

GREATER MOOSES TOOTH UNIT 1  
SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT  
PUBLIC PARTICIPATION/ ANILCA §810 Hearing  
Anaktuvuk Pass, Alaska  
March 18, 2014

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**ATTENDEES**

Cynthia Adams, Administrative Assistant , Naqsrarmiut Tribal Council,  
Inupiat Community of the Arctic Slope (ICAS)  
Lela Ahgook, City Council member  
Noah Ahgook, resident  
Rhoda Ahgook  
Jeremy Curtis  
Erin Donmoyer, SLR  
Grace Ekak, Anaktuvuk Pass  
Stacey Fritz, Bureau of Land Management (BLM) Subsistence Specialist  
Eric Gerke (sp)  
Steve Hartman, BLM Fairbanks District Manager  
John Hopson, Jr., Arctic Slope Regional Corporation (ASRC)  
Charles Hugo, City of Anaktuvuk Pass  
Doris Hugo, Anaktuvuk Pass  
Esther S. Hugo, Vice-Mayor, City of Anaktuvuk Pass  
Teresa Imm, ASRC  
Lon Kelly, BLM Arctic Field Office Manager / Authorized Officer  
Ada Lincoln  
Krystal Madros, Anaktuvuk Pass  
Nolita Madros, Anaktuvuk Pass  
Kenny McKiam (sp), Mekiana, Mayor, City of Anaktuvuk Pass  
Jerry Morris, Security Aviation  
Anna Nageak, Vice President, Naqsrarmiut Tribal Council  
James Nageak, City of Anaktuvuk Pass  
Roy M. Nageak, BLM Barrow Office / Inupiaq Translator

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Joseph Nukapigak, Jr., Anaktuvuk Pass  
Joe Nukapigak, Kuukpik Corporation  
Lisa Pekich, ConocoPhillips  
Laura Perry, ConocoPhillips  
Bridget Psarianos, BLM, GMT1 Planner  
Rachel Riley, Tribal Council member  
Ruth Rulland (sp)  
Thomas Rulland (sp), Naqragmiut Tribal Council member and City  
Council member  
Loren (sp) Stan, Security Aviation  
Miranda Studstill, Accu-Type Depositions  
Laura L. Ticket (sp), Anaktuvuk Pass  
Lela Ahgook, City Council member  
Tom Unidentified  
Jenna Wallis, SLR  
Dave Yokel, BLM Wildlife Biologist

## **CALL TO ORDER**

*The meeting was called to order at 5:59 p.m.*

MR. KELLY: ...Field Manager for the Arctic Field Office at BLM and I'll kick this meeting off. I really appreciate you having us to your village and I appreciate you coming to this meeting. I know that we have other things that we could be doing on such a nice evening. So I really do appreciate you coming and it's really important for us to hear what you have to say about what we're talking about here tonight, which is a development project in NPR-A, just to the west of Nuiqsut.

## **INVOCATION**

So we generally start our meetings with an invocation and James Nageak said that he would do that for us. So let's have our invocation.

*An invocation was given by Mr. James Nageak.*

## **INTRODUCTIONS/ ROLL CALL**

MR. KELLY: Thank you. So I guess what I -- I know that people don't want to turn their cell phones off altogether. You probably have children or somebody that might need to get in touch with you, but if you could just turn the ringer down so it doesn't blast us, that would be great.

There's an exit here and an exit there and so if we do have to evacuate the building, let's meet on that side. So even if you go out this door, we'll go around and meet and we'll try to count heads and see if anybody's left inside. That's the extent of my safety plan. Does anybody else have anything they'd like to add on the safety aspect of it?

Okay, and I -- what we've been doing is just introducing ourselves, just kind of going around the room and introducing ourselves and like I said, my name's Lon Kelly. I'm the local manager for the Arctic Field Office, which is pretty much everything to the north or the crest of the

Brooks Range, except a small strip right along the haul road, those lands that are management by BLM in that area.

*Participants introduced themselves and stated their affiliation, if any.*

MR. KELLY: So tonight, we're going to be meeting to talk about this draft Supplemental Environmental Impact Statement that we're working on. Right now, it's available in draft and we're going to kind of cover the main features of it and we'll take public comment and the way we've been running the meetings in the villages is to just turn on the recorder and so everything will be on the record and you don't need to make formal comments, you know, your comments and questions will be on our record and we'll respond to those as we move to write the final, based on the draft document that we have now.

Also, this is an ANILCA, Alaska National Interest Lands Conservation Act Section 810 subsistence hearing. When we -- when the federal government is proposing an action that might have a significant impact on subsistence, we're required to have hearings in those villages that are being affected and in this case, this is part of a pattern of development

on the North Slope that we think, taken as a whole and looking out into the future, will probably have significant impacts on subsistence on the North Slope.

So this one action probably isn't that big of a deal. It is to Nuiqsut, but not across the Slope, but all of these actions taken together with development that's potential in the Chukchi Sea and a pipeline across NPR-A that's talked about, all those things taken as a whole would be significant and so we're having this formal hearing to talk about the subsistence impacts and we'll open that now.

### **PUBLIC PARTICIPATION / ANILCA 810 Hearing**

MS. WALLIS: We'll now formally open this BLM public meeting and ANILCA Section 810 hearing. This meeting is to support a Supplemental Environmental Impact Statement for ConocoPhillips proposed Greater Mooses Tooth 1 Project located in the NPR-A.

You will have the opportunity to ask questions and provide public comment. If you would like to speak, please speak loudly and state your name for the record. The entire meeting will be recorded and will be on the record to ensure that all comments are captured.

MR. JAMES NAGEAK: And if you are talking, talk slowly because, you know.

MS. WALLIS: Sorry, would you like me to say it all again?

MR. JAMES NAGEAK: I mean, I think you should because I couldn't keep up with your English.

MS. WALLIS: Okay.

MS. STUDSTILL: Can I get your name for the record?

MR. JAMES NAGEAK: I mean, there's people don't know English very well, so...

MS. WALLIS: Okay. Would it also help to have Roy translate? Is that something that would help?

MR. ROY NAGEAK: (Translating into Inupiaq).

MR. KELLY: So we'll -- we'll do this presentation. We're kind of -- well, different people will do different parts of the presentation and I'm almost done with my part. We'll discuss this proposed project, which is a project to develop oil from a pad about 11 miles to the west of Nuiqsut and build a road that's a little less than eight miles long.

It's all part -- we'll cover the National Environmental Policy Act,

which is what requires us to come here, make this document, take public comments, and incorporate those comments. We'll talk about the alternatives that we have -- that we looked into that might meet the purpose and need of the action producing oil from NPR-A.

We'll talk a little bit about how you might read the document. It's a super long -- well, it's not super long. It's actually quite short for an Environmental Impact Statement, but it's still 1,000 pages and so we'll talk about how you might be able to find what you want -- what you're interested in the document.

Then we'll summarize -- Dave will summarize the caribou sections because we think everybody in the village is real concerned about the impacts to caribou and talk about how to comment on the plan and then the last thing that we'll do is have -- Stacey Fritz will give a discussion, Stacey, on subsistence issues and what -- how subsistence issues are written up in the document and then if there's anybody that has public comments kind of -- that don't come out as questions through the proceedings, they'll be time to make formal statements or to just kind of sum up your comments on the action at the end and Stacey will take care of that part of the presentation.

Do you think that we should translate as we go along or are you understanding all right? Okay, you better translate then.

MR. ROY NAGEAK: (Translating into Inupiaq).

MR. KELLY: Thanks. Okay, so I'm going to turn it over to Bridgett. Bridgett Psarianos has the lead for this project and she's pulled together the document in the form that you see it printed here and on the internet and so she'll talk about the alternatives and we'll go from there.

MS. PSARIANOS: Hi, my name is Bridgett and I'm here to tell you a little bit about what's in this document, which is what we came here to talk to you all about and this document is called the Supplemental Environmental Impact Statement, which Stacey Fritz translated up there on the board.

It evaluates a project for a pipeline and a road by ConocoPhillips that would be about 145 miles away -- no, from -- yeah (affirmative), 145 miles from Anaktuvuk Pass, but as Lon said, it's about 12 miles away from Nuiqsut and this slide shows you where it is in relation to Nuiqsut and Anaktuvuk.

This slide shows -- this pipeline will connect to the Trans-Alaska

Pipeline off to the east of it and so oil produced here by ConocoPhillips will be carried by the pipeline eastward to the Trans-Alaska Pipeline and then south to Valdez. Roy, when do you want to jump in, like every couple of slides?

MR. ROY NAGEAK: (Translating into Inupiaq).

MS. PSARIANOS: And if you have questions, please stop me or if you can't hear me, please stop me and I'll talk louder. So BLM is here as part of the National Environmental Policy Act and that's a law that applies to projects that are carried out by the federal government and in this case, BLM would be issuing a permit for ConocoPhillips to drill, as well as a right-of-way for ConocoPhillips to bring a road and a pipeline across BLM land. Thank you.

The road and pipeline would also cross Kuukpik land and this law also requires us to look at the impacts of the action, so the impacts of this well and look at reasonable alternative ways for ConocoPhillips to drill the well and build the road and pipeline and to look at impacts on the environment and requires us to make an informed decision and involve the public to get information.

MR. ROY NAGEAK: (Translating into Inupiaq). Yes.

MS. PSARIANOS: And BLM has written two earlier Environmental Impact Statements that look at this project. One of them was written in 2004 and it evaluated this project, along with the entire Alpine oil field, which currently exists and we also did a land use plan that we had a meeting in Anaktuvuk for about two years ago and it was an Integrated Activity Plan or a master leasing plan and so this document incorporates those two documents and looks at any new information or changes to the project that have come into play over the last 10 years.

MR. ROY NAGEAK: (Translating into Inupiaq). Go ahead.

MS. PSARIANOS: This map shows land ownership near the project. We also have a big version of it down here if anybody wants to look at it later, but this shows -- the green area is Kuukpik land and the pink area is land that Kuukpik has selected, but it hasn't been conveyed yet.

The project, the drill pad is on federal land right there and then the road and pipeline mostly cross federal land and then they would connect to CD5, which is located on Kuukpik land and that is currently being constructed. It was permitted by the Army Corps recently.

MR. ROY NAGEAK: (Translating into Inupiaq).

MS. PSARIANOS: As part of BLM's requirements under the National Environmental Policy Act, we have to think about what would happen if we didn't allow Conoco to drill a well and so that is the no action alternative, which is in this document and under that alternative, there would be the existing Alpine field, which is mostly located on state and Kuukpik land and that also includes the existing proposed road to CD5 and the bridge over the Nigliq Channel of the Colville River.

So that project was authorized separately from this project and so we assume, in this project, that is going to be built and completed, and then it also looks at the currently permitted Nuiqsut Spur Road that Kuukpik Corporation is building. So those two projects are already permitted and are under construction this year and so BLM is going to be authorizing something in addition to the west, but this is our baseline if BLM were to do nothing, this is what the area would look like.

MR. ROY NAGEAK: (Translating into Inupiaq).

MS. PSARIANOS: This slide shows Alternative A, which is ConocoPhillips' proposed project. So ConocoPhillips is proposing to put a

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drill pad right there on BLM land and it is about 7.8 miles west of where CD5 is being constructed.

The pipeline at GMT1 would connect to CD5 and carry all of the oil there and then it would eventually be brought to Alpine central processing facility and that's where it would be processed. Conoco's proposed action includes a gravel road that would connect GMT1 to CD5 and so that road would also connect to the rest of the road system that's in the Alpine field.

This map also shows the Fish Creek setback, which is a BLM management direction that keeps infrastructure out of major waterways that are important to subsistence and ConocoPhillips would seek a waiver or an exception from BLM to bring the road and pipeline through part of that setback buffer area and this would also involve a bridge over the Ublutuoch and a bridge over Crea Creek and a large culvert near Barely Creek.

MR. ROY NAGEAK: (Translating into Inupiaq). Go ahead.

MR. JOE NAGEAK: (Speaking Inupiaq).[asking Mr. Nageak a question]

MR. ROY NAGEAK: (Speaking Inupiaq). One or two bridges?

MS. PSARIANOS: Two bridges.

MR. ROY NAGEAK: (Translating into Inupiaq). No?

MS. PSARIANOS: There's one. The second one isn't on this map.

It's a much smaller bridge. We have it on a map in here.

MR. ROY NAGEAK: (Translating into Inupiaq). The one in Nigliq?

MS. PSARIANOS: No, the one -- the one over the Nigliq is already permitted and it's under construction now.

MR. ROY NAGEAK: Okay.

MS. PSARIANOS: So we're not authorizing that.

MR. ROY NAGEAK: (Translating into Inupiaq).

MS. STUDSTILL: I'm sorry, what -- can you translate the question that was asked?

MR. ROY NAGEAK: What bridges is...

MS. PSARIANOS: How many bridges.

MS. STUDSTILL: How many bridges.

MR. ROY NAGEAK: I didn't comment about the bridges, so...

MS. STUDSTILL: Okay.

MR. ROY NAGEAK: He's just referring to what I missed.

MR. JAMES NAGEAK: Didn't you say that those bridges have already been permitted?

MR. ROY NAGEAK: No.

MS. PSARIANOS: So...

MR. JAMES NAGEAK: The three bridges...

MR. ROY NAGEAK: The one...

MR. JAMES NAGEAK: The bridges that are going...

MS. PSARIANOS: Right.

MR. JAMES NAGEAK: They're already being constructed?

MR. ROY NAGEAK: Just the one in Nigliq.

MS. PSARIANOS: So there's three bridges for the CD5 project that are already being constructed and that is on Kuukpik land. That was authorized by the Army Corps of Engineers and those would be here, here, and I think over here [showing bridge locations on a map]. So there's three bridges there and that is not BLM's decision that they're making, so...

MR. JAMES NAGEAK: And that's already been taken care of?

MS. PSARIANOS: That's already happening.

MR. JAMES NAGEAK: And that's already happening?

MS. PSARIANOS: They're building it now and what we're talking about for this project is a bridge here over the Ublutuoch and a small bridge over Crea Creek, which is right there. It's just hard to see right now because it's kind of a fuzzy map, and there would also be gravel -- gravel for the road and the drill pad would be taken from this Clover material site, a new gravel mine, not the existing ASRC mine site, most likely.

There's probably not enough gravel in the ASRC mine site for it to come from there is what we've heard from Conoco and so we're analyzing impacts from taking gravel from both sources.

MS. ANNA NAGEAK: Who's permitting that?

MS. PSARIANOS: The Clover material site is on BLM land.

MS. ANNA NAGEAK: BLM?

MS. PSARIANOS: BLM would be responsible for that and I'm pretty sure the 2004 EIS that analyzed this project 10 years ago authorized opening that up for material sales.

MS. STUDSTILL: Ma'am, can I get your name for the record?

MS. ANNA NAGEAK: My name's Anna Nageak.

MS. STUDSTILL: Thank you.

MS. ANNA NAGEAK: [Nagragmiut] Tribal health.

MR. ROY NAGEAK: (Translating into Inupiaq). Go ahead.

MR. JAMES NAGEAK: My name is James Nageak. How -- from the ASRC land, I don't see any roads or anything. How is that gravel going to be transported?

MS. PSARIANOS: Ice road.

MR. JAMES NAGEAK: Ice road?

MS. PSARIANOS: Ice roads.

MR. JAMES NAGEAK: Ice roads?

MS. PSARIANOS: Yes, and it would be the same for the Clover site when they build GMT1, they would use an ice road to move the gravel.

MR. JAMES NAGEAK: (Speaking Inupiaq).

MR. ROY NAGEAK: Go ahead.

MS. ADAMS: I have a question. Cynthia Adams. The construction of the bridges and any of the roads are all during a certain part of the year or is it all year-round or...

MS. PSARIANOS: Right, the construction would be done in the winter. They would use ice roads to move the gravel to do the

construction. The drilling, once the pad is built, would be year-round.

MS. ADAMS: And that just helps less -- lessen the impact of the road or...

MS. PSARIANOS: Right, and...

MS. ADAMS: ...the damage to the...

MS. PSARIANOS: Right, and BLM doesn't generally allow -- and Lon can speak to this more than me, but we try not to allow people to use rolligons and stuff if they can use ice roads for construction, but I'm not...

MR. KELLY: Well, we try to allow, you know, we try to do the thing that will have the least impact. So if you're going to be driving literally thousands of loads of dump trucks, it makes sense to build an ice road. You couldn't really do it with a snow trail. I mean, we're talking hundreds of thousands of yards of (indiscernible- background noise) of gravel.

MR. ROY NAGEAK: (Translating into Inupiaq). Go ahead.

MS. PSARIANOS: No more questions? So this is called Alternative B, and like I said earlier, BLM has to look at different ways that Conoco could do the project that might have a lesser impact on the

environment and on the people of Nuiqsut and so under this alternative, the drill pad would still be in the same location, but the road and pipeline would be moved further south and it would be out of that Fish Creek setback buffer area, which is shown in the blue lines.

This alternative would have one less bridge. There would still be a bridge over the Ublutuoch, but there would be no bridge of Crea Creek. This route does go through some thaw basins and so it could have more of an impact to some of the vegetation there. It's also a little bit longer. It's an 8.6-mile long gravel road, instead of the 7.8-mile gravel road that is Conoco's proposed route.

MR. ROY NAGEAK: (Translating into Inupiaq). Did you say it was more wetlands right through here?

MS. PSARIANOS: It's a longer road, so yeah (affirmative), more gravel.

MR. ROY NAGEAK: (Translating into Inupiaq).

MS. PSARIANOS: Alternative C is in the document mainly as a result of the Native Village of Nuiqsut being a cooperating agency. They were interested in the economic benefits that could come with having

Nuiqsut as a hub of industrial activity.

So under this alternative, there would be a road and pipeline between CD5 and GMT1, just like under the last two alternatives we talked about. The difference here is that the Nuiqsut Spur Road, which is already permitted by Kuukpik Corporation on Kuukpik land, would be widened to industrial grade and then the Nuiqsut Airport would also be upgraded. The runway would be extended, which would require a small bridge to be built and the idea is that Nuiqsut would be used as the hub of the activity and the Nuiqsut Airport would be used for flights in and out.

Kuukpik Corporation has told us that they would not permit this to be built. BLM is not the land owner on this land and so it's very unlikely that BLM could pick this as the preferred alternative or the way we want Conoco to proceed with the project because we can't actually make this happen. We don't -- we're not the land owners. So we probably can't actually make this the preferred, but it's good to have an analysis of increased impacts at Nuiqsut.

MR. ROY NAGEAK: (Translating into Inupiaq). Go ahead.

MS. PSARIANOS: Yes.

MR. JAMES NAGEAK: This is James Nageak. Are they going to have to do an EIS on that road in Nuiqsut?

MR. ROY NAGEAK: They did how many years ago, Alpine?

MS. PSARIANOS: The Nuiqsut Spur Road, yes, they did. That was done by the Army Corps of Engineers.

MR. JAMES NAGEAK: So it's already done?

MS. PSARIANOS: The EIS is done. I -- I guess it would be on the Army Corps website.

MR. KELLY: We believe -- we've been told that the permits have finally been issued for that. Although, it's happened while we've been out doing these public meetings, so we're not absolutely -- we don't have those documents in our pocket, but we believe that all of the permitting is done and the permits have been issued by the Corps and that construction will be starting momentarily, if it's not underway already.

MS. PSARIANOS: Well, they wouldn't have -- would they have done an EIS if Kuukpik proposed it, probably not?

MR. KELLY: I -- I don't know the answer to that.

MS. PSARIANOS: Right.

MR. KELLY: Since it's all on private land -- but they did, you know, the Corps would have -- the Corps of Engineers would have had to do an assessment and Teresa, do you know that they did an EIS?

MS. IMM: They did an environmental assessment for the road.

MR. KELLY: Okay.

UNIDENTIFIED SPEAKER: EA.

MS. IMM: Yeah (affirmative), an EA for the road and a permit was issued to Kuukpik Corporation to build that road.

MR. JAMES NAGEAK: Isn't it the Corps of Engineers that also did that EIS?

MS. PSARIANOS: The Army Corps of Engineers is a cooperating agency on this EIS. So they're working with us, but BLM is the lead agency on it. We're also working with EPA, Fish and Wildlife Service, Bureau of Ocean Energy Management, the State, North Slope Borough and...

UNIDENTIFIED SPEAKER: Native Village.

MS. PSARIANOS: ...the Native Village of Nuiqsut.

MR. JAMES NAGEAK: But the Corps of Engineers is the main

agency that...

MS. PSARIANOS: They're...

MR. JAMES NAGEAK: ...oversees all of the EISs. That's what I thought it was, all of the EIS projects are overseen by Army Corps of Engineers under NEPA.

MR. KELLY: No. So in this case, we have eight cooperating agencies and the Corps is one of them. So in our case, what we're talking about with this oil and gas development pad and road, that -- the Bureau of Land Management is developing the Environmental Impact Statement and the Corps is cooperating in that.

In this -- the case of the spur road between Nuiqsut and the CD5 pad, that's a private project by Kuukpik Corporation, an Alaska Native corporation for the Nuiqsut Village, and so since it's all on private land, on village land, the only federal permit, the only federal involvement is the fill permits, the permits that the Corps of Engineers grant. So the Corps in that case was the -- was the federal agency that was involved in actually issuing the permits.

MR. ROY NAGEAK: Because of the wetlands.

MR. KELLY: Because -- yeah (affirmative), whether it's federal or private, when you're filling a wetland, under the Clean Water Act, you have to get a permit, an authorization from the Corps and that's what kicks in the National Environmental Policy Act. So the Corps would have been doing that and actually, BLM, aside from being involved in the earlier, the 2004 Environmental Impact Statement, wouldn't be involved directly in this issuance of this permit.

MR. JAMES NAGEAK: So they would be the main agency that would give the permit to do this for Conoco?

MR. KELLY: Well, they would have to get the same permit for the - - for what we're talking about here, that road between the CD5 pad and the GMT1 pad, that road and the pad itself fill wetlands. So BLM would have to issue a permit to drill and a right-of-way for the road, so two authorizations from BLM, and the Corps would have to issue a fill permit, dredge and fill permit or a 404 permit and then there are innumerable other -- because it's an industrial activity, state, federal, borough permits that are required, but those are the three main federal authorizations that are required, the 404 permit, the right-of-way, and the permit to drill.

MS. PSARIANOS: Clear as mud?

MR. ROY NAGEAK: (Translating into Inupiaq). What's the other two?

MR. YOKEL: What other two (indiscernible - speaking simultaneously)...

MS. PSARIANOS: I don't know what you said (indiscernible - speaking simultaneously/laughter) [referring to Mr. Nageak translating].

MR. ROY NAGEAK: It's in the book.

MR. KELLY: Are you listing out the cooperating agencies?

MR. ROY NAGEAK: Yeah (affirmative).

MR. KELLY: Okay, yeah (affirmative), we don't...

UNIDENTIFIED SPEAKER: (Indiscernible - speaking simultaneously). [side conversation]

MR. ROY NAGEAK: (Translating into Inupiaq [listing cooperating agencies]) Corps of Engineers, EPA, Environmental Protection Agency, Fish and Wildlife (indiscernible - speaking Native language), Department of Ocean and Energy Management, State of Alaska, Native Village of Nuiqsut, North Slope Borough, (continuing to translate into Inupiaq).

MS. PSARIANOS: And Alternative D is different from the previous alternatives I just talked about. Instead of having a road between CD5 and the GMT1 pad, there would only be a pipeline and then access to the GMT1 pad would be by ice road in the wintertime and by airport in the rest of the probably nine months out of the year. So Conoco would have to build an airstrip out by the pad west of Nuiqsut with an additional access road for the airstrip.

This alternative has what looks to be the most air emissions and we've heard from people in Nuiqsut that they're pretty opposed to this alternative because of the increase in aircraft in the area.

MR. ROY NAGEAK: (Translating into Inupiaq).

MS. PSARIANOS: This map shows all of those alternatives that I just talked about on one map. So it's a little bit easier to look at. We also have a big version of it up here, if you guys want to take a look at it later, and handout-sized versions of the map, but it shows the route that Conoco proposed, as well as Alternative B, the more southern route outside the Fish Creek setback.

It also shows what would be the airport out at the GMT1 production pad and the widening of the Nuiqsut Spur Road and the enlargement of the airport. So it just condenses down everything I just talked about into one map.

MR. ROY NAGEAK: (Translating into Inupiaq).

MS. PSARIANOS: This slide shows some of the differences between the alternatives. So Alternative D, which has no road, would have a larger drill pad than the other three alternatives that have a road. The pad would need to be bigger because there would need to be more infrastructure on the pad for a camp facility out on the pad, as well as emergency response equipment out there and so there would just need to be more infrastructure because there wouldn't be a road for access.

As I said earlier, under Alternative B that takes a more southern route outside of the Fish Creek setback, the road is a little bit longer. It's 8.6 miles instead of 7.8. These numbers show the gravel footprint. Alternative A has the smallest. Alternative B is slightly larger and then C and D have the largest of the two footprints.

Alternative D is the only alternative that looks like it could violate

state air quality standards. ConocoPhillips has done a lot of air quality modeling for this project and the other three alternatives, it looks like, comply with state air quality standards. Alternative D would also have the most noise.

Under A and C, there would be moderate impacts to vegetation and wetlands, where they would be more minor under D and B, and of all the alternatives, which Dave Yokel will talk extensively about caribou, but Alternative D would have moderate impacts to terrestrial mammals, whereas A through C would have minor impacts.

MR. ROY NAGEAK: (Translating into Inupiaq) 118 acres?

MS. PSARIANOS: No, 11.8.

MR. ROY NAGEAK: Oh, 11.8 or 15.7, I'm sorry, I didn't see the little dot.

MS. PSARIANOS: That, I understood.

MR. ROY NAGEAK: Okay, 11.8 acres, 15.7 acres (Translating into Inupiaq) 72.5 acres, 75.2 acres (Translating into Inupiaq). Go ahead.

MS. PSARIANOS: And so BLM is in the middle of its [National] Environmental Policy Act process. This document, the draft Supplemental

Environmental Impact Statement, was released for public review on February 21st, and we're accepting public comments on it through April 22nd, so for about another month. We've had a few requests for extensions.

All substantive comments that we receive are going to be addressed in the final Supplemental [Environmental] Impact Statement. So it will be a document that looks a lot like this and we'll address comments that we get from the public in that document and that document will also contain a preferred alternative, which is the alternative that BLM thinks is the best and will probably decide that's how we want Conoco to build their project and we're hoping to get that document out this summer and then a period of -- there will be a period for the public to review that and then BLM will issue its decision on whether or not Conoco can build the project, how Conoco should build the project and what mitigation measures should be included when Conoco builds it.

MR. ROY NAGEAK: (Translating into Inupiaq) and after they do a final one, they'll have the last public comment or that's it?

MS. PSARIANOS: We're not going to do more meetings on the

final.

MR. ROY NAGEAK: Okay.

MS. PSARIANOS: But people can send their comments.

MR. ROY NAGEAK: (Translating into Inupiaq).

MR. JAMES NAGEAK: My name is James again. On your Supplemental EIS, you mentioned that there was a 2004 and the other one, are those going to be summarized in this supplemental or do we have to go back to those 2004 EIS and read that and then the other one and then finally, get into this too?

MS. PSARIANOS: We summarize a lot of the information here that we thought was the most important. So we tried to summarize in...

MR. JAMES NAGEAK: (Indiscernible - speaking simultaneously)  
the other one?

MS. PSARIANOS: A couple of paragraphs, if there is a resource that you're really interested in, it would probably be a good idea and go back and read it, but we wanted to make it so that someone who doesn't have time to read two other EIS's can just pick this up and have an idea, and you know, know what's going on. So they are summarized, yes, not a

lot of detail, but summarized.

MR. JAMES NAGEAK: (Translating into Inupiaq) 2004 review and what's the other year?

MS. PSARIANOS: 2012.

MR. JAMES NAGEAK: 2012 (Translating into Inupiaq).

MS. PSARIANOS: I think -- Esther, did you have a question?

MS. ESTHER HUGO: Esther Hugo for the record. What's the alternative that Nuiqsut is in favor of doing?

MS. PSARIANOS: Well, the Native Village of Nuiqsut suggested that we look at Alternative C, if that seemed to be their most -- what they were most interested in. Kuukpik doesn't really support that one. So I think it kind of depends on who you talk to in Nuiqsut.

Stacey Fritz actually just spent a whole week there, the week before last, talking to people and she can probably talk a little bit about that when she gets up and talks about subsistence in a couple of minutes, but thanks for asking. It's important. So if there are no more questions for me, I'm going to turn it over to Dave Yokel, who's our caribou biologist.

MR. JOE NUKAPIGAK: (Indiscernible - speaking

simultaneously)...[asking to speak]

MS. PSARIANOS: Okay, then I'll be back up.

MR. JOE NUKAPIGAK: My name is Joe Nukapigak. In order to answer some of the questions that Esther and tribal may have is because to the -- which one that the Village of Nuiqsut might have picked, there's two different -- Alternative A has been supported by Kuukpik Corporation, as well as Arctic Slope, and alternative (speaking Inupiaq -translated into English)

"Alternative D, the Native Village of Nuiqsut supports that, the one with no roads, that they talked about earlier. The one with no roads will have a greater negative impact to the village of Nuiqsut, if they go with Alternative D.

Alternative A that we, [Kuukpik Corporation] support will have a lesser negative impact on Nuiqsut, than Alternative D.

Alternative D, with no roads, just pipeline, with a stand-alone airport They will also have to have to build the infrastructure to support Alternative D. There will be considerable more air traffic all year long to response to emergencies and to support the infrastructure with the no road

system alternative.

There will be ice roads in the winter time and they will need to utilize more lakes for the water. That is why we do not support the "no road" alternative."

MS. PSARIANOS: Can you translate that Roy?

MR. ROY NAGEAK: Did you understand that?

MR. KELLY: No, I could try.

MS. PSARIANOS: (Indiscernible - speaking simultaneously)

English, yeah (affirmative).[side conversation]

MR. JOE NUKAPIGAK: Basically what I said, (Indiscernible - speaking simultaneously) talk about is pretty much what -- Alternative A was supported by Kuukpik and what the difference between A, B, and C, and D -- and that's what I was talking about, the difference between those two (sic) and that D was opposed by Kuukpik.

MR. KELLY: I think that's consistent with what we heard.

MS. PSARIANOS: Right, you...

MR. ROY NAGEAK: Yeah (affirmative), and Nuiqsut, too, the majority of the people.

MS. PSARIANOS: What you said at the last meeting.

MR. KELLY: Yeah (affirmative).

MR. JOE NUKAPIGAK: Joe for the record. The majority of the people were looking at Alternative A.

MR. ROY NAGEAK: (Speaking Inupiaq) Alternative A.

MR. JOE NUKAPIGAK: (Speaking Inupiaq).

MR. ROY NAGEAK: (Speaking Inupiaq). Stacey (Speaking Inupiaq) subsistence and what's really touching them. You'll talk a little bit about the aircraft?

MS. FRITZ: (Indiscernible - too far from microphone). [side conversation]

MS. PSARIANOS: Any more questions on that?

MS. ANNA NAGEAK: You might have some more. My name's Anna.

MS. PSARIANOS: Great, I'm not going anywhere, so...

MS. ANNA NAGEAK: Yeah (affirmative), you might have some more as the rest of the people comment on the situations that the Nuiqsut people have.

MS. PSARIANOS: Yeah (affirmative).

MS. ANNA NAGEAK: I think you'll have some more to say (sic).

MR. ROY NAGEAK: We're going to start calling you tuttu  
[caribou] man.

MR. YOKEL: Well, I disagree with Bridget and Roy. I don't want to come into a Nunamiut village and say that I'm a caribou expert. You're the caribou experts. I work with caribou and all of the other wildlife species that are out there. Okay, so I'm more of a generalist.

So there are many resources and social issues that are analyzed in this document to see what the impacts of this proposed development would be on all of those resources and issues. I'm going to talk about just one resource and that's caribou. I'm going to try to explain to you how it was determined what the impact would be on caribou from this development. Do you want to translate that?

MR. ROY NAGEAK: (Translating into Inupiaq).

MR. YOKEL: Thanks. Okay, so this table summarizes the rules and criteria that were used in assessing the impacts of this proposed development on terrestrial mammals and the impacts themselves were

divided into four categories; intensity, duration, context, and geographic extent, and each of those four categories was divided into three levels of magnitude of impact and then, here are the criteria that describe how an impact fits into one of each of the three levels.

I know it's hard for you to read. It's a table from page 274 of this book. It's in there if you want to read it. I'll try to describe it to you in enough detail, but please stop me at any time if you have any questions. That's page 274. Go ahead.

MR. ROY NAGEAK: (Translating into Inupiaq). Intensity, is that the population or...

MR. YOKEL: No, that's how intense is the impact. Is it just moderate?

MR. ROY NAGEAK: (Translating into Inupiaq). Context, what is...

MR. YOKEL: I'll explain that more. That's a difficult one.

MR. ROY NAGEAK: (Translating into Inupiaq).

MR. YOKEL: It's context relative to the laws that affect it and how important the species or habitat is.

MR. ROY NAGEAK: (Translating into Inupiaq).

MR. YOKEL: Geographic extent is how broad an area...

MR. ROY NAGEAK: (Translating into Inupiaq).

MR. YOKEL: So for -- back to the category of intensity, if an impact is going to affect 5% or less of the relevant habitat or 5% or less of the species' population, then it was defined as low. If it affects from 5% to 25%, it was defined as medium, and if it affects more than 25%, it was defined as high.

For duration or how long the impact lasts over time, it was considered temporary if it lasted less than two breeding seasons, interim in nature if it lasted two or more breeding seasons, but less than five, excuse me, and long-term in nature if it lasts more than five breeding seasons.

MR. ROY NAGEAK: Can I tell them that?

MR. YOKEL: Go ahead.

MR. ROY NAGEAK: (Translating into Inupiaq).

MR. YOKEL: That's 25%, not 25 animals.

MR. ROY NAGEAK: I know, but I'm just using that as an analogy or whatever you call it.

MR. YOKEL: Okay, thanks.

MR. ROY NAGEAK: Some highfalutin words my brother used. I learned from my brother.

UNIDENTIFIED SPEAKER: (Indiscernible - too far from microphone).[side conversations/laughter]

MR. YOKEL: Good, he's the expert.

MR. ROY NAGEAK: (Translating into Inupiaq).

MR. YOKEL: James.

MR. JAMES NAGEAK: Breeding season (Speaking Inupiat).

MR. YOKEL: Just think of that as years, two years, five years, just think of it as years.

MR. ROY NAGEAK: You made me say a dirty word in Inupiaq. I've got to find a better analogy for breeding season.

UNIDENTIFIED SPEAKER: Educate yourself, Roy.

MR. ROY NAGEAK: Okay, (speaking Inupiaq).

MR. YOKEL: James.

MR. JAMES NAGEAK: Yeah (affirmative), on the intensity, you have the high, medium, and low. How are those figured in the process? So

if there's 25% or more or up to 25% or it's up to 5%, when are those figures compiled in that criteria?

MR. YOKEL: I don't think you'll find in the document a place where it says 19% of the caribou in the Teshekpuk Herd will be affected by an impact here. This is an attempt to objectively look at the impacts and fit them into one of three levels that are relative to each other. I think it's better to think of high as being greater than medium and medium as being greater than low.

MR. JAMES NAGEAK: So it would be low probably in the wintertime, medium in the...

MR. YOKEL: Well, if you'll hold that question, I'll show you some data of caribou movements around the year and you can see some of the differences in different seasons.

MR. JAMES NAGEAK: So it would be high during migration, probably, right?

MR. YOKEL: The way -- no, the short answer to that is no, because there's never that many caribou around this proposed development.

MR. ROY NAGEAK: (Translating into Inupiaq). Go ahead.

MR. YOKEL: Okay, now we're going to talk about the category of impact, the context and here, we use the terms common, important, and unique, where common is the lowest level and it -- an impact would be considered common if the affected resource is very common in the area and it's not -- there's nothing else special about it.

It would be considered important if it's protected by law or if it plays a distinctive role in the ecosystem or if it happens in an area of specific importance to a species and it would be considered unique if the resource is rare or depleted or -- and it occurs in areas of specific importance.

MR. ROY NAGEAK: (Translating into Inupiaq).

MR. YOKEL: And the last is geographic extent or how broad of an area over which the impact is felt. The lowest level here is local and that is if the impact is only felt immediately where the gravel is placed underneath the road and the pad or within 300 feet of the gravel.

Regional is if it -- the disturbance extends beyond the immediate project area out to the range, in this case, of the caribou herds and then the term statewide is used for what would actually be an impact felt throughout the Arctic coastal plain.

MR. ROY NAGEAK: (Translating into Inupiaq).

MR. YOKEL: Okay, this table shows how the impacts were actually assessed. This table's on page 283, so how the impacts were assessed for terrestrial mammals and the ones that I've highlighted in yellow are specific to caribou.

So it was determine that the impacts for all three of Alternatives A, B, and C would be the same for caribou and caribou habitat. So this is caribou habitat and it shows that the intensity of the impact on habitat would be low because the effects would occur immediately underneath the gravel or within about up to 300 feet of the gravel. I'm sorry, I'm talking geographic extent. It would be low because it would affect less than 5% of the caribou habitat on the North Slope. It's very tiny compared to the North Slope.

It would be long-term, which is the highest level for duration because this development would remain on the land for many, many years. Under context, it will be considered common because caribou habitat is very common out there. They use a lot of the land and then finally, it would be local because it would be within 300 feet of the gravel. The

effects on the caribou habitat would occur within 300 feet of the gravel.

Now, the disturbance effect on the caribou themselves is broken into two periods here. One is calving season, which is the lower of the two, and non-calving season in the upper one and actually, they're the same because there are no calving or very few calving caribou near this proposed development.

So the intensity would be low because it affects less than 5% of the Teshekpuk Herd and less than 5% of the Central Arctic Herd. Again, it would be long-term because it's going to be there for a long time. It would be important because caribou, themselves, are very important in the ecosystem of the North Slope because there's so many of them and it would be local. It would only affect caribou in the local vicinity.

MR. ROY NAGEAK: (Translating into Inupiaq). Go ahead. Well, did you do the disturbance?

MR. YOKEL: Yes, and I made one mistake on my definition. For disturbance of caribou, it's local if it's within two-and-a-half miles of the development.

MR. ROY NAGEAK: (Translating into Inupiaq).

MR. YOKEL: Habitat is local if it's within 300 feet of the development.

MR. ROY NAGEAK: (Translating into Inupiaq) pipeline (Translating into Inupiaq).

MR. YOKEL: I don't know what you're saying about a pipeline, but I didn't say anything...

MR. ROY NAGEAK: I know, just the area.

MR. YOKEL: It's the gravel pad.

MR. ROY NAGEAK: Yes, the area that the (Translating into Inupiaq). Go ahead.

MR. YOKEL: The lower table here describes the impacts to caribou for Alternative D, which is the one that does not have a road. It has the airfield out there near the oil -- the drill pad, instead of a road going to it. For the habitat loss, it's the same result as the other one. The intensity is low. Duration is long-term. Context is common and the geographic extent is local, and also for disturbance to calving caribou, it's the same impact level as for the other three alternatives because caribou, for the most part, do not calve within 25 miles or more of this development.

The only difference with the other three alternatives is for non-calving caribou and that is because with the increased aircraft traffic that would be required in Alternative D, the noise of those aircraft spread for a lot -- well, it would affect, because it spreads further, it would affect a larger percent, possibly more than 5% of the caribou in the herd and it would also cover a larger geographic region. It's effect would be felt out further than just two-and-a-half miles. So it raises the geographic extent to regional.

MR. ROY NAGEAK: (Translating into Inupiaq).

MR. YOKEL: As part of the ConocoPhillips permit from the North Slope Borough to develop CD4 right here, they had to do three studies within a 30-mile radius of CD4. One of those was a study of caribou and this is what they call their NPR-A study area. They expanded the study area twice over that period. In 2001, it began in here. In 2002, they added this strip and in 2005, they added this strip.

Now, the data I'm going to show you next were collected up through 2012. The data were also collected in 2013, but they haven't yet been put into form to include in these figures. The contractors are still working on

that report.

So anyway, ConocoPhillips flew fixed wing aerial surveys in this area, specific lines and counted the caribou they saw from the airplane at different times of the year and from that survey, they came up with an estimate of the density of caribou in the area.

These data are represented in this graph and there's a lot of data points here because they used a different symbol in each different year and they did the surveys over a long period from mid-April to mid-November. What this picture shows you overall, is that during the great majority of surveys, there were less than two caribou per square kilometer in that large block. That's equivalent to about five caribou per square mile. Furthermore, for the majority of those surveys, the observed density of caribou was less than one caribou per square kilometer.

MR. ROY NAGEAK: Go to the last frame.

MR. YOKEL: The previous?

MR. ROY NAGEAK: The previous one. (Translating into Inupiaq).  
2007?

MR. YOKEL: 2002.

MR. ROY NAGEAK: Seven?

MR. YOKEL: 2002.

MR. ROY NAGEAK: I thought that was in '07. 2002 (Translating into Inupiaq). Now go to the last frame [referring to slide show].

(Translating into Inupiaq). Is that medium or average amount of caribou or...

MR. YOKEL: No, it -- you can't use those words here. This is absolute. This is what was there. Don't compare it to anything.

MR. ROY NAGEAK: (Translating into Inupiaq) five caribou?

MR. YOKEL: Per square mile. There's two caribou per square kilometer is the same as five caribou per square mile. A kilometer is smaller.

MR. ROY NAGEAK: Okay. (Translating into Inupiaq) 2001 to 2012.

MR. YOKEL: And I'll back up and say here's the -- here's the drill site right here for GMT1, if it's developed. So the density of caribou right in this small area is not necessarily the same in each survey as the average density that they determined for the whole survey area and you'll see that

right now in this picture and this one's really hard to see from where you're at.

In your book, it's page 478. I have a map of it up here if you want to come and look at it afterwards, but what this shows -- okay, here's the -- let me see, the project area is right here and it's the same map for all 16 of these pictures, okay.

The reason there's 16 of them, as there's -- there's two different kinds of satellite collars that were put on caribou and it's broken up into eight different seasons, as I spoke to James about earlier. Now, in these, the dark green points are from caribou from the Teshekpuk Herd and the red points are from caribou of the Central Arctic Herd and again, here is the GMT1 right here, right here. It's harder to see here, here.

In general, what you can see here is that caribou distribution throughout the study area is not the same everywhere, and in fact, in the development area, caribou distribution is very low relative to the rest of this area and although I can't show you a picture right now, it's even more low than compared to some other parts of these herd's ranges.

So it just so happens that this proposed development is kind of where

the two herds come together in an area that's not used very much by either one of them.

Now, to talk about the different seasons, this is winter season. From there, we go to spring migration. Then next in time is calving season and you can see that there's not many caribou around this development in calving season.

From there, we go to the post-calving season, then the mosquito season, then the oestrid fly season, late summer and fall migration and what you see is there's two seasons of the year where you're most likely to see caribou near this development and that's during the oestrid fly season, which is usually the latter half of July and about the first week in August and the fall migration.

MR. ROY NAGEAK: (Translating into Inupiaq). What years were the...

MR. YOKEL: The collars on this side, the data come from 1990 through 200 and 12 (sic), so there's 22 years of data represented here, a little bit less for this type of collar.

MR. ROY NAGEAK: (Translating into Inupiaq).

MR. YOKEL: Winter.

MR. ROY NAGEAK: (Translating into Inupiaq). Spring?

MR. YOKEL: Yes, then down to calving.

MR. ROY NAGEAK: Calving. (Translating into Inupiaq).

MR. YOKEL: That's about the first half of June.

MR. ROY NAGEAK: First half of June.

MR. YOKEL: Then post-calving is about...

MR. ROY NAGEAK: (Translating into Inupiaq).

MR. YOKEL: Then the...

MR. ROY NAGEAK: (Translating into Inupiaq).

MR. YOKEL: Oestrid fly.

MR. ROY NAGEAK: (Translating into Inupiaq). What's the oestrid fly? Is that the...

MR. YOKEL: Oestrid flies are warble flies and bot flies.

MR. ROY NAGEAK: (Translating into Inupiaq).

UNIDENTIFIED SPEAKER: (Speaking Inupiaq).

MR. ROY NAGEAK: (Translating into Inupiaq). This is a different method, right?

MR. YOKEL: Collar type.

MR. ROY NAGEAK: Different collar (Translating into Inupiaq).

MR. YOKEL: They both use satellites, but this one is GPS. They're more accurate. They give a little bit more accurate locations.

MR. ROY NAGEAK: (Translating into Inupiaq). Okay.

MR. YOKEL: So this is the last slide on the caribou. Do you have any questions or comments on the caribou?

MR. ROY NAGEAK: (Translating into Inupiaq).

MR. YOKEL: James.

MR. JAMES NAGEAK: Do you mitigate the migration of the caribou? I saw in that book that maybe the pipeline would be high.

MR. YOKEL: It would be a minimum of seven feet above the ground. All the studies that have been done since Prudhoe Bay started show that in the summer when there's no snow, five-foot elevation is adequate to prevent any impact to caribou movements crossing pipelines. Okay, five feet or higher is statistically the same as no pipeline there.

In the winter, the only place we have data with caribou and pipelines is where the Trans-Alaska Pipeline goes through the Nenana, until the

meltwater pipeline was built, it goes through the Nenana Caribou Herd and it showed that seven feet was high enough.

So that's the new standard now. At least ConocoPhillips has accepted that personally without the state requiring it in their newer developments in the western part of state lands and the BLM requires it in NPR-A. So we're pretty confident that pipeline height is adequate to keep from deflecting or stopping caribou movement.

In addition to that, studies show that pipelines and roads together can have a combined effect on caribou movement, but if you separate the road and the pipeline by 350 feet or more, I think it is, that combined effect goes away and we require the pipelines and roads to be separated by at least 500 feet and -- except if there's for some engineering reason, the pipeline has to cross a road, then in a very short -- a very small area, they'll be closer than that.

Also, the -- I'm pretty sure that the metal sheath around the pipeline and insulation will be of a non-reflective material, so there's not a bright sunlight reflection on it that a caribou can see from a distance and we feel that those mitigations together will do a pretty good job of keeping from a

significant effect on caribou movements.

One thing that could affect caribou movements, it's shows that if you have a lot of traffic on a road, 15 or more vehicles per hour, then that can, during certain times, can slow the caribou crossing of a road.

MR. JAMES NAGEAK: (Translating into Inupiaq) 350 feet was the distance between the pipeline and the road?

MR. YOKEL: We require 500, but 350 from the studies appears to be adequate to preclude that combined effect of the two, synergistic effect.

MR. JAMES NAGEAK: (Translating into Inupiaq).

MS. ANNA NAGEAK: (Speaking Inupiaq).

MR. JAMES NAGEAK: (Translating into Inupiaq). I have another question.

MR. YOKEL: Okay.

MR. JAMES NAGEAK: Has there any -- has there ever been a study on the Trans-Alaska Pipeline with the, you know, they go up and up? They make (indiscernible - speaking simultaneously)...

MR. YOKEL: Yeah (affirmative), the -- well, they have places where they buried the Trans-Alaska Pipeline that was intended to allow

animals to cross. I don't think there's any vertical loops in the Trans-Alaska Pipeline. There are some in the Alpine pipeline, but I don't think it's ever been shown that those burial areas get any more movement of caribou through them than just underneath the pipeline elsewhere.

MR. ROY NAGEAK: (Speaking Inupiaq).

MR. RULLAND: (Speaking Inupiaq).

MR. ROY NAGEAK: Well, he's talking...

MR. RULLAND: The first one you point out.

MR. ROY NAGEAK: The first one you pointed out, which one was it, when you were starting your conversation? [trying to navigate to a different slide]

MR. YOKEL: This map?

MR. RULLAND: Not that one, the other one, the other one, the first one you had.

MR. ROY NAGEAK: The calving.

MR. RULLAND: Way up, way down [in the slide presentation].

MR. ROY NAGEAK: (Indiscernible - speaking Inupiaq).

MS. IMM: When you first began.

MR. YOKEL: Okay, the table?

MR. RULLAND: (speaking Inupiaq).

MR. YOKEL: That's the first one.

MR. RULLAND: A long ways to go, yeah (affirmative).

MS. IMM: He wants you to go back to the maps.

MR. ROY NAGEAK: Okay, keep going.

MR. RULLAND: Keep going.

MR. YOKEL: Well, that's the beginning of my presentation.

MS. IMM: Why don't you go back to the maps.

MR. RULLAND: No, that's still (speaking Inupiaq).

UNIDENTIFIED SPEAKER: (Indiscernible - too far from microphone).

MS. IMM: The maps.

MR. ROY NAGEAK: (Speaking Inupiaq). [side conversation]

MR. YOKEL: I thought we were there.

MS. IMM: No, the maps that were at the end of the collar maps, those.

UNIDENTIFIED SPEAKER: (Indiscernible - too far from

microphone).

MS. IMM: Calving.

MR. RULLAND: And those (indiscernible - too far from microphone). [side conversation]

MR. YOKEL: Okay, the one that's for calving, this is data collected during the calving season or what, am I seeing that right?

MR. ROY NAGEAK: Yeah (affirmative), here.

UNIDENTIFIED SPEAKER: (Indiscernible - too far from microphone). [side conversation]

MR. YOKEL: Here, Thomas, push down on that button right there.

MR. RULLAND: I'm talking about the road and the...

UNIDENTIFIED SPEAKER: Pipeline.

MR. RULLAND: ...pipeline the first time and then he's going to (indiscernible) that the pipeline going through here and (indiscernible) caribou migration up there on Teshekpuk Lake.

MR. YOKEL: Teshekpuk Lake?

MR. RULLAND: And then how are they going to go through -- the Teshekpuk to come up here to the pass? (indiscernible - too far from

microphone) that's going to be covered with noise right here. (Speaking Inupiaq). How are the caribou going to come from Teshekpuk to come up here through (indiscernible - too far from microphone)? After that pipeline, we'll have -- change the caribou migration (indiscernible - too far from microphone) pipeline off of the (indiscernible - too far from microphone) over there. We have to give up migration (Speaking Inupiaq).

Our caribou coming through the (indiscernible - too far from microphone) and they go through way over -- all over the place. Don't go through there. So that's why (indiscernible - too far from microphone) caribou migration again, but we can't help it. They want to put a pipeline and a road through there now, I don't think we're going to wait for sure. So we have to let them go like Nuiqsut did and it's probably changing migration in all this and we might not even get a caribou up here pipeline and a road through here now, but I think we (indiscernible - too far from microphone) even now, you are not (indiscernible - too far from microphone). Remember that book right there, remember when they (indiscernible - too far from microphone) come to a meeting? (Indiscernible - too far from microphone). Remember that? So we don't

(indiscernible - too far from microphone). Look at them now. Now they get more and more -- books are getting thicker and thicker (indiscernible - too far from microphone) after a while.

MR. JAMES NAGEAK: This is just one half. That's the other half.

MR. RULLAND: (Indiscernible - speaking simultaneously).

MR. JAMES NAGEAK: That's the other half over there.

MR. RULLAND: (Indiscernible - too far from microphone). That's all I wanted to say.

MR. ROY NAGEAK: Okay.

UNIDENTIFIED SPEAKER: (Indiscernible - speaking Inupiaq).

MR. ROY NAGEAK: Here, I wanted to show this map, because he's talking about this.

MR. YOKEL: Yeah (affirmative), I know, it's not on there.

MR. ROY NAGEAK: (Translating into Inupiaq).

MR. YOKEL: Right here is where the...

MR. ROY NAGEAK: (Translating into Inupiaq).

MR. YOKEL: So Teshekpuk would be up in this area.

MR. ROY NAGEAK: (Translating into Inupiaq).

MR. JAMES NAGEAK: Eleven miles from Nuiqsut?

MR. ROY NAGEAK: Eleven miles...

MR. YOKEL: West of Nuiqsut.

MR. ROY NAGEAK: ...northwest from Nuiqsut (Translating into Inupiaq).

MR. KELLY: Roy, I -- let me just say that we're really here to listen to you. You know, we're not necessarily here to...

UNIDENTIFIED SPEAKER: Change your mind.

MR. KELLY: ...justify things or change your mind about views that you hold about how caribou will react to this. We're here to say what's in the report and listen to your comments. So what I think you said was that you're concerned that this road and pipeline will cause Teshekpuk caribou to be less likely to come here to Anaktuvuk Pass, right?

UNIDENTIFIED SPEAKER: Right.

MR. KELLY: Okay, so we get that. That's a good comment, and you know, I don't want to keep everybody here all night and I don't want to lecture people about what you should think or anything like that. We're here to listen. So if this -- this is a very important thing. Caribou, we know

is very important to Nuiqsut and we don't want to cut the discussion short, but what I'd like to propose is that we take about a 10-minute break and during that time, come up and talk to Dave about your concerns about caribou, listen to that. We'll come back on the record at 25 after and see if anybody has any more questions or comments that you'd like to make and then we'll go into the commenting, how to comment and a discussion on subsistence, okay?

MR. JAMES NAGEAK: Before we get away from that, I'd like to maybe clarify the concern my uncle has that there's talk about building roads and pipeline from Point Lay to Prudhoe Bay. So I think that's -- we've heard that before and that's where my uncle is coming from. It's going to go right on through the migratory route of the caribou and that's a reality too. So it's on NPR-A. It's a BLM situation. So we're not -- we have -- out there, we have to look at the whole NPR-A map because there's talks and there's -- how they are going to put that pipeline and the road from the east -- from the west to the east.

MR. KELLY: And that's a major reason why we're here tonight is because we recognize that taken, as a whole, this one project is a small

project, but when you look at everything as a whole, we believe that there are going to be significant impacts to subsistence and we want to give you a forum and be able to talk about that. That's one of the main reasons why we're here in Anaktuvuk Pass so far away from this relatively small project.

UNIDENTIFIED SPEAKER: Okay, break?

MR. KELLY: Okay, 10-minute break and when we get back to it, Bridgett is going to explain how to comment and then Stacey is going to lead a discussion on subsistence.

8:14

(Off record)

(On record)

8:22

MR. YOKEL: Back on record.

MS. PSARIANOS: Yeah (affirmative), we're getting back on the record. Yeah (affirmative), whenever you guys are ready. Okay, so as we said earlier, we're here to collect public comments. The best kind of comments are the ones that help us identify new information or identify anything in the document that's not accurate, any errors in the document.

Thanks, so yeah (affirmative).

So sorry, I'll start over. So the most helpful comments help us identify new information for the analysis in the draft, so the analysis of impacts or the environment that we portray here. So if you see anything in the document, if you are reviewing it, or in our presentation that you think is inaccurate or anything that we have said is in error, please let us know, or if you can help us identify any new impacts that we didn't think of, ideas for other alternatives or especially, any potential new mitigation measures and what you think should be in the preferred alternative that BLM would evaluate in the final document and as far as how to comment, one way is what you're doing right now, speaking at this meeting. You're going on record and the substantive comments that we hear tonight will be addressed in the final document.

So everything that you've said already is in the public record and anything you think of later, you can send us an email or write us a letter, send a Fax or if you're in Fairbanks or Anchorage, you can hand-deliver comments to us at the BLM offices at the Public Information Center.

All of this, the email address and the mailing address are all on a

sheet of paper that is available at the sign-in table. So you don't have to write any of this stuff down if you don't want to. It's all on a piece of paper that you can grab on your way out the door, think about it, review the document and get us your comments. So if we don't have any questions on how to comment, Stacey Fritz is going to talk about the subsistence section of the document and a little bit about what she's been hearing from people in Nuiqsut.

MS. FRITZ: Thank you and quyanaq very much for your patience. So the subsistence sections, the subsistence parts of this Environmental Impact Statement, that work was done by Stephen Braund and Associates. So many of you know Stephen Braund and Associates because that group of researchers has been doing analysis of subsistence use in many North Slope communities for many years. So they're really, in my opinion, the most qualified people to do that analysis.

They have been doing a lot of research for many years on caribou use in the Nuiqsut area and they have very geographically specific data and documents. So the analysis looks at the types of resources that subsistence users harvest, the percent of harvest, the percent of harvesters, the timing of

those activities, the method of transportation, boat, snow machine, four-wheeler, foot.

Stephen Braund's research also includes a lot of Traditional Ecological Knowledge and his research in Nuiqsut also documents the impacts, specifically to caribou hunting, since the development of Alpine. So the impacts to subsistence are analyzed in Chapter Four of this EIS, if anybody wants to look those up specifically.

Let's see, I'll tell you the page number, page 136, but let me just talk quickly about what we understand to be the primary impacts to subsistence and actually, it's a little different in Nuiqsut than it is in AKP, but the main impact that the BLM and other agencies have heard about over the years for many years is disturbance caused by aircraft and certainly in Nuiqsut, that is the number one impact that we hear about.

So we categorize it as reduced availability of subsistence resources. We also hear a lot about reduced access to subsistence use areas and one of the main complaints or issues that we hear about is that hunters tend to avoid developed areas. That's very specific to the person, themselves. Some people have no problem hunting right up next to development and

some hunters avoid it entirely and go the other direction, so avoidance, therefore loss of a subsistence use area is a number -- is another primary impact.

So even though the actual footprint of this development project is somewhat small, the study area, what they consider to be the impacted area, they look at all the land two-and-a-half miles on either side of the whole area. That's the area that they're looking at when they're studying the impacts.

So the results, the main results of these impacts to subsistence are that hunters have to spend more time hunting. They have to spend more money, especially for fuel or grub. They have to -- the do more wear and tear on their equipment. There's more risk of an accident when you're further away. It's overall a greater effort and it could affect your chance of hunting success.

The impacts to subsistence in the Nuiqsut area from this project would last for multiple generations. So GMT1, they estimate that they will be producing oil there for about 30 years. It would affect key subsistence use areas and it would affect the overall Nuiqsut subsistence activities.

As you know, subsistence is very important for sociocultural wellbeing. It has a very important economic component and so we estimate that it will have an impact on overall Nuiqsut subsistence activities.

So as an example, I'll show you one of the maps that Stephen R. Braund uses. The red indicates density. This is caribou - tuttu, right. So the red indicates density of use. So you can see that Nuiqsut hunters use the Colville River.

UNIDENTIFIED SPEAKER: Here's your laser pointer.

MR. FRITZ: Sure. The Colville River -- this one works. Colville River and the Nigliq Channel, Fish Creek, and the area west of Nuiqsut heavily -- the black outline is the project study area. So that's the two-and-a-half-mile radius around the GMT1 road, pipeline, and development pad. Do you guys have any questions at this -- yet -- any questions so far?

Okay. So clearly, the project study area overlaps with Nuiqsut subsistence use area and therefore constitutes some amount of loss of traditional use area. If you look at the four different alternatives, A and B and C have a road and so we can say that the road has a bit of a

counterbalancing impact because the road would allow hunters to travel into this subsistence use area.

It would facilitate access. So at the same time that there's more of a negative impact of development, the road would counterbalance that because hunters will have the right to use that road to hunt. So it will allow them access to that area.

So A and B, overall, so those are the two first alternatives with the road and pipeline, have overall the fewest number of impacts. There's likely to be less air traffic involved with those alternatives and the road traffic would be limited to the industrial road between GMT1, the new oil pad, and CD5 in Alpine. So it would be further away from Nuiqsut.

Alternative C is the one that would use the Kuukpik Spur Road and the Nuiqsut Airport, use Nuiqsut as an industrial hub. That would likely have greater impacts for Nuiqsut because there would be a lot more ground traffic near town and a lot more air traffic near town. So that's likelier to disturb resources away from town.

Alternative D, the road-less alternative, not only does Alternative D not have a road for hunters to access that area, but the main impact of that

would be a lot more aircraft. So D would have overall the greatest numbers of impact and that is all specifically for Nuiqsut.

Now, getting to what James and other people have mentioned, we also by law have to look at what we call the cumulative effects. So the cumulative effects are all the impacts that have occurred in the past, the current project and all the reasonably foreseeable future projects. So that includes development, oil development, Prudhoe Bay, Kuparuk, Alpine, and now GMT1.

We also have to look at further oil development west of the Colville, GMT2 and what's called the Bear Tooth Unit. That's the next oil and gas unit. So what would the additive impacts from that be, but we also have to look at other future projects that have been proposed or worked on or are likely and that includes a road and a pipeline to Umiat, an oil development at Umiat. It includes climate change, what the impacts of climate change could be on subsistence. It includes offshore oil development and possibly a future pipeline from the Chukchi Sea or Beaufort Sea or both crossing the NPR-A to tie into the Trans-Alaska Pipeline.

It's that cumulative analysis that leads us to conclude that there could

be impacts to all NPR-A communities, so Point Lay, Anaktuvuk, Wainwright, Atkasuk, Barrow, and Nuiqsut. Is that clear? Does that make sense? Okay.

So the other thing that we have to do is -- it's called an ANILCA 810. So Section 810 of ANILCA, the Alaska National Interest Lands Conservation Act, requires us to also do a very specifically worded analysis of subsistence impacts and it basically follows exactly the same conclusions that came -- were come -- that were in the EIS.

A, B, C, and D, all the alternatives would have effects that fall above the level of significantly restricting subsistence use for Nuiqsut. So all the alternatives would -- are recognized as having significant impact for Nuiqsut. A, B, and C slightly less (sic), those effects would be long-term and of high intensity. For D, they would not only be long-term, D is again the road-less alternative, high intensity and significant, again because there would be no road and there would be basically an airport at GMT1 and a lot of air traffic and then again, the cumulative analysis includes all the villages and so that's the overview of the subsistence analysis and I should say that sociocultural systems are analyzed separately, as are the economic

impacts and Environmental Justice and the one thing that BLM tries to do in talking to people and getting their input is trying to come up with as many potential mitigation measures.

So we have several, 11 or 12 or more now, potential mitigation measures, things that we or industry or Nuiqsut could do to try to mitigate the impacts, to try and balance those impacts. So that's what -- one thing that we're really interested in, in comments from you, are ways that the impacts that we do recognize will exist could be balanced.

UNIDENTIFIED SPEAKER: (Indiscernible - too far from microphone).[side conversation]

MS. FRITZ: Yeah (affirmative), so Roy is going to -- he's going to summarize all that in Inupiaq for you.

MR. ROY NAGEAK: (Translating into Inupiaq). I'm sorry, Joseph (indiscernible) just called me.

MS. FRITZ: Did he have a baby.

MR. ROY NAGEAK: He -- they had a baby boy.

UNIDENTIFIED SPEAKER: Ivan Lloyd (indiscernible).

MS. FRITZ: Yay, congratulations.

UNIDENTIFIED SPEAKER: (Indiscernible - speaking simultaneously).

MR. ROY NAGEAK: (Indiscernible - speaking simultaneously)  
yes.

MS. FRITZ: A and B have the least or the fewest...

MR. ROY NAGEAK: Okay.

MS. FRITZ: C has slightly more.

MR. ROY NAGEAK: (Translating into Inupiaq).

MS. FRITZ: Cumulative would impact everybody.

MR. ROY NAGEAK: (Translating into Inupiaq).

MS. FRITZ: Okay.

MR. ROY NAGEAK: (Translating into Inupiaq).

MS. FRITZ: (Indiscernible). [side conversation]

MR. ROY NAGEAK: (Translating into Inupiaq).

MR. JAMES NAGEAK: He said that there will be a two-and-a-half  
-- on each side, two-and-a-half-mile restriction on each side of the  
(indiscernible - speaking simultaneously).

MS. FRITZ: No. No, sorry, let me clarify. When they try to study

what the impacts of this development would be, they look at a wider area than the footprint itself. So if the road is here, they consider that it would impact -- they look -- they call this the project study area, two-and-a-half miles radius around the entire project, because the footprint of the project is not very large, but hunters tend to avoid a large area around development or development could deflect caribou away for a couple of miles. So they look at a larger area than the footprint, the road, pipeline and pad, itself.

MR. JAMES NAGEAK: So even if the residents of Nuiqsut would be able to use the road, then the restriction or the mileage of -- away from the road, wouldn't that affect the hunter because he has to get away from the road?

MS. FRITZ: No, so there -- there is no restrictions on hunting. The only restrictions on hunting are exactly the same as they are in the rest of the state. You have to step off the road to shoot. You can't shoot from the road itself or across the road, but hunters are allowed access to the entire area.

This study area is just to study the impacts. It does not mean restrictions. It means that hunters who tend to avoid industrial areas might

avoid that large of an area or caribou who tend to avoid industrial areas might avoid, you know, a wider area than just the footprint itself.

MR. JAMES NAGEAK: So if the Nuiqsut people are able to use the road, would one of the mitigations be that only the residents in that area would have access to that road for subsistence use?

MS. FRITZ: Yes, the road will not be open to the public. It will be used by industry and residents of Nuiqsut. It will not be connected to a public road and it will be limited to use by the people of Nuiqsut and one of the potential subsistence mitigation measures is that industry and BLM will provide a clear promise in writing that people will have that right and it will not be taken away.

That's what people fear, that they'll say they have the right and then eventually they'll be -- the right will be taken away. So that's one of the measures that we hope to include that they will clearly have that right in writing.

MR. JAMES NAGEAK: So the Dalton Highway had that same restriction, but in the later years, then that opened up. Wouldn't that be the same situation with that particular road (indiscernible - speaking

simultaneously)...

MS. FRITZ: Well...

MR. JAMES NAGEAK: ...that in the -- how long, 20 years, that road was opened up for the public use?

MS. FRITZ: Well, first of all, I think it's not likely in this situation because this road is not connected to the Dalton. So it's not connected to Fairbanks or Anchorage. It's only connected to Nuiqsut. So people from Fairbanks and Anchorage are not allowed to travel on the ice road to get to Nuiqsut in the winter. So there's no road connecting Nuiqsut to the Dalton. There's no permanent gravel road. There's no public road and this is not a public road. It's an industry road that local residents will have the right to use.

MR. JAMES NAGEAK: So the Alpine road is not a public road?

MS. FRITZ: No. Is that all correct, Lisa?

MS. PEKICH: Yes.

MS. FRITZ: Thank you.

MS. PEKICH: Yeah (affirmative), you'd have to -- I mean, people (indiscernible - speaking simultaneously)...

UNIDENTIFIED SPEAKER: For the record...

MS. PEKICH: ...to Prudhoe Bay. For the record, Lisa Pekich. I work for ConocoPhillips. Yeah (affirmative), that is correct.

MR. JAMES NAGEAK: How much acreage is that road taking and the pipeline, that 11-point-something miles?

MS. FRITZ: It's in the -- it's from 7.9 to 8.3.

MR. YOKEL: I think it was 11.8 acres.

MS. PSARIANOS: Eleven-point-eight-acre drill pad, a 7.8-mile road under the proposed project or an 8.6-mile road under Alternative B. Those are the two different road lengths or a 15-acre drill pad under Alternative D.

MS. FRITZ: So the main impact in this area is because it's a development area, there are a lot of helicopter flights, because everything has to be studied every year. So there are hundreds and hundreds of helicopter flights in the area. That's the number one impact.

So with industry and Nuiqsut, we're very much trying to come up with ways that we can reduce the number of helicopter flights. It's one of the main things we're trying to do.

A lot of people in Nuiqsut would also like to see one mitigation be help and assistance and perhaps a little bit more money to build the Colville River Access Road, so a road that goes south from Nuiqsut to the Colville River that allows people to drive their boats to the main channel of the Colville because the Nigliq is too shallow for most -- for many people's boats. That's two examples of mitigation measures that we're working on. Those suggestions or thoughts on mitigation measures, ways that we could balance these impacts are very welcome as comments. Yeah (affirmative).

MR. KELLY: So just go ahead onto comments.

MS. FRITZ: Okay.

MR. JOE NUKAPIGAK: In the NPR-A there are four villages, ok. Within that -- within the boundary of NPR-A...

MS. FRITZ: Within the boundary of NPR-A, can I just interrupt and say we consider Point Lay and Anaktuvuk Pass to be NPR-A villages because they are impacted by activities within the NPR-A, even though they're not within the boundary.

MR. JOE NUKAPIGAK: The reason that I'm saying that, is that Point Lay and Anaktuvuk, and hearing in the past that BLM, when they do

a lease sale, is there -- do they have access to that mitigation for new leases, mitigations fund?

MS. FRITZ: Yes, Anaktuvuk Pass, the native -- the city of Anaktuvuk Pass is qualified for NPR-A impact mitigation funds. Point Lay, it's a little bit more difficult because they are not an incorporated city and it has to be a -- so all North Slope villages get NPR-A impact funds because the North Slope Borough gets lots of NPR-A impact funds and they spread that out from Point -- Point Hope to Kaktovik. All the villages get NPR-A impact funds.

Then each community can itself apply to get them. However, it's not -- the tribal government can't apply, it has to be the city -- it has to be the city government that applies. So Point Lay is in a strange situation because they -- they're not an incorporated city. However Anaktuvuk Pass has been accepted- they are qualified to apply for that money.

MR. ROY NAGEAK: (Translating into Inupiaq).

MR. JAMES NAGEAK: (Translating into Inupiaq).

MS. FRITZ: Any more questions?

MR. KELLY: Comments?

MS. FRITZ: Or comments?

MR. ROY NAGEAK: (Translating into Inupiaq).

MS. ANNA NAGEAK: Anna Nageak for the record. I know it's hard to say the impacts are going to be this way or that way, but I feel for Nuiqsut because they're the most impacted people that we know of. We feel the impacts even being part of that one down there. We're not part of the road. We're not part of anything, but still, we feel the impacts and I'm sure Nuiqsut has that, a whole bunch of negative impacts which we don't even -- which we can't even comprehend.

They do get a lot of positive impacts too, but along with the positive impacts, the negative impacts come along and -- and for that reason, because my parents were part of that part of the world, they were -- at least my dad was raised and born down there, we feel for Nuiqsut.

They are part of us. We feel -- we feel their negative impacts somehow. We also feel their positive impacts sometimes, but the impacts are the things that we hate to face sometimes. The impacts socially -- social impacts are the worst kinds and the impacts on our very livelihood, such as caribou for us, even though we're far away from them guys,

sometimes we feel it.

We feel the impacts when the caribou are being diverted because caribou is our main bloodline. Sometime ago, maybe three years ago, when they were doing the whatever (sic) down there, we didn't get any fish. We didn't get any fish one spring. I mean, there were just a few. I went out and -- go fishing all day long and I got this little -- this little fish all day long (speaking Inupiaq ).

Those kinds of impacts -- maybe Nuiqsut needs to see that too sometimes. I got one little fish and the following week, I went out again, stayed all day and caught two little fish, just enough for me and him -- him and I to have a little supper, you know, those are little fish.

Those kinds of impacts, which we don't foresee sometimes on the other people are the things sometimes maybe we need to consider. As a borough, as ASRC, as governmental agencies like you guys, those are just some of the things that sometimes we feel and maybe projected (sic) sometimes.

We, being in the Gates of the Arctic [National Park], we foresee a lot of things, even before they happen or say, "Yeah (affirmative), what will

happen when we change government? What's going to happen?" We argued sometimes with those National Park Service and say, "Okay, we're changing government," and they said, "What will happen?" We said, "We don't know." It's up to the government.

We see those things sometimes because this is our livelihood and sometimes we need to take a look at the impacts, the things we choose for the future or for now that will have an impact on us, on our next door neighbor, as a borough or as a whole. We need to take a look at those things and sometimes those are not the most things (sic) that we want to hear, but they are -- we can't get away from those things.

I just wanted to say those things because we saw them here, being in the Park Service. Being in the Park Service, when you go to the villages, you have the corridors, just like you guys are going to have corridors. We have the corridors whenever we go out of this part over here, when we go out, we know we're in the -- we have to be in the corridors by the (indiscernible) of some type, but you know those are just some of the things that we have to face.

In the wintertime, it's less because we're running over the snow, but

in the summertime, guess what, then you're in a corridor, stay within your corridor, don't leave so far away from the corridor. I mean, that's just some things that we have to face and I'd just thought I'd bring them out and maybe to remind ourselves or maybe to remind Nuiqsut just exactly who are we dealing with, oil companies.

Oil companies have all the money in the world. They could change whatever they want. All it takes is that and we're just a speck, few little specks of people here trying to keep our culture, just a few of us, as opposed to millions of people, but it's our livelihood and it's precious.

Thank you.

MS. FRITZ: Thank you.

MS. ESTHER HUGO: Esther Hugo for the record. I guess I agreed with (indiscernible) Thomas when he was pointing out that map there and what will happen to our caribou and we may not -- not see as many as we used to, which we haven't in years and since we got our caribou expert here and we are the people of the caribou, we've been -- we'll always be, I don't see why you don't do studies on our sport hunters.

What does it take for little old me to tell all of you people, that is

BLM, ASRC, Borough, what will it take me to get you to understand, it's them people by the -- right in the Dalton Highway, even Nuiqsut tells us. They've seen it and half the time, when you were representing your -- your -- my mind was way out.

We are the people of the tutu [caribou]. They're with us. We're with them. It's just that simple. It's the guide hunters and you just can't tell them they can't come and hunt up north because that belongs to the state, I mean, the state says it belongs to them.

We've been promised on the Dalton Highway that it was never going to be open to the public, but shoot years later, they forgot all about what they promised and you know, right now you're telling us it's going to be just for industrial up north, but hey, they'll be a guy, somebody from Georgia or Wisconsin, "We're going to change this." It'll be some guy or some person to do that. They already did that 30 years ago.

As to rumors about if they open the wells or oil out in the Chukchi Sea, they're talking about cutting right through the foothills, sorry, I almost spilled my coffee. I don't think we'll go for that one darn bit. Either you guys see us fighting you, you guys aren't going to walk all over us just for

oil and just for what they want. You guys are going to build a pipeline cutting through us and here, we still -- we don't even have natural gas or our prices are so high, just like what you guys are going to do with the Dalton Highway.

Otherwise, I'm just trying to give a message to Wainwright or I wish there was some Point Lay people or representatives here or they're not going to do it. We're not going to let them. As long as I'm here, I'm going to make sure that -- I mean, you have to fight. I'm sorry to say it, but caribou is our livelihood. We're tuttu [caribou] people and if the coastal people can get all that help when they had them whaling problem years ago, yeah (affirmative), they got it, but when it's our turn, oh, it's just little old us.

That's a bunch of BS, sorry for my language, but I intended to come to tell you that with the rumor, especially with that pipeline they want to build from Chukchi Sea, Wainwright, Point Lay, Atkasuk and then cut through the calving grounds and then into our foothills, no. I just wanted you to know, no, right now, from the start, no, we will not have that happen.

Even if it takes me to go fight them out there, I will, because they're going to keep passing that gas right by us and we'll be still paying for fuel and high-priced groceries, everything. It's just for people down south that need (speaking Inupiaq).

It's not good. I just wanted to go and say that and I know you're a caribou biologist for 30-something years, but I disagree with everything that-- you may be way on top of the hill, way -- and then way down there, but you don't live around my country. You all don't (speaking Inupiaq) trying to help us, but we're just repeating it.

Like I say, the coastal people when they were fighting for their way on quotas, man, they -- they got attorneys. They did this and that and I remember reading that, but now it's our turn to say, "No, no, don't do this. This is our land. This is what we live off."

It seems like it's just going off between -- off the other ear (sic). We're tired of being stepped all over. This is our home. We live eating caribou. We are the caribou people. Thank you.

MS. FRITZ: Thank you.

MR. JAMES NAGEAK: James Nageak again. I'm (indiscernible).

There's some additional concerns, like the Arctic Slope Regional Corporation, when did they inform the people of Anaktuvuk Pass that they are going to blast, you know, use dynamite to loosen the -- the gravel pits so that the road could be built for this project?

We -- I, myself, had not heard about it, but it impacted, like Anna told you, that the explosion so close to the Colville River is going to have some impact on the fishing, the fish population in our area because Colville River is the main channel in which the fish come up from -- from that -- from the ocean into our area and just because it's private land, we don't have the EIS impact statements that are going to be affecting the people on the North Slope. So that's one of the things that is really, you know, we get a lot of help from ASRC. I'm not saying that, but when they are making some developmental projects, we need to hear more about that and I just wanted to inform you. Thank you.

MS. IMM: Teresa Imm for the record. I work for ASRC and I'm happy to respond to your question, James. So ASRC did go through the public comment period on receiving our permit for the gravel pit through the Corps of Engineers.

We're not the operator of the gravel pit. The gravel pit, we have actually an agreement that allows a Kuukpik subsidiary to operate in the gravel pit, but under the plan of exploration, how the gravel was going to be developed for this project, CD5 project, was laid out under the permit for excavating the gravel and so that did go through a public process through the Corps of Engineers and there was a public notice that went out, actually two public notices went out for the gravel permit.

MR. JAMES NAGEAK: But we never heard from the Corps of Engineers.

UNIDENTIFIED SPEAKER: (Indiscernible - too far from microphone)[side conversation].

MS. IMM: So they're -- yes, so they post the public notices for information, both on their website and through the newspaper and other -- other means and so those are documents that are available to the public to review and comment on, and so that is part of the public process.

We did have the gravel pit and the gravel pit has actually been open in operation off and on since 1998 for the first development of Alpine. It was used for that development and then again in 2005, I think, and then it

was opened again this year. So it's not open on a continual basis. It's only open when projects are being developed and there's a need for gravel from them. Okay.

MS. FRITZ: So excuse me, but if anybody has any more comments specifically on this new project that ConocoPhillips would like to get permitted, we would like to take those now and I hate to say this, but because our pilot has a finite duty day, we have to start cleaning up so that we can get back to Fairbanks before he runs out of time.

So we do have more time, but if anybody has any specific comments on the Greater Mooses Tooth 1, the one that's being permitted now, that would be good. Or questions, comments or questions.

MS. LELA AHGOOK: Lela (indiscernible) for the record. I would like to just support Nuiqsut, what they're asking for, for that access road. I think what they want is okay with us, because I know they do think of our - - our village (indiscernible) in their future.

MS. FRITZ: So maybe what we'll do is go ahead and end the formal comment period so that we can start packing up. We will stay here and you can ask us or tell us anything else, any more BLM-related questions. Yes.

MS. ANNA NAGEAK: I just want -- Anna Nageak for the record. Maybe next time, stay overnight.

MS. FRITZ: Yeah (affirmative), I think we wanted to, but -- well, the hotel is open, correct?

UNIDENTIFIED SPEAKER: Mm-hmm (affirmative).

UNIDENTIFIED SPEAKER: No food.

MS. FRITZ: I think it was that there's no -- there's no restaurant. I think that was the reason that they -- also, we have a meeting tomorrow in Fairbanks and so we've got to get back to Fairbanks for that meeting, but I think John has a comment to make.

MR. HOPSON, JR.: I'm John Hopson, Jr. I work for ASRC Land and -- Land and Resource Department and ASRC supports Alternative A and they support Kuukpik and the community of Nuiqsut in Alternative A. I've attended most of the meetings throughout the NPR-A and most of those communities also support Kuukpik and the Nuiqsut community in having Alternative A as the alternative for this project. Thank you.

MS. FRITZ: Once again, I'm sorry that we're not staying the night. You do have representatives on the NPR-A Subsistence Advisory Panel,

Sollie Hugo and Cindy Adams, and we are happy to take your concerns or comments at any time or questions, okay.

MS. WALLIS: So I'd now like to close this BLM public meeting and ANILCA Section 810 hearing for the Greater Mooses Tooth 1 proposed project. This meeting is now closed. Thank you for your participation. If anyone hasn't signed in yet, please do so. We still have sign-in sheets up here with pens. Thank you.

### **MEETING ADJOURNMENT**

The meeting was adjourned at 9:19 p.m.