



Ambler Road Environmental Impact Statement

Ambler Public Scoping Meeting

MEETING NOTES

December 5, 2017

Ambler School, Ambler, Alaska

Project Team Participants

Bureau of Land Management (BLM): Laurie Thorpe

HDR: John McPherson, Katherine Wood

Alaska Department of Natural Resources (DNR): Marie Steele

National Park Service (NPS): Joe Durrenberger

Public Participants

Approximately 15 people attended the meeting.

Meeting Purpose

To share information about the Bureau of Land Management (BLM)'s Environmental Impact Statement (EIS) process, and to gather input from the public.

Meeting Topics

1. Welcome and Introductions, Katherine Wood (HDR)

Katherine listed the main subjects to be covered on the agenda.

2. Presentation by Laurie Thorpe (BLM)

Background

In the 1950s, mineral exploration in the region identified significant resources of copper and other base metals on the southern flanks of the Brooks Range. In the 1980s, the Alaska National Interest Lands Conservation Act (ANILCA) was established. Congress and the law recognized the mineral potential in the Ambler Mining District, and the need for surface transportation access to the area. Specific in ANILCA, Section 201(4)(b) provides for surface transportation access across Gates of the Arctic National Park and Preserve. But in ANILCA, there is no specific direction to the BLM. It was only specific to the NPS lands.

That's why we are here tonight, to gather input from you for the BLM process. In 2009-2010, the Alaska Department of Transportation and Public Facilities (DOT&PF) began evaluating multiple road and rail routes that could provide access to the Ambler Mining District. In 2013, project ownership was transferred from DOT&PF to the Alaska Industrial Development and Export Authority (AIDEA). Representatives from AIDEA are here tonight. In 2015, AIDEA submitted an SF-299 application requesting right-of-way for the road from BLM, National Park Service (NPS), U.S. Coast Guard (USCG), and U.S. Army Corps of Engineers (USACE). The right-of-way would involve bridges over navigable waters and wetlands and other operations associated with the construction and operation of the 211-mile long road, all-season industrial access. In 2016, AIDEA spent a good part of the year responding to requests for additional information from the land managers. The agencies requested more information. The application was complete by June 30, 2016, which triggered a timeline for BLM action on the application. BLM filed a Notice of Intent on February 28, 2017, to prepare an EIS initiating a 90-day public scoping period. We knew that was in the middle of your subsistence harvest season so BLM extended the public comment period through January 31, 2018. In 2017, NPS began a separate but parallel Environmental and Economic Impact Analysis (EEA) for the portion of the road on NPS land, as directed by ANILCA.

Proposed Project

The right-of-way application from AIDEA proposes a road across public and private land to the Ambler Mining District to increase job opportunities, and otherwise encourage the economic growth of the state, including the development of its natural resources.

Without that access, the mineral assets associated with the Ambler Mining District would remain unused, and AIDEA would not be able to support economic development and increase job opportunities within a region known for high unemployment rates.

Road Elements

Maps are available to see the route. AIDEA's proposed alignment begins at the Dalton Highway Milepost 161, and extends westward along the south side of the Brooks Range to the south bank of the Ambler River.

The type of land crossed by the road includes State lands (61percent), Federal land managed by BLM and NPS (24 percent), and lands associated with two Alaska Native Corporations (15 percent).

The road would be 211 miles long, all-season, gravel two-lane road with industrial access only. It would not be open to the public. It includes bridges, material sites, maintenance stations, airstrips, and related infrastructure and utilities.

Vehicles using the road would include trucks hauling mineral exploration and development equipment, supplies, fuel, and ore concentrate. The road would be designed to accommodate large semi-trailer trucks.

The proposed project area begins at Milepost 161 of the Dalton Highway and heads west. It is 211 miles long, and ends at the Ambler mineral belt area as shown on the Proposed Project Area Map. The proposed alternative is shown in red with an alternate route in green that reduces the number of miles that must cross the Gates of the Arctic National Park land. There is a close-up map of the Ambler area in your handout.

Agency Roles and Responsibilities

BLM is the lead federal agency because the beginning of the proposed road starts on BLM land. BLM is coordinating with all the other agencies. The other Cooperating Agencies include the USACE, USCG, the Northwest Arctic Borough (NAB), and the State of Alaska. Other participating agencies include the NPS, USFWS, and EPA. BLM is preparing the EIS under the National Environmental Policy Act (NEPA). BLM must also comply with ANILCA Section 810 and the National Historic Preservation Act (NHPA) Section 106, which relates to historic and cultural resources.

USACE is a Cooperating Agency, and would be responsible for the wetlands permits that would be required. The USACE would evaluate the project application under Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act, and use the EIS as the basis for its permit decisions.

USCG is a Cooperating Agency, and would be responsible for bridge permits over navigable waters and would also use the EIS as a basis for its decisions.

DNR is a Cooperating Agency, and would be responsible for state permits. DNR would make land management decisions for right-of-way access across State-managed lands.

NAB is a Cooperating Agency. NAB will provide traditional knowledge and input on subsistence, cultural resources, and coordination with Tribal members and affected communities. The NAB would also enforce local permitting requirements and advise the BLM on NAB's responsibilities under State law and Northwest Arctic Borough regulations.

What is an EIS?

This EIS is an EIS for the proposed Ambler Road. An EIS is a document required under NEPA, which requires federal agencies to assess the environmental consequences of their decisions. An EIS is required for actions by federal agencies that significantly affect the quality of the human environment. Without your input, we cannot do a good EIS. An EIS includes the following:

- Project Purpose and Need.
- Issues raised during scoping (internal/external).
- Project alternatives.
- Description of potentially affected environment, resources like wildlife, vegetation, hydrology, fisheries, cultural resources, and the human environment. We determine what we know about those resources now, and look at how they would be impacted by this project.
- Environmental consequences of all the alternatives.

- Proposed mitigation which can involve the design of the route, or best practices management that may be applied to minimize impacts.

So where are we now?

We published the Notice of Intent to produce an EIS in February 2017, and are now in the Scoping Process requesting public participation. After this we will be moving into development of a Draft EIS. Public review would be held on that Draft EIS. During that time, we will also be doing the ANILCA 810 subsistence hearings. After that, a Final EIS will be developed, and then the BLM would issue a Record of Decision where they would decide whether or not to issue a permit for the right-of-way to build the road. Everything is in draft format right now.

Draft Purpose and Need

Project need is based on the requirement for the BLM to respond to a right-of-way application from AIDEA for surface transportation access to currently inaccessible, economically valuable mineral deposits in the Ambler Mining District.

The project purpose of the BLM action is to provide AIDEA with: (1) technically and economically practical and feasible surface transportation access across BLM-managed lands for mining exploration and development in the Ambler Mining District, and (2) authorization to construct, operate, and maintain associated facilities for that access.

BLM Decisions to be made

The BLM must decide whether or not a right-of-way shall be granted and if so, the terms and conditions that will be included in the right-of-way.

What is Scoping?

Scoping is the process used to get input on the issues, impacts, and potential alternatives that will be addressed in the EIS. The intent of scoping is to:

- Inform agencies and public about AIDEA's application and the proposed project.
- Identify resources, impacts, and issues of concern to be addressed in the EIS.
- Obtain input to help refine the Purpose and Need and the alternatives to study.
- Identify potential mitigation measures that may be needed to avoid, minimize, or mitigate for project impacts.
- Obtain information to help evaluate the project with applicable laws.

The EIS document will cover these kinds of issues that were identified by internal BLM staff. We would like to hear from you if you have others that should be included.

- Air quality
- Special status species
- Subsistence use and access
- Climate change effects

- Fish and aquatic species
- Critical minerals
- Invasive Species
- Water
- Travel management
- Mining
- Wetlands and riparian
- Demand for gravel resources
- Recreational activities
- Wilderness characteristics
- Public access
- Social and economic impacts
- Cultural resources
- Wildlife and biological resources
- Impacts to rural and traditional lifestyles
- Geology and soils
- Reasonably foreseeable future activities

ANILCA Section 810

Under Section 810 of ANILCA, the BLM must determine whether the project “may significantly restrict subsistence uses.” This analysis will be included in the EIS.

If alternatives may significantly restrict subsistence uses (either abundance, access, or availability), then this will be identified in the analysis, and ANILCA Section 810 hearings will be held at the same time as public meetings upon release of the Draft EIS. We would have a public involvement meeting similar to what we have here tonight. We would present the Draft EIS, and then conclude that meeting and move directly into the ANILCA Section 810 hearings to hear testimony from the public on what the potential impacts to the availability, access, or abundance of the subsistence resources may be.

National Historic Preservation Act Section 106

Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and places of religious and cultural significance. Tribal entities, the State Historic Preservation Officer (Judy Bittner), and other interested parties are consulted to identify significant places and ways to reduce or mitigate potential effects. This process is going on at the same time as the EIS process. It is part of our public involvement, but it is a separate process.

Historic properties are identified, and their significance is evaluated. Any adverse effects to historic properties are assessed, and the BLM would consult to resolve adverse effects and develop a Memorandum of Agreement (MOA) or Programmatic Agreement (PA) on how to avoid, minimize, or mitigate any potential impacts to historic or cultural resources. All that would be addressed before any ground breaking.

NPS EEA Process

AIDEA Proposal Includes two alternative routes across NPS lands (North and South) going through the Gates of the Arctic National Park and Preserve. Under ANILCA, NPS is legally required to permit access across NPS lands; prepare an EEA to evaluate which route is preferable based on environmental, social, and economic effects; and develop permit terms and conditions

EEA Public Input

NPS seeks comments on route selection and permit terms and conditions. The comment period is open through January 31, 2018. To comment, go to <https://parkplanning.nps.gov/Ambler>.

Schedule

Scoping concludes January 31, 2018. A Draft EIS will be developed by March 29, 2019, followed by public review. A Final EIS based on public and agency review of the draft will be produced by December 30, 2019, and the Record of Decision is targeted to be completed by January 30, 2020.

What's Next?

BLM is collecting comments and feedback. They will consider input received to potentially refine the Purpose and Need, determine issues and impacts to be studied, determine alternatives to be studied, and potentially identify mitigation measures to apply to the project.

Writing substantive comments assists BLM make good decisions:

- Be as specific as possible about what you are concerned about.
- Refer to a section or page number of a particular referenced document.
- Present new information.
- Share issues relevant to the environmental analysis.
- Suggest alternatives to the proposed project and the reason(s) why they should be considered.
- "I don't like this" or "I do like this" is not useful. Explain why.

You are welcome to comment on the proposed project. You can submit comments in the following ways:

- Submit a comment form in the box
- Submit comments via the website: <http://www.blm.gov/AmblerRoadEIS>
- Fax to: (907) 271-5479
- Email to: blm_ak_akso_amblerroad_comments@blm.gov
- Mail to: 222 West 7th Avenue, Stop #13, Anchorage, Alaska 99513

Laurie introduced Katherine Wood and John McPherson with HDR. HDR coordinated these public meetings, and will help write the EIS.

3. Comments

Below are verbal comments that were asked or addressed at the end of this meeting.

Question and Comment from Joy Huntington, AIDEA

I have a question to help clarify the comment process. Both BLM and NPS comment periods end on January 31, 2018. Is it okay to submit the same comment to both, and will the comments made tonight be shared with the NPS? I know we have representatives from them here as well. So I'm curious how comments will be shared between NPS and BLM, if at all, and if submitting the exact same comment is welcome for both the EEA and the EIS?

Response from Laurie Thorpe, BLM

Yes, the comments we receive we will be sharing with the NPS, and any comments the NPS receives they will be sharing them with us. We feel that's the best way to do it.

Response from Joe Durrenberger, NPS

If you provide a comment on our NPS form it will be provided to BLM. If you provide it to BLM, we will get it as well.

Comment and Question from Brian Lee Jones

I have a comment about the road in the near and even extended future. This road is probably going to be more and more of a blessing for us. The cost of getting things in here, food, supplies, construction equipment, construction materials. And as everyone around here knows, if you've ever tried to find a place to stay, real estate is at a premium around here. They build houses as fast as they can build them. I think this road is something we're going to need in the future. It's not just for construction and stuff like that. It's going to open up avenues to us; whereas, now we're down to anything we can fit into a plane to get it here, or if it will fit on the barge and we have enough water to get it up here. But things are changing. Our environment is changing. It's getting warmer. Our river doesn't even freeze all the way. And most times we don't even have enough water in the river to get a barge up here, and that means we're limited to the size of the airplane, which comes down to the size of our runway. With this road I think the concern will be, is it open, is it drivable? You're going to have way easier time getting stuff up here for probably half the cost.

Response from Laurie Thorpe, BLM

The proposal right now from AIDEA is for a non-public road. It would only be open for industrial access, whatever is needed to develop the mine and haul the ore concentrate out.

Question from Brian Lee Jones

So we would have to deal with the authority of whoever built the road to say "Hey can we use it to haul material in?"

Response from Laurie Thorpe, BLM

Those are great questions. We are here to hear those kinds of questions. That is how this process works, and we hope to provide answers in the EIS.

Comment

With that road and those mining districts, we're going to have a Red Dog type opportunity in our backyard. That means we're going to have jobs, we're going to have income, a future for our kids. This road is the beginning of that. Everybody here has seen how Red Dog has changed. Some people are too young to know what this place was like before those jobs were available. Everybody had to go to Anchorage or the Slope or someplace else. Basically away from home for months sometimes. Now we're going to have that opportunity in our backyard. This is going to change a lot of things for us.

Comment from Wallace Cleveland

All these years we make a living. It's more difficult to have furniture and things like that. They triple in price by the time they get here when we order them from Anchorage or Fairbanks. It's a good thing they're doing that. It would also be nice to drive down that road to pick berries and haul some dry wood and things like that. So you can go ahead and start to make the road and keep it closed for industrial only and let us on it because it's our land too you know. I support them keeping it open for public.

Question and Comment from Brian

Do you support it being open to everyone or only locals?

Comment from Wallace Cleveland

There was interest of building it a long time ago. People are afraid that there would be a lot of people moving around here, homesteading or whatnot, interfering with our subsistence. That's what they're worried about. But a lot of people don't like cold weather. You can tell that. I lived in Anchorage during the winter time and come here during the summer. A lot of people just go back down to the states. They can come and stay for a while and probably leave.

Comment and Question from Miles Cleveland [comment and question in native language]

I thank you all for this meeting. As young people, you don't eat what I grow up with. These young ladies don't eat what my grandparents fed to me today. Just a little bit, once in a while. We are fulfilling a prophesy. We are making history right now. When Enoch [spelling] said "Ambler will become a large city we are getting into that today." As we speak of the road we are fulfilling that. What we need to do is somehow make it work for us. We're not talking about me. We're not talking about a lot of you here. We're talking about these little kids. That's their future. That's who is going to use that road or want to. We have to open that avenue for them to be able to survive. We have a hard time enough surviving today. Our fuel costs are \$8 to \$9 a gallon, and that's cheaper than a few years ago. A few years ago we paid \$11. We have to think that way. Of course maybe some of us don't want the road, but it's not for you and I. It's for our kids we have to think about and plan it for them. Every generation changes, we know that. That's why it's important for us to be here and put our two cents in while we could. If they don't hear us out, well, we tried. If those folks in the east say no, then what? Has that road been studied from here towards the coast? Is that an option? Can someone answer that?

Response from Laurie Thorpe, BLM

Regarding alternatives of this proposed road. For many years, the Department of Transportation looked at a lot of different routes to consider for the access to the Ambler Mining District. And all that study that DOT has done that included the western routes from the coastal area into the Ambler Mining District was considered. But the project got handed off to AIDEA. They looked at that study, and that was actually part of their application package to the land managers. The result of all that pre-analysis is this application for this road corridor. That is the current proposal. You're not the only one who has brought up "What about other routes?" So we do want to hear if you think there are other routes that would meet the Purpose and Need for the project and be feasible. We want to hear all about your concerns and ideas. We don't have answers on what is the best route at this point. That's why we're here, to gather input and learn from you what any issues or concerns are. What would be the best way to access the mining district, the opportunities there, and the associated jobs. Also think about how any impacts could be offset or mitigated.

Comment from Bryan C. Jones

I have concern for that road traveling through a large portion of land and also a large portion of NANA land. Creating safeguards that would allow the communities to get the education that they need to create jobs for themselves, because the mine can't be the only job that people live off of. Because even [at] Red Dog, a few people see little checks here and there. I mean everyone got an \$800 check this year. But there's very few people even in this community that work at Red Dog. So if you're just counting on an \$800 check, there's many other resources that a road could bring into this community. Whether or not you could capitalize on them is the question. Because that's kind of a scary thing when you bring a road into a community that maybe isn't ready to see that kind of growth, and doesn't know how to manage it themselves. That's a concern of this community, because even with my low level of education, I think there's definitely people who could come here and exploit what we have in the communities, and we might not see much of a benefit at all. I don't know if that's directly towards this road or not, but looking into the future what this road can potentially be if it's opened for access to others.

Comment and Question from Miles Cleveland

I know all of us are not going to work there. But if that road is built, what can we get for our communities? How can this road benefit to us? Our water and sewer I know is going up next month. Our electricity is going to get expensive soon. What can we get out of this road for our people? Even if it's little, it's going to help you and I. We have to get out of our village life right now. Just think ahead. Picture Anchorage. We've been to Anchorage before. If this community becomes like that, and it will, we have to think out of the box, a paradigm shift for you and I.

Comment from Marie Steele, DNR

I was going to volunteer to answer your question, because I think if you look at Kotzebue and how Kotzebue's grown, they have the sea wall, they have the education center there. They have paved streets in Kotzebue. They have sidewalks. They have local talent. So I'm not saying that Red Dog brought all that, but I'm saying that the community was able to grow and have the resources either by

the people that were in the community or other economic growth. I'm just saying if you're going to compare communities with a road, you should look at Kotzebue and the Red Dog mine.

Comment from Brian Jones

I wasn't comparing communities. What I was saying is we as a community, and as I live here and the people who live here should build safeguards into educating our community so that we are the benefactors of what comes into the community. So you have a huge city like Kotzebue, you still have a lot of poor Native Alaskans in the City of Kotzebue. Other people have moved in there and made their money, but I don't see a lot of entrepreneurship from the community itself, and that's sad. So if we're talking about future growth, then we're talking about educating our community so that we can be the ones that helps it grow and not looking to the outside.

Comment from Katherine Wood, HDR

We're here to gather all these thoughts so we can do a better analysis. So we can think about those things.

Comment from Wallace Cleveland

As I understand it, that's how America began years ago. Resisting the first people coming over on the Mayflower, and having Indian wars with them. And the way understand it, was that the settlers couldn't go out west without encountering Indians on the way. The United States government had an agreement with them with many of them, but some of them were broken. The settlers told the Indians if you let us come in and have some of this land, we'll give you education and food and medicine. I think that was the agreement the United States made with the Indians. And here they want to come into our land, and I would say that if we could drive through this road and go over to Fairbanks and pick up my washer and dryer then go ahead and come in and build the road. I think if we had an agreement with the people who were going build it. I realize we have a lot of minerals over here on the other side of the river that used to be mined, and people need work. It would be a good access road.

Comment from Katherine Wood, HDR

If you don't want to speak publicly that's okay. We can speak to you afterwards, or you can submit something in writing.

Comment and Question from Louie Commak

I'm from Ambler. I'm a Tribal member of the Native Village of Ambler. Regarding the road, when you say the Northwest Arctic Borough are you referring to the staff or the assembly? When you say "Tribal entities" I think the correct word should be Tribal governments. We don't have entities just government. There's the Tribal government and the state government, which is the city. Also the Borough is part of the city government. In coordinating the responsibilities, it should be a community effort. If the road is built, then there's a lot of disagreement with the hunting and fishing and subsistence way of life. And I'm pretty sure hunting grounds are disturbed. Then the entities would include the Koyukon River. The 48 villages that oppose the road, we should all be contacted and there should be a lot of discussion about what impact are coming to this. AIDEA's been saying it's an industrial road. Twenty-five years ago the Haul Road was built all the way to Prudhoe, and all we hear

here is it's an industrial road. Nobody will get on that road. Now it's a public road. There's hunting from Fairbanks all the way to Prudhoe. That results in thousands of caribou being killed every fall, also moose and bear. Don't think for one minute it's going to be closed for industrial. What about all the mining claims? Hundreds of mining claims that are going to be on the road. If ten cents is spent on that road from federal money, state money, people have access to that. We all know that law. It's a state law and federal law. When we talk about local, let's not kid ourselves. The word "local" has a different meaning now. It means the whole world. In the State law, when you live in Alaska for 30 days you become a State resident. It also applies to the villages. This is global impact we're talking about, we're not just talking about Alaska. I see it on the Gates of the Arctic Subsistence Resource Commission. One of the biggest concerns year after year is the traditional hunting grounds on the proposed road and the villages. Tthe 48 villages on the Koyukon, upper Kobuk, Kiana, Shungnak. All have concerns about our traditional hunting grounds. How are we supposed to protect our traditional hunting grounds, which we rely on for hundreds and thousands of years, our ancestors did? On catastrophic events, volcanoes, earthquakes, flooding, major spills of oil. We have not seen plans. Neither have we seen any plans what happens when the ore is delivered to Fairbanks. We have not seen one page. What are they planning to do with that ore from Fairbanks to Seward? I think that should take some time on studies that should happen. One thing we learned from mining in our area, say Red Dog, we gave one billion dollars to the eleven corporations from our tribal land. We gave one billion dollars to Canada from our tribal land. We gave one billion dollars to Alaska Airlines. So when we talk about a major infrastructure like the mines being proposed, again we're talking global. We're talking billions of dollars. I want to think outside the box for a minute and say the social impacts that it will have on the upper Kobuk. Just say Kobuk and the upper Koyukon River, which is Alatna, Hughes, Huslia, all those villages. If you build it, I will come. People will come. Along with people will come many, many different forms of negative impacts that will happen to us. Are we ready for that? I sit on the Maniilaq Board of Directors. We have our annual impact statement which is social and health. We have been hit very hard because of different reasons, whether it is alcoholism, many other drug-related incidents, lots of suicide deaths. I'm not trying to be negative, but I'm telling you what exactly, what happened to us. I'm not saying I'm for the road or I'm against the road. My question is are we ready as a people to accept what is coming? If not, then we should prepare ourselves. What are we going to do to prepare ourselves? Are we going to get the tax benefits? The tax benefits from Red Dog go to Kotzebue, and are controlled by the Assembly. The tax benefit from this new road will go to Kotzebue to the Assembly. We still have many needs in our village. We still need a lot of money for water and sewer. We still need improvements for police, for security, and better health. There are many things. I could go on, but I will not at this time.

Comment from Laurie Thorpe, BLM

I forgot to mention we have the map in the back of the room that has more details of the proposed project area. We will leave these maps here. There are two of the large maps. You can write on one of them [the] resource areas that you're concerned about, ideas about significant areas of concern, and send it to me at the address that's in the handout. That would be great.

Comment from John Lincoln, NANA

I've been there for a little over a year. Born and raised in Kotzebue. It's where I live now. NANA owns quite a bit of land on the proposed routes. That means that all of us as shareholders own that land too. It's really important to NANA that we hear from shareholders especially in the upper Kobuk villages, to know how everybody feels about the road. NANA officially doesn't have a position on the road. We're not pro-road. We're not opposed to the road. We are very supportive of this EIS process. The EIS is an expensive project. We feel like it's a very valuable one because it allows us to hear from all of you and people in Shungnak and Kobuk too. I just wanted to share that and introduce myself. And if any of you don't feel comfortable meeting in public on this and want to talk with me after the meeting or anytime, I'd really appreciate that. NANA really wants to get this right. The road could have [a] major, major impact on our region, especially our villages. So we want to do the right thing as your corporation.

Comment and Question

This is a very robust project. I don't know how you would do it, but breaking it down into how it directly affects each individual, like jobs, 4,500 jobs, what does that mean? How many people in this community are getting jobs? What's the potential for Shungnak, Ambler, Kobuk, all the way down. All of our villages. The people there fill paying jobs on the roads, in the different departments. You might get a better response if you direct it toward how people are actually going to fit in. If you said "You're going to make \$10,000 a year," people would be like "Yeah." But you see a huge number, nobody knows what the breakdown is, or if anyone is going to get anything. Who knows? The road could come along and you have seven people from this meeting that have jobs. Was the road really worth it? Twenty years down the road maybe you might be able to use the road. Who knows? There's not a lot of information on how the road directly impacts the community here and these communities around except for in concept there might be something to come that benefits us. It would be easier to give feedback, easier for the community if we knew how it benefits us.

Comment from Katherine Wood, HDR

We should have more detail when we get to the Draft EIS.

Comment from Laurie Thorpe, BLM

Those are exactly the questions we want to hear. What do you want more analysis about? And you just shared with us what you want to see more analysis about.

Comment from Katherine Wood, BLM

So that would be the Draft EIS stage, which is planned for March of 2018. So when we get to that level of detail with the Draft EIS, hopefully we will have detail on all those categories that you sought, and one of those is social and economic impacts. So what does it actually mean for communities? Alaska? To drill that down a little better and then at that point when we have released all that information, we will come back again and say "Okay, we heard your questions. We tried to answer them. Here's what we think the answers are. What do you think? Did we get it right? You asked for

more information and we gave it to you. Now what is your feedback?" So there will be another chance to get more feedback once we have more information as well.

4. Closing

The meeting was adjourned.