



AMBLER MINING DISTRICT ACCESS PROJECT

SUMMER 2018

A PROJECT TO CREATE JOB OPPORTUNITIES FOR ALASKANS

The Alaska Industrial Development and Export Authority (AIDEA) is proposing the Ambler Mining District Industrial Access Project (AMDIAP), a limited-access industrial road starting at the Dalton Highway and ending at the Ambler Mining District.

A road to the Ambler Mining District has the potential to unlock thousands of private sector jobs and provide tax and royalty dollars and economic opportunity to the state, borough, communities, and Alaska Native regional and village corporations.

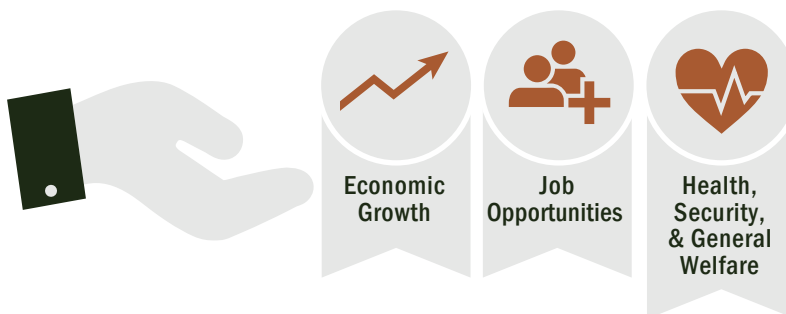


AIDEA: A MISSION TO BENEFIT THE PEOPLE OF ALASKA

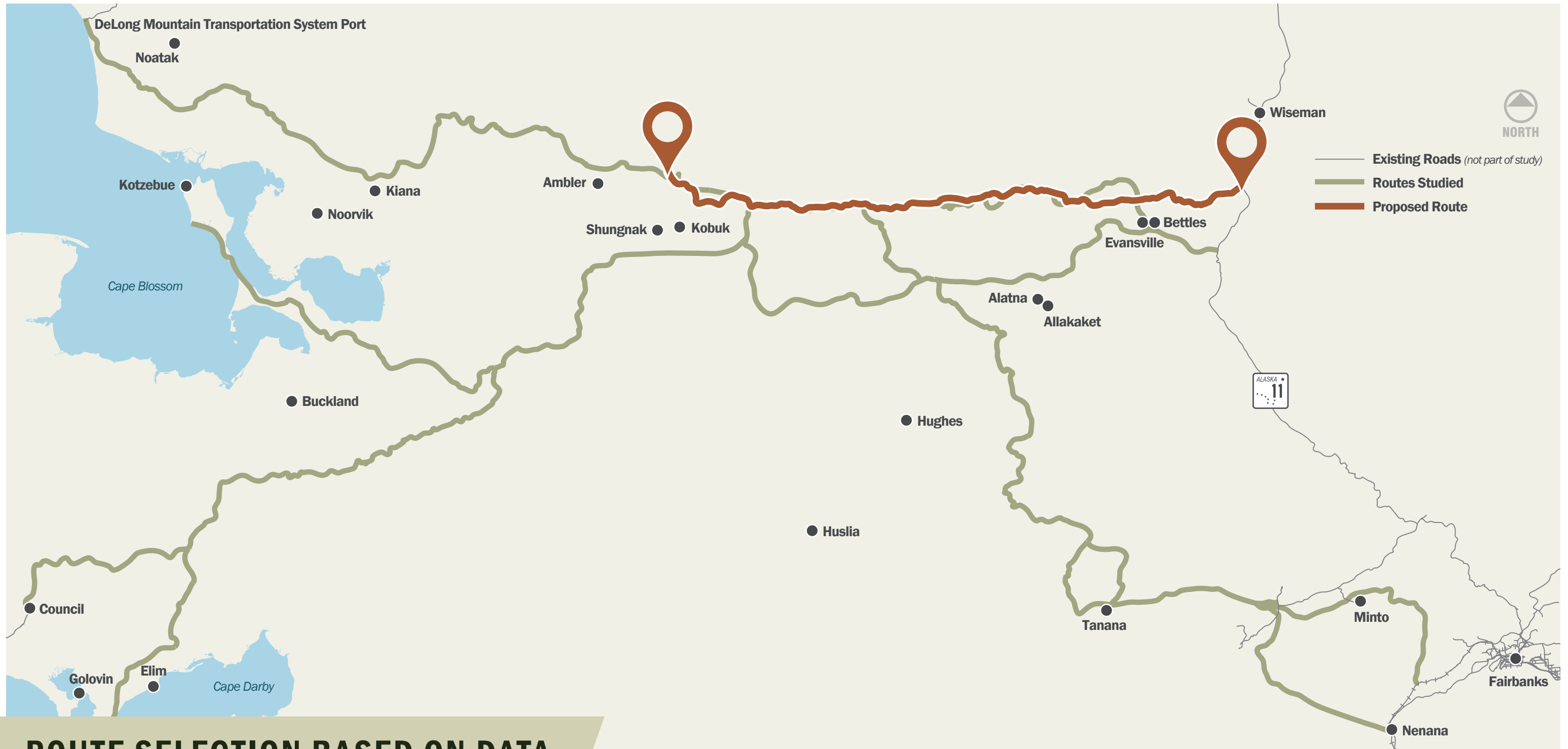
AIDEA is a public corporation of the State of Alaska established with a mission to provide financing to efforts that will:

- 1 Increase job opportunities and encourage economic growth in Alaska
- 2 Promote the health, security, and general welfare of all the people of the state

Projects that do not meet these goals are not supported by AIDEA. We believe economic development projects and being good stewards of the environment go hand-in-hand.



In 2017, **1,385** permanent jobs were created by AIDEA projects.



ROUTE SELECTION BASED ON DATA

AIDEA's preferred route has had years of study and fieldwork to get to this point.

LIMIT IMPACTS TO AREA RESOURCES

Initially eight routes were identified and seven removed from consideration for a host of reasons including impacts to caribou, salmon/sheefish rivers, Threatened and Endangered Species, and Critical Habitat Areas.

WE LISTENED TO YOU

The State of Alaska has held over 50 meetings and received hundreds of comments while working to select/refine the route and identify measures to avoid or minimize impacts.

DID YOU KNOW?



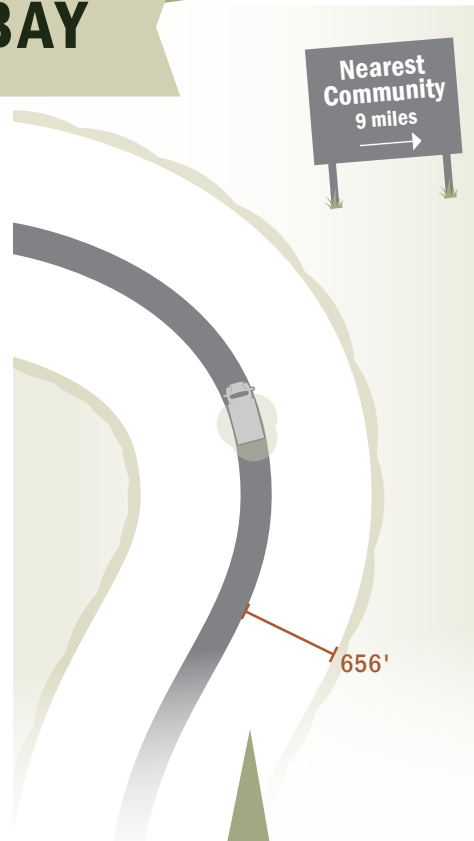
THE STATE OF ALASKA HAS BEEN STUDYING, DISCUSSING, AND CONDUCTING FIELDWORK TO FIND AND THEN EVALUATE A PREFERRED ROUTE SINCE 2010.

KEEPING NATURALLY OCCURRING

ASBESTOS AT BAY



Naturally occurring asbestos is not typically an issue in winter months when roadways are covered in snow.



A peer reviewed study¹ of the Dalton Highway found that most dust effects were found within 656 feet of the road corridor. In general, exposure may occur only when the asbestos-containing material is disturbed or damaged in some way to release particles and fibers into the air.²



The State of Alaska has a host of best management practices for use in naturally occurring asbestos dust control.³ If naturally occurring asbestos material is to be used, a site-specific dust control program will be developed.

AIDEA'S PROPOSED PLAN

Some materials used for road construction in the western portion of the corridor may contain low levels (up to 1%) of naturally occurring asbestos.

AIDEA wants to avoid the use of naturally occurring asbestos materials unless no other suitable materials are available. In the event

naturally occurring asbestos materials are the only feasible option for road construction, use of naturally occurring asbestos materials may be proposed, but with restrictions per the State of Alaska naturally occurring asbestos regulations.

¹ Myers-Smith, Isla H., Britt K. Arnesen, Ross M. Thompson, F. Stuart Chapin III. 2006. Cumulative Impacts on Alaskan Arctic Tundra of a Quarter Century of Road Dust. In *Ecoscience* 13(4): 503-510. 2006.

² Environmental Protection Agency, Learn About Asbestos, www.epa.gov/asbestos/learn-about-asbestos#effects.

³ Alaska Department of Transportation and Public Facilities best practices for use of naturally occurring asbestos, 2013.

PROTECTING THE CARIBOU

The National Park Service (NPS) and the Alaska Department of Fish and Game have monitored caribou population and migration in the area for more than 50 years. AIDEA has proposed a route that avoids what they've documented as historically important Western Arctic Caribou Herd calving areas and migratory routes.



*Map data courtesy of Alaska Department of Fish and Game, updated 2017.

Economic development and creating job opportunities are central to AIDEA's mission. So is promoting the health, security, and general welfare of Alaskans. We know caribou are critical to subsistence lifestyles and values for those in the NANA and Doyon Regions of the state.

The DeLong Mountain Transportation System road is an example of a well-managed, restricted access road where caribou thrive. AIDEA has proposed a route that has the least disturbance on important Western Arctic Caribou Herd calving areas and migratory routes.

RULES ON THE ROAD

Communities near the road may choose to construct spur roads and/or use predetermined staging areas adjacent to the road to haul or pick up freight.

Traffic on the gravel, one-lane road may require all vehicles to travel in the same direction during specified time periods. This could be managed using pilot cars, a radio GPS system, or other traffic control means.

Drivers must stop and wait if caribou are within 300 feet of the road.

All drivers will be required to take an Ambler Road-specific class with instruction on unique requirements for operating vehicles safely on this road.

All drivers will be required to have two-way radios to report any unauthorized users or activities they see.

A guard will be stationed 24/7 at the gate to the Ambler Road off the Dalton Highway to stop any unauthorized vehicles from entering.



THE ROAD WILL NOT BE OPEN TO THE PUBLIC

A DIFFERENT RIGHT-OF-WAY

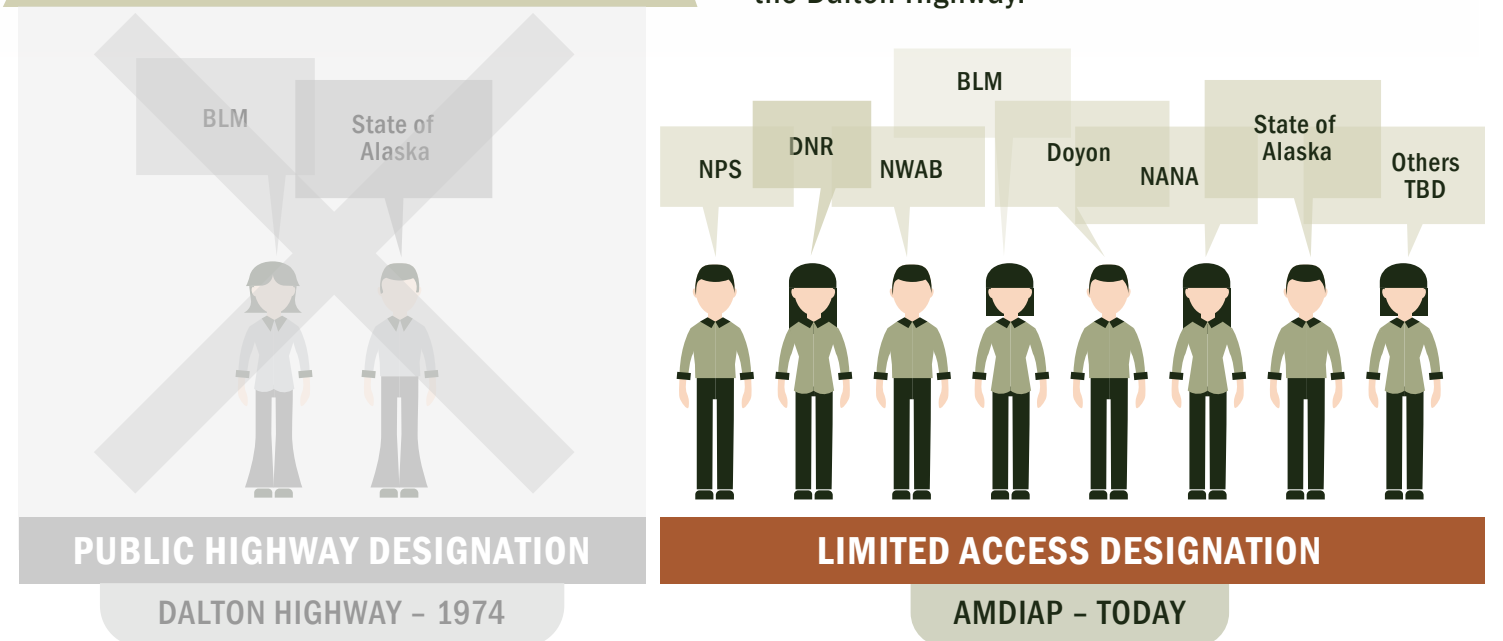
AIDEA is requesting a right-of-way permit for a limited access, non-public industrial road. No one at the State of Alaska will be able to unilaterally open the road as was done on the Dalton Highway, which was designated as a public highway right-of-way from the start.

NUMEROUS LEGAL AGREEMENTS WILL RESTRICT ACCESS

Ambler Road access restrictions will be written into several land use and financing documents. NANA Regional Corporation (NANA), Doyon Limited (Doyon), Bureau of Land Management (BLM), National Park Service (NPS), Alaska Department of Natural Resources (DNR), the Northwest Arctic Borough (NWAB), and possibly others could have separate agreements that will include restrictions on the road use.

THE DIFFERENCE

The right-of-way designation and people/agencies who have say in the AMDIAP road designation are different and more restrictive than they were for the Dalton Highway.



CHRONOLOGY OF THE AMBLER ROAD DEVELOPMENT & FINANCING

