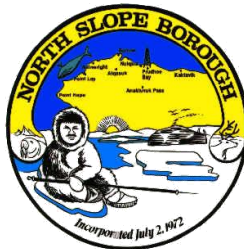


ASTAR TRIANGLE COMMUNITY ROAD PEL STUDY

Community Meeting

Utqiagvik, AK

March 28, 2024



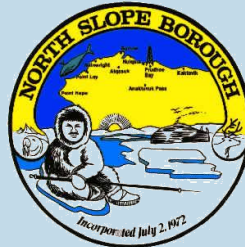
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.

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)

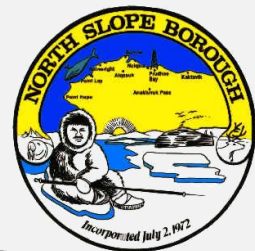


ARCTIC STRATEGIC TRANSPORTATION AND RESOURCES

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



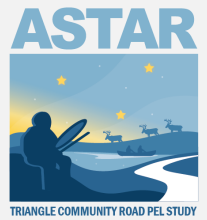
**Collaboration between ASTAR and
North Slope communities and
stakeholders**



**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 STAKEHOLDER ENGAGEMENT



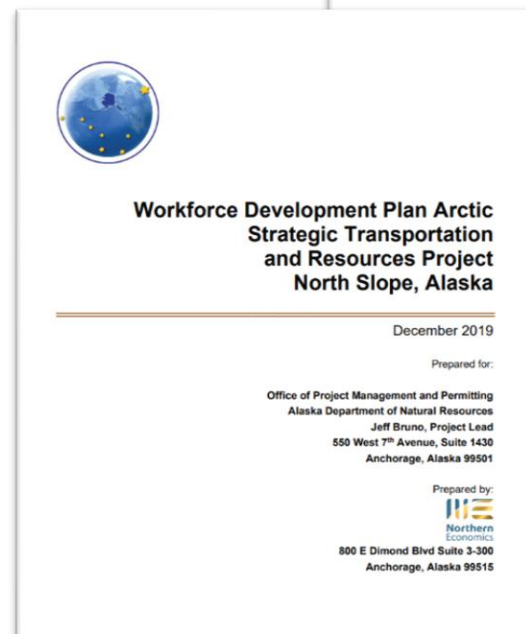
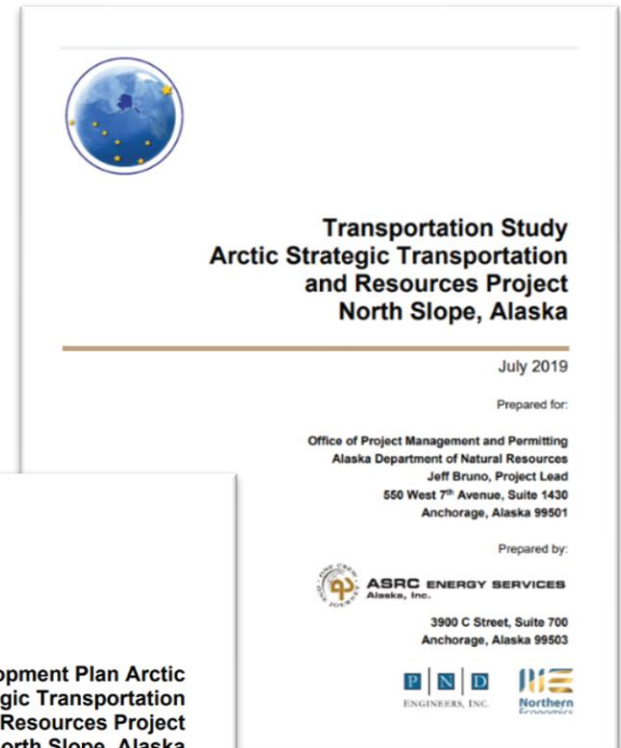
ASTAR benefit criteria (selected by the NSB and North Slope communities)

- 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 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



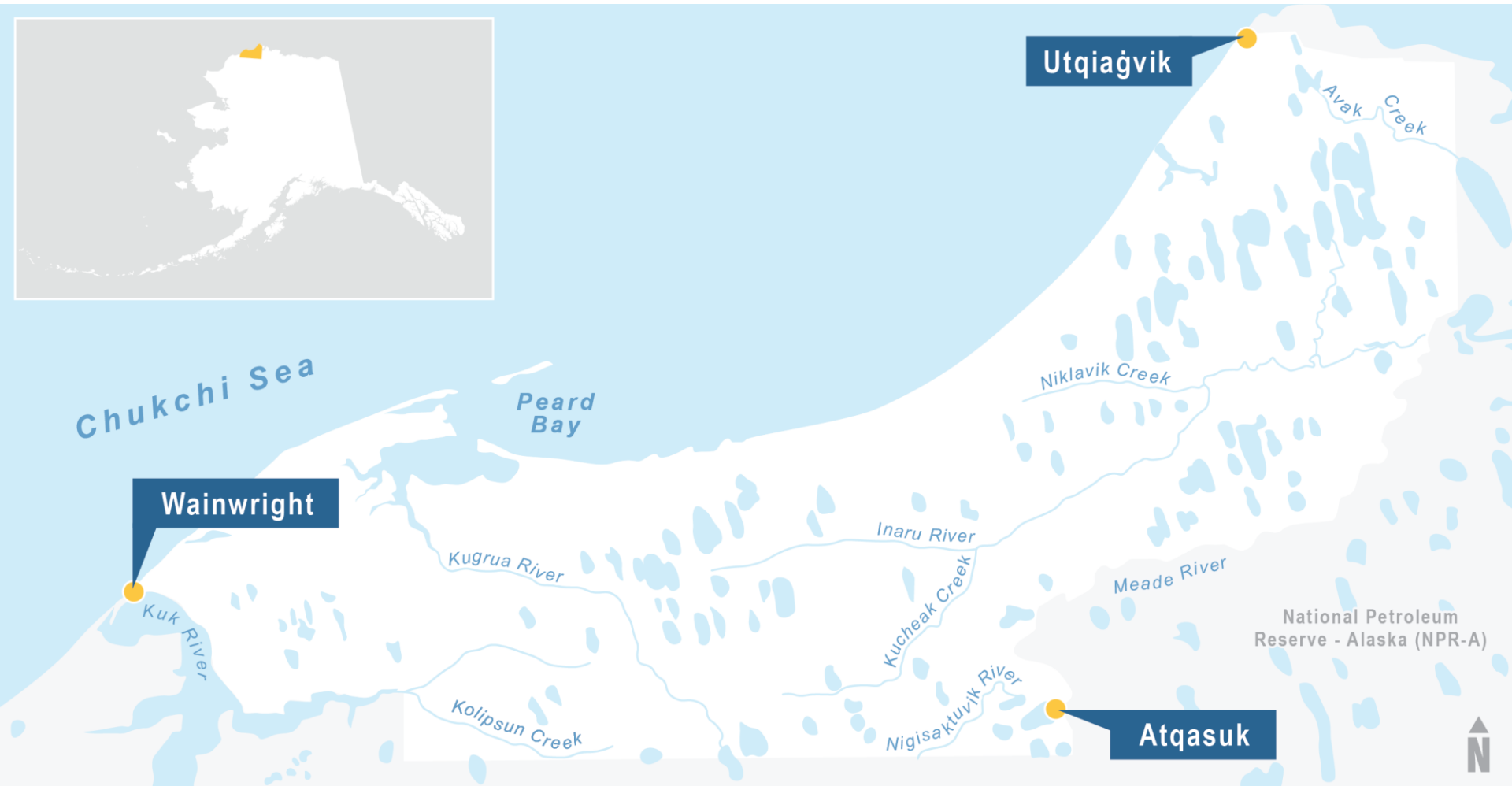
- Gravel survey
 - Anaktuvuk Pass
- Route analysis for all-season road and evacuation roads for Point Lay and Point Hope
- Coastal Hazard and erosion mapping
 - Kaktovik, Point Hope
- Winter Geotech program for potential road alternatives
- Work with communities to identify grant and other funding opportunities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



TRIANGLE COMMUNITY ROAD PEL STUDY



TRIANGLE COMMUNITY ROAD PEL STUDY AREA UTQIAGVIK, ATQASUK, WAINWRIGHT



PEL STUDY PRELIMINARY SCHEDULE



SPRING 2024



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

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

SUMMER / FALL 2024



Evaluation Criteria, Develop & Screen Alternatives

Identify Alternatives and Develop Screening Criteria

WINTER / SPRING 2024 / 2025



Evaluate, Refine, & Select Alternatives

Screening, Recommended Alternatives, Draft PEL Study

SUMMER 2025 - WINTER 2025 / 2026



Finalize Documentation

Public Comment Period (30 days) and Finalize PEL Study

Public Meeting No. 1



Advisory Committee Meeting No. 1

Public Meeting No. 2



Advisory Committee Meeting No. 2



Advisory Committee Meeting No. 3



Advisory Committee Meeting No. 4

Public Meeting No. 3

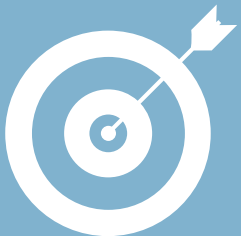


PEL PROCESS



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

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)



PEL 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

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

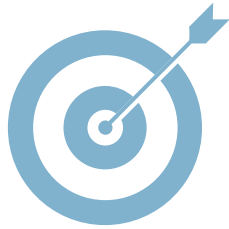
Data gaps that have been identified, and will be a priority for the PEL study and/or future work to support the National Environmental Policy Act (NEPA) process include:

- 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

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



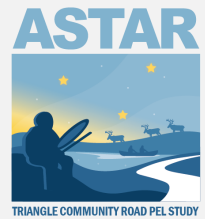
- ✓ **Connection:** Access and connection between communities
- ✓ **Economic Prosperity:** Lower cost of goods, services, utilities, improve access to jobs
- ✓ **Subsistence Traditions:** Community access to subsistence resources
- ✓ **Medical Access:** Improve access to medical facilities, emergency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



ALTERNATIVES DEVELOPMENT PROCESS



ALTERNATIVES DEVELOPMENT PROCESS



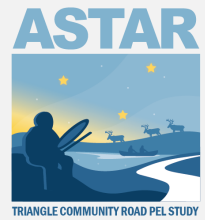
- ✓ **Initial Screening Criteria and Range of Alternatives**
 - Screening Criteria Previously Identified
 - Benefits-Related Criteria – helping to inform P&N
 - Constraints-Related Criteria – range of environmental, physical, social, cost constraints
- ✓ **PEL Study Screening Will Help Evaluate Alternatives and Narrow in on Recommendations**



WHAT'S NEXT

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



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