ Helps set framework to identify project alternatives
- ✓ Creates a shared understanding of problems, objectives, and solutions
- ✓ Streamlines environmental analysis
- ✓ Guides the evaluation of alternatives
- ✓ Assists with project programming and funding



# THANK YOU - QUYANAQ

## PROJECT CONTACTS:

- **Kristen Hansen, DOWL**  
Project Manager, (907) 562-2000
- **Renee Whitesell, DOWL**  
PEL Study Lead, (907) 562-2000
- **Inuuteq Stotts, ACES**  
Stakeholder Outreach Lead  
(907) 339-5481

## AGENCY CONTACTS:

- **Scott Evans, NSBPA**  
Director, (907) 852-0258
- **Carolyn Thompson, NSBPA**  
Program Manager, (907) 852-0479
- **Brett Nelson, DOT&PF**  
Planning Chief, (907) 451-2238
- **Jeff Bruno, ADNR**  
Program Manager, (907) 269-7476

**COMING SOON!**

**Email:** [TriangleCommunityRoad@dowl.com](mailto:TriangleCommunityRoad@dowl.com)

**Website:** [www.TriangleCommunityRoad.com](http://www.TriangleCommunityRoad.com)

## **ASTAR/UIC PEL Meeting: PEL Study & Gravel Discussion**

June 25, 2025

Attendees: Ross Wilhelm (UIC), Pearl Brower (UIC), Scott Evans (NSBPA), Hina Kilioni (NSBPA), Jeff Bruno (AK DNR), Paul Ramert (ACES), and Inuuteq Stotts (ACES)

### **Presentation Slide Review:**

- Introductions and meeting interests (gravel-oriented focus)
- Regional/local guidance and suggestions
- Stakeholder calendar overview
- PEL study overview
- Gravel activities (phase 1, phase 2, and quarry development plan)
- Test road potential
- Open discussion and Q&A
  - Introductions, quyanaq all, meeting interests (gravel oriented)
  - Regional/local guidance and suggestions
  - Stakeholder calendar
  - PEL study overview
  - Gravel activities (phase 1, phase 2, and mining planning)
  - Test road potential
  - Discussion/End

### **Q&A:**

- Ross > Test Road commitments yet?
  - Scott > Now that we have it confirmed with UIC on land control, the next step would be planning out the project activities. Work is TBD.
- Ross > On certain rocks, when you manipulate it changes into fines, and the mining process varies depending on where you are on the North Slope.
  - Paul > Discussed with ASRC Construction and their experiences with the NANA region and they've informed us with gravel/rock formation identification, bedding plains, working with various rock gradations (gravel, cobbles, boulders), and how that ties into cost estimates with mining and hauling of building materials
    - Paul noted the cost comparison of new closer rock and traditional barging
  - Inuuteq noted timeline of phase 1, phase 2 (TBD), and mining develop plan (grant is TBD)
- Ross > On sandstone, specifically with operations, can you chat about the sampling process and if you sampled from the core?

- Paul answered with his recent gravel fieldwork experiences explaining outcrop sampling and certain things can provide clues about bedrock
- Ross > With working with DOT, can you speak about the differences between angular and cobble rock mining and road building? When working with various elements it can impact equipment, create potholes, and other red flags.
  - Paul answered on his knowledge about the Prudhoe Bay rock/gravel material and how they use rounded clast material (alluvium) and that crushed gravel from a quarry operation provides an excellent wear surface for road building.

**Next Steps:**

- Allow attendees to review summary notes and presentation
- Ross will provide additional follow up questions for everyone



# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# Elders Meeting Presentation Summary

Friday, March 29, 2024, 1:30 p.m. – 3:00 p.m.

## Study Team Attendees

Brett Nelson	Department of Transportation and Public Facilities
Jeff Bruno	Department of Natural Resources
Theresa Dutchuk	DOWL
Kristen Hansen	DOWL
Renee Whitesell	DOWL
Inuuteq Stotts	ASRC Consulting and Environmental Services
Hina Kilioni	North Slope Borough, Port Authority Director
Carolyn Thompson	North Slope Borough
Edith Nageak	Translator

## Introduction

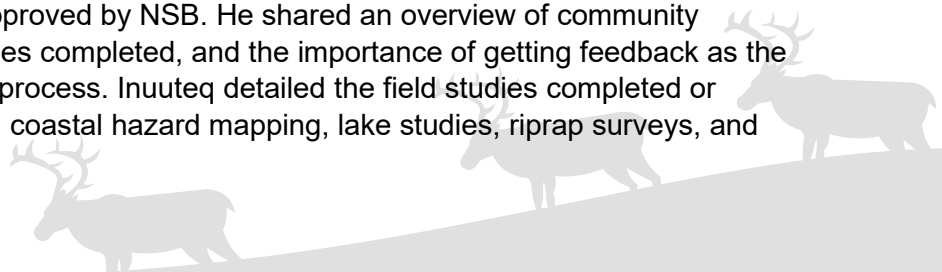
The Alaska Department of Public Facilities (DOT&PF), Alaska Department of Natural Resources (DNR), and the North Slope Borough (NSB) hosted the first elders meeting for the Arctic Strategic Transportation and Resources (ASTAR) Planning and Environmental Linkages (PEL) Study on Thursday, March 29, 2024, at the North Slope Borough Senior Citizen Center in Utqiagvik, Alaska.

## Summary of Presentation

Inuuteq Stotts provided an overview and introduction of the ASTAR project and the PEL team. He described the mission of the project, and local leadership guiding the initiative to develop community connections and cumulative benefits. The ASTAR benefit criteria includes:

- Supports community connectivity
- Preserves or enhances subsistence traditions
- Lower costs of goods and services
- Improves health and safety conditions
- Improves access to education opportunities
- Enhances workforce development

These identified benefits were guided through consistent community engagement and collaboration over the course of seven years, then approved by NSB. He shared an overview of community involvement to date, studies and analyses completed, and the importance of getting feedback as the PEL study moves through the planning process. Inuuteq detailed the field studies completed or underway, including gravel, erosion and coastal hazard mapping, lake studies, riprap surveys, and





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

others. He mentioned there was a request to disseminate these study maps, such as mammals and river crossing, so community members can prepare feedback. Other studies, such as workforce development and transportation studies, are available on the NSB and NSSI website.

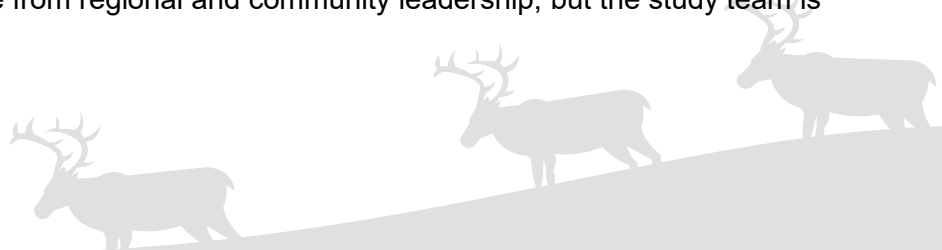
Kristen Hansen explained the goal of the ASTAR PEL study to provide information to North Slope community leadership to decide whether a road project should proceed. She explained the PEL process is a study, and the study team will be back multiple times with more information for the broader region. PEL studies generally take 18 months to two years with a strong emphasis on community engagement. She provided an overview of previous routes considered based on desktop analysis and geotechnical work to rate alternatives. She described what the PEL process is and goals to build on prior work by ASTAR. The focus on environmental and economic goals will help develop alternatives to screen through the process. The PEL process streamlines the National Environmental Policy Act (NEPA) process. PEL studies develop a range of alternatives, such as road alignments or different ways the road could be built, and include funding mechanisms, such as federal funding for a public road or separate funding for a private road. An advantage to the PEL process is federal funds can be used for additional studies. Advisory Committees will be created for expertise on various topics, such as dust and gravel, as well as feedback from village corporations, Inupiat Community of the Arctic Slope (ICAS), tri-lateral groups, regional corporations, and others. Currently, the project is seeking input on the Purpose & Need and screening criteria for alternatives. Examples include communities sharing subsistence resources or access to education opportunities. The screening process will likely occur in fall 2024 through early 2025 and include additional meetings to narrow alternatives through another round of screening in the spring and summer of 2025 to move forward with a recommend alternative. The final PEL study will be completed in early 2026 or sooner.

### Question and Comment Summary

A question was raised about incorporating a map shared the evening prior showing an alternative route from Atqasuk to Willow, and about the governor's opinion about Willow. Inuuteq responded he cannot speak for the governor, but his administration supports the Triangle Community Road PEL study. He clarified there is a study and route analysis regarding Willow occurring but not part of the Triangle Community Road PEL Study.

A question was asked to define stream gauging. Jeff responded it is used to measure the amount and flow of water for engineering and infrastructure purposes. A follow up question was asked if flow analyses consider spring break-up and melt. Inuuteq thought this was a good question and further studies will evaluate this topic. At the public meeting in Utqiagvik on March 28, 2024, a member of the public shared some rivers have higher flows every five years. A suggestion was made to host an additional public meeting at the gym for more attendance.

A question was asked about subsistence camps and a suggestion to gauge interest if the road would benefit or disrupt hunting. Inuuteq responded during the planning phase, native allotments, cabins, and camps were avoided based on guidance from regional and community leadership, but the study team is interested in additional information.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

A comment was made about a recent increase in caribou coming closer into town because of wolf activity. The participant suggested to be mindful of platforms throughout NSB region installed by individuals and organizations to avoid road impacts.

A question was asked if a Triangle Community Road would provide jobs for the local communities. Jeff mentioned the Workforce Development Plan and the community belief it will support job growth. He reiterated the state and federal governments cannot guarantee contracts. The PEL study is funded through Federal Highway Administration (FHWA) dollars and would be very expensive to build, so the study team is trying to present funding options for road construction using federal funds. However, this would require it to be a public road, which is an expressed concern. A follow up question was raised about the extent the road would bring in guides, sport hunters, and others who could harm the land.

A comment was made for the need of a check point with a security guard or patrols. Drugs, alcohol, and trophy hunters are concerns. Inuuteq shared this issue will continue to be addressed throughout the process with feedback from communities.

A comment was made about outside hunters accessing the region. The commenter believed hunting should be reserved for residents born in the communities instead of outsiders and shared ConocoPhillips using Fish Creek as an example. Residency should be the main influence of who uses the road.

A question was raised if another region, such as Interior Alaska, has a version of a Triangle Community Road. The participant added roads around Tanana have led to subsistence issues and safety concerns from cold weather. Inuuteq responded the study team will review this topic and determine if there are existing studies.

A question was raised about past studies and reports. Inuuteq shared the study team is working on acquiring relevant information and identify any data gaps.

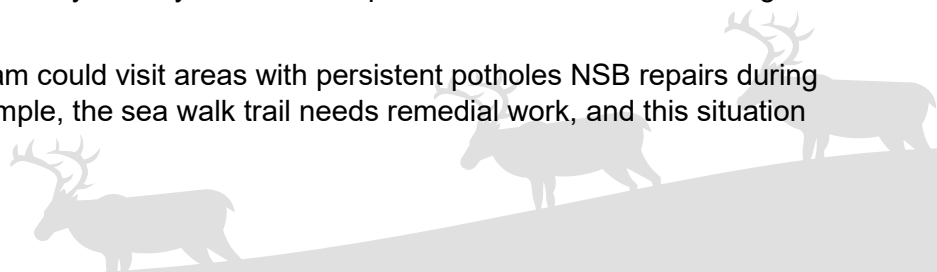
A comment was made comparing the tundra to Visqueen material in the summer as it acts like a waterproof tarp for runoff during snowmelt. Roads typically have a 2-to-4-foot berm of gravel as they tend to sink over time until reaching the tundra. A different construction technique should be considered to prevent the roads sinking. The commenter added this project would benefit communities and additional nearby communities should be included in the planning process as this road could possibly create a ninth village on the North Slope. Inuuteq appreciated the comment about the tundra because it is a concern of Ukpeagvik Inupiat Corporation (UIC) as well.

A suggestion was made to study the differences between naturally versus human disturbed land, and how it influences groundwater.

A suggestion was made to consider the eroding tundra and constructing permanent roads needed to be safe. Kristen confirmed this would be considered during the planning and design phase.

A comment was made the depth of tundra may be only two feet with permafrost underneath, making the terrain bumpy during ice melt.

A question was raised if the planning team could visit areas with persistent potholes NSB repairs during the planning stage of the study. For example, the sea walk trail needs remedial work, and this situation





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

should be avoided. Inuuteq shared this issue would be guided by NSB, ICAS, UIC, and community leadership to consider as part of the PEL study. Inuuteq added the Port Authority has showed the study team some deteriorating roads and the work involved with maintenance.

A participant asked if the study team is considering a gravel or asphalt road. Inuuteq responded it is too early in the process to know. Jeff added cost would be a factor but can be built into the PEL study. Kristen added this PEL study is intended to review these types of alternatives. Jeff added funding alternatives allowing a private road will be more expensive.

A question was raised about why private roads would be more expensive. Jeff clarified the federal government would fund 93 percent of a public road. If the communities prefer a private road, they will need alternative funding sources. A range of funding alternatives will be a part of the study. A commenter added this is our land and should benefit local people.

A suggestion was made to solicit private companies to pay for the road as well as using tribal funding.

A participant commented he had worked in the gravel industry for 17 years, and the importance of clay and silt for construction, helping to keep the road intact and preventing dust. Kristen noted the PEL study will have an Advisory Committee and welcomes expertise.

A comment was made about the timeline between the PEL study and the NEPA process. A concern was raised with the federal government leading the NEPA process and a lack of understanding about the area. Kristen commented the Bureau of Land Management (BLM) will be involved as the road would cross federal land, thus triggering the need for NEPA. A follow up question was raised on how the land became federal. Kristen could not answer that question on behalf of BLM, but this PEL study should articulate to BLM what the community wants. The State of Alaska and NSB would typically be invited to be cooperating agencies. Inuuteq added if the community wants this road project, this PEL study will guide the BLM to work with communities through the process.

A participant commented the federal government becomes involved because of the National Petroleum Reserve Alaska (NPR-A) and it supersedes the State of Alaska.

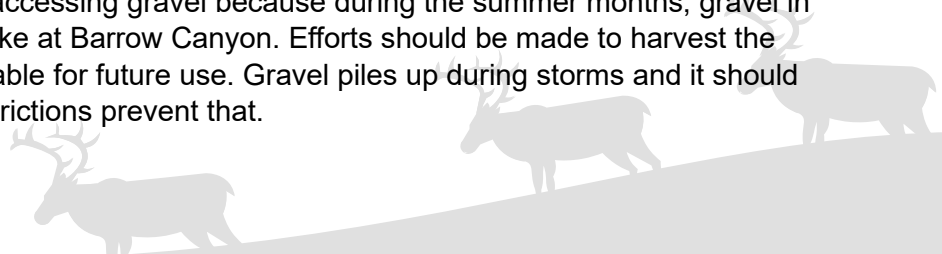
A comment was made the current White House Administration is environmentally conscious. Inuuteq suggested less focus on resource development but instead community benefit of a potential road project.

A comment was made about the road reducing the cost of purchasing food for villages.

A participant commented about the issues surrounding retaining students. The road will increase the opportunity for community members who live elsewhere to return home. Residents can also drive to doctors' appointments rather than having to fly out.

A comment was made about land sinking and sliding into the ocean with a suggestion to create a land use plan to connect the school to the hospital.

A concern was raised about the issues accessing gravel because during the summer months, gravel in the northern hemisphere travels north, like at Barrow Canyon. Efforts should be made to harvest the gravel in winter and spring, so it is available for future use. Gravel piles up during storms and it should be stockpiled, but federal permitting restrictions prevent that.





# ASTAR

**TRIANGLE COMMUNITY  
ROAD PEL STUDY**

The study team thanked the elders for the opportunity to share information about the PEL study and listen to comments and questions.





# Utqiaġvik Trilateral Meeting

Thursday, January 9, 2025

Utqiaġvik, Alaska

## Trilateral Attendees

Fannie Suvlu  
Asisaun Toovak  
Mary Patkotak  
Eta-Starr Edwardsen  
Pearl Brower  
Sondra Leavitt  
Ross Wilhelm  
Richard Camilleri  
Mariah Utuga

Native Village of Barrow  
City of Utqiaġvik  
City of Utqiaġvik  
City of Utqiaġvik  
Ukpeaġvik Iñupiat Corporation  
Ukpeaġvik Iñupiat Corporation  
Ukpeaġvik Iñupiat Corporation  
Ukpeaġvik Iñupiat Corporation  
Ukpeaġvik Iñupiat Corporation

## Study Team Attendees

Brett Nelson  
Sarai Gomez  
Jeff Bruno  
Kristen Hansen  
Morgan McCammon  
Inuuteq Stotts  
David Hines

Department of Transportation and Public Facilities  
Department of Transportation and Public Facilities  
Department of Natural Resources  
DOWL  
DOWL  
ASRC Consulting and Environmental Services  
North Slope Borough, Port Authority

## Introduction

The Alaska Department of Public Facilities (DOT&PF), Alaska Department of Natural Resources (DNR), and the North Slope Borough (NSB) presented on the Arctic Strategic Transportation and Resources (ASTAR) Triangle Community Road Planning and Environmental Linkages (PEL) Study to the Utqiaġvik Trilateral at the Ukpeaġvik Iñupiat Corporation (UIC) offices.

## Summary of Presentation

The project team presented:

- Project Overview
- PEL Study Schedule
- Planning and Environmental Linkages Process Overview
- Purpose and Need
- Preliminary Alternatives
- Evaluating Alternatives
- Next Steps





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# MEETING SUMMARY

Questions and comments were encouraged throughout the presentation as it was important for this meeting to be a dialog.

## Question and Comments Summary

### Community Feedback

What generations have been most outspoken in community meetings?

- Community meetings in Utqiagvik have shown low attendance, with approximately 10 people attending the first community meeting. The project team went to the Senior Center following the first community meetings and attendance was much higher, with 30-40 people participating. In Atqasuk, the first community meeting was well attended with all generations participating. A meeting has not been possible in Wainwright yet due to a power outage and a death in the community.

A road connection will make visiting friends and family in the other communities easier.

### Alternatives

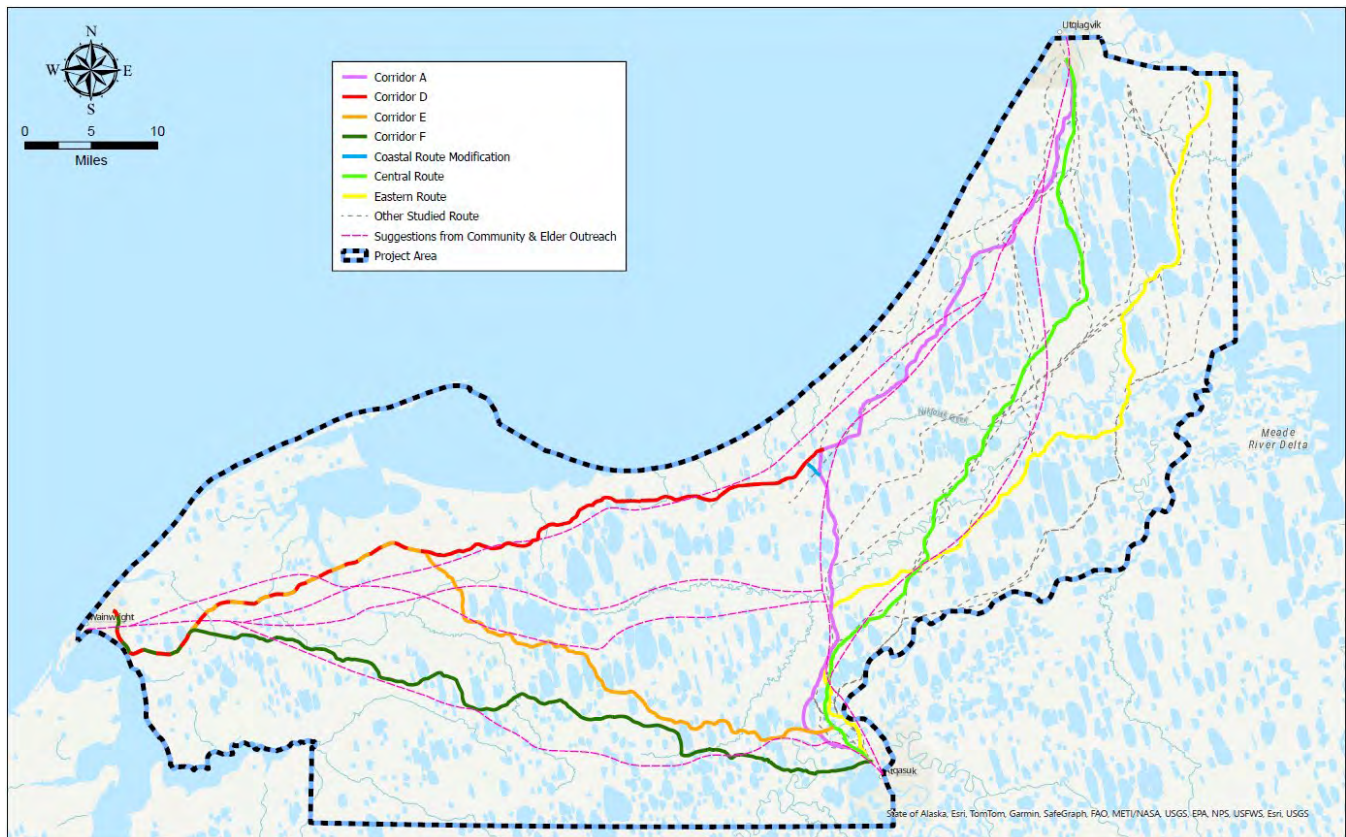
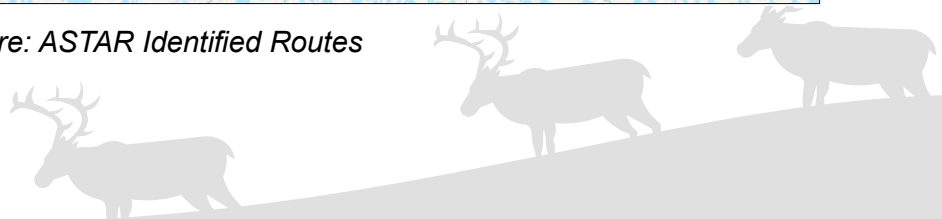


Figure: ASTAR Identified Routes





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# MEETING SUMMARY

The Yellow Route does not appear to connect to Utqiagvik but appears to be near Walakpa Bay Gas Field. UIC plans to check if a resource is near that location.

- The project team will review this route.

Was the Coastal Route preferred before Wainwright was added to the evaluations? Has the addition of Wainwright changed the preferred route?

- The previous studies, available on the project website, were completed with desktop analyses of readily available information. These studies favored the coastal routes but are being reexamined with this PEL study. The data can be made available for anyone wanting to reevaluate the data. This PEL study will incorporate all analyses.

Why are so many routes being considered? Why have there not been some eliminated yet?

- The alternatives include routes proposed in previous studies and suggestions from elders and other community members. More western options were suggested to avoid permafrost issues.

How long would the road be, how much is it expected to cost, and how long is it expected to take to build?

- The current estimate for funding needed for the 120-mile road is \$400-500 million. Construction would be expected to take three to five years, if a nearby gravel source can be found. Materials are a significant concern, with gravel being difficult to find and source in NPR-A. A site has been found near the coast which could provide material that can be crushed into gravel, and the team is optimistic.

Are the geological studies conducted by the ASTAR team available online?

- The existing studies can be found online on the ASTAR website; however, these were unsuccessful. The recent, more successful study finding rock with properties needed to be crushed into road-grade gravel will be posted soon.

What mitigation or reclamation would be needed for gravel source sites?

- The project team is working to minimize impacts needing compensatory mitigation and reclamation, as required in NPR-A. Although many standards applied to mineral extractive industries would not be applied to a community project. Additionally, this area does not have a mitigation bank, so the project team is working to include benefits.

Will the road accommodate semi-truck traffic? Is there a port in Wainwright or is one being considered?

- Enhancing the transportation of goods to communities is one of the purposes of this PEL study. Currently, most goods are transported to Wainwright via aircraft and possibly over the Community Winter Access Trail (CWAT) in winter.

Winter is the season with the best land-based transportation; however, communities would benefit from an all-season road.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# MEETING SUMMARY

Does this project include only building a road or could pipelines or other utilities be included?

- Roads constructed by DOT&PF include sufficient right-of-way (ROW) for a utility corridor. At this point, the decision has not been made whether to move forward with a road project. This PEL study will give North Slope leaders the information needed to make this decision. ROW and utility corridors will be considered by the study team; however, evaluation of these options would be included in the National Environmental Policy Act (NEPA) process.

Will there be some kind of law enforcement involved in regulating transportation?

- The project team has considered regulation of contraband and illegal substances entering communities and illegal hunting. Some options to address these concerns could be a management committee, guard shacks, or check points. If federal funds are used, communities could not prohibit travel, so other strategies could be used to manage these concerns.

### *Impacts*

What impacts or concerns have been raised by the communities?

- One purpose of the PEL study is to use readily available information to identify ways to reduce impacts and create opportunities for transportation and connection. For example, if this project uses Federal Highways Administration (FHWA) funding, the road would be required to be public. If private funding were used, access could be more limited. Specific concerns with a public road raised in Atqasuk include sport hunting impacting subsistence, so the study team is involving NSB Department of Wildlife Management.

Who are the majority landowners in the study area?

- The Bureau of Land Management (BLM) is the largest landowner in the area, with native villages and city corporations also owning lands surrounding the towns. The project team has GIS data and can share this data with interested organizations.

Could the team purchase land from landowners and return the lands following construction?

- Most of the area will require ROW acquisition from BLM. Other methods are predated for building, but this situation is unique as the decision to build a road is not yet determined by North Slope leadership.

Has ASTAR investigated other minerals or gases in the study area?

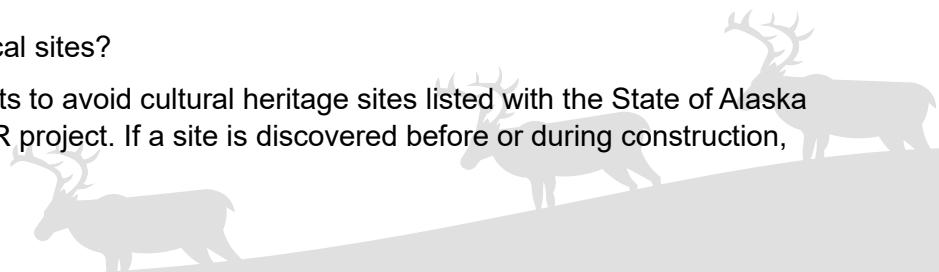
- The ASTAR team has not investigated these.

What are possible impacts to wetlands?

- The study team has environmental experts to help avoid high-value wetlands. However, most of the study area is wetlands, and uplands are rarer and could be considered the high-value habitat.

How could this project affect archeological sites?

- The project team has made efforts to avoid cultural heritage sites listed with the State of Alaska since the beginning of the ASTAR project. If a site is discovered before or during construction,





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# MEETING SUMMARY

the project team would work to reroute the alternative. . On permitting ASTAR activities, the team works with the NSB Planning Department, specifically the Traditional Land Use Inventory (TLUI) team.

Something to be considered is caribou cross roads all the time, so the project team should not be overly concerned with a new road impacting herds.

### *Funding*

What grants are available fund a proposed road connection between the communities?

- The project team is developing a matrix of funding opportunities that may be applicable to the project.

What are the differences between the road being state or locally maintained?

- The funding opportunity matrix the study team intends to create will describe maintenance responsibilities, access limitations and requirements, and other applicable factors to provide information to decision makers. A roadway designed to FHWA standards would be most costly than to other standards.

Are Tribal Transportation funds considered in this matrix?

- The matrix will include various funding opportunities, including sources available to Tribal entities, and will including limitations and benefits of each funding source.

If the road is federally funded, what could this mean for involvement from the military or other entities?

- The Department of Defense may have funding and interest in cold weather military training in the area. However, federal funding comes with increased bureaucracy and without maintenance funding. State funding is generally more flexible, though there is more competition for funding available.

### *Action Items*

#### *Study Team*

- Send the draft Purpose and Need Statement and draft Evaluation Criteria to Trilateral.
- Share links to gravel studies with Trilateral.

#### *Trilateral*

- Share additional comments with the Study Team.
- Send letter of support, if the Trilateral supports the project.



## **ASTAR Update to Utqiagvik Trilateral – Summary**

**Date:** Dec. 9, 2025 | **Time:** 9:30–10:30 AM

**Attendees:** Pearl Brower (PR), Inuuraq Moss (IM), Ross Wilhelm (RS), Asisuan Toovak (AT), Cherly Stine (CS), Mariah Utuga, Richard Camilleri (RC), Lily Miller (LM), Sondra Leavitt (SL), Hina Kilioni (HK), Jeff Bruno (JB), Inuuteq Stotts (IS), Theresa Dutchuk (TD)

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### **1. UTQ Trilateral Update – Key Discussion Points**

#### **A. RW Questions and Discussion Items**

##### **VOICE Collaboration / Support**

- RW inquired about the status of VOICE involvement.
- IS explained that VOICE is working with the ASTAR team to identify subsistence pullouts, in collaboration with Carnegie Mellon University.

##### **Triangle Community Road PEL Study**

- TD provided an overview of the intent of the PEL Study process and updates on where the Triangle Community Road PEL Study stands.

##### **DOT Standards & Construction Funding**

- RW asked about DOT standards and potential construction funding pathways.
- JB provided examples of possible funding mechanisms but noted that regional/local input will be necessary as details develop.

##### **ROW Acronyms**

- RW requested clarification on acronyms related to ROW.
  - JB provided definitions and clarified their usage.
- 

#### **B. IM Questions and Follow-Up Topics**

##### **Field Studies – Air Travel Requirements**

- IM asked about anticipated air travel needs for upcoming field studies.
- JB described prior field logistics, including coordination with subsistence advisors and other fieldwork requirements.

##### **NSB Planning Department Coordination**

- IS explained the ongoing collaboration with the NSB Planning Department and that ASTAR presents updates to Planning Commissioners twice annually.

- AT offered to connect IM to updates regarding zoning meetings.

### **Notifications List**

- IS committed to adding IM to the ASTAR field activities notifications list.
- 

## **C. RW Comments on Test Road Figure**

### **Road Construction Methodology**

- RW noted that the Test Road figure appears to depict less gravel but potentially more labor and expressed concern regarding labor intensity.
  - JB clarified that the figure is intended only to initiate future discussions and no construction methodology has been selected.
  - JB emphasized:
    - The importance of involving local experts as Test Road work progresses.
    - Using local knowledge to support accurate ground-truthing.
- 

## **D. UTQ Trilateral Comments on NPRA Site Locations**

### **Clarity on Site Locations (NPRA Rock Survey)**

- RW requested improved clarity on NPRA site locations related to the rock survey.

### **Relationship to Peard Bay, Skull Cliff, and TK Areas**

- MU recommended clearly showing where Peard Bay Special Use Area and Skull Cliff are located relative to potential rock survey sites, noting that elders and community members will want precise location context.
- IM requested that the Round 3 meeting include zoomed-in maps to show how survey locations relate to culturally significant areas.

### **Implementation Commitment**

- IS agreed to incorporate these mapping improvements into Round 3 meeting materials.
- 

## **2. Inuuteq's Presentation – Wrap-Up Items**

- Proposed coordination window for the final Round 3 Utqiagvik Trilateral meeting: mid-February to mid-March.
- Continued discussion regarding Trilateral support for the PEL Study.

- Clarification requested on the NVB Executive Director role and representation for the upcoming February PEL Advisory Committee workshop.
- 

### **3. Follow-Up Items / Action Items**

- Add IM to the ASTAR field activities notification list.
- Send draft Letters of Support (LoS) to the Utqiagvik Trilateral for review.
- Follow up with IM regarding participation in the PEL Advisory Committee.

# ASTAR - Arctic Strategic Transportation and Resources

Presentation to VOICE of the Arctic Inupiat  
Board Meeting



# ARCTIC STRATEGIC TRANSPORTATION AND RESOURCES



**ASTAR** is a partnership between the State of Alaska Department of Natural Resources, Alaska Department of Transportation and Public Facilities, and the North Slope Borough (NSB).

Identify, evaluate, and advance opportunities to enhance the quality of life and economic opportunities in NSB communities through infrastructure development.

Prioritize community needs and identify infrastructure opportunities that offer the most cumulative benefit and best enhance the quality of life for the region.

# CUMULATIVE BENEFITS

A major component of meeting project goals, ASTAR collaborated with North Slope communities and other stakeholders in an effort to identify infrastructure projects and services that offer the greatest cumulative benefits for the region or a specific community.

# CUMULATIVE BENEFITS

## **Benefit criteria used to assess benefit (selected by the NSB and North Slope Communities):**

- Supports Community Connectivity
- Preserves or Enhances Subsistence Traditions
- Lowers Costs of Goods and Services
- Improves Health and Safety Conditions
- Improves Access to Education Opportunities
- Enhances Workforce Development

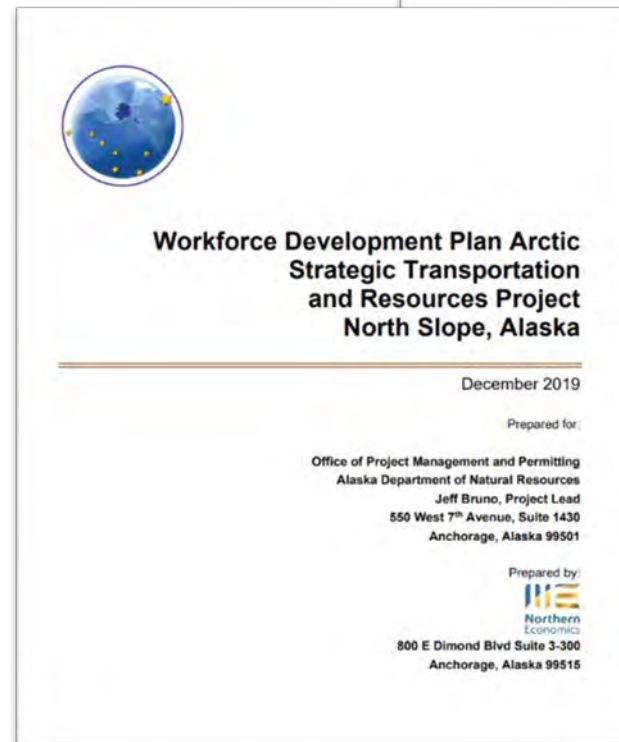
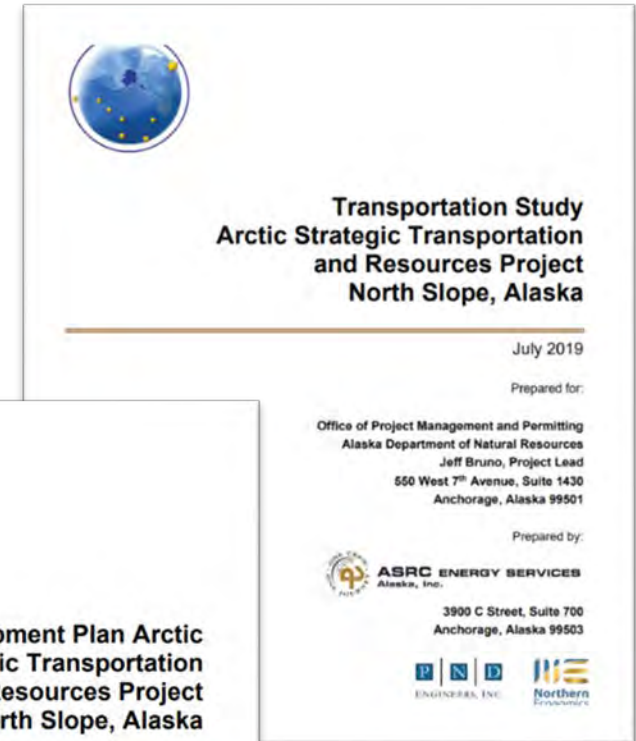


# STAKEHOLDER ENGAGEMENT

- 20 community meetings/workshops
  - Very few in-person visits since the beginning of COVID
  - Looking to restart in-person visits over the next year
- Presentations to NSB Assembly
- Presentations to the NSB Planning Commission
- Regular scheduled meeting with NSB Port Authority
- North Slope gravel workshop
- Many other presentations to communities/stakeholders

# ASTAR REPORTS

- Transportation Study
- Workforce Development Study
- All season community route analysis
  - Utqiagvik, Atqasuk, Wainwright
  - Atqasuk to Willow
  - Colville River crossing



# FIELD STUDIES CONDUCTED

- Gravel surveys
  - Eastern NPR-A, Atqasuk, Utqiagvik, Wainwright, Point Lay
- ASTAR Coastal Hazard Mapping (erosion and flooding)
  - Wainwright, Utqiagvik, Point Lay
- NPR-A lake studies
- Stream Gauging
- Rip Rap survey (Cape Lisburne)
- Whether station installation
- Flew LiDAR (Atqasuk and Utqiagvik)

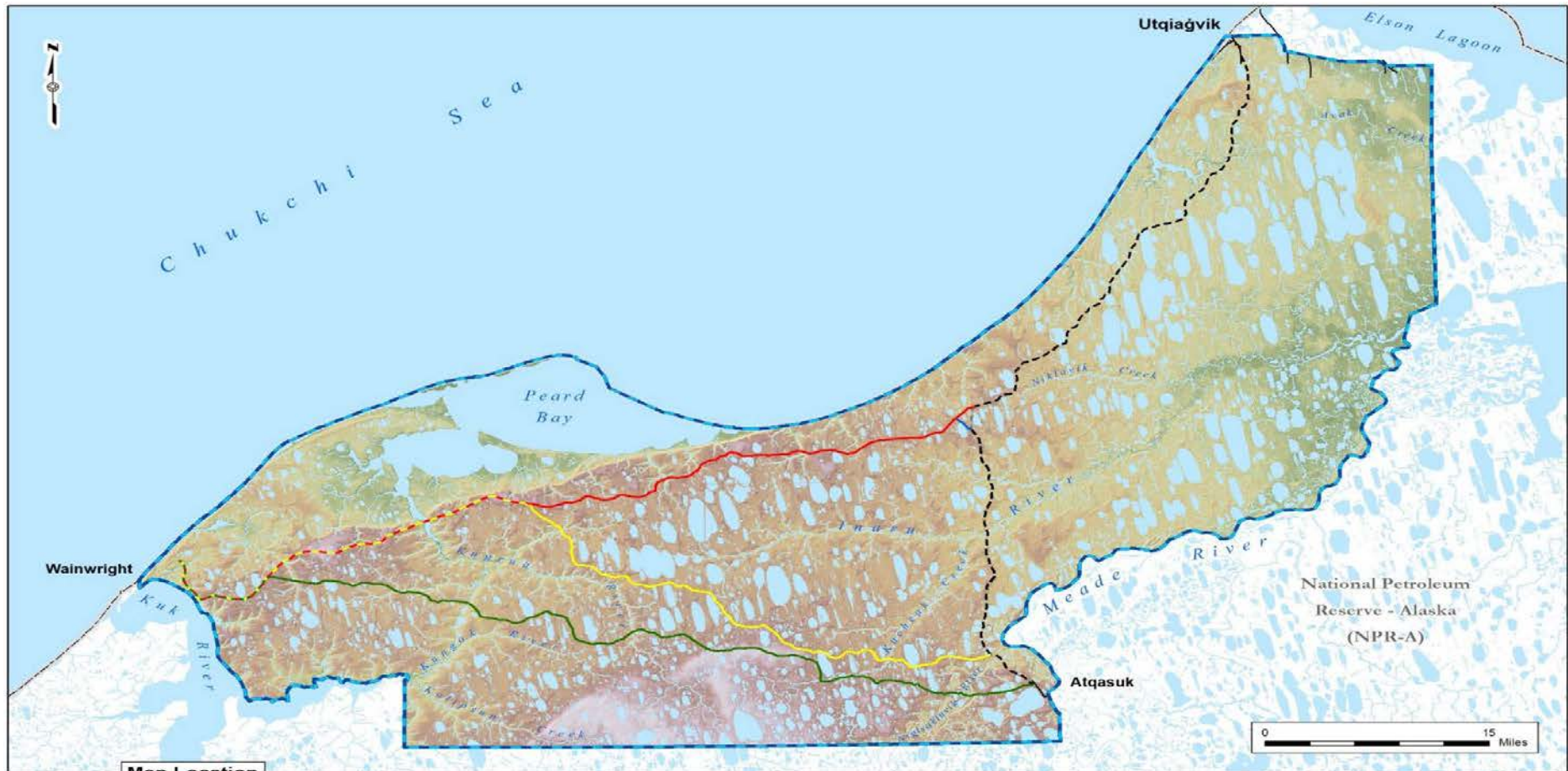


# UPCOMING PROPOSED WORK

- Rip Rap/gravel survey
  - Anaktuvuk Pass
- Route analysis for all-season road for Point Lay and Point Hope
- Coastal Hazard and erosion mapping
  - Kaktovik, Point Hope
- Winter Geotech program for potential road alternatives
- Work with communities to identify grant and other funding opportunities to advance community-supported projects



# PLANNING AND ENVIRONMENTAL LINKAGES STUDY ALL SEASON ROAD UTQIAGVIK, ATQASUK, WAINWRIGHT



**Map Location**



UTM Zone 4N (NAD83)

**Proposed Routes**

- Corridor D
- Corridor E
- Corridor F
- - - Corridor A\*
- Coastal Route Modification

\*See "Atqasuk to Utqiagvik All-Season Access Road" Study



 Arctic Strategic Transportation and Resources Project  
North Slope, Alaska

**PROJECT AREA**  
Road Network for Utqiagvik, Atqasuk, and Wainwright

 **ASRC ENERGY SERVICES**  
Alaska, Inc.

FIGURE:  
2.1-1

AES-RTS-20-001-RPT-001.mxd, 03/23/20

# PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY PROCESS

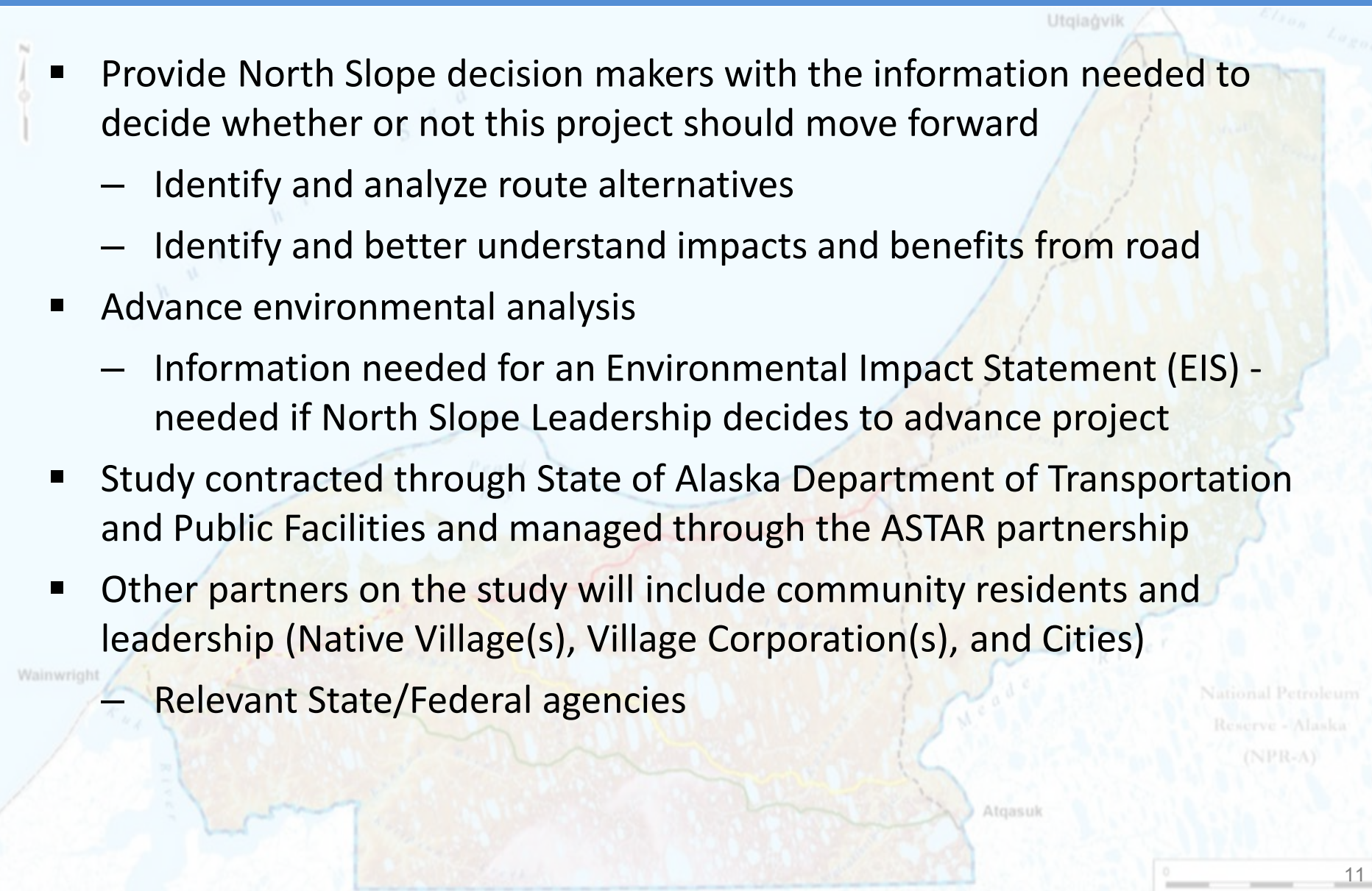
**PEL is a collaborative and integrated approach to transportation decision-making that:**

- a) Considers environmental, community, and economic goals early in the transportation planning process
- b) Uses the information, analysis, and products during planning to inform the environmental review process

*The PEL process can ease the path as transportation programs and projects move from planning to design and implementation*

# PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

- Provide North Slope decision makers with the information needed to decide whether or not this project should move forward
  - Identify and analyze route alternatives
  - Identify and better understand impacts and benefits from road
- Advance environmental analysis
  - Information needed for an Environmental Impact Statement (EIS) - needed if North Slope Leadership decides to advance project
- Study contracted through State of Alaska Department of Transportation and Public Facilities and managed through the ASTAR partnership
- Other partners on the study will include community residents and leadership (Native Village(s), Village Corporation(s), and Cities)
  - Relevant State/Federal agencies



# PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

## BENEFITS

*The benefits of stronger linkages between transportation planning and NEPA/project development processes can include:*

- ✓ Improved project delivery timelines
- ✓ Stronger agency and public relationships
- ✓ Earlier identification of key environmental resources
- ✓ Better funding and project development information for programming funds
- ✓ Build project with better outcomes
- ✓ Flexible approach that allows more holistic development of transportation improvement strategies



# PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

- Collect relevant field data to advance PEL study and better understand alternatives
  - Will work closely with community stakeholders on field study identification and coordination
  - Collect information that is supported by impacted communities and that best advances the study for an all-season road
  - Ensure that data collected will help NSB Leadership decide whether or not to advance road
- Work closely with communities to identify when to conduct studies to avoid subsistence and other community activities

# NEXT STEPS



Reach out to NSB communities for in-person visits (or virtual if preferred)

ASTAR update and community input

Discuss proposed field work, studies, or route analysis (for next summer)



Begin Planning and Environmental Linkages (PEL) Study

Community and Leadership engagement

Alternative identification

Identify field studies

# THANK YOU



**QYANAQ/TAIKUU  
QUESTIONS/COMMENTS**



# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

# Wainwright Steering Committee Update Summary

Wednesday, September 18, 2024, 12:30 – 1:00 p.m.

## Study Team Attendees

Brett Nelson	Department of Transportation and Public Facilities
Kristen Hansen	DOWL
Morgan McCammon	DOWL
Inuuteq Stotts	ASRC Consulting and Environmental Services
Hina Kilioni	North Slope Borough, Port Authority Director

## Introduction

The Alaska Department of Transportation and Public Facilities (DOT&PF) and the North Slope Borough (NSB) virtually shared an update on the Arctic Strategic Transportation and Resources (ASTAR) Planning and Environmental Linkages (PEL) Study on Wednesday, September 18, 2024, at the Wainwright Steering Committee meeting.

The Committee Chair requested presentations be kept brief and preferred questions be answered via email.

## Summary of Presentation

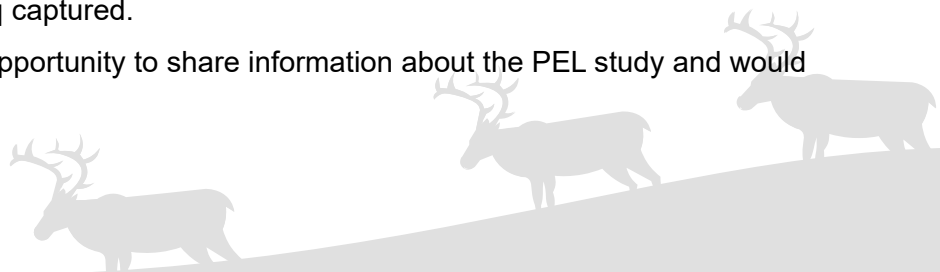
Inuuteq Stotts and Hina Kilioni thanked the Steering Committee for allowing time on the agenda and introduced the ASTAR project and the PEL team. Inuuteq noted he would resend the presentation from the Round 1 community meetings, if needed.

Inuuteq noted the online survey continues to be active soliciting community feedback. He requested Committee members share the link with the community, and the study team would be happy to send paper versions upon request.

Inuuteq asked the Committee to consider dates in November or early 2025 that would be a good time for the study team to come to the community for the Round 2 community meeting. A Committee member suggested sooner would be better. Inuuteq will follow up.

Inuuteq shared information about the PEL study advisory committee, which was included in the Committee packet, and other organizations included in this advisory committee. Committee members suggested several names, which Inuuteq captured.

Inuuteq thanked the Committee for the opportunity to share information about the PEL study and would follow up with requests.





# ASTAR

## TRIANGLE COMMUNITY ROAD PEL STUDY

### 10. Communicating with the Stakeholders and Documentation



Theme	Issue	Source
Hunting Regulations	FHWA funding affecting use of ATVs	
Funding	Using non-FHWA funds (e.g. tribal grants) to make road private	Utqiagvik 3/29/2024
Rare Minerals	Land cooperation with village corporations, accessibility of resources	ICAS 3/28/2024
Climate Change	Preparing for impacts such as sea level rise, permafrost degradation, snowmelt runoff, responsible construction, depth of active layer, existing persistent not holes	ICAS 3/28/2024. Utqiagvik 3/29/2024
Community Resources	Natural gas and other resources between Atqasuk and Wainwright. Consider fiber optic lines, utilities, etc. when planning the road as well as the liquified natural gas plant in Utqiagvik.	ICAS 2/29/2024 and 3/28/2024
Safety/Security, Hunting Regulations	Drugs and alcohol entering communities (particularly in dry communities like Atqasuk), sport hunting from non-residents	ICAS 3/28/2024, Elders 3/29/2024, Atqasuk 4/11/2024, ICAS 2/29/2024
Rare Minerals	Locations of rare minerals should be considered during alternative screening	ICAS 3/28/2024
Subsistence	Gauge interest if road would benefit or disrupt subsistence camps.	Elders 3/29/2024
Permafrost	Sinking tundra, potholes, snowmelt, runoff, severe weather/storms	Elders 3/29/2024, Utqiagvik 3/29/2024
Safety/Security	The need for a checkpoint with a security guard or patrols	Elders 3/29/2024, Atqasuk 4/11/2024
Subsistence, Hunting Regulations	Hunting priority for local residents to limit outside hunters accessing the region. Grocery store prices for food is already too expensive to sustain.	Elders 3/29/2024, Utqiagvik 3/29/2024
Gravel Source	Lack of gravel sources and high costs, need for clay to mitigate dust, seasonal availability of gravel within the North Slope. Gravel is an economic driver in communities by offering jobs and revenue. Local extraction should be given priority over shipping in gravel.	Elders 3/29/2024, ICAS 2/29/2024
Land Use	Road disrupting subsistence camps/platforms and through federal BLM land, connecting nearby communities and resources (e.g., connecting the school with hospital).	Elders 3/29/2024
Ownership	Despite crossing BLM land, the road should not be federally regulated to protect indigenous way of life as it relates to their sovereign rights to NPR-A land.	Utqiagvik 3/29/2024
Ownership	The federal government possessing too much control over resources (e.g., fish, oil, timber)	Utqiagvik 3/29/2024
Public Engagement	Use traditional ecological knowledge (TEK) to inform alternatives	Utqiagvik 3/29/2024
Safety/Security	Using the road for other purposes such as emergency services or to transport building materials to make housing more affordable.	Utqiagvik 3/29/2024, UIC 2/28/2024
Subsistence	Predators and human activity affecting caribou population and migration patterns	Elders 3/29/2024, Atqasuk 4/11/2024
Subsistence	Connecting the road with Community Winter Access Trails	UIC 2/28/2024

Theme	Issue	Source
Land Use	The location of a test road using a permit or an easement	UIC 2/28/2024
Funding	Utilizing tribally owned right-of-way to connect to the Dalton Highway as it accesses Federal funding through the Tribal Transportation Program. Option may provide opportunity for check points, enforcement, and access limitations.	ICAS 2/29/2024
Previous Studies	Countless studies within the region with minimal movement and trouble accessing previous studies in different website locations.	ICAS 2/29/2024
Aviation	In early summer, many flights are unable to take off or land in Utqiagvik due to weather conditions. A community road could provide options to land in Atqasuk or Wainwright an alternative to returning to Anchorage. Additionally, there would be opportunities for alternate runways or landing sites for freight and groceries.	Utqiagvik 1/9/2025
Airports	Suggestion for the NSB to take over responsibility for airports in the future.	Utqiagvik 1/9/2025
Funding	The rough estimate for the construction of the road is \$3-4 million per mile, however this estimate is old.	Utqiagvik 1/9/2025
Funding	Private funding could be used to impose access restrictions and alleviate construction standards.	Utqiagvik 1/9/2025
Utilities	Suggestion to use the corridor for additional infrastructure like natural gas and fiber optic cable.	Utqiagvik 1/9/2025
Triangle Road	Comment a single road is better than a triangle shape from a search and rescue perspective because it limits the area to search for missing people	Utqiagvik 1/9/2025
Triangle Road	Suggestion to connect the road to Willow or the Dalton Highway	Utqiagvik 1/9/2025
Subsistence culture	Comment on the importance of study team understanding the communities' subsistence way of life and traditional practices.	Utqiagvik 1/9/2025

Date Received	Name	MAIN TOPIC	SUB TOPIC 1	SUB TOPIC 2	Description of inquiry / Request / Concern only	Question	Response	Response Date	Responder
1/29/2024	Larry Aiken	Triangle Road	Construction	Public Safety	<p>The proposed "Triangle Road" would of course benefit the 3 North Slope cities and eliminate the high cost of transportation thru air...cargo.</p> <p>My concern is that quality of the material that will be used and should withstand winds-rain-blizzards-flooding. I want to see a report of studies whether they conducted and observed in a long term operation. Where the road will cross creeks and rivers is critical and areas close by these do have flooding issues and should be studies year long - summer and fall will and may affect this road with extreme weather conditions in which the road will create millions of pot holes or even mud and be impassible. The gravel they need to use will have to be a type which will not get muddy and create potholes...the have to make sure that they have a route in which mother nature always shrink by melting and ground shifts in some areas. Many years I have traveled the tundra between Barrow, Atqasuk, and Wainwright. Yes there is area with lots of water and areas where there are creeks where fish use for going from lake to lake.</p> <p>My worst fear is...new</p>				

Date Received	Name	MAIN TOPIC	SUB TOPIC 1	SUB TOPIC 2	Description of inquiry / Request / Concern only	Question	Response	Response Date	Responder
					<p>trafficking of alcohol and drugs to these 2 villages...Serious considerations of government or state check points in and out of Barrow. Barrow is a hub city for all the villages on the Northslope. I'm kinda scared that this problem will happen if there are not properly inspected - law enforcement officials should very carefully inspect vehicle. Many people amy already have ideas now... Safety and healthy living we must hold. Safe maintenance and regular routine road checks by officials.</p> <p>With the gravel road being a reality to all 3 villages is a priority to all people.</p> <ul style="list-style-type: none"> <li>- Less costly travel</li> <li>- Less cargo costs</li> </ul> <p>Be aware of the tundra that can change shape each and every year...Tundra thaws in some hills, flooding every spring. Erosions caused by winter storms and snow then the thawing helps erosion. Village people especially Atqasuk may have the biggest impact of the traffic. They may worry about sport hunters, hunters alike coming into Atqasuk then go hunt further up. This can cause a big problem.</p> <p>Priority "Safety"</p>				

Date Received	Name	MAIN TOPIC	SUB TOPIC 1	SUB TOPIC 2	Description of inquiry / Request / Concern only	Question	Response	Response Date	Responder
					<p>Persepectives.</p> <p>#1 Problem when this road opens to public use.</p> <p>A. Alcohol &amp; drug transportation will and may increase....</p> <p>1. ) Authorities/state &amp; federal officials prioritize officals to check points (hiring of local residents could and may cause problems and or unauthorized prioritazations of travelers/cargo?)</p> <p>Check points should have state and federal priority check lists leaving Barrow - Barrow is the hub stations of all other 7 villages.</p> <p>Safety route check-ups by officials to oversee condition and or monitor road for safety reasons.</p> <p>Carefully looking thru the route alternatives for Barrow to Atqasuk....all-season access road</p> <p>Corridor A - Coastal Route  Corridor B - Central Route  Corridor C - Eastern Route  Central Route - best alterantive - more high ground serious consideration "elevation" of actual area for road to be as "safe" route "elevation" is a very important and serious issue in which will avoid low hidden water drainages on the turndra.</p> <p>One important issue is you</p>				

Date Received	Name	MAIN TOPIC	SUB TOPIC 1	SUB TOPIC 2	Description of inquiry / Request / Concern only	Question	Response	Response Date	Responder
					<p>don't want to encounter disturbed tundra...could come major problem to prospect - detour.</p>				
4/11/2024	William Nungasak	Triangle Road	Safety		<p>Cons: Safety - alcohol, drugs, unsolved cases NSBPD is hurting for help. Alternatives: Railroad Pros: Cost of living will go down. Jobs will increase. There is more benefit to</p>				

Date Received	Name	MAIN TOPIC	SUB TOPIC 1	SUB TOPIC 2	Description of inquiry / Request / Concern only	Question	Response	Response Date	Responder
					community but it needs to be carefully planned.				
4/11/2024	Brian Kippi Spear	Triangle Road	Safety		Personally I wouldn't want the road. It's going to mess up our hunting lands. Also making it easier for those people to deliver alcohol and drugs. Although it will mamke a good job opportunity.				
4/11/2024		Wildlife	Safety		Will it affect caribou migration? Will it affect bird nesting ground? If the road is built I suggest there be highly security check points before leaving a community and entering a community, why to search for drugs and alcohol before they leave or enter a community, would the road have street lights? Guard rails, signs, check points, rest rooms and slow down arrows!				

Date Received	Name	MAIN TOPIC	SUB TOPIC 1	SUB TOPIC 2	Description of inquiry / Request / Concern only	Question	Response	Response Date	Responder
9/18/2024		draft purpose and need			<p>Emotional wellbeing should be included. Some community members with family in the surrounding villages feel isolated. A road connecting the Triangle Communities would enhance the sense of connection.</p> <ul style="list-style-type: none"> <li>• Community stability should be included, and health and wellness are inherent to this concept.</li> <li>• Health and wellness should also include access to routine health care in addition to emergency response to a medical emergency.</li> <li>• An important purpose of this road connection is to move large freight, such as building materials and appliances, bringing the cost of larger freight down.</li> <li>• A road could also be an evacuation route that would support resiliency for communities and disaster relief (a funding perspective to that as it falls into the health &amp; safety).</li> <li>• Another purpose for this road connection could be to provide a utility corridor. North Slope communities are moving toward greener energy sources and away from reliance on diesel for power generation. Transmitting natural gas to</li> </ul>				

Date Received	Name	MAIN TOPIC	SUB TOPIC 1	SUB TOPIC 2	Description of inquiry / Request / Concern only	Question	Response	Response Date	Responder
					<p>villages is an important step in this movement.</p> <ul style="list-style-type: none"> <li>• A road connection between these communities could potentially reduce reliance on air travel, potentially reducing greenhouse gas (GHG) emissions. The benefits of reduced GHG emissions could be tied to cultural benefits regarding the known negative impacts of air traffic on subsistence resources.</li> <li>• Increase access to local groceries/subsistence from communities.</li> <li>• Suggestion to reword the needs to positive statements rather than negative statements.</li> <li>• Potentially have a data driven needs statement (look into past Transportation Plans).</li> </ul>				
9/18/2024		safety and emergency	alternative routes		Consider if Corridor D, the route between Utqiagvik and Wainwright closest to the coast, is a safe evacuation route.				
9/18/2024		alternative routes	climate		Permafrost issues on the yellow route (eastern route), which could lead to potential road maintenance issues.				
9/18/2024		alternative routes			Consider creek locations and flooding risk around the Kugrua River (east of Wainwright) and the Meade River delta.				

Date Received	Name	MAIN TOPIC	SUB TOPIC 1	SUB TOPIC 2	Description of inquiry / Request / Concern only	Question	Response	Response Date	Responder
9/18/2024		alternative routes			<ul style="list-style-type: none"> <li>Consider permafrost issues, which may create road maintenance issues.</li> </ul>				
9/18/2024		alternative routes			The eastern and central routes have a lot of lakes and permafrost issues, which means silt, road maintenance issues, and likely less gravel sources.				
9/18/2024		alternative routes				Questions regarding how ASTAR selected the routes.	The routes illustrated were developed as an environmental and cultural resources desktop exercise. Subject matter experts (SME) shared expertise on how to weight alternatives. Additional refining to the routes is being undertaken as part of the PEL study. Based on geotechnical studies, the ASTAR team has refined the coastal route moving it closer to gravel source materials.	9/18/2024	project team at advisory committee workshop
9/18/2024		Triangle Road	road shape		Suggestion for the road to be a Y community road rather than a true triangle. This idea				

Date Received	Name	MAIN TOPIC	SUB TOPIC 1	SUB TOPIC 2	Description of inquiry / Request / Concern only	Question	Response	Response Date	Responder
					would need further information to determine if it would have the evacuation benefits of a triangle.				
9/18/2024		alt eval criteria	purpose and need		<p>Lowers Costs of Energy, Utilities, Goods and Services – add the degree to which the route lowers the cost of large freight and accommodates semi-trucks.</p> <ul style="list-style-type: none"> <li>o Support Community Stability and Cultural Connectivity – concern with the term “Cultural Connectivity” as traditionally the North Slope was made up of distinct and unique villages. This term could be defined to broadly describe the modern situation of community members being mobile, connecting people to all cultural activities.</li> <li>o Support Community Stability and Cultural Connectivity – add the degree to which the route enhances community emotional wellbeing.</li> <li>o Provides Year-Round and Convenient Transport of Goods and Services – add the degree to which the route provides infrastructure reliability and durability.</li> <li>o Add a new criterion: Greener Energy – Infrastructure provides a pathway for greener utilities in communities, such as natural gas.</li> </ul>				

Date Received	Name	MAIN TOPIC	SUB TOPIC 1	SUB TOPIC 2	Description of inquiry / Request / Concern only	Question	Response	Response Date	Responder
					o Add a new criterion: Evacuation Route: Infrastructure resiliency (this concept would offer significant funding opportunities).				
9/18/2024		alt eval criteria	environmental		Existing and Proposed Infrastructure – add the degree to which the route could provide a path to collocate energy infrastructure.				
9/18/2024		alternative routes	maintenance		Consider routes that minimize maintenance costs (i.e. road specifications, access to gravel, etc.).				
9/18/2024		funding	ownership		Consider the future ownership of the road. This information could be included in a matrix, illustrating funding mechanisms and who is eligible to receive various funding sources, as well as limitations of funding sources.				
9/18/2024		climate change	alternative routes		Climate change and GHG emissions are important topics and could be differentiators to routes, especially regarding resiliency.				
9/18/2024		Triangle Road	access		<ul style="list-style-type: none"> <li>Communities would need to consider how much</li> </ul>				

Date Received	Name	MAIN TOPIC	SUB TOPIC 1	SUB TOPIC 2	Description of inquiry / Request / Concern only	Question	Response	Response Date	Responder
					access they would like to their community.				
9/18/2024		funding	ownership			<ul style="list-style-type: none"> <li>• Question about if a public versus a private road would be built to the same standards.</li> </ul>			
11/12/2024		Triangle Road	alternative routes			A BLM participant asked if the PEL team has thought about the Barrow Triangle	<p>Jeff responded the PEL study team would work to avoid it and with timing windows. He did not believe the route for the Triangle Community Road crosses it and extends to the north and/or west. Jeff will check the route to confirm and work to avoid the area. Inuuteq noted the ACES BLM bird biologist was out that day and would be able to speak accurately to this topic when she returns. Jeff noted this would be the type of issue</p>	11/12/2024	project team at BLM meeting

Date Received	Name	MAIN TOPIC	SUB TOPIC 1	SUB TOPIC 2	Description of inquiry / Request / Concern only	Question	Response	Response Date	Responder
							the PEL process would benefit if the route did go through, an alternative could be review that does not go through.		
11/12/2024		studies	culture		A BLM participant responded to an earlier comment from the PEL study team regarding the timing of studies. He shared the BLM would need to know where the alignment would go before the studies could occur. For example, a cultural study would need to know the alignment because a buffer on either side of the route would need to be cleared. If the routing were to change, the study would also need to change the analysis. The BLM cannot clear entire areas of where a route could go rather where the alignment is proposed		Jeff noted the PEL study team has alternatives identified and has started doing some field studies.	11/12/2024	project team at BLM meeting
11/12/2024		environment	wetlands		A BLM participant noted the challenge of constructing a gravel road on the North Slope is the wetlands, which become more saturated moving west towards Wainwright. The area very saturated with shallow impermeable permafrost. The bigger, more energetic kinetic streams are what is moving the gravel needed for constructing a gravel road.		Jeff responded the PEL study team is aware of the challenges, and one of the outcomes will be sharing cost estimates, because some North Slope gravel roads are constructed by	11/12/2024	project team at BLM meeting

Date Received	Name	MAIN TOPIC	SUB TOPIC 1	SUB TOPIC 2	Description of inquiry / Request / Concern only	Question	Response	Response Date	Responder
					Getting a gravel source close to the road alignment will be challenging.		barging the entire gravel needs up. This is a very costly option. There has been a discovery of a crushable rock source in NPR-A between Utqiagvik and Wainwright. Preliminary test results appeared to show the rock source would be good, now the test would be if it is enough.		
11/12/2024		Public Involvement	subsistence		A BLM participant asked, when working with stakeholders, will the PEL study team have discussions about mapping important subsistence resources, particularly with Atqasuk because there is a data gap there. She noted a 12-month study of subsistence resources in Wainwright funded by BLM.		Kristen asked if the data from the Wainwright subsistence study would be made available to the PEL study team. The BLM participant responded it should, and the report should come out in summer 2025.	11/12/2024	project team at BLM meeting
11/12/2024		Triangle Road	access		A BLM participant noted they also see a split in communities where some members do not want anything to go near the subsistence where other see				

Date Received	Name	MAIN TOPIC	SUB TOPIC 1	SUB TOPIC 2	Description of inquiry / Request / Concern only	Question	Response	Response Date	Responder
					an opportunity to access the subsistence. She also commented this could be a similar situation with native allotments.				
11/12/2024		environment	archaeology		A BLM participant suggested having early conversations with the Alaska State Historic Preservation Office (SHPO) and building predictive models to narrow spot specific field testing.				
11/12/2024		Public Involvement	tribes		A BLM participant commented when BLM works with tribes and municipal governments, they tend to not hear back. He suggested working together as a group to encourage participation		Jeff shared a lot of the lack on interested is project fatigue, with too many requests. The ASTAR project has found having Inuuteq be the consistent presence helpful getting response.	11/12/2024	project team at BLM meeting
11/12/2024		environment	wetlands		A BLM participant reminded the PEL study team the BLM does not permit jurisdictional wetland, which are under the purview of the United States Army Corps of Engineers (USACE) and suggested early outreach to them. He added nearly everything on the North Slope is wetlands but not necessarily high value wetlands, so they may prefer to avoid routing through		Jeff noted the ASTAR team had met with the USACE a couple of years ago, and it could be beneficial to meet with them again	11/12/2024	project team at BLM meeting

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					uplands because it is the rarer habitat type				
11/12/2024		environment	water		<p>A BLM participant commented on the ROPs in the presentation. United States Fish and Wildlife Service (USFWS) had new operating procedures to outline the volume of water rights that can be delivered from a water body, fishy surveys at individual lakes close to the alignment, telemetry surveys using fish finder and sonar to about eight transects at one-foot intervals, and DNR permits the temporary water use authorization. Stream crossing on BLM lands require three years of both hydrologic data and fish survey data. BLM has recommendation for culvert design, preferring bridges over culverts for fish passage requirements. Travel on stream beds is only applicable to construction of a snow road to prevent additional freeze down. Fish data would ideally be collected within five years of the start of the EIS. She suggested coordinating with BLM, DNR, and USFWS together because their permits are reviewed and discussed.</p>				

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11/12/2024		environment	wildlife		A BLM participant commented a bird biologist could use a map with spatial and timing considerations and conduct nest surveys.				
11/12/2024		environment	water		A BLM participant commented about a catastrophic lake drainage in the Fish Creek watershed, noting researchers were about to capture that, the flood magnitude, and various other parameters to develop a GIS spatial layer to extrapolate the information across the North Slope at risk of draining suddenly. That layer also generated a flood magnitude estimate for each of the lakes, which would be important for any infrastructure. She offered to provide this layer to the PEL study team.				
11/12/2024		Triangle Road	maintenance		A BLM participant suggested considering who would maintain the road and where would maintenance materials come from.				
11/12/2024		Triangle Road	routes		A BLM participant commented he imagined this road connecting to Nuiqsut and to the Dalton Highway.	He asked if this project envisioned connecting the Triangle Communities and later connecting to the road system.	Jeff responded the previous studies separate this idea into four projects, which the communities supported the Triangle Community Road based on	11/12/2024	project team at BLM meeting

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							community benefit and support, especially for those not wanting to be connected to the road system.		
11/12/2024		Public Involvement	BLM			A BLM participant asked how frequently the PEL study team would want to meet	Renee shared there are two more rounds of community meetings and an advisory committee. Inuuteq shared the composition of the advisory committee. Renee shared the meetings schedule. Jeff shared he would like to think of the BLM being a cooperating agency in the PEL study but not as frequently and more flexible. Kristen asked when the BLM would like to meet with the PEL study team again. A BLM participant	11/12/2024	project team at BLM meeting

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							responded early and often, and through email and Teams in addition to meetings. Jeff suggested two to four times per year. A BLM participant suggested meeting several times for shorter lengths rather than one weeklong meeting.		
1/9/2025		Aviation			In early summer, many flights are unable to take off or land in Utqia?vik due to weather conditions. A community road could provide options to land in Atqasuk or Wainwright an alternative to returning to Anchorage. Additionally, there would be opportunities for alternate runways or landing sites for freight and groceries.				
1/9/2025		airports	maintenance		Suggestion for the NSB to take over responsibility for airports in the future.				
1/9/2025		airports	runways		Suggestion to use the gravel sources found by ASTAR to build new runways				
1/9/2025		airports	runways		Suggestion to coordinate with Alaska Airlines regarding alternate runways and needs.				

<b>Date Received</b>	<b>Name</b>	<b>MAIN TOPIC</b>	<b>SUB TOPIC 1</b>	<b>SUB TOPIC 2</b>	<b>Description of inquiry / Request / Concern only</b>	<b>Question</b>	<b>Response</b>	<b>Response Date</b>	<b>Responder</b>
1/9/2025		funding	construction		The rough estimate for the construction of the road is \$3-4 million per mile, however this estimate is old.				
1/9/2025		funding			Suggestion to use private funding.				
1/9/2025		funding			Private funding could be used to impose access restrictions and alleviate construction standards.		The project team is developing a funding matrix, including construction standards and specifications, access, and other factors important to the North Slope leadership decision-making process.	1/9/2025	project team at Utqiagvik community meeting
1/9/2025		utilities			Suggestion to use the corridor for additional infrastructure like natural gas and fiber optic cable.				
1/9/2025		Triangle Road	road shape		Comment a single road is better than a triangle shape from a search and rescue perspective because it limits the area to search for missing people	Question on why the road is proposed as a triangle rather than a T shape	The proposed road is more of a Y or T shape. The triangle comes from the shape of the communities rather than the road. A more apt name might be Tri-Community Road. The name of a road can be	1/9/2025	project team at Utqiagvik community meeting

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							addressed if North Slope Leadership decides to build it.		
1/9/2025		Triangle Road	other communities		Suggestion to connect the road to Willow or the Dalton Highway		The project team shared community concerns expressed at the first community meetings regarding these ideas.	1/9/2025	project team at Utqiagvik community meeting
1/9/2025		CWAT			Currently, vehicles caravan on the CWAT for safety reasons. Eskimos, Inc., the company maintaining the CWAT, has a radio show and presentation with statistics of those using the CWAT.				
1/9/2025		Political administration			Concern with issues that may arise with upcoming and future Presidential administration changes.		The study has been apolitical so far, likely because of the benefit to communities, which is appealing to both ends of the political spectrum.	1/9/2025	project team at Utqiagvik community meeting
1/9/2025		subsistence hunting	wildlife			Question on what impacts a road could have on Caribou migration or subsistence hunting, and if	The study team is working with the NSB Department of Wildlife Management to consider and minimize	1/9/2025	project team at Utqiagvik community meeting

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						a road could open traditional subsistence areas to sport hunting.	potential impacts, both to herd health and limiting sport hunting.		
1/9/2025		subsistence culture			Comment on the importance of study team understanding the communities' subsistence way of life and traditional practices.		The study team is working closely with the NSB and partners to gather and consider traditional knowledge.	1/9/2025	project team at Utqiagvik community meeting
1/9/2025		Public Involvement				What generations have been most outspoken in community meetings?	Community meetings in Utqia?vik have shown low attendance, with approximately 10 people attending the first community meeting. The project team went to the Senior Center following the first community meetings and attendance was much higher, with 30-40 people participating. In Atqasuk, the first community meeting was well attended	1/9/2025	project team at Utqiagvik council meeting

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							with all generations participating. A meeting has not been possible in Wainwright yet due to a power outage and a death in the community.		
1/9/2025		Triangle Road	access		A road connection will make visiting friends and family in the other communities easier.				
1/9/2025		Triangle Road	alternative routes		The Yellow Route does not appear to connect to Utqia?vik but appears to be near Walakpa Bay Gas Field. UIC plans to check if a resource is near that location.		The project team will review this route.	1/9/2025	project team at Utqiagvik council meeting
1/9/2025		Triangle Road	alternative routes			Was the Coastal Route preferred before Wainwright was added to the evaluations? Has the addition of Wainwright changed the preferred route?	The previous studies, available on the project website, were completed with desktop analyses of readily available information. These studies favored the coastal routes but are being reexamined with this PEL study. The data can be made	1/9/2025	project team at Utqiagvik council meeting

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							available for anyone wanting to reevaluate the data. This PEL study will incorporate all analyses.		
1/9/2025		Triangle Road	alternative routes			Why are so many routes being considered? Why have there not been some eliminated yet?	The alternatives include routes proposed in previous studies and suggestions from elders and other community members. More western options were suggested to avoid permafrost issues.	1/9/2025	project team at Utqiagvik council meeting
1/9/2025		Triangle Road	funding	schedule		How long would the road be, how much is it expected to cost, and how long is it expected to take to build?	The current estimate for funding needed for the 120-mile road is \$400-500 million. Construction would be expected to take three to five years, if a nearby gravel source can be found. Materials are a significant concern, with gravel being	1/9/2025	project team at Utqiagvik council meeting

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							difficult to find and source in NPR-A. A site has been found near the coast which could provide material that can be crushed into gravel, and the team is optimistic.		
1/9/2025		past studies				Are the geological studies conducted by the ASTAR team available online?	The existing studies can be found online on the ASTAR website; however, these were unsuccessful. The recent, more successful study finding rock with properties needed to be crushed into road-grade gravel will be posted soon.	1/9/2025	project team at Utqiagvik council meeting
1/9/2025		environment	reclamation			What mitigation or reclamation would be needed for gravel source sites?	The project team is working to minimize impacts needing compensatory mitigation and reclamation, ask required in NPR-A.	1/9/2025	project team at Utqiagvik council meeting

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							Although many standards applied to mineral extractive industries would not be applied to a community project. Additionally, this area does not have a mitigation bank, so the project team is working to include benefits.		
1/9/2025		Triangle Road	adjacent infrastructure			Will the road accommodate semi-truck traffic? Is there a port in Wainwright or is one being considered?	Enhancing the transportation of goods to communities is one of the purposes of this PEL study. Currently, most goods are transported to Wainwright via aircraft and possibly over the Community Winter Access Trail (CWAT) in winter.	1/9/2025	project team at Utqiagvik council meeting
1/9/2025		Triangle Road			Winter is the season with the best land-based transportation; however, communities would benefit from an all-season road.				

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1/9/2025		utilities	adjacent infrastructure			Does this project include only building a road or could pipelines or other utilities be included?	Roads constructed by DOT&PF include sufficient right-of-way (ROW) for a utility corridor. At this point, the decision has not been made whether to move forward with a road project. This PEL study will give North Slope leaders the information needed to make this decision. ROW and utility corridors will be considered by the study team; however, evaluation of these options would be included in the National Environmental Policy Act (NEPA) process.	1/9/2025	project team at Utqiagvik council meeting
1/9/2025		law enforcement				Will there be some kind of law enforcement involved in	The project team has considered regulation of contraband and	1/9/2025	project team at Utqiagvik council meeting

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						regulating transportation?	illegal substances entering communities and illegal hunting. Some options to address these concerns could be a management committee, guard shacks, or check points. If federal funds are used, communities could not prohibit travel, so other strategies could be used to manage these concerns.		
1/9/2025		Public involvement				What impacts or concerns have been raised by the communities?	One purpose of the PEL study is to use readily available information to identify ways to reduce impacts and create opportunities for transportation and connection. For example, if this project uses Federal	1/9/2025	project team at Utqiagvik council meeting

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							<p>Highways Administration (FHWA) funding, the road would be required to be public. If private funding were used, access could be more limited. Specific concerns with a public road raised in Atqasuk include sport hunting impacting subsistence, so the study team is involving NSB Department of Wildlife Management.</p>		
1/9/2025		ROW	Land ownership			Who are the majority landowners in the study area?	<p>The Bureau of Land Management (BLM) is the largest landowner in the area, with native villages and city corporations also owning lands surrounding the towns. The project team</p>	1/9/2025	project team at Utqiagvik council meeting

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							has GIS data and can share this data with interested organizations.		
1/9/2025		ROW				Could the team purchase land from landowners and return the lands following construction?	Most of the area will require ROW acquisition from BLM. Other methods are precedented for building, but this situation is unique as the decision to build a road is not yet determined by North Slope leadership.	1/9/2025	project team at Utqiagvik council meeting
1/9/2025		Environment				Has ASTAR investigated other minerals or gases in the study area?	The ASTAR team has not investigated these.	1/9/2025	project team at Utqiagvik council meeting
1/9/2025		environment	wetlands			What are possible impacts to wetlands?	The study team has environmental experts to help avoid high-value wetlands. However, most of the study area is wetlands, and uplands are rarer and could be considered	1/9/2025	project team at Utqiagvik council meeting

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							the high-value habitat.		
1/9/2025		environment	archaeology			How could this project affect archeological sites?	The project team has made efforts to avoid cultural heritage sites listed with the State of Alaska since the beginning of the ASTAR project. If a site is discovered before or during construction, the project team would work to reroute the alternative. . On permitting ASTAR activities, the team works with the NSB Planning Department, specifically the Traditional Land Use Inventory (TLUI) team.	1/9/2025	project team at Utqiagvik council meeting
1/9/2025		wildlife			Something to be considered is caribou cross roads all the time, so the project team should not be overly concerned with a new road impacting herds.				
1/9/2025		funding	grants			What grants are available fund a	The project team is developing a	1/9/2025	project team at Utqiagvik

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						proposed road connection between the communities?	matrix of funding opportunities that may be applicable to the project.		council meeting
1/9/2025		funding	state vs local			What are the differences between the road being state or locally maintained?	The funding opportunity matrix the study team intends to create will describe maintenance responsibilities, access limitations and requirements, and other applicable factors to provide information to decision makers. A roadway designed to FHWA standards would be most costly than to other standards.	1/9/2025	project team at Utqiagvik council meeting
1/9/2025		funding	tribal funds			Are Tribal Transportation funds considered in this matrix?	The matrix will include various funding opportunities, including sources available to Tribal entities,	1/9/2025	project team at Utqiagvik council meeting

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							and will including limitations and benefits of each funding source.		
1/9/2025		funding	federal funds			If the road is federally funded, what could this mean for involvement from the military or other entities?	The Department of Defense may have funding and interest in cold weather military training in the area. However, federal funding comes with increased bureaucracy and without maintenance funding. State funding is generally more flexible, though there is more competition for funding available.	1/9/2025	project team at Utqiagvik council meeting
1/9/2025		public involvement			Suggestion to submit an abstract to Arctic Encounter Symposium, which is occurring in Anchorage, AK April 2-4, 2025. This international forum may be important to understand how roads are developed in the eastern Arctic.				
1/9/2025		Public Involvement			Consider a workshop with students and/or youth to				

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					receive feedback from future leaders.				
1/9/2025		Public Involvement			Morrie offered to help with notices for the next round of community meetings.	Question about attendance levels at community meetings.	Community meetings in Utqia?vik have shown low attendance, with approximately 10 people attending the community meetings. The project team went to the Senior Center following the first community meeting and attendance was much higher, with 30-40 people participating.	1/9/2025	project team at Utqiagvik ICAS meeting
1/9/2025		construction	materials			Questions about gravel sources, locations, and potential impacts of removing gravel on coastal erosion.	Successful sources for the roadway include rock with qualities to be crushed into gravel located near the coast and one near Atqasuk. This means these sources would be rock quarries which would need to be reclaimed or developed as	1/9/2025	project team at Utqiagvik ICAS meeting

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							fish habitat. Additional delineation studies are needed in summer 2025.		
1/9/2025		construction	materials		Suggestion to develop gravel from two or more sources, using various materials for different roadway layers as appropriate.				
1/9/2025		construction	materials		Suggestion to construct a pipeline to transport gravel in a slurry from the Brooks Range, which has good gravel sources.				
1/9/2025		CWAT			Suggestion to include a GIS layer with the Community Winter Access Trail (CWAT).				
1/9/2025		Triangle Road	road name		Suggestion to gather input from communities to name a potential future road.				
1/9/2025		funding	tribal funds		Suggestion to consult with the Tribal Transportation Department. By getting the proposed routes into their system, they will be eligible for funding to connect communities, transportation planning, maintenance and equipment, construction, and bridges.		The study team is developing a funding opportunity matrix that will describe maintenance responsibilities, access limitations and requirements, and other applicable factors to provide information to decision makers. Tribal Transportation	1/9/2025	project team at Utqiagvik ICAS meeting

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							funding will be included as a funding source; however, roadway constructed with this funding must be made public.		
1/9/2025		funding	federal grant		Suggestion to consider Department of Defense grant funding.				
1/9/2025		construction	local hiring		Comment on the challenges in hiring experienced workforce. Suggestion to provide workers with on-the-job training and experience for construction. ICAS is working to create workforce development centers in North Slope communities.				
1/9/2025		utilities			Comment on the importance of this road including a utility corridor.				
1/9/2025		economic impact			During a recent US Army Corps of Engineers erosion study, they determined the economic impact was not substantial enough, so this project may also be considered not enough economic impact.				
1/9/2025		draft purpose and need			<ul style="list-style-type: none"> <li>• Consider combining the second and third bullets of the Purpose.</li> <li>• Consider adding education access and subsistence to the purpose to align with the Needs.</li> <li>• Remove “potentially” from</li> </ul>				

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					<p>the third bullet of the Purpose.</p> <ul style="list-style-type: none"> <li>Remove “some” from the fifth bullet of the Needs.</li> </ul>				
		Triangle Road	Current Status			Has the permanent gravel road between Barrow, Wainwright and Atqasuk been approved for construction?	No. The Triangle Road is still in the research and development phase. After the PEL is complete, the local leadership will determine if the road should be constructed.		
		Triangle Road	Future plans			When will construction on the Triangle Road begin?	The Triangle Road is still in the research and development phase. The current step in the project will be the PEL Study, and hopefully we get funding for the Test Road. After the PEL is completed, the report will be presented to local leadership to determine if the road project should continue to the		

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							construction phase.		
		Triangle Road	Post construction	Public Safety	Public Safety is currently a major concern, but the increased traffic will increase the concern.		Since we are still in the planning stages for the permanent road, we still have time to discuss solutions for the potential problems. When the PEL is submitted, the leadership will decide on the next steps.		
		Triangle Road	Post construction	Public Safety	The NSB will have to significantly increase the budgets for Police, Fire, Search and Rescue, Public Works.		Since we are still in the planning stages for the permanent road, local leadership still have time to discuss solutions for the potential problems. I am documenting your concern.		
		Triangle Road	Post construction	Public Safety		Will we have Escorts like the CWAT?	Since we are still in the planning stages for the permanent road, local leadership still have time to discuss		

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							solutions for the potential problems. I am documenting your concern.		
		Triangle Road	Post construction	Public Safety		Are there going to be scheduled days/times that we can be on the road?	Since we are still in the planning stages for the permanent road, local leadership still have time to discuss solutions for the potential problems. I am documenting your concern.		
		Triangle Road	Post construction	Public Safety		Who will maintain the road?	Since we are still in the planning stages for the permanent road, local leadership still have time to discuss solutions for the potential problems. I am documenting your concern.		
		Triangle Road	Post construction	Public Safety		Will there be Checkpoints?	Since we are still in the planning stages for the permanent road, local leadership still have time to		

Date Received	Name	MAIN TOPIC	SUB TOPIC 1	SUB TOPIC 2	Description of inquiry / Request / Concern only	Question	Response	Response Date	Responder
							discuss solutions for the potential problems. I am documenting your concern.		
		Triangle Road	Post construction	Public Safety		Who will ultimate authority on the roads? NSB Police? SOA Troopers? Native Villages?	Since we are still in the planning stages for the permanent road, local leadership still have time to discuss solutions for the potential problems. I am documenting your concern.		
		Test Road	Pre Construction	location		Instead of constructing the Test Road at Emiaqsoun, can it be located in town? for example, can it replace the Main Road (between Sadie's Playground and the Post Office?)	The goal of the Test Road is to connect the villages, so they are looking at new methods of construction on the tundra. The proposed location of the Test Road is off Emiaqsoun Road, where the CWAT trail begins.		
		Test Road	Pre Construction	location	It seems more beneficial to the NSB if the Test Road is primarily constructed for the Barrow Gas Field use.		True, but we don't want to hinder their activities if the Test Road is more of a		

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							liability than an asset. Also, we need to have as much vehicle traffic on the Test Road as possible.		
		Test Road	general			Does public input really matter?	YES, your feedback will help shape the outcome. We need input to help the study team to understand local needs, identify opportunities and concerns, and to assess potential options.		
		Test Road	Pre Construction		Please add “underground fiber optic cable” to run the length of the Test Road, so you can monitor how the fiber optic reacts to the movement of the Test Road. Shifting of permafrost, the weight of the vehicles, etc. It would be good to see if the cable survives or fails differently under the sections of “new materials”.				
		Test Road	Pre Construction	location	The location of the Test Road is highly concerning. It lies directly in the path of the natural drainage system of nearby lakes. There is so much water in that location annually, that it will most				

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					definitely washout the gravel road. Even if you have several culverts.				

# #1

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Monday, March 25, 2024 9:57:39 AM  
**Last Modified:** Monday, March 25, 2024 9:58:24 AM  
**Time Spent:** 00:00:45  
**IP Address:** [REDACTED]

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**Q1** Respondent skipped this question

Where are you located? Please select:

**Q2**  
 Do you agree or disagree that these key themes should be part of the P&N:

Medical Access: Improve access to medical facilities, emergency response **Disagree**

Education Access: Improve access to and between education facilities **Agree**

**Q3**  
 Please let us know if there are any other reasons why the residents of Utqiagvik, Atqasuk, and Wainwright would benefit from being connected with a permanent road. (Note – themes must be transportation-focused for inclusion in a PEL Study).

TEST

**Q4**  
 Please place the themes in order of importance (from most important to least important).

- Connection: Access and connection between communities **1**
- Economic Prosperity: Lower the cost of goods, services, utilities, improve access to jobs **2**
- Subsistence Traditions: Community access to subsistence resources **4**
- Medical Access: Improve access to medical facilities, emergency response **3**
- Education Access: Improve access to and between education facilities **5**
- Other Key Themes You Have Identified **6**

**Q5** Respondent skipped this question

If these themes are all equally important to you, check the box.

---

**Q6**  
Do you have any additional comments to share?

TEST

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**Q7**  
OPTIONAL: Please share your contact information to be added to our mailing list.

First name	TEST
Last name	TEST

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**Q8**  
Email Address

Email address	TEST
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**Q9**  
Mailing address

Mailing address	TEST
City	TEST
State	TEST
Zip code	TEST

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# #2

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Thursday, April 11, 2024 7:07:00 PM  
**Last Modified:** Thursday, April 11, 2024 7:08:19 PM  
**Time Spent:** 00:01:18  
**IP Address:** [REDACTED]

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**Q1** **Respondent skipped this question**

Where are you located? Please select:

**Q2**  
 Do you agree or disagree that these key themes should be part of the P&N:

Education Access: Improve access to and between education facilities **Agree**

**Q3** **Respondent skipped this question**

Please let us know if there are any other reasons why the residents of Utqiaġvik, Atkasuk, and Wainwright would benefit from being connected with a permanent road. (Note – themes must be transportation-focused for inclusion in a PEL Study).

**Q4**  
 Please place the themes in order of importance (from most important to least important).

- Connection: Access and connection between communities **1**
- Economic Prosperity: Lower the cost of goods, services, utilities, improve access to jobs **3**
- Subsistence Traditions: Community access to subsistence resources **4**
- Medical Access: Improve access to medical facilities, emergency response **2**
- Education Access: Improve access to and between education facilities **5**
- Other Key Themes You Have Identified **6**

**Q5** Respondent skipped this question

If these themes are all equally important to you, check the box.

---

**Q6**  
Do you have any additional comments to share?

no

---

**Q7**  
OPTIONAL: Please share your contact information to be added to our mailing list.

First name	<b>leroy</b>
Last name	<b>Gunderson iii</b>

---

**Q8**  
Email Address

Email address 

---

**Q9**  
Mailing address

Mailing address 

City

State

Zip code

---

# #3

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Tuesday, June 04, 2024 10:37:42 AM  
**Last Modified:** Tuesday, June 04, 2024 10:40:48 AM  
**Time Spent:** 00:03:05  
**IP Address:** [REDACTED]

Page 1

**Q1** Respondent skipped this question

Where are you located? Please select:

**Q2**  
 Do you agree or disagree that these key themes should be part of the P&N:

Economic Prosperity: Lower the cost of goods, services, utilities, and improve access to jobs **Agree**

**Q3** Respondent skipped this question

Please let us know if there are any other reasons why the residents of Utqiaġvik, Atkasuk, and Wainwright would benefit from being connected with a permanent road. (Note – themes must be transportation-focused for inclusion in a PEL Study).

**Q4**  
 Please place the themes in order of importance (from most important to least important).

- Connection: Access and connection between communities **2**
- Economic Prosperity: Lower the cost of goods, services, utilities, improve access to jobs **1**
- Subsistence Traditions: Community access to subsistence resources **5**
- Medical Access: Improve access to medical facilities, emergency response **3**
- Education Access: Improve access to and between education facilities **4**
- Other Key Themes You Have Identified **6**

**Q5** Respondent skipped this question

If these themes are all equally important to you, check the box.

---

**Q6**  
Do you have any additional comments to share?

A road would make connecting atqasuk and wainwright to the barrow gas feild alot more feasible.

---

**Q7**  
OPTIONAL: Please share your contact information to be added to our mailing list.

First name	<b>Oliver</b>
Last name	<b>PEETOOK</b>

---

**Q8**  
Email Address

Email address 

---

**Q9**  
Mailing address

Mailing address

City

State

Zip code



# #4

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Wednesday, July 03, 2024 9:44:25 PM  
**Last Modified:** Wednesday, July 03, 2024 9:53:26 PM  
**Time Spent:** 00:09:01  
**IP Address:** [REDACTED]

---

Page 1

**Q1** Respondent skipped this question

Where are you located? Please select:

---

**Q2**  
Do you agree or disagree that these key themes should be part of the P&N:

Education Access: Improve access to and between education facilities **Agree**

---

**Q3**  
Please let us know if there are any other reasons why the residents of Utqiagvik, Atqasuk, and Wainwright would benefit from being connected with a permanent road. (Note – themes must be transportation-focused for inclusion in a PEL Study).

Educational purposes, learning the ways of the land; to better understand where our ancestors traveled and what resources they used in their travels.

---

**Q4**  
Please place the themes in order of importance (from most important to least important).

- Connection: Access and connection between communities **3**
  - Economic Prosperity: Lower the cost of goods, services, utilities, improve access to jobs **1**
  - Subsistence Traditions: Community access to subsistence resources **4**
  - Medical Access: Improve access to medical facilities, emergency response **2**
  - Education Access: Improve access to and between education facilities **5**
  - Other Key Themes You Have Identified **6**
-

**Q5** Respondent skipped this question

If these themes are all equally important to you, check the box.

---

**Q6**  
Do you have any additional comments to share?

Make sure there are check points to ensure safety and each community create a search policy on vehicles in communities that exercise the ban of alcohol and dangerous drugs that can affect the communities.

---

**Q7**  
OPTIONAL: Please share your contact information to be added to our mailing list.

First name	<b>Cheryl</b>
Last name	<b>Panik</b>

---

**Q8**  
Email Address  
Email address 

---

**Q9**  
Mailing address  
Mailing address  
City  
State  
Zip code 

---

# #5

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Tuesday, August 27, 2024 3:26:47 PM  
**Last Modified:** Tuesday, August 27, 2024 3:35:32 PM  
**Time Spent:** 00:08:45  
**IP Address:** [REDACTED]

---

Page 1

**Q1** **Other place in Alaska**

Where are you located? Please select:

---

**Q2**  
Do you agree or disagree that these key themes should be part of the P&N:

- |   |              |
|---|--------------|
| Connection: Improve transportation access and connection between communities                  | <b>Agree</b> |
| Economic Prosperity: Lower the cost of goods, services, utilities, and improve access to jobs | <b>Agree</b> |
| Subsistence Traditions: Community access to subsistence resources                             | <b>Agree</b> |
| Medical Access: Improve access to medical facilities, emergency response                      | <b>Agree</b> |
| Education Access: Improve access to and between education facilities                          | <b>Agree</b> |
- 

**Q3**  
Please let us know if there are any other reasons why the residents of Utqiagvik, Atkasuk, and Wainwright would benefit from being connected with a permanent road. (Note – themes must be transportation-focused for inclusion in a PEL Study).

Test

---

**Q4**

Please place the themes in order of importance (from most important to least important).

Connection: Access and connection between communities	<b>4</b>
Economic Prosperity: Lower the cost of goods, services, utilities, improve access to jobs	<b>2</b>
Subsistence Traditions: Community access to subsistence resources	<b>3</b>
Medical Access: Improve access to medical facilities, emergency response	<b>1</b>
Education Access: Improve access to and between education facilities	<b>5</b>
Other Key Themes You Have Identified	<b>6</b>

---

**Q5**

**All themes are equally important.**

If these themes are all equally important to you, check the box.

---

**Q6**

Do you have any additional comments to share?

Test

---

**Q7**

OPTIONAL: Please share your contact information to be added to our mailing list.

First name	<b>Test</b>
Last name	<b>Test</b>

---

**Q8**

Email Address

Email address 

---

**Q9**

Mailing address

Mailing address

**Test**

City

**Test**

State

**Test**

Zip code

**Test**

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# #6

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Thursday, August 29, 2024 2:20:17 PM  
**Last Modified:** Thursday, August 29, 2024 2:26:40 PM  
**Time Spent:** 00:06:22  
**IP Address:** [REDACTED]

---

Page 1

## Q1 Utqiagvik

Where are you located? Please select:

---

## Q2

Do you agree or disagree that these key themes should be part of the P&N:

- |   |              |
|---|--------------|
| Connection: Improve transportation access and connection between communities                  | <b>Agree</b> |
| Economic Prosperity: Lower the cost of goods, services, utilities, and improve access to jobs | <b>Agree</b> |
| Subsistence Traditions: Community access to subsistence resources                             | <b>Agree</b> |
| Medical Access: Improve access to medical facilities, emergency response                      | <b>Agree</b> |
| Education Access: Improve access to and between education facilities                          | <b>Agree</b> |
- 

## Q3

Please let us know if there are any other reasons why the residents of Utqiagvik, Atqasuk, and Wainwright would benefit from being connected with a permanent road. (Note – themes must be transportation-focused for inclusion in a PEL Study).

Permanent roads would make it easier for residents to access healthcare, education, and other essential services that might be more readily available in larger hubs.

---

## Q4 Respondent skipped this question

Please place the themes in order of importance (from most important to least important).

---

**Q5** **All themes are equally important.**

If these themes are all equally important to you, check the box.

---

**Q6**  
Do you have any additional comments to share?

- Enhance transportation links could boost local economies by making it easier to transport good and services. This can lead to job creations and economics development in these communities.
  - In case of emergencies, a permanent road would facilitate quicker response time for medical, fire and other emergency services.
  - Currently many goods must be flown in transported via cargo plane which can be expensive. A permanent road could reduce transportation costs making goods more affordable to residents.
- \* These benefits collectively enhance the quality of life for residents and contribute to the sustainable development of the North Slope.  
[Transcribed by M. McCammon into Survey Monkey]
- 

**Q7**  
OPTIONAL: Please share your contact information to be added to our mailing list.

First name **Jinky**  
Last name **Caoile**

---

**Q8**  
Email Address  
Email address 

---

**Q9**  
Mailing address   
Mailing address  
City  
State  
Zip code

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#7

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Thursday, August 29, 2024 2:32:12 PM  
**Last Modified:** Thursday, August 29, 2024 2:36:37 PM  
**Time Spent:** 00:04:24  
**IP Address:** [REDACTED]

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Page 1

**Q1** **Utqiagvik**

Where are you located? Please select:

---

**Q2**  
Do you agree or disagree that these key themes should be part of the P&N:

- |   |              |
|---|--------------|
| Connection: Improve transportation access and connection between communities                  | <b>Agree</b> |
| Economic Prosperity: Lower the cost of goods, services, utilities, and improve access to jobs | <b>Agree</b> |
| Subsistence Traditions: Community access to subsistence resources                             | <b>Agree</b> |
| Medical Access: Improve access to medical facilities, emergency response                      | <b>Agree</b> |
| Education Access: Improve access to and between education facilities                          | <b>Agree</b> |
- 

**Q3**  
Please let us know if there are any other reasons why the residents of Utqiagvik, Atqasuk, and Wainwright would benefit from being connected with a permanent road. (Note – themes must be transportation-focused for inclusion in a PEL Study).

High cost of plane tickets, permanent road would be a great benefit to the entire community.

---

**Q4** **Respondent skipped this question**

Please place the themes in order of importance (from most important to least important).

---

**Q5** **All themes are equally important.**

If these themes are all equally important to you, check the box.

---

**Q6**

Do you have any additional comments to share?

Access to a permanent road would make life easier for everyone who likes to travel with their vehicles, etc.

---

**Q7**

OPTIONAL: Please share your contact information to be added to our mailing list.

First name	<b>Jeff</b>
Last name	<b>Romero</b>

---

**Q8**

Email Address

Email address	
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---

**Q9**

**Respondent skipped this question**

Mailing address

---

# #8

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Thursday, August 29, 2024 2:36:48 PM  
**Last Modified:** Thursday, August 29, 2024 2:38:48 PM  
**Time Spent:** 00:01:59  
**IP Address:** [REDACTED]

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Page 1

## Q1 Utqiagvik

Where are you located? Please select:

---

## Q2

Do you agree or disagree that these key themes should be part of the P&N:

- |   |              |
|---|--------------|
| Connection: Improve transportation access and connection between communities                  | <b>Agree</b> |
| Economic Prosperity: Lower the cost of goods, services, utilities, and improve access to jobs | <b>Agree</b> |
| Subsistence Traditions: Community access to subsistence resources                             | <b>Agree</b> |
| Medical Access: Improve access to medical facilities, emergency response                      | <b>Agree</b> |
| Education Access: Improve access to and between education facilities                          | <b>Agree</b> |
- 

## Q3

Please let us know if there are any other reasons why the residents of Utqiagvik, Atkasuk, and Wainwright would benefit from being connected with a permanent road. (Note – themes must be transportation-focused for inclusion in a PEL Study).

The cost of living is really high in rural Alaska, so I believe the road if properly maintained and monitored will provide us with better shipping and traveling options.

---

**Q4**

Please place the themes in order of importance (from most important to least important).

Connection: Access and connection between communities	<b>3</b>
Economic Prosperity: Lower the cost of goods, services, utilities, improve access to jobs	<b>1</b>
Subsistence Traditions: Community access to subsistence resources	<b>5</b>
Medical Access: Improve access to medical facilities, emergency response	<b>2</b>
Education Access: Improve access to and between education facilities	<b>4</b>
Other Key Themes You Have Identified	<b>6</b>

---

**Q5**

**Respondent skipped this question**

If these themes are all equally important to you, check the box.

---

**Q6**

**Respondent skipped this question**

Do you have any additional comments to share?

---

**Q7**

OPTIONAL: Please share your contact information to be added to our mailing list.

First name	<b>Noelani</b>
Last name	<b>Wood</b>

---

**Q8**

Email Address

Email address 

---

**Q9**

**Respondent skipped this question**

Mailing address

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