

NWAB Mtg Packet

January 2024 Regular Assembly

January 22-23, 2024

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**Northwest Arctic Borough
Assembly BAF/Work Session**
Monday, January 22, 2024 – 1:00 P.M.
Assembly Chambers – Kotzebue, AK

AGENDA

- A. CALL TO ORDER**
- B. INVOCATION/MOMENT OF SILENCE**
- C. SAFETY MOMENT**
- D. ROLL CALL**
 - 1. Introduction of Staff and Guests
- E. APPROVAL OF AGENDA** **TAB 1**
- F. COMMUNICATIONS AND APPEARANCES** **TAB 3**
 - 1. Financials ending December 31, 2023
- G. PUBLIC HEARINGS, ENACTMENT OF ORDINANCES & EMERGENCY ORDINANCES** **TAB 4**
- H. INTRODUCTION OF ORDINANCES** **TAB 6**
 - 1. **Ordinance 24-01** *an ordinance of the Northwest Arctic Borough Assembly approving a memorandum of agreement with the Alaska Municipal League to conduct the Alaska Energysshed Project, and for related purposes.*
 - 2. **Ordinance 24-02** *an ordinance of the Northwest Arctic Borough Assembly approving a professional services agreement with Deerstone Consulting, LLC for support services for the Selawik Rural Energy Pilot Program, and for related purposes.*
 - 3. **Ordinance 24-03** *an ordinance of the Northwest Arctic Borough Assembly approving a professional services agreement with Deerstone Consulting, LLC for support services for the Regional Performance Optimization Program, and for related purposes.*
- I. RESOLUTIONS** **TAB 7**
- J. OTHER BUSINESS** **TAB 8**
- K. EXECUTIVE SESSION**
- L. AUDIENCE COMMENTS**
- M. ASSEMBLY COMMENTS**
- N. MAYOR'S COMMENTS**
- O. ADJOURNMENT**



**Northwest Arctic Borough
Assembly Regular Meeting**
Tuesday, January 23, 2024 – 9:00 A.M.
Assembly Chambers – Kotzebue, AK

AGENDA

- A. CALL TO ORDER**
- B. INVOCATION/MOMENT OF SILENCE**
- C. SAFETY MOMENT**
- D. ROLL CALL/MEMBER EXCUSAL**
 - 1. Introduction of Staff and Guests
- E. APPROVAL OF AGENDA** **TAB 1**
- F. APPROVAL OF PREVIOUS MEETING MINUTES** **TAB 2**
 - 1. December 19, 2023, Regular Meeting Minutes
- G. COMMUNICATIONS AND APPEARANCES**
 - 1. Nunakins Update, Tracey Schaeffer
 - 2. Protect the Kobuk Update, Ruth Iten
- H. BOARDS, COMMISSIONS & COMMITTEES** **TAB 3**
 - 1. Budget, Audit & Finance
 - 2. Financial Report, Angie Sturm
- I. PUBLIC HEARINGS, ENACTMENT OF ORDINANCES & EMERGENCY ORDINANCES** **TAB 4**
- J. ASSEMBLY REPORTS** **TAB 8**
- K. MAYOR'S REPORT** **TAB 5**
- L. TIME AND PLACE OF NEXT MEETING**
- M. INTRODUCTION OF ORDINANCES** **TAB 6**
 - 1. **Ordinance 24-01** *an ordinance of the Northwest Arctic Borough Assembly approving a memorandum of agreement with the Alaska Municipal League to conduct the Alaska Energyshed Project, and for related purposes.*
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- O. OTHER BUSINESS** **TAB 8**
- P. EXECUTIVE SESSION**
- Q. AUDIENCE COMMENTS**
- R. ASSEMBLY COMMENTS**
- S. MAYOR'S COMMENTS**

T. ADJOURNMENT



Northwest Arctic Borough Assembly
Regular Meeting Minutes
Tuesday, December 19, 2023 – 9:00 A.M.
Assembly Chambers – Kotzebue, AK

CALL TO ORDER

Vice President Sampson called the meeting to order at 9:00 A.M.

INVOCATION/MOMENT OF SILENCE

Member Loon provided an invocation.

SAFETY MOMENT

Member Armstrong recommends checking the weather if plan a trip, be aware of bad spots on trails.

Member McConnell mentioned a bulldozer went through the ice on Friday here in Kotzebue, serves a good reminder that the ice isn't thick. Be cautious.

Member Sheldon mentioned the other day there was overflow by Buckland, bringing cross and casket.

Member Loon in Inupiaq; climate has changed drastically over time. Dangerous traveling, have open communication with family. Friendly reminder the younger generation know the dangerous spots. Ice isn't safe, we all need to talk to young people about safety.

Vice President Sampson in Inupiaq; weather changed quite a bit. Twenty years ago, or so we used to get forty-five, fifty below; now we barely get twenty below. Weather conditions are not safe to travel, parts not fully frozen. Advise your children/family, hopefully stay away from accidents.

ROLL CALL/MEMBER EXCUSAL

Assembly Members present at the time of roll call:

Austin Swan Sr.	<i>Dood Lincoln Carr</i>	Walter Sampson	Craig McConnell
<i>Miles Cleveland Sr.</i>	Hannah Loon	<i>Delores Barr</i>	Raven Sheldon
Elmer Armstrong Jr.	<i>Reid Magdanz</i>	Nathan Hadley Jr.	(9:20)

Introduction of Staff and Guests

Dickie Moto Sr.	Clara Jones	<i>Angie Sturm</i>	Fritz Westlake
Stella Snyder	Noah Naylor	Joshua Harville	<i>Matt Mead</i>
<i>Saima Chase</i>	<i>Ingemar Mathiasson</i>	Elizabeth Ferguson	Kenny Gallahorn
Thomas Baker	Hiram Walker	<i>Wendie Chamberlain</i>	<i>Donny Olson</i>
Willie Towksjhea	Hans Nelson	<i>Ben Moore</i>	Stella Atoruk

A quorum is present to conduct business.

APPROVAL OF AGENDA

Agenda presented for approval for December 19, 2023. Mayor Moto requested to add Representative Baker under communication appearance. Member Loon requested to add Resolution 23-68 and 23-69.

Member Armstrong motioned to approve as amended; Member Cleveland seconded; passed unanimously by roll call vote.

APPROVAL OF PREVIOUS MEETING MINUTES

November 28, 2023, minutes presented for approval.

Member Carr motion to approve, seconded by Member Armstrong; passed unanimously by roll call vote.

COMMUNICATION AND APPEARANCE

State Representative Thomas Baker introduced himself, son of Andy and Tammy Baker. Honored to be here, speak briefly to the Assembly as a new role as District 40 representative.

Member Sheldon welcome Representative Baker: in the news, it is affecting his village and ensure the region; the backlog of public assistance. There are people out there that depend on that service and hope you are aware.

Member Cleveland congratulated Representative Baker; know you will do good, and we support you. Mayor Moto congratulated Representative Baker also; thank you for coming here. Look forward to meeting with you. Member Carr thank Representative Baker for taking on the challenge; look forward to working with you. We all know how important lobbying is, thank you.

Member Loon thank you Representative Baker, congratulations; God bless you. You're young and know the area. Happy you're there. Thank you. Member McConnell has known him all his life, coached him in high school; he isn't one of those that look into being in the spotlight. Glad we have a representative from this area, he is a public service guy. Heart in the right spot, smart and honest guy; know you will do great.

President Hadley joined 9:20; welcome Representative Baker for coming. Senator Olsen and Lobbyist Chamberlain plan on joining the meeting at ten regarding update on Cape Blossom. Our area needs your help, thank you for taking our call.

Member Swan congratulated Representative Baker; wondered how the other legislators were thinking. Careful, strong man in the house. Member Armstrong thank Representative Baker for coming, look forward to working with you.

Vice President Sampson welcome Representative Baker for taking on the challenge for taking the role. Certainly, have its course and time of communicating with us, anything we can do to help; don't hesitate to call Mayor's office to address certain issues. Know you've been involved, been introduced to the public system. You will represent us well, thank you for taking the challenge.

President Hadley wishes to accommodate Senator Olsen and Lobbyist Chamberlain.

BOARDS, COMMISSIONS & COMMITTEES

Budget, Audit & Finance Assembly President Hadley provided a summary of the previous day's meeting, thank you to Vince Onalik for calling in.

Financial Report Borough Treasurer Sturm provided a summary of financial ending November 30, 2023. Member McConnell asked about the follow up from yesterday regarding complete budget for Sulianich.

PUBLIC HEARING, ENACTMENT OF ORDINANCES & EMERGENCY ORDINANCES

1. **Ordinance 23-06** *an ordinance of the Northwest Arctic Borough Assembly amending Chapter 12.08 of the Borough Code to update the Public Safety Commission Code, and for related purposes.*

Public Services Director Jones provided summary of ordinance, recommend do pass.

Vice President Sampson motion to enact Ordinance 23-06, seconded by Member Loon; motion passed unanimously by roll call vote.

2. **Ordinance 23-07** *an ordinance of the Northwest Arctic Borough Assembly amending the Borough Code for the establishment of an Energy Department, and for related purposes.*

Community and Economic Development Director Westlake summarized Ordinance 23-07; recommend do pass. Vice President Sampson asked how we plan to work with energy companies that provide that service and what our role will be with them.

Member Loon reminded everyone of the call yesterday, ten gallons of stove oil cost \$153.00; should they become an IPP member is it possible to work with them to ensure energy efficiency.

Member Magdanz asked Mr. Mathiasson in establishing how will it affect or change staffing of energy programs in the Borough. Vice President Sampson requested clarification on IPP as government; there got to clarity on regards to how we work with energy produces in place. The liability issues between what we produce and what they produce; how do we address these?

Member Loon asked if administration is willing to educate the communities of what IPP is, ensure understanding of benefits. Member Armstrong mentioned he know Noorvik has their solar panels up for few years now; are you working with City of Noorvik becoming IPP. Have you been working with Tribes or Cities, how it works and fuel saving.

Member McConnell requested clarification; the money that IPP generates, does that go to the village or to Borough on behalf of IPP. He would like everyone to understand the process when solar farms are built in the villages. The money(fuel) that is offset by solar panels, the energy is sold to AVEC, so they don't have to burn fuel for that energy. So, paying IPP for savings, that money goes to Borough and working with IPP how to spend it? In summary, that is how it works correct? It isn't lower cost of electricity, savings don't go to the resident, it goes to IPP which is IRA or City. A

portion of money goes to IPP then they decide how to disburse to the village. Another point, building solar/wind/batteries to offset fuel consumption, doing right thing, been working on thirty years burning approximately 30%. Still burn fuel for long time coming, start addressing cost of fuel. Fuel for Noatak from Red Dog costs approximately \$4.70 there; problem getting point a to point b, so they don't pay \$14.40 a gallon. When at school district they lump their order with AVEC, don't know why that doesn't do to help the villages. Focus on fuel too.

Member Lincoln Carr thank Mr. Mathiasson for working on this program. The Assembly has been looking at fuel prices, yes Noatak has their problem although have a benefit of getting from Teck. The Assembly has been tackling, good presentation at the Retreat. Crucial trimming budget, see where to make cuts as we talk about it; prices going up. Find a way to get cheaper fuel, not only gas but heating fuel too. Appreciate what Mayor has for Elder preventative maintenance for winter.

Vice President Sampson believe still some confusion in regards of the process of how fuel and cost be share, who gets benefit and how the resident benefit from IPP. Have in written form, then we will get a clear picture of how it works. Member Sheldon request clarification: Tribe is customer, money they will get, they decide how it will be used. Would like to get examples of how others are spending their money.

Member Armstrong asked, if possible, for IPP that gets the funds from power producer to subsidize certain amount of those funds to the residents. Member McConnell mentioned when NIHA build homes in villages; they put boilers in the homes. Toyostoves burns two gallons a day instead of six gallons a day. Their funding agency makes them put boilers in.

Vice President Sampson motion to enact Ordinance 23-07, seconded by Member Swan; motion passed unanimously by roll call vote.

3. **Ordinance 23-08** *an ordinance of the Northwest Arctic Borough Assembly approving a memorandum of agreement with Tanana Chiefs Conference to develop climate action plans, and for related purposes.*

Community and Economic Development Director Westlake summarized Ordinance 23-08, recommending do pass.

Vice President Sampson motion to enact Ordinance 23-08, seconded by Member Loon; motion passed by majority although no response from Member Cleveland.

COMMUNICATION AND APPEARANCE

State of Alaska Update, *Wendie Chamberlain, Lobbyist and Senator Donny Olson provided an update of recent activities. Senator Olson next session is active, just seen proposed budget; work cut out because of education, VPSO and PFD. Done quite well with VPSO Program. His chief of staff worked hand in hand with Ms. Chamberlain. Being co-chair of finance is much easier to get hands on how to get things done.*

Ms. Chamberlain mentioned she talked with Joe Kemp yesterday regarding Cape Blossom Project. DOT plans to issue an RFP for a contractor for January 2024 to complete the road from Sadie Creek to Port. Anticipates selecting a contractor early Spring. Project cost is unknown; however, DOT is concerned about escalating costs over \$20M. Believe \$1M, maybe possibly high as \$4M as a match; difficult going to State seeking.

Ms. Chamberlain said DOT is happy to assist with the application process for moving ahead in case the cost estimate comes significantly over \$58M then we will be able to work with tribe entity to partner to put in for funding.

Member Magdanz asked Senator Olsen what the State revenue picture looks like this year; is there enough revenue to cover the budget? Where we at with revenue side? Are we looking at cuts? Member Lincoln Carr thank them for calling in, appreciate what is happening with VPSO. Thankyou Mayor Moto for moving forward. Fuel prices and electricity are high for our villages; we need OPM – other people's money.

Member McConnell clarified that once the Cape Blossom is built, there is still a lot of infrastructure to receive barges and ships including dredging a mile. Are there studies being done now, in preparation. Even when road it built, we only have one fuel vendor and AC is our only grocery store; with no competition Crowley and AC have no reason to drop prices. In addition, we need competition, to drive costs down.

Break observed at 10:29 A.M., reconvened at 10:44 A.M.

ASSEMBLY REPORTS

Member Armstrong mentioned he attended JMCC on December 4, 2023; know discussion was seek funding for building repair/maintenance. Talked about possibly holding a joint meeting to find a solution; the building belongs to us and needs to help with the upkeep. Hopefully can work on a joint meeting with the school district to find a solution.

Member Lincoln Carr mentioned she attended AML, Alaska Municipal League brought Bush Alaska upfront along with urban. Nils wants everyone involved and aware of all the funding, good to see some tribal members too. When the Assembly attends these conferences, the people are aware of what we are doing with Public Safety and Energy.

Member Armstrong added he attended the AML conference too and now sits on AML Board for the Boroughs.

Member Cleveland mentioned he enjoyed the AML conference; we aren't the only ones suffering from certain things although seems like we are in the league. Also, attended the ICC meeting, concerns about food sovereignty. Those that are committed to work are still there. At the next monthly meeting they plan on doing a presentation. He attended another BLM meeting; he sees a lot of non-residents from our region that are against the road. He let them know he we as residents, that he represents Ambler. There also was a

lady that says representative of Ambler although hardly know her and don't live there. Folks not worried about us, opportunity for our region; have jobs in the future for grandchildren and great-grandchildren. This Borough needs development in the future, and right now Ambler mining is the only focus. Merry Christmas everyone.

President Hadley request Elizabeth Ferguson to read off NWALT priorities they discussed. *Member Lincoln Carr thanked her for update, appreciate issue on baggage with Alaska Airlines; she suggested to Alaska having a message stating updates. She also suggested working with Alaska Housing Finance, what about with NANA Construction, possibly short report, or presentation of buildings in the villages.*

Member McConnell encouraged Ms. Ferguson to do what you can do with Alaska Airlines, although no competition and will do what is most profitable to them. Ryan Air was bought by Saltchuk, right now building a cargo warehouse. Believe there is space in there for passengers, although they provide passenger services in other areas. We should approach and encourage to lighten load and relieve pressure on passenger travel.

MAYOR'S REPORT

Mayor Moto mentioned good meeting, our team stepped up a bit seeking monies for services we provide. Community and Economic Development Director Westlake summarized his written report. *Energy Coordinator Mathiasson summarized his written report ending November 2023.*

Member McConnell asked Coordinator Mathiasson about the stove oil fuel prices in Deering, even cheaper than Kotzebue; do you have an idea on how they did that? Is there a profit margin just less than the other retailers; do you have an explanation for that? If it can be bought this low price it can be at any coastal village.

Planning Director Naylor provided a summary of written report. Public Services Director Jones also provided a summary of the written report. Member Sheldon mentioned when Selawik first lost power he called Borough and information was forwarded to Mayor Moto. Very concerning when homes don't have heat, didn't know how long would be out of power. He expresses his gratitude to Mayor's office and Public Services for their assistance.

Member McConnell mentioned went through this a couple years ago, possibly about \$2M in repairs. Thank you to Director Jones and Eric for services, saw the video of Eric landing during the storm. Community and Economic Development Director Westlake stated deadline for scholarship is January 15, 2024. Member Loon stated easy to understand Director Jones report, thankful for staff and those involved.

VPSO Coordinator Harville provided a summary of Public Safety department for Director Hatch, due to COVID and pneumonia. Mayor Moto mentioned if you've traveled on Kobuk Lake recently there are two reflective tapes on the stakes, thankful for trail staking. Member Sampson asked if we are getting shared cost from Park Service Fish and Wildlife on some of the staking on their lands?

Member Armstrong mentioned to Member McConnell that the list doesn't include subsidized prices from NANA. Also, to Energy Coordinator does Selawik have a heat recovery for the water and sewer.

Fire Safety Coordinator Nelson also summarized his written report. *Member Lincoln Carr thank Hans for report. To Mayor Moto on trail staking, when a trail gets bad due to overflow; who is to be contacted? Is it Mayor's office?* Member Armstrong asked Treasurer Sturm about our new members understanding that the ARPA funds aren't recorded on our general finances, supposed to be separate and for them to have the information. Also, how much is left of ARPA funds?

TIME & PLACE OF NEXT MEETING

January 22, 2024, work session and regular meeting on January 23, 2024.

INTRODUCTION OF ORDINANCES

None presented.

RESOLUTIONS

1. **Resolution 23-65** *a resolution of the Northwest Arctic Borough Assembly confirming the Mayor's appointment and composition of the Northwest Arctic Borough Planning Commission.*

Mayor Moto summarized Resolution 23-65, recommend do pass. Member Magdanz requested excusal for the rest of the meeting.

Vice President Sampson motion to approve Resolution 23-65, seconded by Member Armstrong; motion passed unanimously by roll call vote.

2. **Resolution 23-66** *a resolution of the Northwest Arctic Borough Assembly confirming the appointment of Margaret Hansen and Liz Cravalho to the Northwest Arctic Borough Regional Transportation Planning Organization.*

Mayor Moto summarized Resolution 23-66, recommend do pass.

Vice President Sampson motion to approve Resolution 23-66, seconded by Member Loon; motion passed unanimously by roll call vote.

3. **Resolution 23-67** *a resolution of the Northwest Arctic Borough Assembly approving an Assembly donation under the FY24 budget for the Kobuk 440 Racing Association, and for related purposes.*

Mayor Moto summarized Resolution 23-67, recommend do pass.

Vice President Sampson motion to approve Resolution 23-67, seconded by Member Lincoln Carr; motion passed unanimously by roll call vote.

4. **Resolution 23-68** *a resolution of the Northwest Arctic Borough Assembly approving participation in the Alaska Housing Finance Corporation's (AHFC) Rural Professional Housing Last Frontier Initiative, and for related purposes.*

Community and Economic Development Director Westlake summarized Resolution 23-68, recommending do pass.

Vice President Sampson motion to approve Resolution 23-68, seconded by Member McConnell; motion passed unanimously by roll call vote.

5. **Resolution 23-69** a resolution of the Northwest Arctic Borough Assembly accepting Assembly Member Hannah “Paniyavluk” Loon’s resignation of Assembly Seat G, and for related purposes.

Community and Economic Development Director Westlake summarized resolution, recommend do pass. Member Armstrong asked how soon is opening for letters of recommendation. Start of the letter of recommendation would be on the 15th? Member Lincoln Carr asked Legal if she considered resigning after the retreat because she been big part, can she resign after? Be part of it? If she is moving on the 15th?

Vice President Sampson motion to approve Resolution 23-69, seconded by Member Armstrong; motion passed unanimously by roll call vote.

OTHER BUSINESS

None presented. Treasurer Sturm provided information Member Armstrong requested; for federal ARPA there is \$1.84M left and local assistance and tribal funds its \$3.9M, for the local government relief grant it is \$759,000. Member McConnell stated he isn’t familiar with them? Are these COVID funds? He doesn’t see the numbers she stated, which page? Must be spent separately or can be lumped together? He didn’t see the total, he asked what is ARPA? Is that same as CARES or different?

EXECUTIVE SESSION

No executive session was held.

AUDIENCE COMMENTS

Kotzebue Elder Willie Towksjhea talked about alcohol abuse in the family, hard to live without family. Thank the Lord he sobered up in 1982, he used to work at the detox center along with homeless and senior center. Many of our families passed on from alcohol, getting worse. He wishes someone would encourage people to stop, quit drinking, hurting family and friends.

ASSEMBLY COMMENTS

Member Sheldon thank Mayor Moto for staff reports, lot of information. When there is an emergency like this they should call to Borough to let them know what is happening. Wish everyone Happy Holidays, wish Assembly member Loon the best. Happy Holidays.

Member McConnell mentioned Member Loon leaving, she is happy, and we should be happy. Thank you to two Stella’s; all the logistics at AML everything went so smoothly. Thank you to the staff.

Member Swan mentioned good meeting, last Sunday he was at the school and saw the snow fence worked well. Need more of that. Thank you.

Member Armstrong wishes everyone Happy Holidays. To Hannah, it was good to work with you all these years. Hope everything works for you. To staff, continue to do good work; you go unnoticed sometimes. It is shown through the reports throughout the region. Thank you.

Member Cleveland stated in our region, we certainly need development. Been regulated most of our lifetime and needs a change. We can't compare it to another region. We are thinking of our grandchildren and great-grandchildren, being involved ahead of time. Start getting involved and start planning what we can get out of this mine. In the past we had a mining representative at the mining conference; Larry and himself used to attend. Thank you, Hannah, for being with Borough for many years. Inupiaq speaking is valuable, thankful for knowledge. Wherever you go, God will be with you. Thank you.

Member Barr said sorry not in person, good meeting, appreciate reports and work being done. Look forward to Retreat, where discuss tightening belt and moving forward. Will miss Hannah, appreciate leadership and insight. As well as your laugh. Wish everyone happy holidays. Prayers for those that lost loved ones. Thank you.

Member Lincoln Carr echoed Member Cleveland comments; doing this for residents of our Borough to move forward with Economic development. Hope the listening audience reads up on what is happening; need to be creative and work with NWALT. Also, echo Member Barr comment; don't want to call Retreat, because this is where work needs to begin. Start downsizing, need to look at priorities; have administration in line with Assembly. She suggested looking at commission possibly serve more than just one, which is costly. Thank NWALT again. Thankful to Hannah for all the wisdom and working with the Assembly. Thankful for your Inupiaq speaking and translating for those that don't understand. Wishing you well, hope to see you when coming to town. Continue conversations with City of Kotzebue and Housing Finance. Look forward to the budget meeting. Merry Christmas and safe travels.

Member Loon sends condolences to those that lost loved ones. Good when there are losses to bring food, just visit and be present. Thank you to staff for detailed work. On local contribution to education, friendly reminder to work with school district to find positive solution. Board of game coming to Kotzebue on January 26-29, 2024, your time to be involved on decline of caribou. Have your elders come from Villages. Thank you, Assembly, pleasure working with you. Happy to be moving to a city now. Thank you.

Vice President Sampson in Inupiaq. Thank you, Hannah, for your work with the Assembly, thank you for always speaking Inupiaq as well; our generation grew up with it. Harder to find that speak. To Willie's comments about family being impacted by alcohol. To Mayor and staff thank you for your work. Also, need to think about what we will be doing ten years from now, where the sources will come from. At some point when we won't provide services, we need to think about the future of grandchildren. Where will Borough find its resources once Red Dog closes. Thank you for the good meeting. Thank you, Kenny, DOT for being here.

President Hadley thanks Hannah for service, encourage and kind words. Thank you to staff for work, to presenters. Will face a new PILT agreement in 2026, we will be facing tough issues to work on. Believing the water and sewer package may dissolve, back when the program started, he listened to Elders; always behind on one bill. Thank the Assembly for participating, we all are working together.

MAYORS COMMENTS

Mayor Moto thank you for the good meeting. Thank you to Hannah for leadership, giving us strength moving forward. With our 2024 budget he is pushing to have a village meeting which should be held more often. Possibly in March we will have a village meeting, to listen to the needs of our people. Thank you to the staff for the reports. Thank you to the presenters. Good to see progress. Thankful for grant funding and accounting providing monthly reports. Thankful for the Assembly and support.

ADJOURNMENT

Member Loon motion to adjourn, seconded by *Member Lincoln Carr* at 12:57 P.M.

DRAFT

Northwest Arctic Borough
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General Fund Rev/Exp-Caselle Report (pgs 1-9)	Caselle
VIF Revenue and Expenditures-Caselle Report (pgs 10-12)	Caselle

Northwest Arctic Borough
Balance Sheet
December 31, 2023

	General Fund	Contingency Reserve	Sustainability	TOTAL	VIF
General Fund & VIF Balance Sheets					
PILT Receivables	7,500,000	-	-	7,500,000	3,988,948
Tobacco Receivable	44,266	-	-	44,266	-
Interest Receivable	91,613	37,191	141,814	270,618	91,227
Cash and Investments	39,388,639	-	-	39,388,639	41,701,560
Contingency Reserve	-	9,556,039	-	9,556,039	-
Sustainability Investment	-	-	51,551,556	51,551,556	-
Due from other funds	1,105,365	406,770	-	1,512,135	-
Prepaid Expenses	1,651,893	-	-	1,651,893	-
Total Assets	<u>49,781,776</u>	<u>10,000,000</u>	<u>51,693,370</u>	<u>111,475,146</u>	<u>45,781,735</u>
Liabilities					
Accounts Payable	-	-	-	-	-
Payroll related liabilities	873,897	-	-	873,897	-
Due to other funds	6,356,107	-	-	6,356,107	-
Total Liabilities	<u>7,230,004</u>	<u>-</u>	<u>-</u>	<u>7,230,004</u>	<u>-</u>
Fund Balance					
Nonspendable	1,651,893	-	-	1,651,893	-
Financial Contingency Reserve	-	10,000,000	-	10,000,000	-
Sustainability Investment	-	-	-	-	33,163,185
Assigned to Public Services	-	-	51,693,370	51,693,370	-
Undesignated/Unreserved	40,899,879	-	-	40,899,879	12,618,550
Total Fund Balance	<u>42,551,772</u>	<u>10,000,000</u>	<u>51,693,370</u>	<u>104,245,142</u>	<u>45,781,735</u>
Total Liabilities and Fund Balance	<u>49,781,776</u>	<u>10,000,000</u>	<u>51,693,370</u>	<u>111,475,146</u>	<u>45,781,735</u>
	-	-	-	-	-

Northwest Arctic Borough
General Fund Revenue and Expenditure Totals
December 31, 2023

Revenue (alphabetical order)	Actual	Budget	% Remaining
Community Revenue Sharing	410,709	335,415	-22%
Federal PILT Revenue	-	1,100,062	100%
Indirect Cost Recovery	16,874	80,000	79%
Investment Earnings Available For Ops	659,172	300,000	-120%
Land Permit Revenue	-	14,000	100%
Miscellaneous Revenue	93,979	75,000	-25%
NWABSD Land Lease	1,065,977	4,263,906	75%
PILT Revenue	7,500,000	25,000,000	70%
Tobacco & Marijuana Excise Tax	123,613	600,000	79%
TOTAL Revenue	9,870,324	31,768,383	31%
Expenditures (alphabetical order)			
Administration & Finance	620,606	1,171,273.00	47%
Assembly	511,751	2,155,502.00	76%
Community & Economic Dev. Commission	10,435	25,669.00	59%
Community & Economic Development	641,685	3,547,898.00	82%
Local Education Contribution	1,661,278	6,645,111.00	75%
Mayor's Office	521,726	1,492,414.00	65%
Planning & Community	131,477	909,047.00	86%
Planning Commission	4,498	36,803.00	88%
Public Safety Dept	406,726	1,369,109.00	70%
Public Safety Commission	16,831	25,592.00	34%
Public Services	612,343	1,571,678.00	61%
Transfer out - Bond Debt Service	243,725	1,649,513.00	85%
Transfer out - Investment Contribution	-	7,500,000.00	100%
Legal Reserve	-	-	N/A
Transfer out - Sulianich	-	28,500.00	100%
Water and Sewer Subsidy	1,202,717	2,450,000.00	51%
TOTAL Expenditures	6,585,798	30,578,109.00	78%
Revenues less Expenditures	3,284,526		

Northwest Arctic Borough
Village Improvement Fund Revenue and Expenditure Totals
December 31, 2023

Revenue	Actual	Budget	% Remaining
Revenue	4,000,000	4,000,000.00	0%
Investment Earnings Avail for Operations	191,602	100,000.00	-92%
Investment Earnings/(Loss) Restricted*	3,226,368	-	
TOTAL Revenue	7,417,970	4,100,000.00	-81%

**Note the Investment Earnings Restricted are not available for operations. They are reinvested as part of the Sustainability Goals.*

Expenditures (alphabetical order)

Admin-Salaries and Benefits	89,462	229,940.00	61%
Admin-Travel	47,422	88,500.00	46%
Admin-Meeting Costs	17,250	40,000.00	57%
Admin-Supplies & Fees	10,450	27,500.00	62%
Admin-Consultants & Legal	14,021	67,000.00	79%

Ambler	6,405
Buckland	108,672
Deering	156,950
Kiana	164,308
Kivalina	780,538
Kobuk	1,810,506
Kotzebue	280,000
Noatak	-
Noorvik	-
Selawik	250,000
Shungnak	-

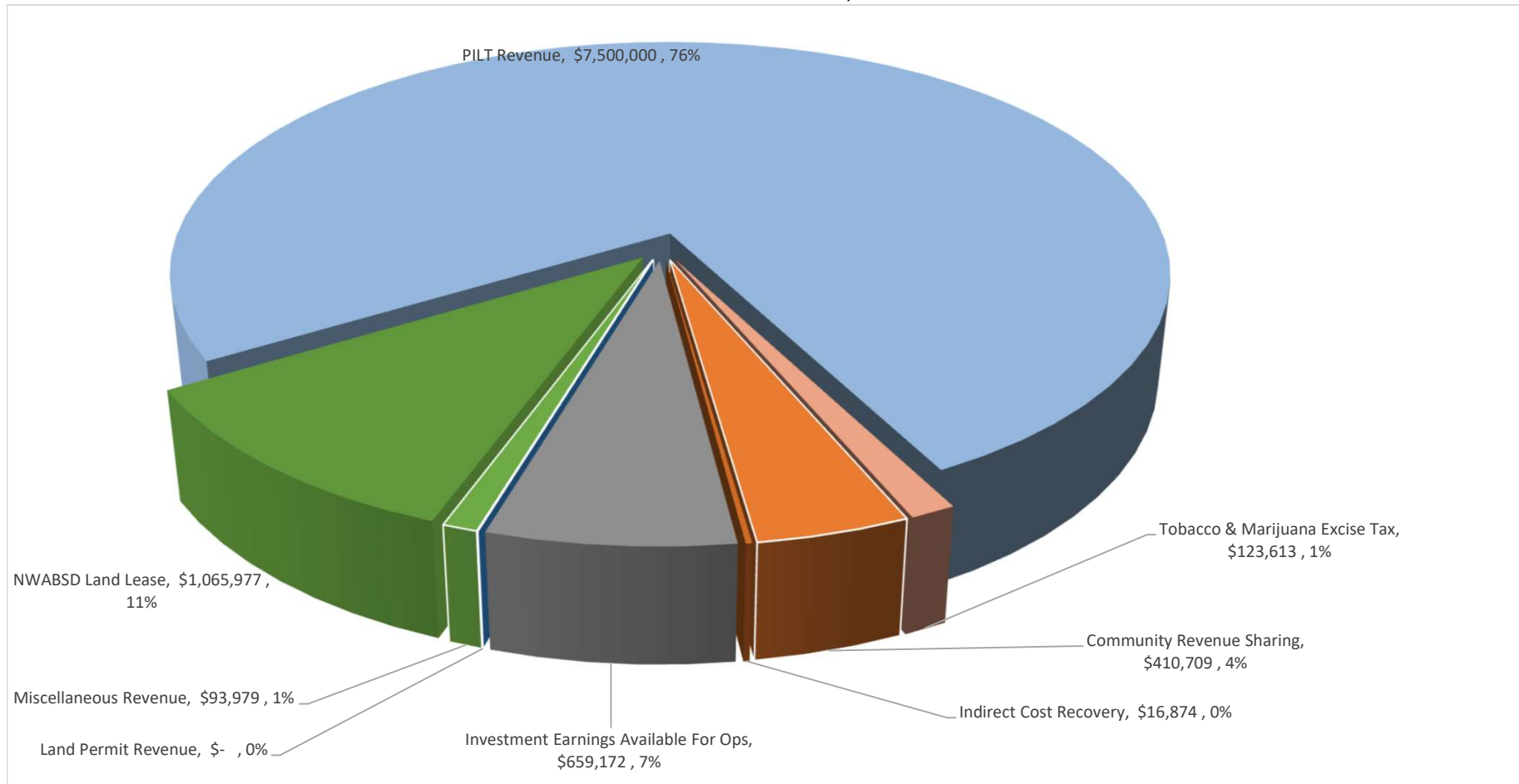
The budgets for project spending are tracked on a multi-year basis. Comparing budgets in this single year financial will not work.

Total Operational Expenditures	178,605	452,940	61%
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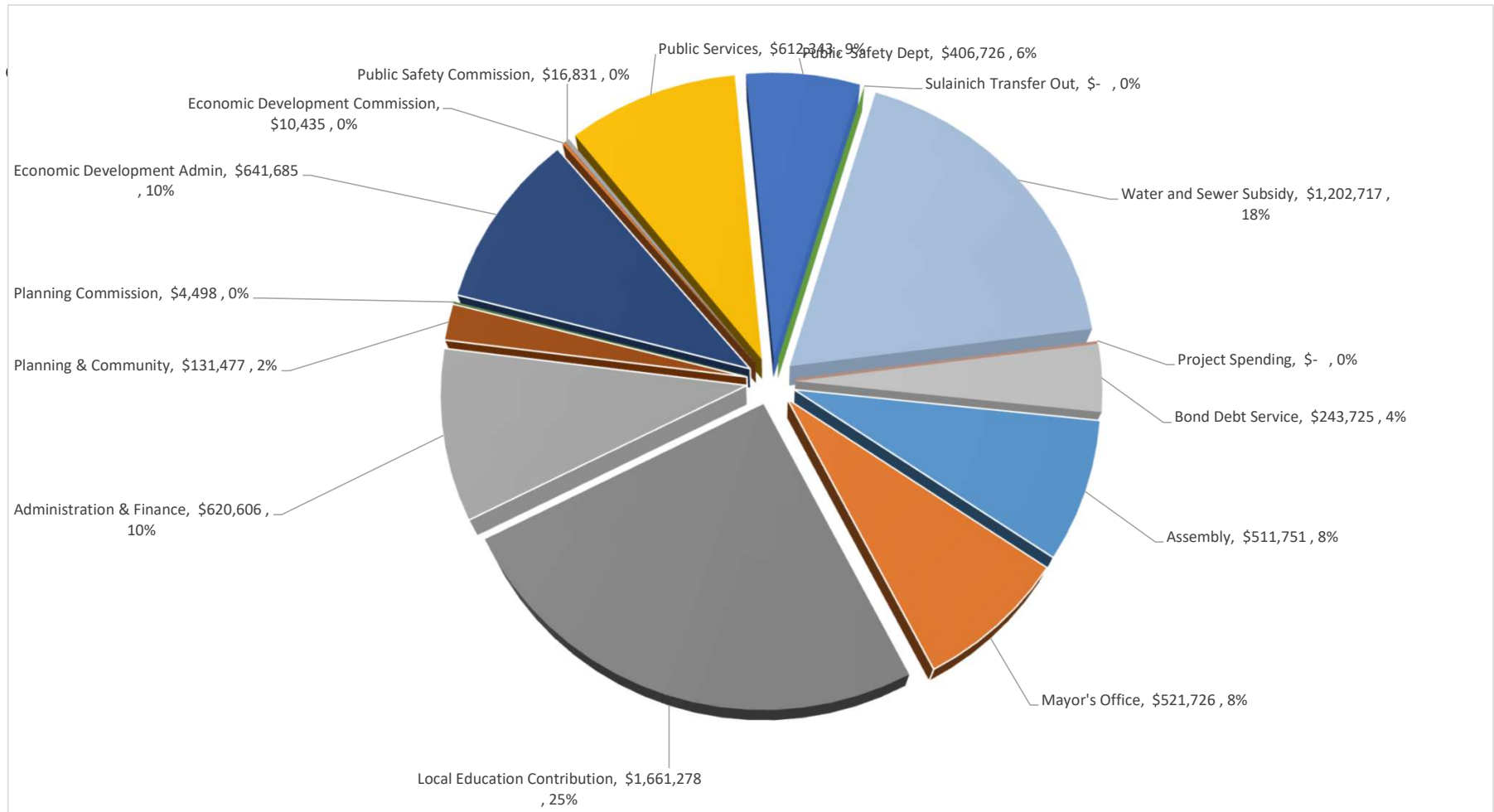
TOTAL Expenditures **3,735,984**

Revenues less Expenditures	3,681,986
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Northwest Arctic Borough
General Fund Year-to-date Revenues
December 31, 2023



**Northwest Arctic Borough
General Fund Year-to-date Expenditures
December 31, 2023**



Northwest Arctic Borough
Cash and Investment Report
December 31, 2023

Institution	General Fund Accounts	Face Value of Investment	% of Total
Wells Fargo	Main GF Checking	\$ 7,271,780	18%
Wells Fargo	Checking-Sulianich	\$ 1,446,477	4%
Wells Fargo	Money Market Trust for GO Bonds	\$ 6,434,949	16%
AMLIP	AMLIP	\$ 24,221,554	61%
AMLIP	NAB CARES	\$ 5,662	0%
Merrill Lynch	Investment in Teck Stock	\$ 8,217	0%
Total General Fund Operating Accounts		\$ 39,388,639	100%

Institution	GF Contingency Reserve Portfolio	Fair Market Value of Investment	% of Total	Unrealized Gain Included in FMV
APCM	Equities	\$ 2,650,113	28%	
APCM	Fixed Income	\$ 6,422,660	67%	
APCM	Cash and Cash Equivalents	\$ 483,267	5%	
Total GF Contingency Reserve Portfolio		\$ 9,556,040	100%	\$ 408,555

Institution	Sustainability Fund Portfolio	Fair Market Value of Investment	% of Total	Unrealized Gain Included in FMV
APCM	Equities	\$ 20,973,051	41%	
APCM	Fixed Income	\$ 28,524,536	55%	
APCM	Cash and Cash Equivalents	\$ 2,053,969	4%	
Total GF Sustainability Portfolio		\$ 51,551,556	100%	\$ 2,253,366

Institution	VIF Accounts	Face Value of Investment	% of Total
Wells Fargo	VIF Checking	\$ 1,659,004	19%
AMLIP	VIF AMLIP	\$ 6,879,371	81%
Total VIF Operating Accounts		\$ 8,538,375	100%

Institution	VIF Sustainability Portfolio	Fair Market Value of Investment	% of Total	Unrealized Gain Included in FMV
APCM	Equities	\$ 13,491,713	41%	
APCM	Fixed Income	\$ 18,349,756	55%	
APCM	Cash and Cash Equivalents	\$ 1,321,716	4%	
Total VIF Sustainability Portfolio		\$ 33,163,185	100%	\$ 2,192,161

Total Borough Cash and Investments

\$ 142,197,795

NORTHWEST ARCTIC BOROUGH
REVENUES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2023

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
	REVENUE					
01-00-4000-00	PILT REVENUE	.00	7,500,000.00	25,000,000.00	17,500,000.00	30.0
01-00-4010-00	FEDERAL PILT REVENUE	.00	.00	1,100,062.00	1,100,062.00	.0
01-00-4020-00	NWABSD LAND LEASE	.00	1,065,976.50	4,263,906.00	3,197,929.50	25.0
01-00-4050-00	TOBACCO EXCISE TAX REVENUE	.00	109,869.06	540,000.00	430,130.94	20.4
01-00-4075-00	MARIJUANA EXCISE TAX REVENUE	.00	13,744.12	60,000.00	46,255.88	22.9
01-00-4099-00	MISCELLANEOUS REVENUE	.00	93,979.22	75,000.00	(18,979.22)	125.3
01-00-4220-00	SOA COMMUNITY ASSIST PROGRAM	.00	410,709.43	335,415.00	(75,294.43)	122.5
01-00-4400-00	INDIRECT COST RECO PROGRAM	.00	16,874.28	80,000.00	63,125.72	21.1
01-00-4550-00	INVESTMENT INC. AVAIL. FOR OPS	106,900.36	659,171.89	300,000.00	(359,171.89)	219.7
01-00-4600-00	LAND PERMIT REVE PROGRAM	.00	.00	14,000.00	14,000.00	.0
	TOTAL REVENUE	106,900.36	9,870,324.50	31,768,383.00	21,898,058.50	31.1
	TOTAL FUND REVENUE	106,900.36	9,870,324.50	31,768,383.00	21,898,058.50	31.1

NORTHWEST ARCTIC BOROUGH
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2023

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>OTHER APPROPRIATIONS</u>					
01-00-6390-00 BANK FEES	.00	(35.00)	.00	35.00	.0
01-00-9001-00 TRANS OUT-SULIANICH	.00	.00	28,500.00	28,500.00	.0
01-00-9002-00 TRANS OUT-INVEST/SUSTAIN	.00	.00	7,500,000.00	7,500,000.00	.0
01-00-9003-00 TRANS OUT-BOND DEBT	.00	243,725.00	1,649,513.00	1,405,788.00	14.8
01-00-9004-00 TRANSFER OUT - LOCAL ED	.00	1,661,277.75	6,645,111.00	4,983,833.25	25.0
01-00-9005-00 CREDIT CARD CLEARING ACCOUNT	3,739.52	8,857.09	.00	(8,857.09)	.0
01-00-9007-00 WATER & SEWER SUBSIDY	.00	.00	2,450,000.00	2,450,000.00	.0
TOTAL OTHER APPROPRIATIONS	3,739.52	1,913,824.84	18,273,124.00	16,359,299.16	10.5

ASSEMBLY

01-01-6000-00 SALARIES	20,595.19	112,792.78	192,461.00	79,668.22	58.6
01-01-6010-00 WAGES, TEMPORARY	603.75	8,160.00	20,000.00	11,840.00	40.8
01-01-6110-00 FICA	2,235.21	9,702.19	25,741.00	16,038.81	37.7
01-01-6111-00 SOA ESC	219.02	714.76	5,305.00	4,590.24	13.5
01-01-6115-00 MEDICAL	.00	23,460.06	316,267.00	292,806.94	7.4
01-01-6120-00 WORKER'S COMP	37.74	306.98	.00	(306.98)	.0
01-01-6125-00 PERS	5,818.77	27,290.58	58,313.00	31,022.42	46.8
01-01-6210-00 AIR TRANSPORTATION	4,870.97	20,638.49	110,000.00	89,361.51	18.8
01-01-6220-00 GROUND TRANSPORTATION	2,986.44	7,535.34	18,000.00	10,464.66	41.9
01-01-6230-00 LODGING	24,075.11	57,641.39	95,000.00	37,358.61	60.7
01-01-6240-00 MEETING FEES	25,200.00	106,870.00	250,000.00	143,130.00	42.8
01-01-6250-00 PER DIEM	7,425.00	28,854.27	65,000.00	36,145.73	44.4
01-01-6320-00 PRINTING & PUBLICATIONS	.00	171.50	33,000.00	32,828.50	.5
01-01-6370-00 DUES & SUBSCRIPTIONS	898.00	7,118.00	35,000.00	27,882.00	20.3
01-01-6399-00 MISCELLANEOUS	981.54	5,249.61	17,000.00	11,750.39	30.9
01-01-6400-00 CONSULTANTS	.00	.00	15,000.00	15,000.00	.0
01-01-6450-00 LEGAL	.00	.00	50,000.00	50,000.00	.0
01-01-6820-00 ASSEMBLY RETREAT	.00	4,116.00	40,000.00	35,884.00	10.3
01-01-7000-00 REVENUE SHARING GRANTS	.00	.00	335,415.00	335,415.00	.0
01-01-7050-00 CHARITABLE DONATIONS	25,000.00	75,000.00	450,000.00	375,000.00	16.7
01-01-7200-00 ELECTION EXPENSE	2,901.13	16,129.49	24,000.00	7,870.51	67.2
TOTAL ASSEMBLY	123,847.87	511,751.44	2,155,502.00	1,643,750.56	23.7

NORTHWEST ARCTIC BOROUGH
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2023

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	<u>MAYOR'S OFFICE</u>					
01-02-6000-00	SALARIES	48,715.85	163,934.52	377,601.00	213,666.48	43.4
01-02-6110-00	FICA	907.84	2,858.25	5,785.00	2,926.75	49.4
01-02-6111-00	SOA ESC	416.95	764.65	6,243.00	5,478.35	12.3
01-02-6115-00	MEDICAL	.00	3,609.24	97,313.00	93,703.76	3.7
01-02-6120-00	WORKER'S COMP	295.14	1,125.01	.00	(1,125.01)	.0
01-02-6125-00	PERS	9,988.74	34,316.65	81,972.00	47,655.35	41.9
01-02-6210-00	AIR TRANSPORTATION	2,850.32	40,347.53	28,000.00	(12,347.53)	144.1
01-02-6220-00	GROUND TRANSPORTATION	379.66	5,803.69	9,000.00	3,196.31	64.5
01-02-6230-00	LODGING	392.00	12,240.45	20,000.00	7,759.55	61.2
01-02-6250-00	PER DIEM	2,277.00	8,910.00	13,000.00	4,090.00	68.5
01-02-6300-00	SUPPLIES	2,329.78	5,531.64	22,000.00	16,468.36	25.1
01-02-6370-00	DUES & SUBSCRIPTIONS	825.00	1,862.16	8,000.00	6,137.84	23.3
01-02-6380-00	TRAINING	.00	.00	8,000.00	8,000.00	.0
01-02-6399-00	MISCELLANEOUS	1,292.31	5,333.42	20,000.00	14,666.58	26.7
01-02-6400-00	CONSULTANTS	.00	66,217.72	180,500.00	114,282.28	36.7
01-02-6450-00	LEGAL	14,070.19	72,264.21	235,000.00	162,735.79	30.8
01-02-6825-00	NW LEADERSHIP TEAM	.00	.00	20,000.00	20,000.00	.0
01-02-6830-00	ARCTIC ISSUES	.00	.00	20,000.00	20,000.00	.0
01-02-7050-00	CHARITABLE DONATIONS	19,649.89	58,044.82	140,000.00	81,955.18	41.5
01-02-7600-00	EMERGENCY DISASTER RELIEF	.00	.00	200,000.00	200,000.00	.0
01-02-7600-01	ABL EMERGENCY DISASTER RELIEF	.00	8,661.60	.00	(8,661.60)	.0
01-02-7600-04	IAN EMERGENCY DISTASTER RELIEF	.00	25,000.00	.00	(25,000.00)	.0
01-02-7600-06	OBU EMERGENCY DISTASTER RELIEF	1,358.00	1,358.00	.00	(1,358.00)	.0
01-02-7600-10	WLK EMERGENCY DISTASTER RELIEF	3,542.42	3,542.42	.00	(3,542.42)	.0
	TOTAL MAYOR'S OFFICE	109,291.09	521,725.98	1,492,414.00	970,688.02	35.0

NORTHWEST ARCTIC BOROUGH
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2023

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
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ADMINISTRATION & FINANCE

01-03-6000-00 SALARIES	34,130.13	172,480.39	338,873.00	166,392.61	50.9
01-03-6110-00 FICA	608.53	3,047.03	7,914.00	4,866.97	38.5
01-03-6111-00 SOA ESC	218.45	492.67	4,539.00	4,046.33	10.9
01-03-6115-00 MEDICAL	.00	5,413.86	72,985.00	67,571.14	7.4
01-03-6120-00 WORKER'S COMP	14.44	14.44	.00	(14.44)	.0
01-03-6125-00 PERS	7,096.14	35,952.55	74,552.00	38,599.45	48.2
01-03-6210-00 AIR TRANSPORTATION	.00	2,825.40	12,000.00	9,174.60	23.6
01-03-6220-00 GROUND TRANSPORTATION	.00	206.68	2,500.00	2,293.32	8.3
01-03-6230-00 LODGING	.00	5,573.04	14,000.00	8,426.96	39.8
01-03-6250-00 PER DIEM	.00	1,881.00	8,910.00	7,029.00	21.1
01-03-6300-00 SUPPLIES	4,023.38	6,333.74	28,000.00	21,666.26	22.6
01-03-6310-00 POSTAGE AND FREIGHT	4,124.50	6,263.17	15,000.00	8,736.83	41.8
01-03-6320-00 PRINTING & PUBLICATIONS	708.48	2,124.85	30,000.00	27,875.15	7.1
01-03-6330-00 UTILITIES	7,074.47	29,958.46	100,000.00	70,041.54	30.0
01-03-6340-00 TELEPHONE	2,486.63	11,035.24	44,000.00	32,964.76	25.1
01-03-6365-00 GAS & OIL EXPENSE	(246.43)	3,496.64	28,000.00	24,503.36	12.5
01-03-6370-00 DUES & SUBSCRIPTIONS	750.82	2,777.65	5,000.00	2,222.35	55.6
01-03-6380-00 TRAINING	.00	.00	5,000.00	5,000.00	.0
01-03-6390-00 JANITORIAL EXPENDITURE	3,000.00	15,602.79	30,000.00	14,397.21	52.0
01-03-6460-00 CONSULTANTS, ACCOUNTING/AUDIT	3,718.75	81,015.67	200,000.00	118,984.33	40.5
01-03-6600-00 INSURANCE	50.00	225,288.79	150,000.00	(75,288.79)	150.2

TOTAL ADMINISTRATION & FINANCE

	67,758.29	611,784.06	1,171,273.00	559,488.94	52.2
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PLANNING & COMMUNITY

01-05-6000-00 SALARIES	11,261.10	80,834.92	309,486.00	228,651.08	26.1
01-05-6110-00 FICA	161.99	1,166.86	4,922.00	3,755.14	23.7
01-05-6111-00 SOA ESC	194.82	346.34	4,807.00	4,460.66	7.2
01-05-6115-00 MEDICAL	.00	3,609.24	72,985.00	69,375.76	5.0
01-05-6120-00 WORKER'S COMP	86.71	353.65	.00	(353.65)	.0
01-05-6125-00 PERS	2,477.44	17,783.68	66,547.00	48,763.32	26.7
01-05-6210-00 AIR TRANSPORTATION	.00	.00	13,200.00	13,200.00	.0
01-05-6220-00 GROUND TRANSPORTATION	.00	.00	3,600.00	3,600.00	.0
01-05-6230-00 LODGING	.00	1,340.64	10,000.00	8,659.36	13.4
01-05-6250-00 PER DIEM	.00	396.00	10,500.00	10,104.00	3.8
01-05-6300-00 SUPPLIES	.00	1,978.32	10,000.00	8,021.68	19.8
01-05-6370-00 DUES & SUBSCRIPTIONS	.00	.00	3,000.00	3,000.00	.0
01-05-6400-00 CONSULTANTS	.00	16,167.58	250,000.00	233,832.42	6.5
01-05-7120-00 PLANNING GRANTS	7,500.00	7,500.00	75,000.00	67,500.00	10.0
01-05-7400-00 TITLE 9 MONITORING	.00	.00	75,000.00	75,000.00	.0

TOTAL PLANNING & COMMUNITY

	21,682.06	131,477.23	909,047.00	777,569.77	14.5
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NORTHWEST ARCTIC BOROUGH
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2023

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>PLANNING COMMISSION</u>					
01-06-6110-00 FICA	.00	114.78	1,163.00	1,048.22	9.9
01-06-6210-00 AIR TRANSPORTATION	.00	1,341.00	10,200.00	8,859.00	13.2
01-06-6230-00 LODGING	.00	996.00	9,000.00	8,004.00	11.1
01-06-6240-00 MEETING FEES	.00	1,500.00	8,500.00	7,000.00	17.7
01-06-6250-00 PER DIEM	.00	396.00	5,940.00	5,544.00	6.7
01-06-6300-00 SUPPLIES	.00	150.00	2,000.00	1,850.00	7.5
TOTAL PLANNING COMMISSION	.00	4,497.78	36,803.00	32,305.22	12.2

COMMUNITY & ECONOMIC DEVELOPME

01-07-6000-00 SALARIES	63,243.82	236,476.30	557,959.00	321,482.70	42.4
01-07-6110-00 FICA	914.64	3,546.10	8,524.00	4,977.90	41.6
01-07-6111-00 SOA ESC	441.48	520.64	9,345.00	8,824.36	5.6
01-07-6115-00 MEDICAL	.00	7,218.48	128,859.00	121,640.52	5.6
01-07-6120-00 WORKER'S COMP	112.13	144.48	.00	(144.48)	.0
01-07-6125-00 PERS	13,913.67	51,100.85	121,211.00	70,110.15	42.2
01-07-6210-00 AIR TRANSPORTATION	7,048.20	16,034.13	23,000.00	6,965.87	69.7
01-07-6220-00 GROUND TRANSPORTATION	2,290.18	3,972.36	5,000.00	1,027.64	79.5
01-07-6230-00 LODGING	201.60	7,285.36	20,000.00	12,714.64	36.4
01-07-6250-00 PER DIEM	.00	2,178.00	13,000.00	10,822.00	16.8
01-07-6300-00 SUPPLIES	.00	2,266.01	8,000.00	5,733.99	28.3
01-07-6320-00 PRINTING & PUBLICATIONS	.00	.00	3,000.00	3,000.00	.0
01-07-6370-00 DUES & SUBSCRIPTIONS	.00	1,325.00	5,000.00	3,675.00	26.5
01-07-6380-00 TRAINING	.00	.00	5,000.00	5,000.00	.0
01-07-6400-00 CONSULTANTS	.00	9,695.37	35,000.00	25,304.63	27.7
01-07-7100-00 SCHOLARSHIPS	39,000.00	175,673.00	302,000.00	126,327.00	58.2
01-07-7110-00 SMALL BUSINESS GRANTS	.00	8,012.62	18,000.00	9,987.38	44.5
01-07-7130-00 FISHING GRANTS	3,965.99	67,856.76	90,000.00	22,143.24	75.4
01-07-7135-00 CEDA PROJECTS	298.97	48,379.32	2,195,000.00	2,146,620.68	2.2
TOTAL COMMUNITY & ECONOMIC DEVELOP	131,430.68	641,684.78	3,547,898.00	2,906,213.22	18.1

COMMUNITY & ECONOMIC DEV COMMI

01-08-6110-00 FICA	(19.13)	57.39	669.00	611.61	8.6
01-08-6210-00 AIR TRANSPORTATION	2,111.00	2,978.00	6,500.00	3,522.00	45.8
01-08-6230-00 LODGING	458.00	2,390.00	6,000.00	3,610.00	39.8
01-08-6240-00 MEETING FEES	(250.00)	750.00	4,000.00	3,250.00	18.8
01-08-6250-00 PER DIEM	.00	1,485.00	2,500.00	1,015.00	59.4
01-08-6300-00 SUPPLIES	.00	2,774.53	6,000.00	3,225.47	46.2
TOTAL COMMUNITY & ECONOMIC DEV COM	2,299.87	10,434.92	25,669.00	15,234.08	40.7

NORTHWEST ARCTIC BOROUGH
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2023

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	<u>PUBLIC SERVICES</u>					
01-09-6000-00	SALARIES	45,169.91	206,020.81	469,151.00	263,130.19	43.9
01-09-6110-00	FICA	666.08	4,177.92	18,500.00	14,322.08	22.6
01-09-6111-00	SOA ESC	198.80	665.13	7,564.00	6,898.87	8.8
01-09-6115-00	MEDICAL	.00	9,023.10	97,313.00	88,289.90	9.3
01-09-6120-00	WORKER'S COMP	272.76	1,359.92	.00	(1,359.92)	.0
01-09-6125-00	PERS	8,433.15	39,493.40	87,000.00	47,506.60	45.4
01-09-6210-00	AIR TRANSPORTATION	7,416.19	24,475.19	23,000.00	(1,475.19)	106.4
01-09-6220-00	GROUND TRANSPORTATION	.00	.00	6,000.00	6,000.00	.0
01-09-6230-00	LODGING	1,494.00	5,573.64	11,500.00	5,926.36	48.5
01-09-6250-00	PER DIEM	1,188.00	5,148.00	12,350.00	7,202.00	41.7
01-09-6300-00	SUPPLIES	41.38	41.38	5,000.00	4,958.62	.8
01-09-6310-00	POSTAGE AND FREIGHT	817.86	20,199.85	20,000.00	(199.85)	101.0
01-09-6335-00	NOATAK AIRPORT LEASE - YEARLY	.00	.00	11,000.00	11,000.00	.0
01-09-6345-00	INFORMATION TECHNOLOGY	19,460.52	127,650.08	230,000.00	102,349.92	55.5
01-09-6360-00	PUBLIC SERVICES PROJECTS	5,404.32	167,576.75	550,000.00	382,423.25	30.5
01-09-6370-00	DUES & SUBSCRIPTIONS	350.00	350.00	8,300.00	7,950.00	4.2
01-09-6399-00	MISCELLANEOUS	155.67	587.60	8,000.00	7,412.40	7.4
01-09-7501-00	VPSO HOUSE REPAIRS-ABL ONLY	.00	.00	7,000.00	7,000.00	.0
	TOTAL PUBLIC SERVICES	91,068.64	612,342.77	1,571,678.00	959,335.23	39.0
	<u>PUBLIC SAFETY COMMISSION</u>					
01-10-6110-00	FICA	.00	688.50	842.00	153.50	81.8
01-10-6210-00	AIR TRANSPORTATION	.00	2,030.50	6,228.00	4,197.50	32.6
01-10-6230-00	LODGING	.00	1,992.00	3,668.00	1,676.00	54.3
01-10-6240-00	MEETING FEES	.00	9,000.00	8,800.00	(200.00)	102.3
01-10-6250-00	PER DIEM	.00	990.00	4,554.00	3,564.00	21.7
01-10-6300-00	SUPPLIES	460.24	2,130.06	1,500.00	(630.06)	142.0
	TOTAL PUBLIC SAFETY COMMISSION	460.24	16,831.06	25,592.00	8,760.94	65.8

NORTHWEST ARCTIC BOROUGH
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2023

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>PUBLIC SAFETY DEPARTMENT</u>					
01-11-6000-00 SALARIES	36,454.17	196,344.79	480,575.00	284,230.21	40.9
01-11-6010-00 WAGES - TEMP TRAIL STAKERS	15,250.50	15,250.50	36,000.00	20,749.50	42.4
01-11-6110-00 FICA	1,696.92	3,995.76	11,500.00	7,504.24	34.8
01-11-6111-00 UNEMPLOYMENT INSURANCE	449.22	449.22	7,756.00	7,306.78	5.8
01-11-6115-00 MEDICAL	.00	7,218.48	97,313.00	90,094.52	7.4
01-11-6120-00 WORKERS COMP	280.01	1,506.14	.00	(1,506.14)	.0
01-11-6125-00 PERS	8,000.11	43,031.94	83,165.00	40,133.06	51.7
01-11-6210-00 AIR TRANSPORTATION	294.19	9,530.68	32,000.00	22,469.32	29.8
01-11-6220-00 GROUND TRANSPORTATION	708.79	3,296.26	3,500.00	203.74	94.2
01-11-6230-00 LODGING	.00	4,969.12	11,000.00	6,030.88	45.2
01-11-6250-00 PER DIEM	1,980.00	5,512.00	9,000.00	3,488.00	61.2
01-11-6300-00 SUPPLIES	1,099.00	6,798.18	5,000.00	(1,798.18)	136.0
01-11-6310-00 AIR FREIGHT	271.40	1,586.30	15,000.00	13,413.70	10.6
01-11-6370-00 DUES & SUBSCRIPTIONS	350.00	549.00	7,500.00	6,951.00	7.3
01-11-6399-00 MISCELLANEOUS	177.45	3,621.21	4,000.00	378.79	90.5
01-11-6400-00 CONSULTANTS	.00	.00	2,500.00	2,500.00	.0
01-11-7150-00 WINTER TRAILS	12,176.00	30,702.81	150,000.00	119,297.19	20.5
01-11-7155-00 EMERGENCY MANAGEMENT	.00	.00	12,800.00	12,800.00	.0
01-11-7160-00 PUBLIC SAFETY SUMMIT	.00	.00	15,000.00	15,000.00	.0
01-11-7500-00 VPSO HOUSE UTILITIES	.00	6,698.72	10,000.00	3,301.28	67.0
01-11-8002-00 SEARCH & RESCUE SUPPLIES	.00	4,637.30	80,000.00	75,362.70	5.8
01-11-8003-00 S&R EQUIPMENT	268.55	5,324.62	.00	(5,324.62)	.0
01-11-8004-00 SEARCH & RESCUE STIPENDS	.00	20,520.00	108,500.00	87,980.00	18.9
01-11-8500-00 FIRE TRAVEL	.00	1,179.00	.00	(1,179.00)	.0
01-11-8501-00 FIRE EQUIPMENT, REPAIRS, MAINT	1,109.40	20,393.07	100,000.00	79,606.93	20.4
01-11-8506-00 BATTALLION CHIEF STIPENDS	.00	13,500.00	87,000.00	73,500.00	15.5
01-11-8507-00 BATTALLION CHIEF MEETINGS	.00	111.00	.00	(111.00)	.0
TOTAL PUBLIC SAFETY DEPARTMENT	80,565.71	406,726.10	1,369,109.00	962,382.90	29.7
<u>WATER AND SEWER SUBSIDY</u>					
01-12-6400-00 W&S COORDINATOR/TRAINING	.00	62,959.74	.00	(62,959.74)	.0
01-12-6400-01 AMBLER SUBSIDY	.00	63,662.46	.00	(63,662.46)	.0
01-12-6400-02 BUCKLAND SUBSIDY	.00	56,346.98	.00	(56,346.98)	.0
01-12-6400-03 DEERING SUBSIDY	.00	83,948.42	.00	(83,948.42)	.0
01-12-6400-04 KIANA SUBSIDY	.00	34,009.56	.00	(34,009.56)	.0
01-12-6400-05 KIVALINA SUBSIDY	.00	79,553.74	.00	(79,553.74)	.0
01-12-6400-06 KOBUK SUBSIDY	.00	21,562.45	.00	(21,562.45)	.0
01-12-6400-07 KOTZEBUE SUBSIDY	.00	450,084.00	.00	(450,084.00)	.0
01-12-6400-09 NOORVIK SUBSIDY	.00	155,838.73	.00	(155,838.73)	.0
01-12-6400-10 SELAWIK SUBSIDY	.00	151,151.30	.00	(151,151.30)	.0
01-12-6400-11 SHUNGNAK SUBSIDY	.00	43,599.12	.00	(43,599.12)	.0
TOTAL WATER AND SEWER SUBSIDY	.00	1,202,716.50	.00	(1,202,716.50)	.0
TOTAL FUND EXPENDITURES	632,143.97	6,585,797.46	30,578,109.00	23,992,311.54	21.5

NORTHWEST ARCTIC BOROUGH
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2023

GENERAL FUND					
	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
NET REVENUE OVER EXPENDITURES	(525,243.61)	3,284,527.04	1,190,274.00	(2,094,253.04)	276.0

NORTHWEST ARCTIC BOROUGH
REVENUES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2023

VILLAGE IMPROVEMENT FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	REVENUE					
02-00-4100-00	REVENUE	.00	4,000,000.00	4,000,000.00	.00	100.0
02-00-4500-00	INVESTMENT INCOME	340,484.00	1,029,865.94	.00	(1,029,865.94)	.0
02-00-4501-00	UNREALIZED GAIN/(LOSS)	890,905.55	2,196,501.55	.00	(2,196,501.55)	.0
02-00-4550-00	INVESTMENT INC. AVAIL. FOR OPS	30,361.73	191,602.28	100,000.00	(91,602.28)	191.6
	TOTAL REVENUE	1,261,751.28	7,417,969.77	4,100,000.00	(3,317,969.77)	180.9
	TOTAL FUND REVENUE	1,261,751.28	7,417,969.77	4,100,000.00	(3,317,969.77)	180.9

NORTHWEST ARCTIC BOROUGH
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2023

VILLAGE IMPROVEMENT FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>VILLAGE IMPROVEMENT FUND</u>					
02-00-6000-00 SALARIES	13,900.50	69,843.84	159,417.00	89,573.16	43.8
02-00-6110-00 FICA	201.57	2,332.42	5,372.00	3,039.58	43.4
02-00-6111-00 SOA ESC	80.16	114.76	3,004.00	2,889.24	3.8
02-00-6115-00 MEDICAL	.00	1,804.62	27,075.00	25,270.38	6.7
02-00-6125-00 PERS	3,058.11	15,365.65	35,072.00	19,706.35	43.8
02-00-6210-00 TRANSPORTATION	2,200.00	18,353.54	35,000.00	16,646.46	52.4
02-00-6220-00 GROUND TRANSPORTATION	56.04	950.72	3,000.00	2,049.28	31.7
02-00-6230-00 LODGING	.00	19,701.72	27,500.00	7,798.28	71.6
02-00-6240-00 MEETING FEES	.00	17,250.00	40,000.00	22,750.00	43.1
02-00-6250-00 PER DIEM	.00	8,415.00	23,000.00	14,585.00	36.6
02-00-6300-00 SUPPLIES	613.94	10,449.59	20,000.00	9,550.41	52.3
02-00-6320-00 PRINTING & PUBLICATIONS	.00	.00	7,500.00	7,500.00	.0
02-00-6400-00 CONSULTANTS	.00	212.50	30,000.00	29,787.50	.7
02-00-6450-00 LEGAL	.00	13,808.00	25,000.00	11,192.00	55.2
02-00-6460-00 CONSULTANTS, ACCOUNTING/AUDIT	.00	.00	12,000.00	12,000.00	.0
02-00-8001-00 VILLAGE ACCOUNTS	.00	.00	2,447,060.00	2,447,060.00	.0
02-00-9002-00 TRANS OUT - INVEST/SUSTAIN	.00	.00	1,200,000.00	1,200,000.00	.0
TOTAL VILLAGE IMPROVEMENT FUND	20,110.32	178,602.36	4,100,000.00	3,921,397.64	4.4
<u>AMBLER VIF</u>					
02-01-6400-09 DESIGN - CITY TANK FARM	.00	6,404.70	.00	(6,404.70)	.0
TOTAL AMBLER VIF	.00	6,404.70	.00	(6,404.70)	.0
<u>BUCKLAND VIF</u>					
02-02-6400-05 BKC EQUIP/MAINT	.00	108,671.60	.00	(108,671.60)	.0
TOTAL BUCKLAND VIF	.00	108,671.60	.00	(108,671.60)	.0
<u>DEERING VIF</u>					
02-03-6400-07 ELECTRICAL GRID PHASE 3	.00	156,950.00	.00	(156,950.00)	.0
TOTAL DEERING VIF	.00	156,950.00	.00	(156,950.00)	.0
<u>KIANA VIF</u>					
02-04-6400-04 OPT IN PROJECT	.00	164,308.00	.00	(164,308.00)	.0
TOTAL KIANA VIF	.00	164,308.00	.00	(164,308.00)	.0

NORTHWEST ARCTIC BOROUGH
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2023

VILLAGE IMPROVEMENT FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	<u>KIVALINA VIF</u>					
02-05-6400-05	KVL WASTE PROJECT	.00	780,538.00	.00	(780,538.00)	.0
	TOTAL KIVALINA VIF	.00	780,538.00	.00	(780,538.00)	.0
	<u>KOBUK VIF</u>					
02-06-6400-07	COMMUNITY BLDG	.00	1,810,505.61	.00	(1,810,505.61)	.0
	TOTAL KOBUK VIF	.00	1,810,505.61	.00	(1,810,505.61)	.0
	<u>KOTZEBUE VIF</u>					
02-07-6400-11	KOTZ ER RESP	.00	280,000.00	.00	(280,000.00)	.0
	TOTAL KOTZEBUE VIF	.00	280,000.00	.00	(280,000.00)	.0
	<u>SELAWIK VIF</u>					
02-10-6400-02	WATER&SEWER PROJECT	.00	250,000.00	.00	(250,000.00)	.0
	TOTAL SELAWIK VIF	.00	250,000.00	.00	(250,000.00)	.0
	TOTAL FUND EXPENDITURES	20,110.32	3,735,980.27	4,100,000.00	364,019.73	91.1
	NET REVENUE OVER EXPENDITURES	1,241,640.96	3,681,989.50	.00	(3,681,989.50)	.0

NORTHWEST ARCTIC BOROUGH
REVENUES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2023

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	<u>SOURCE 00</u>					
03-00-4100-00	REVENUE	.00	27,716.35	.00	(27,716.35)	.0
	TOTAL SOURCE 00	.00	27,716.35	.00	(27,716.35)	.0
	TOTAL FUND REVENUE	.00	27,716.35	.00	(27,716.35)	.0

NORTHWEST ARCTIC BOROUGH
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2023

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
03-00-6330-00 UTILITIES	.00	20,034.34	.00	(20,034.34)	.0
TOTAL DEPARTMENT 00	.00	20,034.34	.00	(20,034.34)	.0
TOTAL FUND EXPENDITURES	.00	20,034.34	.00	(20,034.34)	.0
NET REVENUE OVER EXPENDITURES	.00	7,682.01	.00	(7,682.01)	.0

NORTHWEST ARCTIC BOROUGH
REVENUES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2023

CARES ACT - COVID RESPONSE

		<u>PERIOD ACTUAL</u>	<u>YTD ACTUAL</u>	<u>BUDGET</u>	<u>UNEXPENDED</u>	<u>PCNT</u>
	<u>SOURCE 00</u>					
19-00-4550-00	INVESTMENT INC AVAIL FOR OPS	2.48	14.34	.00	(14.34)	.0
	TOTAL SOURCE 00	2.48	14.34	.00	(14.34)	.0
	TOTAL FUND REVENUE	2.48	14.34	.00	(14.34)	.0

NORTHWEST ARCTIC BOROUGH
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2023

CARES ACT - COVID RESPONSE

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	<u>DEPARTMENT 03</u>					
19-03-6350-01	FEDERAL ARPA - EQUIP FIRE RESP	.00	63,239.73	100,000.00	36,760.27	63.2
	TOTAL DEPARTMENT 03	.00	63,239.73	100,000.00	36,760.27	63.2
	<u>DEPARTMENT 05</u>					
19-05-6350-03	SOA ARPA- KVL ROAD MAINTENANCE	56,081.63	240,440.83	.00	(240,440.83)	.0
19-05-6360-01	SOA ARPA KVL CITY BLDG RENOVAT	.00	206,987.50	.00	(206,987.50)	.0
19-05-6360-02	SOA ARPA NAB BLDG HEAT SYSTEM	.00	154,800.00	.00	(154,800.00)	.0
	TOTAL DEPARTMENT 05	56,081.63	602,228.33	.00	(602,228.33)	.0
	<u>DEPARTMENT 06</u>					
19-06-6350-01	LATCF KVL EQUIPMENT	.00	309,998.44	.00	(309,998.44)	.0
19-06-6350-02	LATCF NAB TRUCK	.00	66,303.78	.00	(66,303.78)	.0
	TOTAL DEPARTMENT 06	.00	376,302.22	.00	(376,302.22)	.0
	TOTAL FUND EXPENDITURES	56,081.63	1,041,770.28	100,000.00	(941,770.28)	1041.8
	NET REVENUE OVER EXPENDITURES	(56,079.15)	(1,041,755.94)	(100,000.00)	941,755.94	(1041.8)

NORTHWEST ARCTIC BOROUGH
REVENUES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2023

SULIANICH ART'S CENTER

		<u>PERIOD ACTUAL</u>	<u>YTD ACTUAL</u>	<u>BUDGET</u>	<u>UNEXPENDED</u>	<u>PCNT</u>
	<u>REVENUE</u>					
40-00-4100-00	REVENUE	<u>.00</u>	<u>125,506.87</u>	<u>.00</u>	<u>(125,506.87)</u>	<u>.0</u>
	TOTAL REVENUE	<u>.00</u>	<u>125,506.87</u>	<u>.00</u>	<u>(125,506.87)</u>	<u>.0</u>
	TOTAL FUND REVENUE	<u>.00</u>	<u>125,506.87</u>	<u>.00</u>	<u>(125,506.87)</u>	<u>.0</u>

NORTHWEST ARCTIC BOROUGH
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2023

SULIANICH ART'S CENTER

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
40-00-6300-00 SUPPLIES	.00	426.37	5,500.00	5,073.63	7.8
40-00-6330-00 UTILITIES	1,822.54	6,774.90	23,000.00	16,225.10	29.5
40-00-6390-00 BANK FEES	.00	144.00	.00	(144.00)	.0
40-00-7800-00 ART PURCHASES	17,848.25	118,583.74	150,000.00	31,416.26	79.1
TOTAL DEPARTMENT 00	19,670.79	125,929.01	178,500.00	52,570.99	70.6
TOTAL FUND EXPENDITURES	19,670.79	125,929.01	178,500.00	52,570.99	70.6
NET REVENUE OVER EXPENDITURES	(19,670.79)	(422.14)	(178,500.00)	(178,077.86)	(.2)

NORTHWEST ARCTIC BOROUGH
REVENUES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2023

VPSO

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	<u>SOURCE 00</u>					
45-00-4200-00	STATE GRANT REVENUE	.00	185,617.09	.00	(185,617.09)	.0
	TOTAL SOURCE 00	.00	185,617.09	.00	(185,617.09)	.0
	TOTAL FUND REVENUE	.00	185,617.09	.00	(185,617.09)	.0

NORTHWEST ARCTIC BOROUGH
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2023

VPSO

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	<u>VPSO</u>					
45-00-6000-00	SALARIES	52,949.06	231,867.53	.00	(231,867.53)	.0
45-00-6110-00	FICA	765.15	3,351.59	.00	(3,351.59)	.0
45-00-6111-00	SOA ESC	543.38	1,535.18	.00	(1,535.18)	.0
45-00-6115-00	MEDICAL	.00	9,023.10	.00	(9,023.10)	.0
45-00-6120-00	WORKER'S COMP	407.71	1,785.36	.00	(1,785.36)	.0
45-00-6125-00	PERS	11,648.80	50,099.52	.00	(50,099.52)	.0
45-00-6210-00	TRAVEL	7,340.41	58,119.21	100,000.00	41,880.79	58.1
45-00-6300-00	SUPPLIES	57,830.81	171,369.32	.00	(171,369.32)	.0
45-00-6400-00	CONSULTANTS	.00	80.08	.00	(80.08)	.0
45-00-8000-00	INDIRECT	.00	16,874.28	.00	(16,874.28)	.0
	TOTAL VPSO	131,485.32	544,105.17	100,000.00	(444,105.17)	544.1
	<u>DEPARTMENT 02</u>					
45-02-6300-00	SUPPLIES	19,852.54	41,963.22	.00	(41,963.22)	.0
45-02-6400-00	CONSULTANTS - ORV CIP	.00	197,859.00	.00	(197,859.00)	.0
	TOTAL DEPARTMENT 02	19,852.54	239,822.22	.00	(239,822.22)	.0
	TOTAL FUND EXPENDITURES	151,337.86	783,927.39	100,000.00	(683,927.39)	783.9
	NET REVENUE OVER EXPENDITURES	(151,337.86)	(598,310.30)	(100,000.00)	498,310.30	(598.3)

Date	Jour	Referen	Description	Debit	Credit	Balance
*			11/30/2023 (11/23) B	.00	.00	38,394.93
12/01/2	AP	28.000	LEO SHELDON	75.00	.00	38,469.93
12/05/2	AP	39.000	HENDY BALLOT	75.00	.00	38,544.93
12/05/2	AP	40.000	MOLLY BROWN	75.00	.00	38,619.93
12/05/2	AP	46.000	ARCTIC CIRCLE RACING A	5,000.00	.00	43,619.93
12/05/2	AP	47.000	KATHERINE ARNDT	75.00	.00	43,694.93
12/05/2	AP	48.000	HARRY PENN	75.00	.00	43,769.93
12/05/2	AP	91.000	GEORGE STALKER SR.	75.00	.00	43,844.93
12/05/2	AP	94.000	RUTH NORTON	75.00	.00	43,919.93
12/05/2	AP	96.000	FANNIE WOODS	300.00	.00	44,219.93
12/05/2	AP	97.000	WALTER BARR	300.00	.00	44,519.93
12/06/2	AP	93.000	MARY ANN WILSON	75.00	.00	44,594.93
12/06/2	AP	95.000	ELSIE GOODRO	75.00	.00	44,669.93
12/07/2	AP	112.00	MARVIN RAMOTH	75.00	.00	44,744.93

Date	Jour	Referen	Description	Debit	Credit	Balance
12/07/2	AP	130.00	CHARLIE ATORUK	75.00	.00	44,819.93
12/07/2	AP	132.00	GORDON NEWLIN	75.00	.00	44,894.93
12/07/2	AP	138.00	JASON RILEY	75.00	.00	44,969.93
12/08/2	AP	127.00	ANITA BALLOT	300.00	.00	45,269.93
12/08/2	AP	128.00	ANITA BALLOT	75.00	.00	45,344.93
12/08/2	AP	129.00	JAMES NORTON	75.00	.00	45,419.93
12/08/2	AP	133.00	RAYMOND PENN	75.00	.00	45,494.93
12/08/2	AP	136.00	QUTAN LAMBERT	75.00	.00	45,569.93
12/08/2	AP	139.00	RENA MENDENHALL	75.00	.00	45,644.93
12/11/2	AP	150.00	CITY OF AMBLER	100.00	.00	45,744.93
12/11/2	AP	151.00	CITY OF AMBLER	200.00	.00	45,944.93
12/11/2	AP	152.00	CITY OF AMBLER	821.50	.00	46,766.43
12/11/2	AP	153.00	CITY OF AMBLER	200.00	.00	46,966.43
12/11/2	AP	175.00	NETTIE ALLEN	75.00	.00	47,041.43

Date	Jour	Referen	Description	Debit	Credit	Balance
12/11/2	AP	176.00	IRMA MITCHELL	75.00	.00	47,116.43
12/11/2	AP	181.00	COLLEEN WESTLAKE	75.00	.00	47,191.43
12/11/2	AP	183.00	AMELIA DAVIS	75.00	.00	47,266.43
12/11/2	AP	187.00	IRON DOG, INC.	5,000.00	.00	52,266.43
12/11/2	AP	191.00	WARREN HARRIS	75.00	.00	52,341.43
12/11/2	AP	192.00	KAREN UHL SOURS	75.00	.00	52,416.43
12/12/2	AP	162.00	BERING AIR	500.00	.00	52,916.43
12/12/2	AP	182.00	ROY WILLOCK	75.00	.00	52,991.43
12/12/2	AP	184.00	ERLEEN MORRIS	75.00	.00	53,066.43
12/12/2	AP	190.00	PATSY MENDENHALL	75.00	.00	53,141.43
12/12/2	AP	193.00	ellen booth	75.00	.00	53,216.43
12/13/2	AP	172.00	HYDIE WILSON	75.00	.00	53,291.43
12/13/2	AP	194.00	DONNA WESTDAHL	75.00	.00	53,366.43
12/14/2	AP	179.00	KENNETH NORTON	75.00	.00	53,441.43

Date	Jour	Referen	Description	Debit	Credit	Balance
12/18/2	AP	148.00	NOATAK NATIVE STORE	724.51	.00	54,165.94
12/18/2	AP	167.00	STELLA HENSLEY	75.00	.00	54,240.94
12/18/2	AP	173.00	MOLLY M. RICHARDS	75.00	.00	54,315.94
12/18/2	AP	174.00	INGRAM MELTON JR	75.00	.00	54,390.94
12/18/2	AP	185.00	KIMBERLY BALDWIN	75.00	.00	54,465.94
12/18/2	AP	186.00	DORA A WILLIAMS	75.00	.00	54,540.94
12/18/2	AP	188.00	KIRK BARGER	75.00	.00	54,615.94
12/19/2	AP	253.00	GEORGE BERRY	75.00	.00	54,690.94
12/19/2	AP	299.00	LOUIS SMITH	75.00	.00	54,765.94
12/19/2	AP	305.00	NELLIE SHELDON	75.00	.00	54,840.94
12/21/2	AP	227.00	VERN CLEVELAND	75.00	.00	54,915.94
12/21/2	AP	249.00	IDA MITCHELL	75.00	.00	54,990.94
12/21/2	AP	266.00	MARCELLA TICKETT	75.00	.00	55,065.94
12/21/2	AP	288.00	RICHARD GOODRO	75.00	.00	55,140.94

Date	Jour	Referen	Description	Debit	Credit	Balance
12/21/2	AP	292.00	MARY COFFIN	75.00	.00	55,215.94
12/21/2	AP	298.00	FREDERICK BERRY	75.00	.00	55,290.94
12/21/2	AP	302.00	ALICE JONES	75.00	.00	55,365.94
12/21/2	AP	306.00	LINDA TICKET	75.00	.00	55,440.94
12/26/2	AP	281.00	SOPHIE FOSTER	75.00	.00	55,515.94
12/26/2	AP	285.00	THEODORE BOOTH III	75.00	.00	55,590.94
12/26/2	AP	297.00	KIMBERLY BALDWIN	75.00	.00	55,665.94
12/26/2	AP	307.00	SIDNEY CLEVELAND	300.00	.00	55,965.94
12/27/2	AP	244.00	CYRUS NORTON	75.00	.00	56,040.94
12/27/2	AP	275.00	ALBERT HARRIS SR	75.00	.00	56,115.94
12/27/2	AP	290.00	GRACE ALLEN	75.00	.00	56,190.94
12/27/2	AP	291.00	JONAS BALLOT	75.00	.00	56,265.94
12/27/2	AP	300.00	JERRILYN CLEVELAND	300.00	.00	56,565.94
12/27/2	AP	301.00	NELLIE BALLOT	75.00	.00	56,640.94

Date	Jour	Referen	Description	Debit	Credit	Balance
12/27/2	AP	303.00	REBECCA NORTON	300.00	.00	56,940.94
12/28/2	AP	339.00	LINDA TICKET	75.00	.00	57,015.94
12/28/2	AP	340.00	BRANSON HARRIS	75.00	.00	57,090.94
12/28/2	AP	341.00	BRUCE BARR	75.00	.00	57,165.94
12/28/2	AP	342.00	KATHY RILEY	75.00	.00	57,240.94
12/31/2	JE	1.0154	10CC AC BASKETBALL DO	803.88	.00	58,044.82
*			12/31/2023 (12/23) Pe	19,649.8	.00	58,044.82

Date	Jour	Referen	Description	Debit	Credit	Balance
*			07/01/2023 (00/23) B	.00	.00	.00
*			07/31/2023 (07/23) Pe	.00	.00	.00
*						
*			08/31/2023 (08/23) Pe	.00	.00	.00
*						
09/07/2	AP	66.000	UAF - FINANCE OFFICE	50,000.00	.00	50,000.00
*			09/30/2023 (09/23) Pe	50,000.0	.00	50,000.00
*						
*			10/31/2023 (10/23) Pe	.00	.00	50,000.00
*						
*			11/30/2023 (11/23) Pe	.00	.00	50,000.00
*						
12/27/2	AP	254.00	KOBUK 440 RACING ASSO	25,000.00	.00	75,000.00
*			12/31/2023 (12/23) Pe	25,000.0	.00	75,000.00

Date	Jour	Referen	Description	Debit	Credit	Balance
*						
*			01/31/2024 (01/24) Pe	.00	.00	75,000.00

Summary Schedule of Portfolio Changes

Base Currency: USD

Description	Beginning Market Value	Ending Market Value	% of MV	% Change in MV	Tax Cost	% of TC	Accrued Income
Principal Holdings							
Equity	2,521,913.64	2,650,112.61	27.73%	5.08%	1,912,957.64	20.91%	6,131.71
Fixed Income	4,686,079.43	4,760,726.33	49.82%	1.59%	5,049,002.88	55.20%	16,034.53
Real Assets	744,625.94	759,237.65	7.95%	1.96%	766,633.22	8.38%	0.00
Alternative	917,222.78	902,695.75	9.44%	-1.58%	935,623.38	10.23%	9,266.96
Cash and Cash Equivalents	436,332.60	483,266.81	5.06%	10.76%	483,266.81	5.28%	1,752.47
Total Principal Holdings	9,306,174.39	9,556,039.15	100.00%	2.68%	9,147,483.93	100.00%	33,185.67
Current Period Accrued Income	15,184.48	33,185.67			33,185.67		
Total Principal Holdings and Liabilities	9,321,358.87	9,589,224.82			9,180,669.60		33,185.67
Total Holdings	\$9,321,358.87	\$9,589,224.82			\$9,180,669.60		\$33,185.67
Fair Value Breakdown *							
Total Fair Value Level 2 Holdings	7,607,620.72	7,885,543.96	82.23%	3.65%	7,429,374.63	81.30%	22,166.24
Total Fair Value Level N/A Holdings	1,713,738.15	1,703,680.86	17.77%	-0.59%	1,708,419.23	18.70%	11,019.43
Total Holdings - Fair Value Reporting	\$9,321,358.87	\$9,589,224.82	100.00%	2.87%	\$9,137,793.86	100.00%	\$33,185.67

* For informational purposes only. Please see the Fair Value Disclosure on the Disclosure page.

Summary Schedule of Portfolio Changes

Base Currency: USD

Description	Beginning Market Value	Ending Market Value	% of MV	% Change in MV	Tax Cost	% of TC	Accrued Income
Principal Holdings							
Equity	19,889,030.75	20,973,050.96	40.68%	5.45%	17,779,784.05	36.07%	47,327.81
Fixed Income	17,483,324.34	17,764,727.89	34.46%	1.61%	18,443,552.52	37.41%	0.00
Real Assets	5,898,564.25	5,994,739.30	11.63%	1.63%	6,109,125.72	12.39%	0.00
Alternative	4,841,752.50	4,765,068.89	9.24%	-1.58%	4,911,758.85	9.96%	48,918.03
Cash and Cash Equivalents	1,621,000.95	2,053,969.24	3.99%	26.71%	2,053,969.24	4.17%	6,752.83
Total Principal Holdings	49,733,672.79	51,551,556.28	100.00%	3.66%	49,298,190.38	100.00%	102,998.67
Current Period Accrued Income	6,688.10	102,998.67			102,998.67		
Total Principal Holdings and Liabilities	49,740,360.89	51,654,554.95			49,401,189.05		102,998.67
Total Holdings	\$49,740,360.89	\$51,654,554.95			\$49,401,189.05		\$102,998.67
Fair Value Breakdown *							
Total Fair Value Level 2 Holdings	39,814,556.60	41,173,900.19	79.71%	3.41%	38,015,812.48	78.14%	47,327.81
Total Fair Value Level N/A Holdings	9,925,804.29	10,480,654.76	20.29%	5.59%	10,633,838.44	21.86%	55,670.86
Total Holdings - Fair Value Reporting	\$49,740,360.89	\$51,654,554.95	100.00%	3.85%	\$48,649,650.92	100.00%	\$102,998.67

* For informational purposes only. Please see the Fair Value Disclosure on the Disclosure page.

Summary Schedule of Portfolio Changes

Base Currency: USD

Description	Beginning Market Value	Ending Market Value	% of MV	% Change in MV	Tax Cost	% of TC	Accrued Income
Principal Holdings							
Equity	12,794,373.30	13,491,713.04	40.68%	5.45%	10,563,097.53	34.11%	30,445.04
Fixed Income	11,246,987.39	11,428,014.10	34.46%	1.61%	11,968,350.34	38.64%	0.00
Real Assets	3,794,498.55	3,856,368.12	11.63%	1.63%	3,944,720.00	12.74%	0.00
Alternative	3,114,704.33	3,065,373.86	9.24%	-1.58%	3,173,140.23	10.24%	31,468.42
Cash and Cash Equivalents	1,043,186.83	1,321,715.76	3.99%	26.70%	1,321,715.76	4.27%	4,345.66
Total Principal Holdings	31,993,750.40	33,163,184.88	100.00%	3.66%	30,971,023.86	100.00%	66,259.12
Current Period Accrued Income	4,304.05	66,259.12			66,259.12		
Total Principal Holdings and Liabilities	31,998,054.45	33,229,444.00			31,037,282.98		66,259.12
Total Holdings	\$31,998,054.45	\$33,229,444.00			\$31,037,282.98		\$66,259.12
Fair Value Breakdown *							
Total Fair Value Level 2 Holdings	25,612,434.19	26,486,888.21	79.71%	3.41%	23,829,214.77	77.81%	30,445.04
Total Fair Value Level N/A Holdings	6,385,620.26	6,742,555.79	20.29%	5.59%	6,796,869.25	22.19%	35,814.08
Total Holdings - Fair Value Reporting	\$31,998,054.45	\$33,229,444.00	100.00%	3.85%	\$30,626,084.02	100.00%	\$66,259.12

* For informational purposes only. Please see the Fair Value Disclosure on the Disclosure page.



Account Statement

AMLIP-NAB GF STIF PRI USD 5001098.1
December 01, 2023 - December 31, 2023

Detailed Schedule of Holdings - Principal Assets

Base Currency: USD

Security Description Portfolio Number	Asset Number Yield on Market Units/Par	Unit Price Price Date Market Value	FV Level* % of MV	Avg Unit Cost Accrued Income	Book Value	Unrealized Gain/Loss On Book Value
Cash and Cash Equivalents						
Money Market Funds						
ALASKA MUNI LEAGUE INVESTMENT POOL CORP	0117940A3 5.30%	1.000	Level n/a			
5001098.1	24,221,554.0200	24,221,554.02	0.00%	1.00 106,900.36	24,221,554.02	0.00
Total Money Market Funds		24,221,554.02	0.00%	N/A 106,900.36	24,221,554.02	0.00
Total Cash and Cash Equivalents		24,221,554.02	0.00%	N/A 106,900.36	24,221,554.02	0.00
Net Holdings		24,221,554.02	0.00%	N/A 106,900.36	24,221,554.02	0.00
Total Holdings Principal Assets		\$24,221,554.02	100.00%	N/A \$106,900.36	\$24,221,554.02	\$0.00
Total Holdings		\$24,221,554.02			\$24,221,554.02	\$0.00
Accrued Income On						
Principal Holdings		106,900.36		106,900.36	106,900.36	
Total Accrued Income		106,900.36		106,900.36	106,900.36	
Total Holdings with Accrued Income		\$24,328,454.38			\$24,328,454.38	\$0.00



Account Statement

AMLIP-NAB VIF STIF PRI USD 5001098.2
December 01, 2023 - December 31, 2023

Detailed Schedule of Holdings - Principal Assets

Base Currency: USD

Security Description Portfolio Number	Asset Number Yield on Market Units/Par	Unit Price Price Date Market Value	FV Level* % of MV	Avg Unit Cost Accrued Income	Book Value	Unrealized Gain/Loss On Book Value
Cash and Cash Equivalents						
Money Market Funds						
ALASKA MUNI LEAGUE INVESTMENT POOL CORP	0117940A3 5.30%	1.000	Level n/a			
5001098.2	6,879,370.5100	6,879,370.51	0.00%	1.00 30,361.73	6,879,370.51	0.00
Total Money Market Funds		6,879,370.51	0.00%	N/A 30,361.73	6,879,370.51	0.00
Total Cash and Cash Equivalents		6,879,370.51	0.00%	N/A 30,361.73	6,879,370.51	0.00
Net Holdings						
		6,879,370.51	0.00%	N/A	6,879,370.51	0.00
Total Holdings Principal Assets		\$6,879,370.51	100.00%	N/A \$30,361.73	\$6,879,370.51	\$0.00
Total Holdings		\$6,879,370.51			\$6,879,370.51	\$0.00
Accrued Income On						
Principal Holdings		30,361.73		30,361.73	30,361.73	
Total Accrued Income		30,361.73		30,361.73	30,361.73	
Total Holdings with Accrued Income		\$6,909,732.24			\$6,909,732.24	\$0.00



Northwest Arctic Borough

P.O. Box 1110 Kotzebue, Alaska 99752 (907) 442-2500 Fax (907) 442-2930
www.nwabor.org

DATE: January 12, 2024

TO: Dickie Moto Sr., Mayor

FROM: Chris Hatch, Director of Public Safety

SUBJECT: MONTHLY REPORT TO ASSEMBLY THROUGH THE MAYOR

This report is submitted to the Assembly on matters that support daily operations, meetings conducted or attended, planned meetings/travel to inform you of the purpose and provide public information.

Public Safety Director, Chris Hatch
January 2024 Report

Selawik Phase one of the SAR/Fire Warm storage building has been completed, except for installation of electrical service, and in January we are still waiting for meter install by AVEC. Additionally, we have had some difficulty keeping the VPSO housing fuel tank full.

Noorvik VPSO housing and holding cell building renovation project, work will continue after the contractors return now scheduled for Jan 17.

Still attempting to get signatures from all communities for approval to include them on the region wide multi-jurisdictional hazard mitigation plan. Without having a hazard mitigation plan in place, It access to some FEMA grant opportunities.

We will have a combined Fire Battalion Chiefs and Sar coordinators meeting in February.

The following is a representative list of priority projects we are working to complete or have completed in the last month.

- Winter trail marking is our number one priority.
- Fire Department long range plan to meet the strategic priorities and help our communities fire response abilities.
- We are partnering with the Department of military and veteran affairs homeland security on a multi-jurisdictional hazard mitigation plan for the region.
- ARPA Fire Department fund Spend down. We have had internal discussions regarding best uses of remaining funds



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Public Safety Administrator, Saima Chase **January 2023 Report**

Winter Trails:

MOA's and individual trail agreements: all MOA's have been sent out to each village. The following villages HAVE NOT returned their MOA yet, Deering and Kiana. City of Kiana was working on approval for theirs at the time of the report.

Kotzebue trails: out of the 17 trails departing Kotzebue, 12 of the trails are complete. 2 trails are in the process of being staked and the rest will be signed up for and finished.

Prep and Maintenance: Jimmy Brown continues to finish the prep work for the 8ft treated lumber steaks. Jimmy also has done trail maintenance on the Hatchery pass trail making the trail wider and cutting willows near the turns so that the other side of the trail can see if there are any oncoming snowmachines. Jimmy is also working on tripods for the trail head signs.

Search and Rescue:

As of this report there was () SAR incidents.

Prevention: Hans and I continue to go on KOTZ radio every Thursday at 10:30am to discuss prevention efforts for SAR and explain to the general public how SAR prevention works and looks even at home.

Working Group: We have formed a small SAR working group that is very informal, it includes, myself, Hans, National Park Service, USFWS, City of Kotzebue Fire Dept, Maniilaq injury prevention and Guardian Flight. This SAR working group is currently working on reviewing the SAR Standard Operating Guideline.

Search and Rescue Coordinator, unfilled position **December 2023 Report**

Will give verbal report at meeting.



Northwest Arctic Borough

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VPSO Program Coordinator, Joshua Harville: **December 2023 Report**

- We currently have 5 applicants in various stages of hire and other applicants expressing interest in a position.
- VPSO Autaubo has completed his refresher academy and has been traveling to the villages.
- All VPSO Grant reporting is up to date.
- Arming process update, all NAB VPSO have completed and passed a psychological evaluation. An Order for handguns has been placed, we are exploring additional insurance coverage, policies are with legal for review. Once policies are complete, those VPSO who want to be armed will still need to complete a refresher training and qualification with their firearms.
- VPSO housing in Deering has frozen up again after we just completed a repair from the last freeze up. We have acquired housing in selawik but it isn't in any condition to utilize. Noorvik house construction will re start next week.
- We will be attending training in partnership with TCC VPSO Jan 29,30,31
- We have signed new MOA's with 5 villages and have presented the new MOA to the other five villages.
- We made a request to the State office to continue to allow VPSO NAB jurisdiction, the request was denied, we will be reaching out to the Governor's office seeking favorable resolution.

Fire Safety Coordinator, Hans Nelson



Northwest Arctic Borough

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January 2023 Report

During this reporting period, Fire Safety Coordinator worked on ARPA spend down and working on a line-item breakdown and summary of equipment purchases with an excel spreadsheet of expenses thus far. Equipment purchases have been sent out to each community; However, we have a vacant chief position for Shungnak, AK and Noatak, AK. Also, will be working with the applicant from the Community of Deering for fire department onboarding.

The Fire Department had no fire incidents for the month of December.

The following measurable outcomes occurred during the reporting period:

Fire Prevention Activity

- Provided a fire prevention message with KOTZ Radio and discussed the importance of smoke alarms in the home and reminding residents to ensure they are installed and testing their device every month
- Received fire extinguishers in Kotzebue and working with Battalion Chiefs for a distribution list of individuals that are in need of this equipment

Fire Training Activity

- Attended the After-Action-Review (AAR) on 12.6.23 for the VPSO Fire Training that was provided in October 2023

Fire Inspections & Correspondence

- Attended a meeting held by DFLS and BFAST office with Fire Training Specialist and Fire Administrator to discuss fire equipment needs list for remote communities.
- Worked with Plans Review Bureau in providing Fire Department Access Letters for the Battery Energy Storage Systems (BESS) in providing letters for the Community of Noorvik, Kiana, Selawik, and Ambler.



Northwest Arctic Borough

P.O. Box 1110 Kotzebue, Alaska 99752 (907) 442-2500 Fax (907) 442-2930
www.nwabor.org

DATE: January 11, 2024

TO: Dickie Moto, Mayor

FROM: Fritz Westlake, Director of Community & Economic Development

ASSEMBLY DEPARTMENT REPORT THROUGH THE MAYOR

This report is submitted to the Assembly on matters that support daily operations, meetings conducted or attended, planned meetings/travel to inform you of the purpose and provide public information.

DAILY OPERATIONS REPORT BY PROGRAM:

COMMUNITY & ECONOMIC DEVELOPMENT COMMISSION – Fritz W.

The Piguqtuq Entrepreneurship Development program and the Community & Economic Development Commission put on a weeklong training course at ATC in Kotzebue.

This course focuses on the **philosophy** of Entrepreneurial Development offering an approach to local economic development - from the bottom up - that captures the passion and imagination of local entrepreneurs. The course emphasizes listening and evaluation skills, business management and team building. It is a hands-on learning experience that includes interaction with entrepreneurs.

In addition to our philosophical perspective, we will share the **practice**; a simple but effective management coaching approach that encourages entrepreneurs to form passionate and competent management teams before they seek finances and technical assistance. The rationale for the approach is that it is impossible to find a single entrepreneur who is equally passionate about the four major areas of business – production/ service, marketing / sales, and financial controls. This Core Management principle is used with the External Management, community support. Perfected over the last 15 years, our coaching tools will be provided and have proven to result in a much higher success rate for business.

Facilitators concentrate on client commitment, management and team building rather than meeting program goals such as job creation, loans made or statistical

economic impact. Participants develop techniques to establish and maintain successful local enterprise development programs.

Participants will:

- Learn the philosophy and practices of Entrepreneurial Development
- Differentiate Entrepreneurial Development from other economic assistance models
- Identify tools and resources for client development
- Develop a never-initiate, never-motivate attitude and skill
- Apply techniques to focus on people, not programs
- Work with real clients, not case studies

Workshop

This Training is given in workshop fashion. Theory is explained, followed by exercises and group discussions to ensure practical understanding. Exercises and discussions are conducted in a group format, enhancing participant knowledge and skills and allowing peer feedback.

Daily sessions begin promptly at 9:00 each morning and end by 5:00 pm. Friday involves the Project Management Team for Lunch and afternoon exercise. Day two and Day three may involve extra training in the evening for community which end at 9:00 p.m. Homework will be assigned some evenings.

Day One: Why use the Facilitator approach?

- Introduction
- Getting to know each other
- Personal preferred outcomes
- What makes ED different?
- Participants' selected readings
- Do you understand the concept? Articulate, defend, debate.
- Individual presentations based on readings

Day Two: How to use the Entrepreneurial Development approach.

- The practical analytical tools
- How to work in the community: accessibility, visibility, confidentiality
- The discipline of "never initiate, never motivate"
- Evening Options: Training of Resource Team Members

Day Three:

- Small workshops, first set of clients
- Assessment/Self-assessment

- Evening Options: Training of Resource Team Members

Day Four:

- Small workshops, second set of clients
- Assessment/Self-assessment
- Evening Options: Resource / Community Potluck

Day Five:

- Metrics and with your Project Management Team
- Resource Team Meetings
- Wrap and Q &A
- Assessment of course/self-assessment

The mix of theory, discussion, client assessment, self assessment, readings, and written and oral presentations will give the participants an educational experience that will enable them to incorporate course material into their daily activities

FRANK R. FERGUSON MEMORIAL SCHOLARSHIP PROGRAM – Erin Stephens

SMALL BUSINESS GRANT PROGRAM – Erin Stephens

COMMERCIAL & SUBSISTENCE FISHING GRANT PROGRAMS – Hannah Sheldon

Contacted the last of the fishing grant applicants from 2023.

GRANTS ADMINISTRATORS REPORT – Erin Stephens

VIF PROJECT MANAGER REPORT – Hiram Walker

Ambler:

- Energy Study Ph. 2 & 3 close out project this.
- Biomass project PH 1 Closed out.
- Ambler fuel farm project closed out.
- The Ambler Biomass project closed out.
- No other active projects for Dec. of 2023.

Buckland:

- The city of Buckland equipment repair project, labor, shop heating fuel and electricity. Project closed out..
- The rock revetment is not in progress currently. There is no access to gravel. This is being worked on.
- Nov. 14th 2023, VIF will be holding on to Erosion Control funding until project is complete. The NANA gravel pit is not open.
- City of Buckland Heavy equipment repair is going well and will but will be closing front holidays.
- No active for the month of Dec. of 2023

Deering:

- Ipnatchiaq Electric Ph. 2 is closed out.
- On demand hot water heaters project with Deering IRA closed out.
- Ipnatchiaq Electric Ph 3. Closed out
- The community has no open projects at this time.

Kiana:

- Kiana Manganese removal project will continue the next construction season.
- Kiana Community building close out.
- Kiana's Opt-In community building renovation had most building materials ordered from vender FBO Kiana..
- The contractor is in Kiana to start work on the old community building, Opt.-In project. .
- The City of Kiana Manganese filter system project has a superintendent going to Kiana on Sept. 12th to finish up to 95% completion of project

- All projects remain in same status for Kiana.
- Nov. 16th 2023, Contractor is doing construction on the Opt-In building.
- Dec. 05 2023, The contractor is doing construction on the Opt-In building at this time.
- Contractor has been out for the month of Dec. of 2023.

Kivalina:

- The landfill cleanup project ready for close out waiting for final reports.
- Nov. 16th 2023, working with the Kivalina IRA on Wellness program agreement.
- Dec. 06-2023, received Wellness program agreement and working on funding draw down for Kivalina IRA.
- No active in project for the month of Dec. of 2023

Kobuk:

- Nov. 16th, 2023, Buildings have been delivered and are being constructed. The city has not sent in a report on any of the projects for this month.
- Nov. 16th, 2023, The city of Kobuk Drain Field has been put back for next summer and has not sent a report to this date.
- Dec. 06, 2023, City of Kobuk reported that they will get up to date on reporting on all projects through December. I will be hold all funding until then.
- No active on all projects for the month of Dec. of 2023

Kotzebue:

- KEA Renewable Turbine foundation closed out
- The city of Kotzebue Self-contained Breathing Apparatus Packs closed out.
- Dec. 05th, 2023, Working with the City of Kotzebue on the Car Crusher award agreement.
- The city of Kotzebue has a signed agreement and will be making a draw on funding for the Car Crusher.

Noatak:

- Sent award agreement to Noatak IRA for the Solar and Batter Project and have not gotten it back at this time.
- The Noatak IRA Solar project Dec. 05th, 2023, Waiting on award agreement to be signed for the Solar and Batter project.
- Noatak IRA has a signed project agreement and I am working on payment to venders.

Noorvik:

- The Native Village of Noorvik A25G dump truck closed out.
- The Native Village of Noorvik has received funding to purchase, ship and start Road Maintenance program.
- I have not had a monthly report sent in to the VIF office for the month of April on Road Maintenance program.
- Nov. 16th 2023, The Noorvik IRA has not sent finance and progress reports in on the road maintenance program.

- Dec. 06th 2023, No finance and progress reports sent in this month for road maintenance program.
- Working on Finance reporting meeting at the Noorvik IRA for this January of 2024

Selawik:

- The Native Village of Selawik feasibility study for Gravel Access will not start this year.
- Selawik Water and Sewer evaluation project, data is collected waiting on report.
- The Selawik Safety upgrade project is closed out
- Nov. 16th 2023, The community home water and sewer is complete and ready for close out. The VIF is waiting on final report for this project.
- No activity on Selawik feasibility study for Gravel Access Dec. of 2023

Shungnak:

- No open projects or programs for this community in 2023.

Regional:

- KOTZ radio Ph. 2 project is closed out
- Nov. 16th 2023, NIHA is 75% done with the Community household survey and will be done after the holidays.
- NWABSD Inupiaq program and not sent in reports for Dec. 2023.
- No activity in projects this Dec. of 2023

Conferences

The next Energy Steering committee meeting will likely take place the 25th -26th April Also, the Governors Sustainable Energy Conference will take place 20-23rd May 2024

Fuel prices (tax included on retail) Oct. 2023 & FY24

Community	Gasoline \$/G Retail Aug 2023	Stove oil \$/G Retail Aug 2023	Sales Tax included	Util. & AVEC Cost \$ Barge/Air FY2022- FY2023	NWABS Cost \$ FY2023- FY2024
Kotzebue KIC and KEA	8.99	9.12	6%	3.71 KEA/ 3.20	4.54/4.7605
Kotzebue Vitus	7.99	7.57	6%		
Kotzebue Crowley	7.80	7.97	6%		
Ambler	15.97	15.97	3%	4.49 / 10.59	6.07/6.2505
Kobuk	13.91	15.45	3%	N/A	6.07/6.2505
Shungnak	14.03	16.14	2%	5.45 / 10.17	6.07/6.2505
Kiana	8.76	8.50	3%	2.82/4.18	4.71/5.0005
Noorvik	7.21	6.81	4%	2.96/4.63	4.71/5.0005
Selawik	6.39	7.72	6.5%	2.85/4.96	4.71/5.0005
Buckland	6.65	6.44	6%	2.13/3.547	5.25/5.0005
Deering	6.90	5.92	3%	2.13/4.057	4.71/5.0005
Kivalina	6.52	6.15	2%	2.78/4.18	5.16/5.0005
Noatak	13.47	14.44	6%	8.10/10.61	7.24/10.96

NAB Electric rates October 2023

Community	1-750Kwh \$/Kwh with PCE	Tax	1-750 Kwh Actual cost/Kwh with tax	0-750 \$/Kwh No tax	750-up \$/Kwh No tax	Utility Non firm power purchase rate \$/Kwh 1/30/2023
Kotzebue KEA	0.2275	6%	0.24	0.3949	0.3918	N/A
Ambler AVEC	0.2604	3%	0.2682	0.8109	0.7054	0.3504
Kobuk AVEC	0.3788		0.3788	1.1450	1.0395	N/A
Shungnak AVEC	0.3788	2%	0.3864	1.1450	1.0395	0.6479
Kiana AVEC	0.2557		0.2557	0.7180	0.6125	0.3158
Noorvik AVEC	0.2537	4%	0.2638	0.6779	0.5724	0.2729
Selawik AVEC	0.2522	7%	0.26.99	0.6469	0.5414	0.2370
Buckland BEC	0.2781		0.2781	0.4900	0.4900	0.4750
Deering IEC	0.4081		0.4081	0.6747	0.6747	0.4750
Kivalina AVEC	0.2533	2%	0.2584	0.6702	0.5647	0.2751
Noatak AVEC	0.3855	6%	0.4086	1.1517	1.0462	0.6897

AEA REF 14 Community project grant 4 community engineering for Solar battery

- The NAB applied for Engineering of Solar/Battery projects for Selawik, Kiana, Noorvik and Ambler through the Alaska Renewable Energy Fund REF 14 submitted mid. January 2022 at an amount of \$ 590,000.00 and was awarded.
- An RFP was released 15th Dec. with deadline for responses 6th Feb. 2023.
- We completed the RFP process and selected RES/Kuna as the contractor
- This project will provide the needed inkind to leverage Construction funds in 2024-25.
- The 8th-9th June I visited the 4 communities together with the contractors RES and KUNA, we mapped out the possible areas for large solar arrays up to 4 acres and 500Kw.
- The contractors are now following up with AVEC for cost estimates on integration equipment needed to be able to accommodate the incoming Solar power.

- Currently at 95% design
- Project completed work 31th Dec. 2023.

New Grant requests

Ambler Solar Battery project

234kw PV and 384kw LFP BESS/30kw heating loop

We are wrote a TEDO (DOE tribal grants) proposal for Ambler for 2023-24, to construct a Solar PV and Battery solution for them. It's a request for \$ 2.7Mil with an inkind of \$300K.

DOE has notified us of intent to fund this and the last paperwork has been completed including the environmental NEPA requirements. The proposed Solar array would be placed behind the existing church and the Battery in front of the AVEC plant. Engineering has been completed through e separate AEA grant and this project is looking for a construction during the summer fall of 2024.

The Energy Group is currently working on a large DOE OCED Region wide grant proposal.

Project Description

This project, "Solar PV, Battery Storage and Heat Pumps in Northwest Arctic Alaska," proposes to install 3.35 MW of solar PV and 16.5 MWh of battery storage across all eleven villages of the northwest Arctic region, displacing an estimated 322,000 gallons of diesel fuel annually. Additionally, this project proposes to install 860 heat pumps, one in every residence in ten villages: Buckland, Deering, Kiana, Kivalina, Kobuk, Noatak, Noorvik, Selawik, and Shungnak. The solar PV, battery energy storage systems (BESS), and heat pumps will be owned and maintained by the federally recognized Alaska Native Tribe in each community, each of which will operate as an independent power producer (IPP) generating renewable power and selling it to the local utility, capturing an estimated \$1.5M in annual revenues. The expected construction cost for the proposed project is \$58,000,000

Our preliminary concept paper was accepted and DOE scheduled a discussion in November that was fruitful and seemed to indicate that they want to fund us but possibly with a lower amount.

Now we wait for DOE to respond, hopefully before the end of January.

Status of Current projects under way

Selawik Rural Energy Pilot Program (REPP) Grant

100Kw Solar/1Mwh battery. (NEW) has been funded @ \$ 1,998,820.00

A grant request to USDA REPP was completed for a 100Kw Solar 1 Mwh Battery for Selawik. For a total cost of \$3,603,240. It requires a 50% inkind.

This project is aimed at stabilizing the electric grid in Selawik.

would stop dangerous power outages that endanger the waterlines in Selawik.

Inkind is available from AVEC @ \$100K and from State of Alaska (AEA) \$ 120K.

VIF and NANA VEI combined is matching in with 1,216,000.00
USDA is awarding us this grant with a Federal share of \$1,998,820.00,
Grant agreement in place. And we have started engineering and is now at 95%.
Construction scheduled for 2024

Alaska REF 15 for Selawik has been funded @ 1,134,500.00

The Northwest Arctic Borough (NAB) is requesting \$1,134,500 for Phase IV Construction of a high penetration distributed solar PV system for the community of Selawik. Based on Hybrid Optimization for Multiple Energy Resources (HOMER) software modeling and AEA's B/C Ratio model, this system will displace about 27,278 gallons of imported diesel fuel annually and will result in about 193 hours of diesels-off operation, saving the community about \$81,698 during the first year of operation. Lifetime savings for the project are estimated at 681,947 gallons of diesel fuel and \$2,511,674. In addition to reducing the cost of electrical generation, the solar PV system, in conjunction with a related and separately funded project to construct a Battery Energy Storage System, will result in a hybrid solar PV/battery/diesel system, will dramatically increase the efficiency and resilience of the power generation system by providing spinning reserve and significantly reducing brown-outs and black-outs and associated freeze-ups of the community water system. This project will leverage the key learnings from other high penetration systems operating and in development in the Northwest Arctic Borough, including Kotzebue, Deering, Buckland, Shungnak-Kobuk, and Noatak. Upon completion of the project, this solar PV system will be transferred to ownership as an IPP by the Native Village of Selawik and sell power to the Alaska Village Electric Cooperative, similar to other projects in the region.

The grant has been awarded and this funding will be added to the REPP grant above.

Ambler Fuel farm (updated)

- Ambler City is pursuing a new Fuel farm and have received \$ 180,000.00 for engineering services from the VIF to get to shovel ready status at 95% design spec.
- Full construction of a new fuel farm is likely to be close to \$ 2 Mil.
- This is a collaborative effort together with AVEC.
- Summit Construction has been allowed the Engineering contract.
- Summit personal visited Ambler early November for site evaluation
- Various documents have been produced for 65% design.
- Funding for tanks have been procured from NANA VED
- The tanks were delivered to Ambler in mid September.
- Construction funding have been applied for thru direct appropriations and \$ 1.8 Mil has been assigned to Murkowski's short list. Last we heard we may get approximately \$ 650K. of the needed funds. Waiting for grant agreement.
- AEA has contacted Ambler and would like to contribute the last \$ 650K needed to construct the project. That will fully fund the project and can conceivably be completed by summer 2024.

Regional Solar PV projects

Shungnak_Kobuk IPP

223.5 Kw Solar with a 384kWh Battery data collection ongoing

- Link to project; <https://initium.agetoenergy.com/login>
- User; Shungnak, password; shungnak2021
- This project has received a Microgrid Greater Good Award.
- And also received <https://www.energy.gov/communitysolar/sunny-awards-equitable-community-solar>
- The project now have over \$ 120K in their Energy fund from proceeds of selling electricity to AVEC.



Noatak Solar Battery IPP (updated)

280.6 Kw Solar with a 460Kwh Battery

We are wrote a TEDO (DOE tribal grants) proposal for Noatak for 2020-21, to build a 280.6 Kw Solar PV and Battery solution for them. The project was commissioned in the week of 17th Aug. 2023.

The community had a ribbon cutting ceremony the 21st July. That was a great success, we took up a lot of Hotdogs and hamburgers and cooked for the whole community for a celebration feast.



PIGUQTUQ FACILITATOR REPORT – Georgianna Phillips

COORDINATOR REPORT – Hannah Sheldon

CED

- Applied for training at ATC for Microsoft excel.
- Obtained information to update website, waiting for access to finish update.
- Ordered department supplies.

SULIANICH

- Spent a week working Sulianich, retail and shipments.
- Ordered multiple shipments of supplies, T-shirts, giftbags, packaging supplies.
- Applied for Fur Rondy Vendor table.

VIF

- Travel arrangements made for VIC board.
- Reviewed past reports for Teck, gave materials/documents to contractor for the 2023 report.
- Requested remainder of project funds for City of Buckland.



Northwest Arctic Borough

P.O. Box 1110 Kotzebue, Alaska 99752 (907) 442-2500 Fax (907) 442-2930 www.nwabor.org

DATE: January 11, 2024

TO: Dickie Moto, Mayor

FROM: Clara Jones, Public Services Director

SUBJECT: DEPARTMENT REPORT TO ASSEMBLY THRU THE MAYOR

Thank you for the opportunity to provide an update regarding the activities of the Public Services Department. Our team has been involved in a variety of activities and services this report period.

Since my last report attended a few teleconferences: One with the state on the Selawik Freeze up Interagency meeting with all the key agencies involved on the 3rd of January and helping where i can if needed. Dominic ordered 4 more heaters to help with the thaw out efforts. If the weather cooperates we can get the heaters out on Ryan Air and they will have a total of 8 heaters. Working with CMI to get out to KVL to work on the equipment and spend couple nights their and then plan on heading over to Deering after KVL to overnight to work on the equipment their also. Emailed DOT Jason Sakalaska with DOT to close out the Brush Cutting project and is working with finace department to send in a close out report to get reimbursments for the Borough. Attended the Northwest Alaska Homeless Coalition teleconferences on January 9th and ran into some legal issues and reporting from last year. Until the legal issues and reporting is done we will have to hold off on reopening the shelter. We will have a kick of teleconference meeting today January 11th at 2pm with State DOT for securing the SIRA FY24 ICE Road funding for this coming year. Working with finance and HR on hiring a building maintance person in the Public service depart to help Chip with ongoing borough maintenane projects.

Dominic has been busy with a variety of tasks and duties. He also submitted a department report for him and Chip at the end of the status of public service active projects. Chip Carpet replacement. The building that is using the darker, original colored carpet is done. At the time of the last meeting it was decided that a lighter color would be used for the assembly chambers. A color was decided on and ordered. That carpet is scheduled to ship this week. Once received Chip will work on the changing it out

Chuck Schaeffer and Victor Stalker Shelter Cabin report 11/20/13-12/15/23

A lot of wind and storms the past two weeks. We took the time to do maintenance on snow machines. Built five chimney inserts for the new cabins. Went to the shelter cabin 11 miles from Kotzebue. We finished sheeting the arctic entry. Also completed furring out the exterior with 1X4's to begin vertical siding. We also cranked up the wood stove to see if it would get hot enough to possibly paint the interior. Once we complete the siding and install under layment we will paint the interior. It did get warm enough to paint the interior.

Just a quick update for Northern Contractors Cliff Johnson. All Village assessments are completed as of just before Christmas break. We still have 7 to do in KVL but we will do them when we are there to work on the ones that we have done. We are almost complete with the mtl's. List and have identified vendors for the supplies, we will begin ordering the supplies very shortly. We plan on doing the OTZ assessments the week of 1/15/24. I suspect mtl's/supplies will start arriving by the end of the month and just as soon as they arrive in OTZ we will start traveling to the upper villages first. We should schedule a meeting for mid second week of Jan. anytime like the 17th or 18th would work for us. (We will be in OTZ) This would be a good time to get everyone on a standing meeting schedule as we will be finally actually doing the work on the boilers.

Going over all the grants that the Public Service Department administers in our department.

STATUS OF PUBLIC SERVICES ACTIVE PROJECTS

<i>Project Name:</i>	<i>Elders Regional Heater Repair Program</i>
<i>Scope:</i>	<i>Inspect, clean, and recalibrate residential boilers and Toyostoves</i>
<i>Funding:</i>	<i>Joint Initiative with NANA</i>
<i>Project Phase:</i>	<i>Maintenance</i>
<i>Community:</i>	<i>All Villages</i>
<i>Manager:</i>	<i>Clara Jones, Public Services Director</i>

Status Hello folks! Finally getting caught up, but a quick update from Cliff Johnson

All Village assessments are completed as of just before Christmas break. We still have 7 to do in KVL but we will do them when we are there to work on the ones that we have done. We are almost complete with the mtl's. List and have identified vendors for the supplies, we will begin ordering the supplies very shortly. We plan on doing the OTZ assessments the week of 1/15/24

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*Project Name: Main Office Carpet Replacement
Scope: Replace flooring and carpet in offices
Funding:
Project Phase: Purchase and install new carpet.
Community: OTZ
Manager: Dominic Ivanoff, Administrator*

Status: Carpet replacement. The building that is using the darker, original colored carpet is done. At the time of the last meeting it was decided that a lighter color would be used for the assembly chambers. A color was decided on and ordered. That carpet is scheduled to ship this week. Once received Chip will work on the changing it out.

*Project Name: Kivalina Road Maintenance Project
Scope: Snow removal, resurfacing, dust control.
Funding: FY23 General Fund
Project Phase: Maintenance
Community: KVL
Manager: Clara Jones, Public Services Director*

*Status: Road maintenance is budgeted for 100K for FY24.
Dom has a written report regarding KVL*

Loader: at the time of my last report, the CMI tech was on his way to Kivalina to fix what was thought to be the issue. Once on the ground and assessed the equipment he quickly learned that it was a much bigger problem. He ordered the new parts as is scheduled to go up to Kivalina (weather Permitting) the week of jan. 14th. The parts have already been shipped and received in Kivalina.

Our 2nd operator for Kivalina should be cleared to return to work any day. He just needs a doctors note clearing him and he will be back on duty. This will give us two employees that living in Kivalina full time, along with a 3rd operator that does some work on his 2 week R&R from red dog.

Project Name: Shelter Cabin Construction & Renovation
Description:
Scope: Construct new shelter cabins and renovate existing shelter cabins
Funding: \$77K from FY22 General Fund for construction materials
\$150K from FY23 General Fund for labor, parts, & supplies
Project Phase:
Community: All Villages
Manager: Clara Jones, Public Service Director

Status:
Chuck Scheaffer and Victor Stalker Shelter Cabin report 11/20/13-12/15/23

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Project Name: Public Safety Warm Storage Construction
Scope: Construct 20' x 24' warm storage buildings for Search & Rescue/Fire Dept equipment storage in all villages, including electrical meter base, man and garage door access, and oil heater with fuel tank.
Funding: FY23 General Fund + SOA Grant.
Project Phase: Construction
Community: All Villages
Manager: Clara Jones, Public Services Director
Status: We expanded this project to include WLK, OBU, SHG, ABL, & BKC. We've reached out to each village and identified existing vacant buildings to renovate. We met with LBB and determined a lease agreement would best serve the project due to the 20-year site control requirement.
(No new updates)

Project Name: Buckland Kivalina VPSO Warm Storage Construction
Description:
Scope: Construct 16' x 20' warm storage units for VPSO equipment storage in Buckland and Kivalina, including electrical meter base, man and garage door access, and vented oil heater with fuel tank.
Funding: \$107,500 FY22 General Fund – Encumbered & Lapsed
Project Phase: Construction
Community: BKC & KVL
Manager: Chris Hatch, Public Safety Director
Status: Got the agreement with City of Buckland on the building. Will move forward with the project.

Project Name: Kotzebue VPSO Warm Storage Construction
Scope: Construct 16' x 20' warm storage building for VPSO program, including electrical meter base, man and garage doors, and vented oil heater with fuel tank.

*Funding: FY23 General Fund
Project Phase: Construction
Community: OTZ
Manager: Chris Hatch, Public Safety Director*

Status: This project postponed until village projects done per Mayor, but I'd like to get it moving by this summer, if possible, to use material.

*Project Name: Kobuk VPSO Warm Storage Construction
Scope: Construct 16' x 20' warm storage building for VPSO vehicle storage in Kobuk, including electrical meter base, man and garage door access, and vented oil heater with fuel tank.*

*Funding: FY23 General Fund. Need to put out to bid.
Project Phase: Construction
Community: OBU
Manager: Chris Hatch, Public Safety Director*

Status: Materials stored in a connex were moved to School property for winter storage. Got site control via a land lease.

*Project Name: VPSO Warm Storage Meter Base Relocation
Scope: Relocate meter bases on four VPSO warm storage units to meet AVEC code requirements*

*Funding: \$15K FY23 General Fund
Project Phase: Maintenance
Community: Shungnak, Ambler, Kiana, Noatak
Manager: Chris Hatch, Public Safety Director*

*Status: We'll install a platform starting in Ambler.
(No new updates)*

*Project Name: VPSO Trilogy Lock Installation Project
Scope: Purchase and install Trilogy Locks to all VPSO facilities.*

Funding: State VPSO Grant Fund
Project Phase: Maintenance
Community: OTZ, SHG, ABL, IAN, ORV, WTK, BKC, DRG
Manager: Dominic Ivanoff, Public Services Administrator

*Status: Shungnak and Kiana are installed. Waiting to get
Ambler, Noorvik, Noatak, Buckland and Deering
installed*
3 more 2 more

Trilogy computer update. The 5 computers mentioned in the previous report are done. The plans for installing them are in motion at the time this report is being written. First village on the schedule is Noatak. Dominic, Chip and VPSO Matt Will, will be traveling together Tuesday Jan. 16th to install. Once the first one is done then VPSO Matt Will will install the rest. It took some time to get the locksmiths out of anchorage to schedule a date and time to train Dominic on the process of moving the data base to the computers. 5 more computers have been ordered and have been received for the other villages. Dominic will be working on configuring those.

Name: Buckland VPSO Residential Unit Renovation
Scope: Renovate kitchen and bedroom sections.
Funding: State VPSO Grant Fund
Project Phase: Renovation
Community: BKC
Manager: Chris Hath, Public Safety Director

Status: Site control secured.

Project Name: Kivalina Stockpiled Aggregate
*Scope: Project associated with Kivalina Evacuation & School Site
Access Road for road maintenance.*
Funding: ARPA Fund.
Project Phase: Renovation
Community: KVL

Manager: Clara Jones, Public Services Director

Status: Dominic is getting price quotes for swing gates.

January report:

Kivalina:

Loader: at the time of my last report, the CMI tech was on his way to Kivalina to fix what was thought to be the issue. Once on the ground and assessed the equipment he quickly learned that it was a much bigger problem. He ordered the new parts as is scheduled to go up to Kivalina (weather Permitting) the week of Jan. 14th. The parts have already been shipped and received in Kivalina.

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Kotzebue:

Carpet replacement. The building that is using the darker, original colored carpet is done. At the time of the last meeting it was decided that a lighter color would be used for the assembly chambers. A color was decided on and ordered. That carpet is scheduled to ship this week. Once received Chip will work on the changing it out.

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Dominic has been tasked with researching more brush cutting equipment. We have landed on some tow behind commercial grade. The model is 44" 14.5HP Kawasaki. We have one quote at this moment and we are waiting for another. We will also be looking

into purchasing more chainsaw and other brush clearing tools with the remaining grant monies.

This concludes my report: Dominic Ivanoff



Northwest Arctic Borough
P.O. Box 1110 Kotzebue, Alaska 99752 (907) 442-2500 Fax (907)
442-2930
www.nwabor.org

DATE: January 12, 2024
TO: Dickie Moto, Mayor
FROM: Noah Naylor, Planning Director
SUBJECT: ASSEMBLY DEPARTMENT REPORT THRU THE MAYOR

This report is submitted to the Assembly on matters that support daily operations, meetings conducted or attended, planned meetings/travel to inform you of the purpose and provide public information.

DAILY OPERATIONS REPORT BY PROGRAM:

Planning Director

Office and Communication:

Village Planning Grants

Sent several Village Planning Grant applications to Selawik. I continue to work with Corey Mulder for an online application.

Regional Transportation Planning Organization

I am working on a scope of work to continue the work with Michael Baker and Associates. I want to make a realistic set of benchmarks that can be delivered within this fiscal year.

Village Improvement Commission

I gave a small presentation on permitting at the next Village Improvement Commission meeting.

Planning Commission:

I have yet to finalize a date that our commission can meet. If we cannot get an in person meeting, I will look to have a call in meeting. We have two easements for our commission to review and then pass on to the Assembly.

Ambler Road:

Comments for the Ambler Road were due this reporting period. I sent in a letter that I have attached to my report.

Planning Administrator

Title 9 Permitting:

Approved Permits:

- Title 9 Major Use Permit #101-03-23: NIHA Noatak Water & Sewer Extension
- Title 9 Major Use Permit #102-03-23: NIHA Ambler Brook St. & Shungnak Ave. Road Construction
- Title 9 Minor Use Permit #103-03-23: GCI Kivalina-Kotzebue-Deering Fiber Optic Connection and Cable Landing Station Gravel Pad
- Title 9 Conditional Use Permit #104-03-23: Noorvik IRA Middle Cemetery Road Construction
- Title 9 Minor Use Permit #105-03-23: Teck American Incorporated Red Dog Mine Contractor Camp Interior Renovations
- Title 9 Conditional Use Permit #106-03-23: Ambler Metals LL Upper Kobuk Mineral Project
- Title 9 Conditional Use Permit #107-03-23: Valhalla Metals Ambler Mining District Mineral Exploration
- Title 9 Conditional Use Permit #108-03-23: Drake Construction Inc. Noorvik Hotham Peak Gravel Extraction
- Title 9 Major Use Permit #111-03-23: NANA Construction Selawik Village Office Construction
- Title 9 Major Use Permit #112-03-23: NANA Construction Kivalina Village Office Construction
- Title 9 Major Use Permit #113-03-23: NANA Construction Shungnak Village Office Construction
- Title 9 Minor Use Permit #114-03-23: Teck American Incorporated LIK Mineral Exploration
- Title 9 Minor Use Permit #115-03-23: AKDOT&PF Kivalina Temporary Wind Measuring Tower
- Title 9 Minor Use Permit #116-03-23: Native Village of Buckland Tiny Homes Construction

Partially Approved Permit:

- Title 9 Major Use Permit #110-03-23: OTZ Telephone Village Connect Project

Permits for Public Comment:

- Title 9 Major Use Permit #118-03-23: City of Kobuk Community Building Construction

Pending Permits:

- Title 9 Major Use Permit #117-03-23: City of Noorvik Sewage Lagoon Replacement & Access Road – Site Control Needed

Trainings:

- Floodplain Management Trainings
 - NFIP Substantial Damage Basics & Post Storm Workshop

Below is a list of Title 9 Permits for FY23:

Permit #	Permit Type	Permittee	Project Description	Date of Issue	Expires On
101-03-23	Major Use	Northwest Inupiat Housing Authority	Noatak Water and Sewer Main Extension	03/21/23	12/31/24
102-03-23	Major Use	Northwest Inupiat Housing Authority	Ambler Brooke Street and Ambler Avenue Road Completion	03/21/23	12/31/24
103-03-23	Minor Use	GCI Communication Corp	GCI Kivalina-Kotzebue-Deering Fiber Optic Cable Connection and Cable Landing Station Gravel Pad Construction	03/10/23	12/31/23
104-03-23	Conditional Use	Noorvik Native Community	Noorvik Middle Cemetery Road Construction	05/08/23	12/31/25
105-03-23	Minor Use	Teck American Inc.	Red Dog Mine Contractor Camp Interior Renovations	02/15/23	12/31/24
106-03-23	Conditional Use	Ambler Metals LLC	Upper Kobuk Mineral Project	05/08/23	12/31/26
107-03-23	Conditional Use	Valhalla Metals Inc.	Ambler Mining District	05/08/23	12/31/26
108-03-23	Conditional Use	Drake Construction Inc.	Noorvik Hotham Peak Gravel Extraction	05/08/23	12/31/23
109-03-23	Conditional Use	Native Village of Deering	Deering Road Maintenance, Gravel Extraction & Gravel Pad (Amendment of CU Permit #117-03-22)	05/08/23	12/31/26
110-03-23	Conditional Use	OTZ Telephone Cooperative, Inc.	OTZ Telephone Village Connect Project	Partially Approved on August 24, 2023	
111-03-23	Major Use	NANA Construction	Selawik Village Office Construction	06/23/23	12/31/24
112-03-23	Major Use	NANA Construction	Kivalina Village Office Construction	06/23/23	12/31/24
113-03-23	Major Use	NANA Construction	Shungnak Village Office Construction	06/23/23	12/31/24
114-03-23	Minor Use	Teck American Incorporated	LIK Mineral Exploration	04/20/23	12/31/26
115-03-23	Minor Use	AKDOT	Kivalina Temporary Wind Measuring Tower	07/11/23	12/31/25

116-03-23	Minor Use	Native Village of Buckland	Tiny Homes Construction	08/31/23	12/31/24
117-03-23	Major Use	City of Noorvik	Sewage Lagoon Replacement & Access Road	Pending – Site Control Needed	
118-03-23	Major Use	City of Kobuk	Community Building Construction	Public Comment Period Until 09/28/23	



Northwest Arctic Borough

163 Lagoon Street
P.O. Box 1110 Kotzebue, Alaska 99752
(907) 442-2500 Fax (907) 442-2930
www.nwabor.org

December 22, 2023

Subject: The Ambler Industrial Access Road Project and Regional Considerations

Here is an overview of the concerns regarding the Ambler Industrial Access Road project, which is of significant importance to our region's economic development and the delicate balance we aim to strike between progress and preservation.

Project Overview: The Alaska Industrial Development and Export Authority has put forth a proposal for the construction of an industrial access road. This ambitious project spans various types of lands, including BLM-managed lands, National Park Service lands, state lands, lands owned by Alaska Native Corporations, local municipalities, and privately owned lands. Despite its initial approval in 2020, the project encountered a setback in May 2022 when the U.S. District Court for Alaska remanded the approval to the BLM for additional analysis.

Subsistence District: The project activities will take place in the Subsistence District, where subsistence use of lands and waters has traditionally been the primary and highest priority. The Subsistence Conservation (SC) district encompasses undeveloped areas of high importance for subsistence resources or activities. SC districts are recognized as foundational for the health, social, and cultural well-being of borough residents. If this project is to move forward, we will need to discuss rezoning to Transportation Corridor.

Transportation Corridor District: The transportation corridor (TC) district is established to provide a strip of land or body of water to accommodate linear transportation facilities such as roads, railroads, pipelines, and barge and ship activities. The TC district will ensure that such transportation uses comply with all borough policies including those that apply specifically to transportation corridors. The TC district provides an area for development associated with the use of a transportation corridor. Development within this corridor is intended to minimize the negative effects of the transportation corridor (such as increased access and effects on fish and wildlife), accommodate industrial development and enhance economic opportunities for residents of the borough by means of an approved master plan.

Regional Perspective and Support: The Northwest Arctic Borough maintains its support for responsible resource exploration, development, and extraction. Our commitment lies in achieving a harmonious coexistence between responsible development and the preservation of our subsistence culture and resources, emphasizing the critical importance of subsistence protection in the region. The Northwest Arctic Borough will continue to discuss this issue with our residence to make an informed decision about the development in our Borough.

Economic Development and Challenges: Balancing the imperative of supporting economic development with the need to minimize adverse impacts on lands, resources, and communities remains a priority. The remoteness of our region, coupled with limited transportation options, presents challenges to economic growth. Mining, historically a pivotal economic driver, faces the additional challenge of requiring infrastructure that may impact local resources.

Mining in the Region: The Ambler Mining District necessitates rezoning for mineral development to proceed at the Upper Kobuk Mineral Projects. The Red Dog Mine, a vital source of revenue for the region and the largest private employer in the borough, is anticipated to operate until 2031. This underscores the urgency to develop alternative economic opportunities.

Balancing Act: Our communities and leadership actively seek a balance between safeguarding natural resources and fostering economic development. This delicate equilibrium is essential to the long-term well-being of our region.


Immediate Economic Needs: The impending closure of the Red Dog Mine in 2031 poses a significant challenge to our region, requiring strategic planning to prevent a substantial decline in revenues and employment.

Road Access and Concerns about Privacy: Concerns have been raised about the potential public use of the industrial access road in the future, reminiscent of the Dalton Highway. Public comments express doubts about the BLM and AIDEA's ability to maintain the Ambler Road's privacy, raising concerns about illegal trespass and potential legal public use impacting subsistence and cultural resources.

In conclusion, the complexities involved in balancing economic development, resource protection, and community well-being are evident. The ongoing dialogue and collaborative efforts reflect our region's commitment to addressing these challenges and finding sustainable solutions.

Thank you for your attention to this matter. We look forward to continuing our collaboration and working towards a prosperous and harmonious future for our region.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Noah Naylor', with a stylized, flowing script.

Noah Naylor,
Planning Director

**NORTHWEST ARCTIC BOROUGH ASSEMBLY
ORDINANCE 24-01**

**AN ORDINANCE OF THE NORTHWEST ARCTIC BOROUGH
ASSEMBLY APPROVING A MEMORANDUM OF AGREEMENT
WITH THE ALASKA MUNICIPAL LEAGUE TO CONDUCT THE
ALASKA ENERGYSHED PROJECT, AND FOR RELATED PURPOSES.**

WHEREAS: the Borough is the home rule regional government for Northwest Alaska and engaged in cutting-edge alternative energy projects for its villages; and

WHEREAS: AML is a nonprofit, nonpartisan, statewide organization with a purpose to strengthen Alaska's local governments with established networks and outreach platforms that serve all of Alaska's 165 cities and boroughs in addition to Alaska's tribal governments; and

WHEREAS: Launch Alaska is an Alaska-based nonprofit organization focused on accelerating climate tech deployment to decarbonize systems of energy, transportation, and industry; and

WHEREAS: through funding made available under the U.S. Department of Energy's Office of Energy Efficiency and Renewable Energy, the Alaska Energyshed (the "Project") aims to identify and develop at least three clean energy projects in Alaska, including the Northwest Arctic in order to help save money, reduce costs and environmental impacts from climate change, and improve local economies; and

WHEREAS: in coordination with the Project sponsor, Launch Alaska, the Borough will target six Northwest Alaska communities to carry out the Project for inventory and development of alternative energy projects; and

WHEREAS: to carry out the grant and three-year Project, the Borough must contribute \$66,600 per year in cash or in-kind services; and

WHEREAS: for the Borough's contributions, Launch Alaska will inventory the regional energy infrastructure by community, deploy virtual tools to facilitate community engagement and prioritize potential solutions, and help develop projects for funding and implementation; and

WHEREAS: the Borough wishes to enter into a Memorandum of Agreement in substantially the same form as accompanies this Ordinance to outline the terms and conditions for a cooperative arrangement for the Project.

NOW THEREFORE BE IT ENACTED: the Northwest Arctic Borough

Assembly hereby approves an MOA with the Alaska Municipal League for the Alaska Energysed Project in substantially the same form that accompanies this Ordinance and authorizes Mayor Moto to execute the MOA and carry out the Project.

PASSED AND ADOPTED THIS ____ DAY OF _____ 2024.

Nathan Hadley, Jr., Assembly President

PASSED AND APPROVED THIS ____ DAY OF _____ 2024.

Dickie Moto, Sr., Mayor

SIGNED AND ATTESTED TO THIS ____ DAY OF _____ 2024.

Stella Atoruk, Borough Clerk

ATTEST:

First Reading: _____

Second Reading: _____

**MEMORANDUM OF AGREEMENT BETWEEN
THE ALASKA MUNICIPAL LEAGUE AND
THE NORTHWEST ARCTIC BOROUGH**

1. Purpose. This Memorandum of Agreement (this “Agreement”) is effective as of the __ day of _____, 2024 (the “Effective Date”), between the Alaska Municipal League (“AML”), and the Northwest Arctic Borough (the “Borough”) to set forth the terms and conditions for AML and the Borough to cooperate and contract for services to carry out the Alaksa Energysshed program in Northwest Alaska.

2. Statement of Background Principles.

- A. AML is a nonprofit, nonpartisan, statewide organization with a purpose to strengthen Alaska’s local governments with established networks and outreach platforms that serve all of Alaska’s 165 cities and boroughs in addition to Alaska’s tribal governments.
- B. The Borough is the home rule regional government for Northwest Alaska and engaged in cutting-edge alternative energy projects.
- C. Launch Alaska is an Alaska-based nonprofit organization focused on accelerating climate tech deployment to decarbonize systems of energy, transportation, and industry.
- D. Through funding made available under the U.S. Department of Energy’s Office of Energy Efficiency and Renewable Energy, the Alaska Energysshed (the “Project”) aims to identify and develop at least three clean energy projects in Alaska, including the Northwest Arctic in order to help save money, reduce costs and environmental impacts from climate change, and improve local economies.
- E. In coordination with the Project sponsor, Launch Alaska, the Borough will target six Northwest Alaska communities to carry out the Project.
- F. The parties wish to enter into this Agreement to outline the terms and conditions for a cooperative arrangement for the Project.

3. Term. The term of this Agreement will begin on the Effective Date and terminate on December 31, 2026.

4. Project Scope of Work. To carry out the Project, Launch Alaska will:

- A. Inventory the regional energy infrastructure by community, including the existing power infrastructure, renewable availability, carbon footprint, and climate risks.
- B. Deploy virtual tools to facilitate community engagement, gain stakeholder consensus, and prioritize potential solutions.
- C. Identify project opportunities that ensure climate justice through the development of local, renewable resources.
- D. Package identified projects at scale sufficient to attract private capital to rapidly develop and economically deploy the solutions.

5. Project Objectives. With support from AML and the Borough, Launch Alaska, will be responsible for:

- A. Selecting six communities within the Borough to participate in the Project.
- B. Collecting relevant Project data, including an inventory of existing local power infrastructure using a combination of forms, drones, and LiDAR in participating communities.
- C. Deploying virtual computer tools to share data collected in the participating communities and facilitating discussion and evaluation of that data.
- D. Identifying energy projects by expanding on the work already performed by local and regional organizations to determine the best overall project value and impact.
- E. Prioritizing and designing projects based on community input and feedback, in coordination with the National Renewable Energy Laboratory (NREL), which will perform techno-economic analysis of a select number of projects to evaluate and prioritize them.
- F. Securing project funding through a combination of public and private funding, including any tax credits, subsidies, and other funds.

6. Borough In-Kind Support. In consideration of the regional Project benefits, the Borough will provide in-kind Project support services or direct cash Project support, at

respective levels in the discretion of the Borough, in the total amount of \$66,600 each year during the Term.

7. AML Support. AML will: (a) assist with stakeholder engagement and will have a staff member support regional engagement for the Project; and (b) provide the match commitment letter to DOE, with the strategy being to raise funds for the non-federal match if an alternative energy project grant is subsequently awarded as a result of the Project.

8. Standard of Care. The parties agree to utilize their best efforts to complete the Services in a professional and timely fashion. In performing the Services, the Borough must exercise all due care and caution in accordance with the best industry practices and must utilize its best efforts to avoid damage to property and person.

9. Indemnification. Each party agrees to defend, indemnify, and hold the other party, its officers, employees, and agents harmless from and against any and all liability, loss, expense, or claims for injury or damages arising out of the performance of this Agreement but only in proportion to and to the extent that such liability, loss, expense, or claims for injury or damages is caused by or results from the negligent or intentional acts or omissions of that party, its officers, employees, or agents.

10. Assignment. This Agreement may be assigned upon written consent of the other party.

11. Miscellaneous. This Agreement does not create and will not be construed as creating any rights enforceable by any person or entity not a party to this Agreement. Nothing in this Agreement will be deemed or construed to create the relationship of principal and agent, partnership, joint venture, or any association between the AML and the Borough. This Agreement represents the entire agreement and understanding between the parties with respect to the subject matter of this Agreement and supersedes all prior or contemporaneous, express or implied, written or oral agreements, representations, and conditions between the parties with respect to the subject matter of this Agreement. This Agreement may be executed in any number of counterparts, including by electronically transmitted signature, and each counterpart will for all purposes be deemed to be an original; and all such counterparts shall together constitute but one and the same agreement. This Agreement may only be modified in writing by both parties.

The parties have executed this Agreement effective as of the Effective Date.

AML:

Alaska Municipal League

Nils Andreassen, Executive Director

BOROUGH:

Northwest Arctic Borough

Dickie Moto, Sr., Mayor

EXHIBIT A
SCOPE OF SERVICES

-
-
-
-
-
-

**NORTHWEST ARCTIC BOROUGH ASSEMBLY
ORDINANCE 24-02**

**AN ORDINANCE OF THE NORTHWEST ARCTIC
BOROUGH ASSEMBLY APPROVING A PROFESSIONAL
SERVICES AGREEMENT WITH DEERSTONE CONSULTING,
LLC FOR SUPPORT SERVICES FOR THE SELAWIK RURAL
ENERGY PILOT PROGRAM, AND FOR RELATED PURPOSES.**

WHEREAS: the Borough applied for and received a USDA Rural Energy Pilot Program grant for the Community of Selawik to construct a 100Kw solar array and 1Mwh battery system (the “Project”) in the amount of \$1,998,820; and

WHEREAS: the Borough has received supporting NANA VEI and Borough VIF funds in the amount of \$1,216,000 to meet the required grant match; and

WHEREAS: Deerstone Consulting LLC has been an integral partner for this project and the Borough wishes to establish a multi-year project support agreement with Deerstone in an amount not to exceed \$300,000 over a three-year period for the Project; and

WHEREAS: Deerstone Consulting’s support services will provide essential engineering and project management services.

NOW THEREFORE BE IT ENACTED: the Northwest Arctic Borough Assembly hereby approves a professional services agreement with Deerstone Consulting, LLC in a total not-to-exceed amount of \$300,000 for the Project in substantially the same form that accompanies this Ordinance and authorizes Mayor Moto to execute the agreement and related task orders for the project.

PASSED AND ADOPTED THIS ____ DAY OF _____ 2024.

Nathan Hadley, Jr., Assembly President

PASSED AND APPROVED THIS ____ DAY OF _____ 2024.

Dickie Moto, Sr., Mayor

SIGNED AND ATTESTED TO THIS ____ DAY OF _____ 2024.

Stella Atoruk, Borough Clerk

ATTEST:

First Reading: _____

Second Reading: _____

PROFESSIONAL SERVICES AGREEMENT
Between Contractor and the NORTHWEST ARCTIC BOROUGH

Contract No.: _____ **Effective Date:** _____ 2024
NAME OF CONTRACTOR: Deerstone Consulting, LLC
EIN# 47-4201084 **BUSINESS LICENSE #:** 1021997

THIS AGREEMENT is effective on the above-written date between the NORTHWEST ARCTIC BOROUGH, (“NAB”), an Alaska Municipal corporation, whose address is P.O. Box 1110, Kotzebue, Alaska 99752, and Deerstone Consulting, LLC (the “Contractor”), an Alaska limited liability company, whose address is 3200 Brookside Drive, Anchorage, AK, 99517.

1. CONTRACTOR'S SERVICES

1.1 Scope and Schedule of Services. Contractor agrees to provide the scope of professional services for the Selawik Rural Energy Pilot Program (REPP) Grant (the “Project”) more particularly described in **Exhibit A**, incorporated herein by reference, in accordance with the schedule in **Exhibit A**. This Agreement may not extend beyond the NAB fiscal year in which the contract becomes effective except by ordinance adopted by the NAB Assembly. Services provided by Contractor shall comply with all applicable laws, professional or industry standards, and grant requirements.

1.2 Additional Services. NAB may request or authorize additional services from Contractor, in addition to those described in **Exhibit A**, through an authorized Change Order signed by the Contracting Officer. All Change Orders shall be on a form prescribed by NAB, and shall describe the additional services to be performed, the effective date, the schedule for completion, and compensation for the Contractor. Except as otherwise expressly stated in the change order, any additional services shall comply with the terms and provisions of this Agreement, including any limitations on reimbursable costs provided in **Exhibit B**. In the absence of a fully executed change order signed by the Contracting Officer, Contractor is not authorized to perform additional services or to receive compensation for such services.

1.3 Contract Changes. NAB may order a reduction or change in the Project by Change Order signed by the Contracting Officer. The parties shall negotiate the appropriate credit or reduction in fixed compensation or not to exceed cap, as applicable, resulting from the change. If the parties are unable to reach Agreement after good faith negotiations, the Contracting Officer shall determine the appropriate credit or reduction by written decision.

1.4 Authorization. Contractor acknowledges that all changes in the scope of the project, services, and compensation must be formally authorized and approved, in writing, in accordance with NAB contract requirements, procurement procedures, budgeting and funding obligations, in order to be valid and legally enforceable. No person, officer, agent or employee of NAB may bind NAB to pay for additional work in the absence of a written contract addendum, modification, change order, or additional services Agreement, duly executed and signed by the Contracting Officer. Contractor agrees to comply with contracting formalities and acknowledges that any actions or services provided prior to or without such formalities are provided without compensation and exclusively at Contractor's own risk.

1.5 Conflict of Interest, Business Ethics. Contractor represents that the Project will be performed in an ethical and professional manner free from any influence or interest that conflicts with NAB's interests or full performance of this Agreement. Contractor warrants that (a) no kickback, payment, gratuity, gift, contingent fee or other financial benefit has been paid or received by Contractor and (b) Contractor has not been engaged in any collusive or anti-competitive activity or practice, in connection with the procurement or execution of this Agreement. Contractor agrees to comply with all conflict of interest and ethical requirements imposed by NAB upon its contractors.

2. COMPENSATION

NAB shall compensate the Contractor for the services performed in accordance with this Agreement, in the amounts and in the manner set forth in **Exhibit B**.

3. RESOURCES AND RECORD KEEPING

Contractor shall, at Contractor's own expense, maintain and provide business records, progress information, receipts, and cost support evidence in connection with performance of this Agreement. Contractor shall maintain such records for a period not less than three (3) years following the expiration or termination of this Agreement. Access to such records shall be provided to NAB, at Contractor's cost, upon request of NAB during the performance of this Agreement, and for a period of not less than three (3) years thereafter, and for such longer period as Contractor may maintain such records. NAB may request that such records be preserved for additional periods, up to a total of six (6) years at Contractor's expense, in the event of a related controversy or dispute. If NAB requests preservation for a longer period, Contractor shall turn the records over to NAB or arrange for storage at NAB's expense. NAB shall provide Contractor reasonable access to the records, personnel, and other resources necessary for Contractor to perform the Project described in **Exhibit A**.

4. INDEPENDENT CONTRACTOR

The relationship of Contractor to NAB is that of an independent contractor. Contractor is not an employee, partner, agent, or joint venturer of NAB. Nothing contained herein or otherwise shall be construed in such manner as to create the relationship of employer/employee between Contractor and NAB, or between Contractor's associates, agents, or employees and NAB. Contractor has directed NAB not to withhold any federal, state, or local income, social security, unemployment or other taxes or similar payments from the compensation due under this Agreement. Contractor shall furnish a copy of its current Alaska Business License and any locally required licenses or permits, within five (5) days of executing this Agreement, and shall update such information at such other times as NAB may request.

5. ASSIGNMENT

NAB has selected Contractor to perform the Project based on Contractor's personal experience, qualifications, and skills. Contractor may not assign this Agreement or any obligations or rights hereunder, nor delegate any of its duties and responsibilities, without first obtaining the written consent of NAB. Contractor shall not retain sub-contractors in conjunction with the Project without the prior written approval of NAB.

6. INSURANCE

Contractor shall procure and maintain insurance coverage in such amounts, with such deductibles and for such period of time as set forth in **Exhibit B**. Prior to commencing the Project, the Contractor shall provide NAB certificates proving that the required coverages and endorsements are currently in effect. The insurance must be in place and effective as of the Effective Date of this Agreement, and remain in effect through completion of all services.

7. INDEMNITY

To the fullest extent permitted by law, the Contractor shall indemnify, defend, and hold harmless NAB and its employees, officers, assembly members, administrators, agents, and attorneys from and against all claims, damages, losses and expenses, including but not limited to attorneys' fees, arising out of or resulting from the performance of the Project; provided that, any such claim, damage, loss or expense: (1) is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of tangible property (other than the work itself) including the loss of use resulting therefrom; and, (2) is caused in whole or in part by any negligent act or omission of the Contractor, any subcontractor of Contractor, anyone directly or indirectly employed by any of them or anyone for whose acts they may be liable, regardless of whether or not it is caused in part by a party indemnified hereunder. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of

indemnity that would otherwise exist as to any party or person described herein. In any and all claims against NAB or its employees, officers, assembly members, administrators, agents, and attorneys by any employee of the Contractor, any subcontractor to Contractor, anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, the indemnification obligation herein shall not be limited in any way by any limitation on the amount or type of damages, compensation or benefits payable by or for the Contractor or any subcontractor under workers' compensation acts, disability benefit acts or other employee benefit acts

8. CONDITIONS PRECEDENT TO AGREEMENT

This Agreement shall not be binding upon NAB or the Contractor until one of the following occurs:

☒ *Contract \$75,000 or more or beyond the current fiscal year:* the NAB Assembly adopts a resolution or ordinance approving this Agreement, and the Mayor executes the Agreement, or,

☐ *Contracts under \$75,000 and within the current fiscal year* the Mayor executes this Agreement on behalf of the NAB.

In the event this Agreement is not approved and executed by the proper authority, any costs, preparation, purchases, investment, or services incurred or performed by Contractor shall be solely at Contractor's own risk and without payment therefor by NAB.

9. OWNERSHIP OF DOCUMENTS

All work products prepared by the Contractor in fulfilling its duties under this Agreement shall be and remain the property of NAB, and NAB shall have the right to use such products for any purpose without any further claim on the part of the Contractor for additional compensation. In the event that NAB uses the Contractor's work products for other than this project, NAB hereby agrees to hold the Contractor harmless from any claims arising therefrom. The Contractor may retain a copy of any work product prepared by the Contractor in fulfilling its duties under this Agreement for the Contractor's records; provided that, NAB shall hold the copyright to any such work.

10. TERMINATION

10.1 Grounds. This Agreement may be terminated by NAB for convenience by providing not less than fourteen (14) days written notice of termination. Unless otherwise specified, Contractor may terminate for convenience by providing the advance, written

notice as specified in **Exhibit A**. Either party may terminate for breach of this Agreement, or for good cause, by written notice.

10.2 Notice. Notice of termination shall state the default or grounds, if applicable, a time provided for curing the default if the default is curable, and the effective date of termination. If the termination is partial, the notice shall specify the performance or services that will not be affected by the notice.

10.3 Payment. In the event NAB terminates the Agreement other than for cause, Contractor shall be paid for approved reimbursable expenses incurred prior to termination and compensation earned as provided in **Exhibit B**.

10.4 Work Product. Following termination either for convenience or for cause, by Contractor or NAB, Contractor shall promptly deliver to NAB all work produced, materials, tools, equipment, correspondence, work product and other data completed or in process by the date specified by NAB, and if no date is specified, no later than the effective date of termination.

11. SUSPENSION OF WORK

NAB may suspend work on the Project in whole or in part, at any time, with or without cause and with or without prior notice. Notice of suspension shall be in writing and shall be effective immediately unless otherwise specified in the notice. A suspension will be deemed to occur when NAB orders Contractor to cease all services specified in the notice referred to in this paragraph. In the event of suspension, the Contractor shall submit its invoice and be paid in the manner specified in **Exhibit B**.

12. TAXES

Contractor shall be solely responsible for paying all local, state, and federal taxes, license fees and any other similar assessments that may arise under this Agreement. Contractor shall secure, upon request by NAB, written verification from any subcontractor to Contractor that such subcontractor has obtained all required insurance, permits, and paid all required taxes.

13. ADDITIONAL PROVISIONS

13.1 Notices. Unless otherwise provided herein, any notices or other communications required or permitted by this Agreement to be delivered to NAB or Contractor shall be in writing and shall be considered delivered when personally delivered to the party to whom it is addressed, or in lieu of such personal delivery, when

deposited in the United States mail, certified mail, postage prepaid, addressed to NAB or Contractor at the address set forth elsewhere in this Agreement.

13.2 Entire Agreement. This Agreement constitutes the entire Agreement between NAB and the Contractor. It supersedes all prior oral and written understandings and Agreements. It may be amended, supplemented, or modified only by a written instrument duly executed by the Contractor and NAB. It shall bind NAB and the Contractor, and their successors, executors, administrators, assigns and legal representatives.

13.3 No Third-Party Beneficiaries. Nothing contained in this Agreement shall be construed to give any rights or benefits hereunder to anyone other than to NAB and the Contractor.

13.4 Nonexclusivity. This contract is non-exclusive and NAB reserves the right to enter into separate Agreements directly with any contractor or supplier for any purpose.

13.5 Language. Whenever reference is made in this Agreement to “NAB,” it includes NAB or the Contracting Officer for this contract. The singular includes the plural and the masculine, feminine or neuter genders include each other.

13.6 Disbursement of Moneys. All disbursement of moneys by NAB hereunder shall be subject to appropriations.

13.7 Special Provisions. Any special provisions applicable to this Agreement are set forth in **Exhibit C**.

13.8 Law and Venue. This Agreement shall be governed by the laws of the State of Alaska. Venue and jurisdiction for any legal proceeding relating to this Agreement shall be the Alaska State Court in Kotzebue, Alaska.

13.9 Dispute Resolution. Disputes shall be resolved using the administrative review procedures provided by NAB ordinances or code. If such review procedures are not available, the parties shall resolve any disputes as follows:

13.9.1 Disputes and claims shall be presented first to the Contracting Officer for written decision. If the Contractor disputes a decision of the Contracting Officer, the Contractor shall request reconsideration, citing this paragraph explicitly, no later than the 15th day after receiving the Contracting Officer’s decision, whether the decision is communicated informally or in writing. The Contracting Officer shall issue his decision, or reconsideration decision, within thirty (30) days of receiving the written request for review.

13.9.2 Unless the Mayor is the Contracting Officer, any request for review of the Contracting Officer's decision shall be submitted to the Mayor, not later than the 30th day after receipt of the Contracting Officer's decision. The Mayor may refer the matter to the Assembly or decide the matter without such referral. The Mayor's decision shall be issued within thirty (30) days of receiving the request for review, unless good cause is shown for extension, not to exceed an additional thirty (30) days. In any event, the Mayor's decision shall be final, unless the Mayor has referred the matter to the Assembly, in which case the Assembly's decision shall be final.

13.10 Counterparts. This Agreement may be executed in one or more counterparts, and delivered by facsimile or other electronic transmission, each of which, when executed, will be deemed to be an original and all of which together will be deemed to be one and the same instrument.

NORTHWEST ARCTIC BOROUGH

By: _____
Dickie Moto, Sr., Mayor
Date: _____

CONTRACTOR
Deerstone Consulting, LLC

By: _____
Brian Hirsch, Sole Member
Its: _____
Date: _____

CONTRACTING OFFICER:
Position/Title: Energy Coordinator
Full Name: Ingemar Mathiasson

EXHIBIT A

SCOPE OF SERVICES AND SCHEDULE

(1) Scope of Work & Deliverables

- (a) To help NAB carry out the Selawik Rural Energy Pilot Program (REPP) Grant (the “Project”), Contractor will provide as-needed professional and technical services on a Task Order (TO) basis as agreed upon by the Borough Contracting Officer and the Contractor. Individual scopes of work for each TO shall be provided in writing by the Contracting Officer.
- (b) Contractor’s services may include as-needed assistance in the following (but not limited to) areas:
 - i. Project management and service as owner’s representative;
 - ii. Project planning;
 - iii. Project design;
 - iv. Project permitting;
 - v. Project development;
 - vi. Technical support;
 - vii. Project operation, maintenance, and training support;
 - viii. Project closeout and grant reporting assistance; and
 - ix. Any other services deemed necessary to support the Project.
- (c) Subcontracting shall be allowed with the written approval of the Borough Contracting Officer. Additionally, the primary firm shall have only one layer of sub- consultants (sub-consultants to the sub-consultants are not allowed). All subcontracts and tasks to be performed by sub-consultants must be approved in advance with written approval from the Borough Contracting Officer.

(2) **SCHEDULE.** The work to be performed under this Agreement shall be commenced on _____, 2024 and shall be completed no later than June 30, 2026.

Time extensions or variations from this schedule must be requested from the Contracting Officer designated in this Agreement. No extension or material variance from the schedule shall be authorized unless it is documented in writing, and signed by the Borough Contracting Officer.

(3) CONTRACTOR’S NOTICE OF CONVENIENCE TERMINATION.

SELECT ONE:

☒ Contractor is not authorized to terminate for convenience.

☐ Contractor may terminate this Agreement on _____ (*seven [7] unless otherwise indicated*) days written notice of convenience.

<<<< END OF EXHIBIT A – GO TO EXHIBIT B >>>>

EXHIBIT B

COMPENSATION, PAYMENT, AND INSURANCE

Instructions: (1) Select ONE Compensation Option (1A, 1B, 1C); (2) Determine if reimbursable costs apply, and if so, the types that are eligible and any restrictions; (3) Document the hourly rate(s) for Additional Services if applicable; (4) Identify the "Not to Exceed" figure and any breakdown within costs and services; (5) Verify insurance requirements, (6) Check appropriate options, (7) Initial each page.

1. COMPENSATION METHOD. NAB shall pay to Contractor as compensation for services actually rendered the following fee(s) (*select option 1A, 1B, or 1C*).

☐ **A. FIXED FEE PER TASK**

Deliverable, Task Or Phase _____ Fixed Fee _____

_____ Contract Total: _____ \$ _____

~~A.1 Monthly progress payments shall be determined by percentage of completion of designated deliverables, tasks, or phases.~~

~~A.2 The Additional Services clause provided below, applies to additional services provided under and authorized in accordance with this Agreement, unless the parties negotiate a fixed fee for such services. The Additional Services rates may also be used to evaluate the fair and equitable credit due NAB, in the event of termination for convenience, suspension of work, work reduction or change order.~~

☒ **B. HOURLY RATE(S) WITH CAP**

Type of Service Hourly Billing Rate Est. # Hours

Description	Hourly Billing Rate	Not to Exceed
Principal, Senior Consultant	\$190	(project budget)
Project Manager V	\$190	(project budget)
Project Manager IV	\$180	(project budget)
Project Manager III	\$170	(project budget)
Project Manager II	\$160	(project budget)
Project Manager I	\$150	(project budget)
Engineer V	\$190	(project budget)
Engineer IV	\$180	(project budget)

Engineer III	\$170	(project budget)
Engineer II	\$160	(project budget)
Engineer I	\$150	(project budget)
Senior Grant & Technical Writer	\$175	(project budget)
Grant Writer III	\$160	(project budget)
Grant Writer II	\$140	(project budget)
Grant Writer I	\$130	(project budget)
Administrative/Accounting	\$95	(project budget)
Project Coordinator III	\$130	(project budget)
Project Coordinator II	\$120	(project budget)
Project Coordinator I	\$110	(project budget)

NOT TO EXCEED AMOUNT FOR SERVICES:\$ 250,000.00

B.1 All chargeable hours must be reasonable in light of the Contractor's qualifications and experience, the nature and character of the work provided, applicable professional standards of performance, and any licensing, professional, or ethical requirements. Services must actually be rendered to be compensable, and partial hours of service shall be billed in increments no greater than ¼ hour.

B.2 Estimated hours are provided for general planning and for developing the not-to-exceed figure. These estimates are not intended to authorize Contractor to incur unreasonable hours or to perform work not requested or authorized by the Contracting Officer.

B.3 The hourly rate includes overhead and profit of Contractor. Additional Services are charged at the same hourly rates. Authority to provide additional services shall not change the not to exceed figure unless specifically authorized by the change order.

☐ **~~C. MONTHLY FEE~~**

Monthly Rate _____ # of periods to which rate applies

\$ _____

_____ Est. Contract Amount: \$ _____

_____ ~~NOT TO EXCEED AMOUNT FOR SERVICES:\$~~ _____

~~C.1 The estimated number of periods is provided for general planning and for developing the not to exceed figure. These estimates are not intended to authorize Contractor to extend the work periods beyond what is necessary, or to perform work not requested or authorized by the Contracting Officer.~~

~~C.2 The monthly rate includes all overhead and profit of Contractor.~~

2. REIMBURSABLE COSTS Check if NOT Applicable: ☐

The fees provided for in Section 1 are inclusive of all overhead and profit. Contractor shall be reimbursed for eligible expenses, actually and reasonably incurred as part of Contractor's services performed hereunder, if this Section 2 is designated as applicable, as follows:

Only the categories of expenses that are specifically authorized below, shall be eligible for reimbursement.

All reimbursements must be pre-approved in each Task Order and invoicing must be itemized and supported by receipts and proper proof to be payable.

2.1 Category: Travel

√ If Authorized	TYPE OF COST	RESTRICTIONS
√√	Commercial airfare	Regular/coach class only
√√	Per-Diem	
√√	Local Village travel	Regular/coach class only
√√	Lodging	Coordinate with NAB in advance to confirm if alternate housing can be provided
√√	ATV rental	Requires NAB advance approval

2.2 Category: Miscellaneous support and supplies

√ If Authorized	TYPE OF COST	RESTRICTIONS
NONE	NONE	N/A

NOT TO EXCEED AMOUNT FOR REIMBURSABLES:\$ 50,000.00

3. ADDITIONAL SERVICES. Any additional services authorized under this Agreement shall be payable, unless otherwise agreed, at the following hourly rates:

<u>Hourly Rate</u>	<u>Position</u>	<u>Individual</u>
Not Applicable	Not Applicable	Not Applicable

4. TOTAL NOT TO EXCEED AMOUNT. Unless and until Change Order is signed by Contractor and the Contracting Officer, in compliance with all applicable codes and procedures, payments for services rendered in accordance with the terms of this Agreement and reimbursable expenses shall not, in total, exceed: **\$ 300,000.00**

5. MANNER OF PAYMENT. NAB shall make payments of Contractor's compensation as follows:

5.1. Invoice. Contractor shall submit monthly invoices for services rendered and for any eligible reimbursable costs incurred, within thirty days of performing the service or incurring the expense. The invoice shall legibly itemize the tasks or deliverables addressed or completed, and accurately state the percentage of total services completed at the time of the invoice. If Compensation is provided under an Additional Services order, Compensation Method B (Hourly Rates) or C (Monthly), the invoice shall also identify the number of hours worked, name of the person providing the service, hourly rate, and the nature of the task addressed by each person. Any invoice containing charges for reimbursable costs shall be supported by true, accurate, and legible copies of Contractor's invoice, receipt, or similar proof of payment. For payments made under Compensation Method A (fixed fee per task), invoices shall be accurately based on the percentage of the task, phase or deliverable completed and delivered (or made available to) NAB, as of the invoice date.

5.2 Payment due date. NAB agrees to pay valid invoices from Contractor within *thirty (30) days* after Contractor's invoice is received by the Contracting Officer or designee, provided such invoice fully complies with all requirements of this Agreement.

5.3 Contractor's delay. Any claim for payment for services or expenses submitted more than forty-five (45) days after such cost has been incurred or service has been provided may be rejected by NAB, without payment. NAB may accept late invoices or submissions provided Contractor shows, to NAB's satisfaction, valid cause for the delay.

5.4 Disputed invoices. If NAB disputes any portion of the invoice or requires additional submissions from Contractor, NAB agrees to timely pay the undisputed portion of the invoice in accordance with this paragraph.

5.5 Retainage. In the event of performance issues NAB may, at its option, implement a retainage requirement as a condition of progress payments on the Project. In determining whether retainage shall be initiated, retained, or reinstated, the Contracting Officer shall consider the overall quality of Contractor's performance, and Contractor's timeliness, along with any material issues or problems arising out of Contractor's work. Retainage shall not exceed ten (10) percent of the amount of progress payments

otherwise due and payable under this Agreement. Retainage shall be permitted until completion and acceptance of all work under the Agreement, except that if upon completion of fifty (50) percent of the work, the Contracting Officer determines that the Contractor's performance and progress are satisfactory, NAB may make remaining payments in full for the work subsequently completed. If the Contracting Officer subsequently determines that the Contractor's performance and progress are unsatisfactory, NAB may reinstate the retainage, up to ten (10) percent, until completion.

5.6 Final Invoice. Contractor shall designate its final invoice as "*Final*," and supply such signed certificates of completion that NAB may require. In the event of termination for cause or convenience by either party, Contractor shall issue a Final invoice stating all amounts Contractor believes are owed, if any, by NAB, no later than the 30th day following the effective date of termination. NAB shall respond by payment or written objection within thirty (30) days, absent due cause for delay or dispute.

6. INSURANCE. The Contractor shall procure and maintain the following insurance in accordance with the Agreement (Section 6):

	Insurance	Limit	Deductible Limit
6.1	Professional Liability	N/A	\$
6.2	Comprehensive General Liability (Bodily Injury and Property Damage)	\$500,000	\$1,000
6.3	Statutory Workers' Compensation Protection	As required by law	N/A
6.4	Auto Liability	\$300,000	N/A

7. TERMINATION AND SUSPENSION PAYMENTS

7.1 Suspension or Termination for Convenience. In the event of suspension or NAB termination for convenience, NAB shall be obligated to pay Contractor for all services performed and eligible expenses incurred by the Contractor under this Agreement as of the effective date of suspension or termination. NAB shall have no further obligation to Contractor. For suspensions that exceed 10 days, Contractor shall promptly issue a current invoice documenting the amounts due and owing as of the effective date of the suspension.

<<<< END OF EXHIBIT B – GO TO EXHIBIT C >>>>

EXHIBIT C

SPECIAL CONDITIONS

This Agreement is subject to the following special provisions:

- 1.** The Contractor may not discriminate against any employee or applicant for employment because of race, religion, color, national origin, age, physical handicap, sex, marital status, changes in marital status, pregnancy, or parenthood. The Contractor shall post in a conspicuous place, available to employees and applicants for employment, a notice setting out the provisions of this paragraph.
- 2.** While working at any NAB worksite, Contractor agrees to comply with NAB policies, including the obligation not to discriminate against, harass, or abuse any NAB employee or any NAB client, and observance of all drug-free, alcohol-free workplace requirements. NAB worksites are non-smoking facilities.

**NORTHWEST ARCTIC BOROUGH ASSEMBLY
ORDINANCE 24-03**

**AN ORDINANCE OF THE NORTHWEST ARCTIC
BOROUGH ASSEMBLY APPROVING A PROFESSIONAL
SERVICES AGREEMENT WITH DEERSTONE CONSULTING,
LLC FOR SUPPORT SERVICES FOR THE REGIONAL
PERFORMANCE OPTIMIZATION PROGRAM, AND FOR
RELATED PURPOSES.**

WHEREAS: the Borough applied for and received a USDA Rural Energy Pilot Program grant in the amount of \$1,998,820 that includes a Regional Performance Optimization Program component for the region’s tribal independent power producers to build local capacity and regional coordination; and

WHEREAS: the Borough has received supporting NANA VEI and Borough VIF funds in the amount of \$1,216,000 to meet the required grant match; and

WHEREAS: Deerstone Consulting LLC has been an integral partner for this project and the Borough wishes to establish a multi-year project support agreement with Deerstone in an amount not to exceed \$145,000 over a three-year period for training, support, and program development for the Regional Performance Optimization Program (the “Program”); and

WHEREAS: Deerstone Consulting’s support services will provide essential technical support services for the region’s villages.

NOW THEREFORE BE IT ENACTED: the Northwest Arctic Borough Assembly hereby approves a professional services agreement with Deerstone Consulting, LLC in a total not-to-exceed amount of \$145,000 for the Program in substantially the same form that accompanies this Ordinance and authorizes Mayor Moto to execute the agreement and related task orders for the project.

PASSED AND ADOPTED THIS ____ DAY OF _____ 2024.

Nathan Hadley, Jr., Assembly President

PASSED AND APPROVED THIS ____ DAY OF _____ 2024.

Dickie Moto, Sr., Mayor

SIGNED AND ATTESTED TO THIS ____ DAY OF _____ 2024.

Stella Atoruk, Borough Clerk

ATTEST:

First Reading: _____

Second Reading: _____

PROFESSIONAL SERVICES AGREEMENT
Between Contractor and the NORTHWEST ARCTIC BOROUGH

Contract No.: _____ **Effective Date:** _____ 2024
NAME OF CONTRACTOR: Deerstone Consulting, LLC
EIN# 47-4201084 **BUSINESS LICENSE #:** 1021997

THIS AGREEMENT is effective on the above-written date between the NORTHWEST ARCTIC BOROUGH, (“NAB”), an Alaska Municipal corporation, whose address is P.O. Box 1110, Kotzebue, Alaska 99752, and Deerstone Consulting, LLC (the “Contractor”), an Alaska limited liability company, whose address is 3200 Brookside Drive, Anchorage, AK, 99517.

1. CONTRACTOR'S SERVICES

1.1 Scope and Schedule of Services. Contractor agrees to provide the scope of professional services for the USDA Regional Performance Optimization Program Grant (the “Project”) more particularly described in **Exhibit A**, incorporated herein by reference, in accordance with the schedule in **Exhibit A**. This Agreement may not extend beyond the NAB fiscal year in which the contract becomes effective except by ordinance adopted by the NAB Assembly. Services provided by Contractor shall comply with all applicable laws, professional or industry standards, and grant requirements.

1.2 Additional Services. NAB may request or authorize additional services from Contractor, in addition to those described in **Exhibit A**, through an authorized Change Order signed by the Contracting Officer. All Change Orders shall be on a form prescribed by NAB, and shall describe the additional services to be performed, the effective date, the schedule for completion, and compensation for the Contractor. Except as otherwise expressly stated in the change order, any additional services shall comply with the terms and provisions of this Agreement, including any limitations on reimbursable costs provided in **Exhibit B**. In the absence of a fully executed change order signed by the Contracting Officer, Contractor is not authorized to perform additional services or to receive compensation for such services.

1.3 Contract Changes. NAB may order a reduction or change in the Project by Change Order signed by the Contracting Officer. The parties shall negotiate the appropriate credit or reduction in fixed compensation or not to exceed cap, as applicable, resulting from the change. If the parties are unable to reach Agreement after good faith negotiations, the Contracting Officer shall determine the appropriate credit or reduction by written decision.

1.4 Authorization. Contractor acknowledges that all changes in the scope of the project, services, and compensation must be formally authorized and approved, in writing, in accordance with NAB contract requirements, procurement procedures, budgeting and funding obligations, in order to be valid and legally enforceable. No person, officer, agent or employee of NAB may bind NAB to pay for additional work in the absence of a written contract addendum, modification, change order, or additional services Agreement, duly executed and signed by the Contracting Officer. Contractor agrees to comply with contracting formalities and acknowledges that any actions or services provided prior to or without such formalities are provided without compensation and exclusively at Contractor's own risk.

1.5 Conflict of Interest, Business Ethics. Contractor represents that the Project will be performed in an ethical and professional manner free from any influence or interest that conflicts with NAB's interests or full performance of this Agreement. Contractor warrants that (a) no kickback, payment, gratuity, gift, contingent fee or other financial benefit has been paid or received by Contractor and (b) Contractor has not been engaged in any collusive or anti-competitive activity or practice, in connection with the procurement or execution of this Agreement. Contractor agrees to comply with all conflict of interest and ethical requirements imposed by NAB upon its contractors.

2. COMPENSATION

NAB shall compensate the Contractor for the services performed in accordance with this Agreement, in the amounts and in the manner set forth in **Exhibit B**.

3. RESOURCES AND RECORD KEEPING

Contractor shall, at Contractor's own expense, maintain and provide business records, progress information, receipts, and cost support evidence in connection with performance of this Agreement. Contractor shall maintain such records for a period not less than three (3) years following the expiration or termination of this Agreement. Access to such records shall be provided to NAB, at Contractor's cost, upon request of NAB during the performance of this Agreement, and for a period of not less than three (3) years thereafter, and for such longer period as Contractor may maintain such records. NAB may request that such records be preserved for additional periods, up to a total of six (6) years at Contractor's expense, in the event of a related controversy or dispute. If NAB requests preservation for a longer period, Contractor shall turn the records over to NAB or arrange for storage at NAB's expense. NAB shall provide Contractor reasonable access to the records, personnel, and other resources necessary for Contractor to perform the Project described in **Exhibit A**.

4. INDEPENDENT CONTRACTOR

The relationship of Contractor to NAB is that of an independent contractor. Contractor is not an employee, partner, agent, or joint venturer of NAB. Nothing contained herein or otherwise shall be construed in such manner as to create the relationship of employer/employee between Contractor and NAB, or between Contractor's associates, agents, or employees and NAB. Contractor has directed NAB not to withhold any federal, state, or local income, social security, unemployment or other taxes or similar payments from the compensation due under this Agreement. Contractor shall furnish a copy of its current Alaska Business License and any locally required licenses or permits, within five (5) days of executing this Agreement, and shall update such information at such other times as NAB may request.

5. ASSIGNMENT

NAB has selected Contractor to perform the Project based on Contractor's personal experience, qualifications, and skills. Contractor may not assign this Agreement or any obligations or rights hereunder, nor delegate any of its duties and responsibilities, without first obtaining the written consent of NAB. Contractor shall not retain sub-contractors in conjunction with the Project without the prior written approval of NAB.

6. INSURANCE

Contractor shall procure and maintain insurance coverage in such amounts, with such deductibles and for such period of time as set forth in **Exhibit B**. Prior to commencing the Project, the Contractor shall provide NAB certificates proving that the required coverages and endorsements are currently in effect. The insurance must be in place and effective as of the Effective Date of this Agreement, and remain in effect through completion of all services.

7. INDEMNITY

To the fullest extent permitted by law, the Contractor shall indemnify, defend, and hold harmless NAB and its employees, officers, assembly members, administrators, agents, and attorneys from and against all claims, damages, losses and expenses, including but not limited to attorneys' fees, arising out of or resulting from the performance of the Project; provided that, any such claim, damage, loss or expense: (1) is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of tangible property (other than the work itself) including the loss of use resulting therefrom; and, (2) is caused in whole or in part by any negligent act or omission of the Contractor, any subcontractor of Contractor, anyone directly or indirectly employed by any of them or anyone for whose acts they may be liable, regardless of whether or not it is caused in part by a party indemnified hereunder. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of

indemnity that would otherwise exist as to any party or person described herein. In any and all claims against NAB or its employees, officers, assembly members, administrators, agents, and attorneys by any employee of the Contractor, any subcontractor to Contractor, anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, the indemnification obligation herein shall not be limited in any way by any limitation on the amount or type of damages, compensation or benefits payable by or for the Contractor or any subcontractor under workers' compensation acts, disability benefit acts or other employee benefit acts

8. CONDITIONS PRECEDENT TO AGREEMENT

This Agreement shall not be binding upon NAB or the Contractor until one of the following occurs:

☒ *Contract \$75,000 or more or beyond the current fiscal year:* the NAB Assembly adopts a resolution or ordinance approving this Agreement, and the Mayor executes the Agreement, or,

☐ *Contracts under \$75,000 and within the current fiscal year* the Mayor executes this Agreement on behalf of the NAB.

In the event this Agreement is not approved and executed by the proper authority, any costs, preparation, purchases, investment, or services incurred or performed by Contractor shall be solely at Contractor's own risk and without payment therefor by NAB.

9. OWNERSHIP OF DOCUMENTS

All work products prepared by the Contractor in fulfilling its duties under this Agreement shall be and remain the property of NAB, and NAB shall have the right to use such products for any purpose without any further claim on the part of the Contractor for additional compensation. In the event that NAB uses the Contractor's work products for other than this project, NAB hereby agrees to hold the Contractor harmless from any claims arising therefrom. The Contractor may retain a copy of any work product prepared by the Contractor in fulfilling its duties under this Agreement for the Contractor's records; provided that, NAB shall hold the copyright to any such work.

10. TERMINATION

10.1 Grounds. This Agreement may be terminated by NAB for convenience by providing not less than fourteen (14) days written notice of termination. Unless otherwise specified, Contractor may terminate for convenience by providing the advance, written

notice as specified in **Exhibit A**. Either party may terminate for breach of this Agreement, or for good cause, by written notice.

10.2 Notice. Notice of termination shall state the default or grounds, if applicable, a time provided for curing the default if the default is curable, and the effective date of termination. If the termination is partial, the notice shall specify the performance or services that will not be affected by the notice.

10.3 Payment. In the event NAB terminates the Agreement other than for cause, Contractor shall be paid for approved reimbursable expenses incurred prior to termination and compensation earned as provided in **Exhibit B**.

10.4 Work Product. Following termination either for convenience or for cause, by Contractor or NAB, Contractor shall promptly deliver to NAB all work produced, materials, tools, equipment, correspondence, work product and other data completed or in process by the date specified by NAB, and if no date is specified, no later than the effective date of termination.

11. SUSPENSION OF WORK

NAB may suspend work on the Project in whole or in part, at any time, with or without cause and with or without prior notice. Notice of suspension shall be in writing and shall be effective immediately unless otherwise specified in the notice. A suspension will be deemed to occur when NAB orders Contractor to cease all services specified in the notice referred to in this paragraph. In the event of suspension, the Contractor shall submit its invoice and be paid in the manner specified in **Exhibit B**.

12. TAXES

Contractor shall be solely responsible for paying all local, state, and federal taxes, license fees and any other similar assessments that may arise under this Agreement. Contractor shall secure, upon request by NAB, written verification from any subcontractor to Contractor that such subcontractor has obtained all required insurance, permits, and paid all required taxes.

13. ADDITIONAL PROVISIONS

13.1 Notices. Unless otherwise provided herein, any notices or other communications required or permitted by this Agreement to be delivered to NAB or Contractor shall be in writing and shall be considered delivered when personally delivered to the party to whom it is addressed, or in lieu of such personal delivery, when

deposited in the United States mail, certified mail, postage prepaid, addressed to NAB or Contractor at the address set forth elsewhere in this Agreement.

13.2 Entire Agreement. This Agreement constitutes the entire Agreement between NAB and the Contractor. It supersedes all prior oral and written understandings and Agreements. It may be amended, supplemented, or modified only by a written instrument duly executed by the Contractor and NAB. It shall bind NAB and the Contractor, and their successors, executors, administrators, assigns and legal representatives.

13.3 No Third-Party Beneficiaries. Nothing contained in this Agreement shall be construed to give any rights or benefits hereunder to anyone other than to NAB and the Contractor.

13.4 Nonexclusivity. This contract is non-exclusive and NAB reserves the right to enter into separate Agreements directly with any contractor or supplier for any purpose.

13.5 Language. Whenever reference is made in this Agreement to “NAB,” it includes NAB or the Contracting Officer for this contract. The singular includes the plural and the masculine, feminine or neuter genders include each other.

13.6 Disbursement of Moneys. All disbursement of moneys by NAB hereunder shall be subject to appropriations.

13.7 Special Provisions. Any special provisions applicable to this Agreement are set forth in **Exhibit C**.

13.8 Law and Venue. This Agreement shall be governed by the laws of the State of Alaska. Venue and jurisdiction for any legal proceeding relating to this Agreement shall be the Alaska State Court in Kotzebue, Alaska.

13.9 Dispute Resolution. Disputes shall be resolved using the administrative review procedures provided by NAB ordinances or code. If such review procedures are not available, the parties shall resolve any disputes as follows:

13.9.1 Disputes and claims shall be presented first to the Contracting Officer for written decision. If the Contractor disputes a decision of the Contracting Officer, the Contractor shall request reconsideration, citing this paragraph explicitly, no later than the 15th day after receiving the Contracting Officer’s decision, whether the decision is communicated informally or in writing. The Contracting Officer shall issue his decision, or reconsideration decision, within thirty (30) days of receiving the written request for review.

13.9.2 Unless the Mayor is the Contracting Officer, any request for review of the Contracting Officer's decision shall be submitted to the Mayor, not later than the 30th day after receipt of the Contracting Officer's decision. The Mayor may refer the matter to the Assembly or decide the matter without such referral. The Mayor's decision shall be issued within thirty (30) days of receiving the request for review, unless good cause is shown for extension, not to exceed an additional thirty (30) days. In any event, the Mayor's decision shall be final, unless the Mayor has referred the matter to the Assembly, in which case the Assembly's decision shall be final.

13.10 Counterparts. This Agreement may be executed in one or more counterparts, and delivered by facsimile or other electronic transmission, each of which, when executed, will be deemed to be an original and all of which together will be deemed to be one and the same instrument.

NORTHWEST ARCTIC BOROUGH

By: _____
Dickie Moto, Sr., Mayor
Date: _____

CONTRACTOR
Deerstone Consulting, LLC

By: _____
Brian Hirsch, Sole Member
Its: _____
Date: _____

CONTRACTING OFFICER:
Position/Title: Energy Coordinator
Full Name: Ingemar Mathiasson

EXHIBIT A

SCOPE OF SERVICES AND SCHEDULE

(1) Scope of Work & Deliverables

- (a) To help NAB carry out the Borough's USDA Regional Performance Optimization Program ("RPOP") grant (the "Project"), Contractor will provide as-needed professional and technical services on a Task Order (TO) basis as agreed upon by the Borough Contracting Officer and the Contractor. Individual scopes of work for each TO shall be provided in writing by the Contracting Officer.
- (b) Contractor's services may include as-needed assistance in the following (but not limited to) areas:
 - i. Support RPOP IPP Coordinator through training – DeerStone staff will work with NAB RPOP IPP Coordinator up to 4 hours per week for training, development, and support to carry out RPOP tasks. Tasks will include day-to-day IPP Coordination tasks as well as RPOP-REPP funded tasks (listed below #2-6)
 - ii. Establish contracting relationships – with TA providers such as ABB-Hitachi, DeerStone Consulting, and others.
 - iii. Establish fee for service collections - formalize and finalize the fee for service relationship with the IPP to establish a pattern of payment for receipt of services and to carry the program financially.
 - iv. Utility monitoring & remote support – this task will be fairly limited due to constrained the REPP grant budget. However, DeerStone will facilitate remote support and troubleshooting efforts. *Note: Any troubleshooting or maintenance paid for from non-grant funds should be counted as match towards the USDA REPP project.*
 - v. Plan and support execution of IPP Operator Training #1: (~2024) Operators from each IPP community will be flown into Kotzebue to receive training and observe performance of the KEA high penetration renewable system, meet with specialty contractors, and learn about key maintenance practices of similar systems. DeerStone will support planning, logistics and development of training materials.
 - vi. Plan and support execution of IPP Operator Training #2: (~2025) Operators from each IPP community will be flown into Kotzebue to receive training and observe performance of the KEA high penetration renewable system, meet with specialty contractors, and learn about key maintenance practices of similar systems. DeerStone will support planning, logistics and development of training materials.

- (c) Subcontracting shall be allowed with the written approval of the Borough Contracting Officer. Additionally, the primary firm shall have only one layer of sub- consultants (sub-consultants to the sub-consultants are not allowed). All subcontracts and tasks to be performed by sub-consultants must be approved in advance with written approval from the Borough Contracting Officer.

(2) SCHEDULE. The work to be performed under this Agreement shall be commenced on _____, 2024 and shall be completed no later than June 30, 2026.

Time extensions or variations from this schedule must be requested from the Contracting Officer designated in this Agreement. No extension or material variance from the schedule shall be authorized unless it is documented in writing, and signed by the Borough Contracting Officer. Contractor will specifically provide:

1. Monthly reports on progress – to include remote support, grant related tasks performed, IPP Coordinator training and support summary, etc.
2. Executed Operator Training #1
3. Executed Operator Training #2

(3) CONTRACTOR’S NOTICE OF CONVENIENCE TERMINATION.

SELECT ONE:

☒ Contractor is not authorized to terminate for convenience.

☐ Contractor may terminate this Agreement on _____ (*seven [7] unless otherwise indicated*) days written notice of convenience.

<<<< END OF EXHIBIT A – GO TO EXHIBIT B >>>>

EXHIBIT B

COMPENSATION, PAYMENT, AND INSURANCE

Instructions: (1) Select ONE Compensation Option (1A, 1B, 1C); (2) Determine if reimbursable costs apply, and if so, the types that are eligible and any restrictions; (3) Document the hourly rate(s) for Additional Services if applicable; (4) Identify the "Not to Exceed" figure and any breakdown within costs and services; (5) Verify insurance requirements, (6) Check appropriate options, (7) Initial each page.

1. COMPENSATION METHOD. NAB shall pay to Contractor as compensation for services actually rendered the following fee(s) (*select option 1A, 1B, or 1C*).

☐ **A. FIXED FEE PER TASK**

Deliverable, Task Or Phase _____ Fixed Fee _____

_____ Contract Total: _____ \$ _____

~~A.1 Monthly progress payments shall be determined by percentage of completion of designated deliverables, tasks, or phases.~~

~~A.2 The Additional Services clause provided below, applies to additional services provided under and authorized in accordance with this Agreement, unless the parties negotiate a fixed fee for such services. The Additional Services rates may also be used to evaluate the fair and equitable credit due NAB, in the event of termination for convenience, suspension of work, work reduction or change order.~~

☒ **B. HOURLY RATE(S) WITH CAP**

Type of Service Hourly Billing Rate Est. # Hours

Description	Hourly Billing Rate	Not to Exceed
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Grant Writer II	\$140	(project budget)
Grant Writer I	\$130	(project budget)
Administrative/Accounting	\$95	(project budget)
Project Coordinator III	\$130	(project budget)
Project Coordinator II	\$120	(project budget)
Project Coordinator I	\$110	(project budget)

NOT TO EXCEED AMOUNT FOR SERVICES:\$ 125,000.00

B.1 All chargeable hours must be reasonable in light of the Contractor's qualifications and experience, the nature and character of the work provided, applicable professional standards of performance, and any licensing, professional, or ethical requirements. Services must actually be rendered to be compensable, and partial hours of service shall be billed in increments no greater than ¼ hour.

B.2 Estimated hours are provided for general planning and for developing the not-to-exceed figure. These estimates are not intended to authorize Contractor to incur unreasonable hours or to perform work not requested or authorized by the Contracting Officer.

B.3 The hourly rate includes overhead and profit of Contractor. Additional Services are charged at the same hourly rates. Authority to provide additional services shall not change the not to exceed figure unless specifically authorized by the change order.

☐ **~~C. MONTHLY FEE~~**

Monthly Rate _____ # of periods to which rate applies

\$ _____

_____ Est. Contract Amount: \$ _____

_____ ~~NOT TO EXCEED AMOUNT FOR SERVICES:\$~~ _____

~~C.1 The estimated number of periods is provided for general planning and for developing the not to exceed figure. These estimates are not intended to authorize Contractor to extend the work periods beyond what is necessary, or to perform work not requested or authorized by the Contracting Officer.~~

~~C.2 The monthly rate includes all overhead and profit of Contractor.~~

2. REIMBURSABLE COSTS Check if NOT Applicable: ☐

The fees provided for in Section 1 are inclusive of all overhead and profit. Contractor shall be reimbursed for eligible expenses, actually and reasonably incurred as part of Contractor's services performed hereunder, if this Section 2 is designated as applicable, as follows:

Only the categories of expenses that are specifically authorized below, shall be eligible for reimbursement.

All reimbursements must be pre-approved in each Task Order and invoicing must be itemized and supported by receipts and proper proof to be payable.

2.1 Category: Travel

√ If Authorized	TYPE OF COST	RESTRICTIONS
√√	Commercial airfare	Regular/coach class only
√√	Per-Diem	
√√	Local Village travel	Regular/coach class only
√√	Lodging	Coordinate with NAB in advance to confirm if alternate housing can be provided
√√	ATV rental	Requires NAB advance approval

2.2 Category: Miscellaneous support and supplies

√ If Authorized	TYPE OF COST	RESTRICTIONS
NONE	NONE	N/A

NOT TO EXCEED AMOUNT FOR REIMBURSABLES:\$ 20,000.00

3. ADDITIONAL SERVICES. Any additional services authorized under this Agreement shall be payable, unless otherwise agreed, at the following hourly rates:

<u>Hourly Rate</u>	<u>Position</u>	<u>Individual</u>
Not Applicable	Not Applicable	Not Applicable

4. TOTAL NOT TO EXCEED AMOUNT. Unless and until Change Order is signed by Contractor and the Contracting Officer, in compliance with all applicable codes and procedures, payments for services rendered in accordance with the terms of this Agreement and reimbursable expenses shall not, in total, exceed: **\$ 145,000.00**

5. MANNER OF PAYMENT. NAB shall make payments of Contractor's compensation as follows:

5.1. Invoice. Contractor shall submit monthly invoices for services rendered and for any eligible reimbursable costs incurred, within thirty days of performing the service or incurring the expense. The invoice shall legibly itemize the tasks or deliverables addressed or completed, and accurately state the percentage of total services completed at the time of the invoice. If Compensation is provided under an Additional Services order, Compensation Method B (Hourly Rates) or C (Monthly), the invoice shall also identify the number of hours worked, name of the person providing the service, hourly rate, and the nature of the task addressed by each person. Any invoice containing charges for reimbursable costs shall be supported by true, accurate, and legible copies of Contractor's invoice, receipt, or similar proof of payment. For payments made under Compensation Method A (fixed fee per task), invoices shall be accurately based on the percentage of the task, phase or deliverable completed and delivered (or made available to) NAB, as of the invoice date.

5.2 Payment due date. NAB agrees to pay valid invoices from Contractor within *thirty (30) days* after Contractor's invoice is received by the Contracting Officer or designee, provided such invoice fully complies with all requirements of this Agreement.

5.3 Contractor's delay. Any claim for payment for services or expenses submitted more than forty-five (45) days after such cost has been incurred or service has been provided may be rejected by NAB, without payment. NAB may accept late invoices or submissions provided Contractor shows, to NAB's satisfaction, valid cause for the delay.

5.4 Disputed invoices. If NAB disputes any portion of the invoice or requires additional submissions from Contractor, NAB agrees to timely pay the undisputed portion of the invoice in accordance with this paragraph.

5.5 Retainage. In the event of performance issues NAB may, at its option, implement a retainage requirement as a condition of progress payments on the Project. In determining whether retainage shall be initiated, retained, or reinstated, the Contracting Officer shall consider the overall quality of Contractor's performance, and Contractor's timeliness, along with any material issues or problems arising out of Contractor's work. Retainage shall not exceed ten (10) percent of the amount of progress payments

otherwise due and payable under this Agreement. Retainage shall be permitted until completion and acceptance of all work under the Agreement, except that if upon completion of fifty (50) percent of the work, the Contracting Officer determines that the Contractor's performance and progress are satisfactory, NAB may make remaining payments in full for the work subsequently completed. If the Contracting Officer subsequently determines that the Contractor's performance and progress are unsatisfactory, NAB may reinstate the retainage, up to ten (10) percent, until completion.

5.6 Final Invoice. Contractor shall designate its final invoice as "*Final*," and supply such signed certificates of completion that NAB may require. In the event of termination for cause or convenience by either party, Contractor shall issue a Final invoice stating all amounts Contractor believes are owed, if any, by NAB, no later than the 30th day following the effective date of termination. NAB shall respond by payment or written objection within thirty (30) days, absent due cause for delay or dispute.

6. INSURANCE. The Contractor shall procure and maintain the following insurance in accordance with the Agreement (Section 6):

	Insurance	Limit	Deductible Limit
6.1	Professional Liability	N/A	\$
6.2	Comprehensive General Liability (Bodily Injury and Property Damage)	\$500,000	\$1,000
6.3	Statutory Workers' Compensation Protection	As required by law	N/A
6.4	Auto Liability	\$300,000	N/A

7. TERMINATION AND SUSPENSION PAYMENTS

7.1 Suspension or Termination for Convenience. In the event of suspension or NAB termination for convenience, NAB shall be obligated to pay Contractor for all services performed and eligible expenses incurred by the Contractor under this Agreement as of the effective date of suspension or termination. NAB shall have no further obligation to Contractor. For suspensions that exceed 10 days, Contractor shall promptly issue a current invoice documenting the amounts due and owing as of the effective date of the suspension.

<<<< END OF EXHIBIT B – GO TO EXHIBIT C >>>>

EXHIBIT C

SPECIAL CONDITIONS

This Agreement is subject to the following special provisions:

- 1.** The Contractor may not discriminate against any employee or applicant for employment because of race, religion, color, national origin, age, physical handicap, sex, marital status, changes in marital status, pregnancy, or parenthood. The Contractor shall post in a conspicuous place, available to employees and applicants for employment, a notice setting out the provisions of this paragraph.
- 2.** While working at any NAB worksite, Contractor agrees to comply with NAB policies, including the obligation not to discriminate against, harass, or abuse any NAB employee or any NAB client, and observance of all drug-free, alcohol-free workplace requirements. NAB worksites are non-smoking facilities.



We have a beautiful space and it's been great watching our kids learn and grow. We had some staffing issues right away last year and ended up hiring high school "interns" which did a great job and learned about how to engage with children so they stay safe and can learn new skills. They were consistently supervised, earned a stipend and left with a letter of recommendation. 8 children enrolled and are holding 2 spaces for foster children (part of our grant objectives). We are licensed for 12 but I cannot comfortably staff for 12 right now.

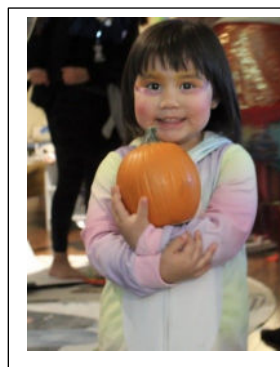
We have 4-5 staff members. We are still trying to finish up mandatory training with some staff. We are exploring ways to encourage people to work on their CDA or 12 college credits in early childhood to be a manager. There is so much training required, which is great, however I need to pay people for their time or close for in-service days, which is challenging and expensive.

We are partnering with the ELF Program to train staff and support children and families as well.

Bailey Schaeffer and I began this journey about a year ago, filling out forms to become a state licensed childcare facility. Bailey wanted to run a preschool of sorts, then we were concerned with the lack of foster care and how many children are sent away from the region. This was also around the time that ICWA was being challenged in the supreme court, so we went for state licensure so we could work with OCS regarding foster children.

We did get licensed with lots of confusion, had a documentary made to highlight the challenges of getting licensed off the road system. It would be almost impossible to get licensed in a village, which is wrong. Children need to be safe and there needs to be accountability, but not to the point where there is no licensed childcare due to the regulations. <https://vimeo.com/814699053>

Heidi Hedburg, the Commissioner of the Department of Health, was initially critical of the documentary, stating it was "negative". Later we had a viewing in ANC that I attended and gave a follow up and she apologized at the meeting for the experience we had with the Childcare Program Office. We have worked consistently with the Governors Childcare Taskforce who will work on recommendations to overhaul the Childcare Program Office.



We had a business plan based on the number of children we thought we could serve given our space and the staffing ratios in the CCPO regulations. Unfortunately, the challenges of the last several years have also impacted children. All across the globe children have experienced “environmental failure” which means the structures that support families and children were all disrupted. To have the appropriate staffing to not only keep children safe but also engaged in developmentally stimulating activities all day, the ratios are not adequate. Staffing is a big expense.

There are other expenses related to being a small business that are more expensive because we are in Kotzebue; workers comp, liability, supplies, wages, equipment, etc.

This will make grants and other subsidies necessary. Borough, thread (Community Innovation Grant), and workforce development, especially Jessica Thomas, very helpful. Grant for the computer we use for staff training.

We officially became a nonprofit and joined the Foraker Group as a partner. Included in the nonprofit is the Early Childhood Coalition, which will focus on advocacy and hopefully develop into a family resource situation. Our first big projects will be encouraging a community childcare and exploring Imagination Library to promote early literacy.

Eventually want to be a fiscal agent for others who want to start childcare or who want to start small programs to benefit children and families.

Knowing what we know, recommend smaller in-home childcares and really am pushing for a community childcare center, need a larger entity for human resources and management support.



Why invest in childcare?

We are raising our future! Children and families need the security of knowing they will have a safe place to leave their children when they go to work. All of us need people to go to work, we are all short staffed.

Every project that you look at for the region needs people, who come with families. We can attract more people and even more importantly, keep people here if childcare is an option.

Missed work might not have a “cost” but it does cost us, parents and very often Aannas and Tattas miss work due to childcare issues, so the people most qualified to do the job are out.

Thank you for your time, please feel free to contact me at kotznunakins@gmail.com



Protect the Kobuk is a loosely-knit grassroots group based in the Northwest Arctic Borough on Alaska's remote northwest coast. We coalesced late in 2022 out of concern for the proposed Ambler Access Project, known locally as the Ambler Road. In our daily lives, we heard considerable quiet opposition to this project from local citizens, and we believed it was important to raise these voices to leadership in our region and beyond.

In March 2023, Protect the Kobuk began gathering signatures for a petition opposing the Ambler Road. To maintain our local voice, we limited signatories to current residents of the Northwest Arctic Borough and to all tribal members of the borough's villages regardless of residence. To date, we have collected 689 signatures representing residents and tribal members of every community in the Northwest Arctic.

Of the 689 petition signatures:

- 92% are current residents of the Northwest Arctic Borough

- 87% are Iñupiaq tribal members of the Northwest Arctic Borough

- 53% are from the small villages in the borough and 47% from the regional hub of Kotzebue 27% are 18-30 years old, 43% are 31-50 years old, and 30% are 51 years or older. 77 are commercial fishermen and women in Kotzebue Sound

While this might not sound like an impressive total, please note that we live in a borough of 7,400 residents, only about 4,600 of whom are over 18 years old. Further, signatures were gathered largely opportunistically by members in a handful of villages. Our membership continues to grow and many other residents hold deep misgivings about what the Ambler Road would mean for our region.

Beyond our petition, Protect the Kobuk members have distributed information about the Ambler Road and permitting process, maintained a Facebook page, and assisted Elders and others in submitting comments on the SEIS to BLM. Members have visited Washington D.C., and published opinion pieces in Alaska newspapers.

Our members have also attended all the public hearings in the borough held by BLM on the SEIS. Almost 90% of comments at these meetings have asked for the No Action Alternative or have expressed deep concerns about how the Ambler Road would affect caribou, fish and marine animals, and Iñupiaq culture and subsistence traditions.

In this packet you will find our petition, photos, a full list of signatures, and the comments from Northwest Arctic Borough residents and tribal members. We ask that you protect the Kobuk River and support BLM's No Action Alternative. We ask that you say "No" to the Ambler Road.

Sincerely,
Cyrus Harris

Protect the KOBUK



Read our

PETITION

No Ambler Road:

The proposed Ambler Road and associated mining activity would have massive and long-lasting impacts on the Northwest Arctic region. Protect the Kobuk is a growing group of local residents who believe that these impacts would be mostly negative, threatening environmental, cultural and personal values we hold dear. Despite claims by some, the Northwest Arctic region is not united in support of the Ambler Road.

Signatories are current residents and tribal members of the Northwest Arctic region who oppose development of the Ambler Road. Reasons for our opposition vary from person to person, but include:

- Subsistence resources and practices would be negatively impacted by the road and mines. Caribou, sheefish, migratory birds, salmon, and other food sources would be negatively affected. The areas the road would cross are important hunting grounds and hold Iñupiaq and Athabascan historical and cultural sites.
- Communities would experience social impacts. The influx of nonlocal mining personnel could increase substance abuse and violence against women. More drugs and alcohol may be brought into the region.
- There are not adequate assurances that the road would stay permanently closed to the public. If the road were opened at some point in the future, the beauty and resources along the road's route would undoubtedly draw intense interest from sport hunters, fishermen, and recreational users. Competition from non-local sport hunters and fishermen has been a major issue in our region for decades, and would only be made worse with road access. Harvest regulations and limits would likely become more restrictive with larger numbers of hunters and fishermen, largely impacting locals who rely on subsistence.

- The economics don't pencil out for our region. When subsistence resources are lost the cost of imported food is astronomical. Much of the money made at the mines or road wouldn't stay in the region.

- Pollution from the road and mines will flow downstream and impact water quality, our commercial salmon fishery and subsistence fish resources from Kobuk to Kotzebue.

- No road should be built without Alaskans knowing the full extent of this entire project, including mining. This includes the maximum number, size and types of mines that would eventually be built in the project area; the maximum number of mining personnel and human activity levels, especially traffic

levels on the road, that would result; and impacts from and on communities that would connect to the road. A decision to build this road is a decision to conduct the entire project. The review must consider all factors rather than focus solely on the road.

- Alaska's dependence on large, nonrenewable resource extraction projects to generate revenue will fail when those resources are gone. Alaska needs to begin developing a sustainable economy now rather than wait until minerals and oil run out, and before it ruins the natural environment, depletes wildlife populations, and destroys subsistence cultures, all of which make this state a healthy and desirable place to live.

- This project would contribute to global warming. The carbon

footprint of this project from fuel burned to construct and operate the road and mines, as well as the elimination of land cover that stores and removes carbon, would contribute to global warming. Climate change is already affecting Alaska much faster than the rest of the U.S., bringing about changes that threaten the way of life and subsistence practices in our region.

For these reasons, we ask that all permits for the Ambler Road be denied and revoked to protect the land, wildlife, and way of life we deeply value.





8/20/23, 12:51 PM Opinion: Ambler Road would ruin sacred land - The Arctic Sounder

Opinion

Opinion: Ambler Road would ruin sacred land

By Angel Stickman

Published: July 21, 2022

The Kobuk River has kept my ancestors alive for thousands of years. This river and land are very important to me because this is where I'm from; I grew up fishing and camping on this river. Shungnak, Ambler, and Kobuk are part of a beautiful, healthy, sacred land, and the proposed 211-mile Ambler Road would ruin that. This road was proposed because AIDEA and Ambler Metals (Trilogy Metals) want to build a huge open pit mine on our sacred lands to extract heavy metals. There is a lack of awareness about the negative impacts it would bring to the Kobuk River and the surrounding villages.

Kotzebue, Kivalina, and Noatak have been affected by contaminants from the Red Dog Mine. In 2017, the EPA listed Kotzebue as the most industrially polluted community in the U.S. due in part to the millions of pounds of

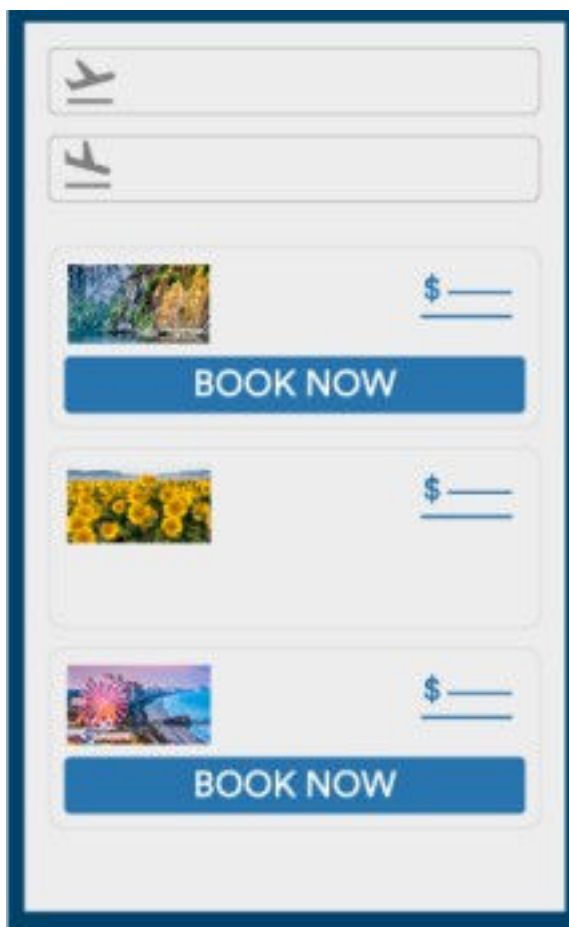
poisonous [heavy-metal-laden dust](#) that come from the mine. Noatak and Kivalina's lands, animals, and people are also affected






<https://www.adn.com/arctic-sounder/opinion/2022/07/26/opinion-ambler-road-would-ruin-sacred-land/> 1/3
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by dust and chemicals containing heavy metals released from Red Dog that impact local rivers and are [scattered along the 50-mile road corridor](#) where people gather food, as ore is hauled from mine to port on the Chukchi Sea. There are serious concerns about these contaminants' [impacts to community health](#), including kidney disorders and neurological issues. [Research shows](#) that when people consume high levels of heavy metals, they risk acute and chronic toxicity, liver, kidney, and intestinal damage, anemia, and cancer. They might also develop [neurological degenerative](#) processes that are similar to diseases such as Parkinson's disease, multiple sclerosis, muscular dystrophy, and Alzheimer's disease.

We need to learn more about the impacts already caused by mines in Alaska, and we must stop this from happening to more Alaskans. I do not believe what AIDEA, NANA, or Ambler Metals say about how “safe” it will be. They will say and do anything for profit. [Research on five major mines in Alaska](#) found that there were 8,150 total spill incidents releasing 2,360,000 gallons, and 1,930,000 pounds of hazardous material since 1995. There’s no question that there will be pollution. We should be asking ourselves: Do we want our lands, waters, and animals to be contaminated? Do we want the 11 villages along the proposed

Ambler Road corridor to suffer from the same mining and transportation pollution that those in Kotzebue, Kivalina, and Noatak do? No amount of money is worth the pollution and scarring of our sacred



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Kobuk River valley and the communities who depend on it.

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Opinions

OPINION: The Ambler Road would endanger our subsistence way of life

By Roswell Schaeffer Sr.

Updated: October 15, 2022

Published: October 15, 2022

An unfinished road leads from Shungnak northeast toward the community of Kobuk, the Dahl Creek airstrip, and the Ambler Mining District on July 23, 2021. Kobuk and the Dahl Creek airstrip are around eight miles from Shungnak. (Loren Holmes / ADN)

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8/10/23, 10:57 AM OPINION: The Ambler Road would endanger our subsistence way of life

My name is Roswell Schaeffer Sr. I was born and raised here in Kotzebue. I have been a lifelong hunter, subsistence and commercial fisherman,

and former Northwest Arctic Borough mayor.

When I consider the impact that the Ambler Road would have on our Iñupiaq way of life, not only in the Upper Kobuk area, but also the Indian country and here in Kotzebue, I see it as very harmful. We have to make the decision to protect our way of life, first and foremost. There is no other issue that is more important than how we live. I have fought so hard for so long, as my brother Pete Schaeffer has done, trying to figure out how we're going to get by as a people.

There are other user groups hunting in our region, taking what they want. They're flying up to the North Slope now to go and meet the caribou before they migrate through our region as they are supposed to. These drop-off hunters, brought in by outfitters from Fairbanks, Bettles, Anchorage and from Kotzebue, severely affect the healthy migration of our caribou. And eventually, this situation would affect us so much that you would start to see our villages starve in the future.

We have to be strong and protect our food security. If we don't do that, we're shot. And we need leadership to make sure our region is protected.

Subsistence is vital to our local folks in Ambler, Shungnak, Kobuk, Allakaket and Huslia, including Kotzebue Sound. When I think about the Ambler Road, I think about the future on that road. When the industrial road was built to Deadhorse, the state told us that there would be no public access. Within 10 years, that changed. If the state of Alaska puts money into the Ambler Road, sportsmen's associations in Anchorage, Fairbanks and the Kenai Peninsula would file their lawsuits and I guarantee within just a few years, that road would be open to the public.

What would we see in and around the Kobuk River? You would see hundreds, maybe thousands of RVs. If you think it's bad now with the drop-off hunters, just wait until you see what that road would bring in.

The other thing that worries me is that our people are not considering what this road would do to our young folks. We have long winters. And young people get on their snowmachines to travel. When we have a long-distance road like that, what do you think our young people are going to do? They would get up and go. And what do you think is going to happen? We're going to have a lot of death, and a lot of misery for our people. We have to keep all of these things in mind. We have to make sure we voice our concerns. If we don't, we can expect disaster in the future.

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I was not in support of the Red Dog Mine when I first saw it. But when I worked as the NANA president, I started traveling up to the Red Dog Mine. I saw young people with jobs and a future. I was really impressed. But, we didn't have strong leadership to make our demands heard when they had change in ownership.

We have to be very vigilant about projects such as the Ambler Road. If not, it could be a huge disaster for our people. The Ambler Road wouldn't be a Red Dog Mine. There are too many lands that are not ours. And the short time that these mines could be open all over the place would make more access roads for more mines and then we would have lost all control.

I'm at the age now where my hunting and fishing is starting to slow down. But we have a lot of young folks here that continue to practice subsistence. I tell these young folks that we need good leadership to be vigilant in protecting our way of life. It has to be done for our people, for the state of Alaska, and the rest of the world. Hear our voices: We are against the Ambler Road.

Roswell Schaeffer Sr. is a lifelong hunter, subsistence and commercial fisherman, and former Northwest Arctic Borough mayor.

The views expressed here are the writer's and are not necessarily endorsed by the Anchorage Daily News, which welcomes a broad range of viewpoints. To submit a piece for consideration, email [commentary\(at\)adn.com](mailto:commentary(at)adn.com). Send submissions shorter than 200 words

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Opinions

OPINION: There's a lot of talk about what we'd gain from the Ambler Road. But what would we lose?

By Shield Downey
Updated: January 11, 2023
Published: January 10, 2023

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8/10/23, 10:58 AM OPINION: There's a lot of talk about what we'd gain from the Ambler Road. But what would we lose?

An access road runs between the community of Kobuk and the Bornite camp in the Ambler Mining District, on July 24, 2021. The area has been explored for its mineral potential since the 1950s, and contains a number of significant copper, zinc, lead, gold, silver and cobalt deposits. (Loren Holmes / ADN)

My name is Shield Downey. I am Iñupiaq. I grew up in a nomadic lifestyle as my parents were reindeer herders around Noorvik, Selawik and the Baldwin Peninsula. I now live in Ambler. I am an enrolled tribal member of Native Village of Ambler, the first chief of the tribal council, and a shareholder of NANA Regional Corporation. I'm also on the Regional Elders Council and the chair of the Kobuk Valley Subsistence Resource Commission.

My feeling about the Ambler Road is sadness. It makes me sad that people aren't thinking about how this Ambler Road will open up the whole mountain range to mining. Miners will just keep exploring, building roads and mines and making more tailings ponds. Our leaders are not thinking about how this development is going to affect Native people and our culture. If we build this road, there will be no end to mining, only an end to our culture. We won't have any control if we let

this happen.

The Ambler Road is going to affect all our habitat, all the habitat all the way down to Kotzebue. People aren't paying attention. That copper mining, they use cyanide, and that's extremely toxic. And they're going to build a tailings pond at the top of a mountain. Sometimes it rains all summer; sometimes it snows all winter. That tailings pond could fill up and overflow, and then no more good water. All that mining is upriver from us; it's going to affect the whole watershed. Our river! That's our bread and butter.

People are going to try to haul booze on this road and get drunk and get stuck — and then who's going to help them?

The caribou are down to 164,000 animals. It's terrible. I haven't heard as to why it's falling so fast. We can't put the caribou at risk. I've talked to people who live in Minto, the road there joins up to the trans-Alaska oil pipeline. People from Fairbanks drive up there to get moose. So it's really affected the Native people's moose

<https://www.adn.com/opinions/2023/01/10/opinion-theres-a-lot-of-talk-about-what-wed-gain-from-the-ambler-road-but-what-would-we-lose/#> 2/7 8/10/23, 10:58 AM OPINION: There's a lot of talk about what we'd gain from the Ambler Road. But what would we lose?

hunting. Outside hunters are already affecting us with them flying to the north side of the Brooks Range turning back our caribou.

If we are prone to think about development and having jobs, we're not ready for it. Our culture is not ready for it. There's social ills in all of our villages. I'm concerned about our education system too. The young people are unlikely to hold a job. I'm very scared for them. We're not up to par and able to compete with the outside world. Our people have plenty of opportunity already to run little businesses and make money and they don't. A road won't help us out in the slightest. No amount of money is going to help us. We are going to become renters on our own turf one day. If we're not careful, people are going to buy us out. If we want to remain Native, practicing subsistence, we can keep doing that,

getting our berries, our fish, our caribou. But if we let them walk all over us, that's it. It's over.

I visited Northern California, and they're worried about all their rivers drying up. Wally Hickel talked about a pipeline to sell water to the Lower 48. Clean water is valuable.

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Ever since the inception of the Alaska Native Claims Settlement Act, the sovereign tribal governments have been kind of stepped on. They have never really practiced the old way of governing their communities. When I was growing up, we never walked in front of elders. We used to have the elders go and get food first, and so on. People have no respect for the elders nowadays. In fact, elders are being abused in some cases. Young people are living off their grandparents now. It's pretty sad. We need to focus on our cultural values. To me, the leaders representing us should not be pro-development; they should not have their eye on the money. They should be representing us and our subsistence. The leaders in NANA are not thinking clearly about how the road is going to affect Native people.

It's not about the money or the jobs for me. I want to make sure our people are treated right. I don't want the corporation people to be making decision for us. I

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OPINION: We don't need the Ambler Road

By Sidney Cleveland

Updated: May 17, 2023

Published: May 17, 2023

The Kobuk River winds its way behind Ambler on Friday, April 8, 2022. (Emily Mesner / ADN)

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8/10/23, 11:00 AM OPINION: We don't need the Ambler Road

My name is Sidney Cleveland. I'm from Ambler. I'm a tribal member and NANA shareholder. This letter is my opinion and I'm not representing any company.

I've been here in Ambler forever, since the village started. I was born in Shungnak in 1957 in the middle of winter. At that time, there was no Ambler yet. People used to come down here to check out the hunting in this area.

The hunting and fishing down here was good so my family and others moved down here. Ever since, we've always had game: caribou, moose, bears, mink, foxes, wolverine and lynx. All of it. Springtime, we hunt geese, ducks and beavers. In summertime we fish — a lot. I remember when I was growing up, we set nets all over. We had fun, we had lots to eat and we had a lot of work to do.

I've worked at Red Dog Mine since it opened — I'm in my 34th year now. I helped to build the Portsie Road. Jim Dau, the caribou biologist for Alaska Department of Fish and Game, used to come up to Red Dog every year, and I would talk to him. There used to be lots of caribou around Red Dog Mine, but not anymore. I asked Jim, what happened to the caribou? He said, when the caribou hit the port road, a lot of them won't cross and head east instead. Now, we don't see any caribou at Red Dog for many years. We don't even see much caribou in Ambler anymore. Just because of so called "progress" — meaning mining and exploration.

Now Red Dog wants to build an underground mine a few miles away and another road to that spot. And then there's the Ambler Road. Both of these roads are like a fence for migrating caribou. Ambler Road is a

long fence. So I don't like this development.

I'm against Ambler Road because of how it will impact our subsistence lifestyle year round. We used to go up and hunt right by Bornite. There used to be caribou up there. If they do build Ambler Road, that will be the end of most of the animals that we hunt. I've heard stories of the Tanana road and McGrath road. There used to be animals right on the side of the road. Nowadays, outside hunters from Fairbanks come to hunt, and there's no more game. If they build the Ambler Road, Outside

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hunters will come and get our game. Already, small planes are here every fall. Those hunters would use the Ambler Road even more.

I've seen maps of the road that go right to the Ambler River, which enters the Kobuk River right at Ambler village. Are the mining companies planning to tap into our clean water? Lots of people have allotments on the Ambler River; they hunt and fish on the Ambler River. If that mining company and road mess up that clean water, it will really affect us and our fishing.

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If they build Ambler Road, trucks will run off the road and spill ore. Someone is supposed to clean that up, but usually they don't clean it all the way. And all that toxic stuff will drain downriver to us from the mines. Fuel tanks will tip over and spill diesel all over the tundra. And I'm sure they will try to pretend it didn't happen. I know that will happen in Ambler Mining District.

With these mining companies, it's all about expansion. If they build a road, they will start exploration all along the road, all the way back to the Alyeska pipeline road. And that's when we'll really be losing our game. The Athabascan people — and us, too — will lose hunting and fishing grounds and our privileges. I would hate to see our hunting rights go to a lottery system, like down in the states where you can only hunt

a certain number of days of the year. The Iñupiaq would never survive as a people like that.

The agencies need to actually study the impact on this land; they need to have actual meetings here in Ambler, Shungnak and Kobuk. I would like to know what's going on with this project. What about me, poor old Sidney in Ambler? If they want to start that mine, our people should have a say — big time.

I'm going to retire from Red Dog Mine soon. I want to keep hunting and fishing after I retire. That's why I don't want the Ambler Road — we wouldn't have such an abundant land anymore. No road to Ambler!

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Sidney Cleveland is a tribal member and NANA Corp. shareholder. He lives in Ambler.

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Opinions

OPINION: Consider the Ambler Road from a caribou's point of view

By Cyrus Harris

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The Western Arctic Caribou Herd as seen from the sky in 2011. (Jim Dau / Alaska Department of Fish and Game)

My name is Cyrus Harris. I'm Iñupiaq from Sisualik, 12 miles across Kotzebue Sound from Kotzebue, and a co-chair of the Western Arctic Caribou Herd Working Group.

I want to talk about the fall caribou migration that I grew up with. In Sisualik, there were several families that lived there in spring, summer, fall. If a traveler passed through, we asked what their observations of caribou were on the way. Elders got together to speak about the coming caribou migration.

When the caribou did start migrating, us younger guys were always eager to hunt. The elders would say no, hold off. We didn't understand that they were allowing the first caribou to cross. After a day of heavy crossing, there was no stopping the caribou behind them. We worked together and went hunting for our winter food supply.

That's how it was done back then. But since my younger years, Sisualik folks noticed that the caribou migrate much later. As we eventually found out, the Port Site road, which was developed for the Red Dog Mine, turns the caribou back on their migration path. When they finally cross and come south, we're able to hunt, but the bulls are already bad from the rut. Growing up, we used to be able to get bulls when they were in their prime, when there's plenty of body fat and good skin.

This past fall was the first fall that I had no caribou. This, combined with the declining caribou population, is a big challenge we see at Sisualik and around the Northwest Arctic today.

With the discussion about Ambler Road, I'm looking at it from the view of the caribou. The Ambler Road is a proposed 211-mile road that would cut the eastern part of caribou habitat in half and connect our region with the rest of the state's, and country's, road system.

Caribou will start detecting the noise of that road from miles away. They'll get closer, cautiously head in that direction. But they'll be hesitant to cross. This has already been proven to happen at Red Dog Mine's port site. There are scientific studies to back up what I'm saying. Indigenous folks said this would happen.

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There are many more consequences that would come with the Ambler Road. These would affect not just caribou, but also waterfowl and fish species of all sorts. Contaminants from the road and mines will drain from the tundra to the creeks, and from the creeks to the Kobuk River. People making decisions about the Ambler Road don't seem to understand that Sisualik and Kotzebue are going to be highly affected.

When people were first doing studies in preparation for the Ambler Road, they claimed that there were no fish in a certain creek. I thought that was ridiculous — fish migrate, too. Scientists often come up in summer, but later in the year, that creek would swarm with fish. There's a season for every species in a particular location. For instance, caribou heavily migrate through that area where the Ambler Road would be in the spring and fall time. And there are groups that stay throughout the winter.

One thing that I know is that once you have a road connecting a community to the outside world, you become urban. So what happens when we become urban? We end up back to zero and lose our rights to subsist. Once the road is developed, it's going to affect our lifestyle — it's going to basically kill our culture.

Mining companies get done messing up some other place, run out of resources, and then expand up here. I don't understand why our world is designed so that the majority of that revenue will go to another country, while our region is going to get scraps.

I think about this all the time. All parts of this land and sea are very sensitive and should not be disturbed by industrial development. After

all, Alaska is the last frontier, isn't it? For the sake of our future generations, I'm speaking in opposition to the Ambler Road, to save our culture.

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Cyrus Harris was born in 1957 in Kotzebue, and grew up at Sisualik living a traditional Iñupiaq way of life. He established the Hunter Support Program with Maniilaq Association, providing traditional foods to elders, and is a co-chair of the Western Arctic Caribou Herd Working Group. As a lifelong hunter, he is a keen observer and navigator with deep knowledge of the land.

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Opinions

OPINION: In the Ambler Road discussion, there's no guarantee that nothing will go wrong

By Reba Jones

Updated: October 14, 2023

Published: October 14, 2023

An unfinished road leads from Shungnak northeast toward the community of Kobuk, the Dahl Creek airstrip, and the Ambler Mining District on July 23, 2021. Kobuk and the Dahl Creek airstrip are around eight miles from Shungnak. (Loren Holmes / ADN)

I grew up at fish camp and our winter cabin throughout my childhood life up until I was 17. My parents, Frank and Wynona Jones, have been a big influence on me. Because of them, it's important to me to preserve our land and make sure the animals, the fish, and the birds always come back. Because this is our home, and this is what we live off of.

My family camp is on the Kobuk River — and it's close to where the Ambler Road could be. This is also in the area where animals, fish and birds migrate. The Ambler Road and the mines will affect the animals because that's where they pass through. This is a big part of the animals' home for the year. If you put a road where caribou, fish and

birds will be affected, then that will

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obviously change their routes. I know that's an influence on what they hear, smell, see. That's scary. I hate to see these animals' home, our home, get invaded just for a road and minerals.

And then there's the creeks and streams that we worry about a lot, the water that comes from the mountains where they plan to mine. The rivers connect to the ocean. It's a big world, in a small area. Everybody would be affected by the Ambler Road.

I'm not just worried about the Ambler Road's effects where we live, but also the surrounding villages: Ambler, Kobuk, and everybody downriver. Last winter, some guys from Huslia even, came over to hunt caribou and then head back to Huslia. Our region feeds a lot of people. The Caribou Trails newsletters publish numbers of caribou that each household catches. It makes you realize how much we depend on caribou and how everyone helps other families who can't go hunting. We have to try to support the other small villages in Alaska.

I've been sitting on the Shungnak tribal council and city council the last two years. The Alaska Industrial Development and Export Authority or Bureau of Land Management or Ambler Metals often come through, talking about the Ambler Road. I always try to go into those meetings open-mindedly and hear what they have to say. The majority of those meetings are on the positive side. They don't leave room for the downsides of what could possibly happen. They always have an answer for everything, but I don't feel good about their answers to the more challenging questions. What are you going to do if there's a spill in a creek? They make it seem like it's impossible for them to mess up. But there's no guarantee that nothing will go wrong. That's what scares me a lot.

There are some people that are totally for the Ambler Road and they always mention jobs. They're good jobs — you can do on-the-job training and make money and support your family. While I think the jobs are great, it's a job to tear up your own land. And it's just one kind of job. More mining jobs push people into those jobs rather than into school and education. You don't need much special training, and you don't need to go to college to be a drill or heavy equipment operator. We're always short of teachers here. We have so few native teachers.

Two things are always on my mind: mining contamination into lakes and rivers and the possibility of the road still being in use when they stop using the mine. I know they mention there won't be public access, but again, there's no guarantee of what will happen. We hear a lot from the people who are for the Ambler Road, but often we don't even get to talk about the downsides.

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In reality, many in the region are against the Ambler Road. Lately, it feels awesome to see it from all over the place. And just being heard is one of the best feelings. I love talking about my lands, mine and ours and everybody's, where we grew up.

Reba Jones grew up in camp upriver from Shungnak. Today, she lives in Shungnak and serves on the Issingnak Tribal Council and the Shungnak City Council. Reba continues to live off the land as her family taught her.

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Opinions

OPINION: If the Ambler Road is built, it's not just our commercial fishery on the line

By Andrew Greene

Updated: December 10, 2023

Published: December 10, 2023

An unfinished road leads from Shungnak northeast toward the community of Kobuk, the Dahl Creek airstrip, and the Ambler Mining District on July 23, 2021. Kobuk and the Dahl Creek airstrip are around eight miles from Shungnak. (Loren Holmes / ADN)

Commercial fishing is what I've known for my whole life. The first time, I was seven or eight, and I remember getting seasick and puking. My dad, the late Frank "Obbie" Greene, was the captain. I've been commercial fishing in Kotzebue Sound since then, and have been a permit holder since I was 19. I still get seasick, though.

Our salmon fishery is a big part of why I'm against the Ambler Road. I worry about what the road and mines would mean for our fishery. We all share the Kobuk River. The salmon, sheefish, trout, grayling and everybody between Kobuk and Kotzebue shares the water. We would all be hurting if something happened at those mines. From what I understand, it's not a matter of if tailings ponds will break and send toxic sludge downriver, but when.

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In the past 10 or so years, the Kotzebue Sound commercial fishery has brought millions of dollars to fishermen. It's a boost to the economy for Kotzebue and the whole region. The best year we had was seven or eight years ago. We had 75 or so fishermen on the water and everybody had one or two helpers each. That's a lot of families depending on salmon.

The Ambler Road to the mine and adjoining sites, and there were many sites in the presentation that I saw, have the

possibilities for catastrophic failures. I'm sure this mine would have a tailings pond. No engineer can predict what the weather here in the Arctic will do. Rain and snow here are unpredictable. Tailings ponds fail. The Mount Polley mine is a perfect example for failure. British Columbia fishermen were expecting a run of 72 million sockeye in 2014. Mount Polley tailings pond broke and released 10 million cubic meters of water containing arsenic and mercury and 4.5 million cubic meters of tiny silt silica. Needless to say, the fishermen were devastated by the possible contamination.

Imagine this happening on the Kobuk River. How many villages below the mine depend on this water for drinking? How many people depend on this river for food? What animals do people subsist on that frequent the river? The same water passes into Kobuk Lake and in front of my home in Kotzebue. Not only could this affect people in the river system it could affect the ocean also. Our food, from fish to seals and beluga, would be directly impacted here on the coast. Fresh and salt water is life for our people.

Another issue is global warming. Typhoon Merbok in 2022 was just one of many storms to come. Our region was lucky for high water and offshore winds. Building the road to develop another mine and the subsequent mining would just add to the problems our region already faces. Efforts to shore up our communities from erosion would be more beneficial to the residents of our region.

According to what I've read, there are 250 active copper mines producing copper. What's the rush in developing another? The copper isn't going anywhere. As with the Pebble Mine, the land and people are too important to start this project.

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Lastly, I'd like to tell the people who don't live in our region to quit advocating for a mine that wouldn't affect you. You don't live here. Consequences to the air, land, or water here affect me and the people who live here, not you. We residents of this region have to deal with the effects of climate change. We choose to live here and face the challenges this country has to give. I was born here, and I choose to live here — this is my home.

Andrew Nolluk Greene grew up in Kotzebue and at Sisualik and lived in Ambler for five years. He has commercial fished in Kotzebue Sound for more than 40 years. He is also a hunter and trapper. Andrew lives in Kotzebue.

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Ambler Comments

I'm a member of Ambler tribe. I don't want the road. What's going to happen to our bears, our fish, caribou, moose? What's going to happen to it, because that's pretty much our

supermarket. We can't go to AC. We can't go Walmart, Fred Meyers. You know it's not like we can just go to the store and get our meat. We go out and get it. It's not just about the meat either, it's about the act of hunting, getting ready to go out, get the food. Just being out in the beauty of nature, our land.

They say it's gonna be a closed road. But that's what they said about the Dalton Highway and it's open to the public now. There are already people coming up to hunt caribou, catch that big sheefish. There would be lots more. We've seen float planes land by Hunt River and they just walk there for a bit and then get back in the plane and go. We grew up down there. Growing up we never saw that, people coming in for a few minutes. We camped down there at my dad's place for the whole summer. We'd just see a boat here and there. Now, rafters and float planes all the time.

My dad is Clarence Wood. He passed away several years ago. He didn't like the road, he didn't want it. – *Ambler tribal member*

I'm the first chief of Ivisaappaat Tribal Council. I like nikipiaq, eskimo food. If there's a road, we're not going to get anything out of it. All these years I've been living here. I've been living in Ambler since I was ten years old. All this time I've been living here, now I'm 76. That's why I'm against the road. Nobody from around here will benefit from the road. There's gonna be lots of trash, people making runs for booze on the road. That's what they do right now, it will only be worse with the Road. My dad, Nelson Greist I always said no Road. It's just gonna be accident, he always say. I remember him saying that.

We almost have no caribous this fall. They didn't come til October 14, 15. I think there was one person that got one at Hunt River, but nothing here. October 18, 19 caribou finally start coming around. That's real late. The fat bulls were stink already, the young bulls were too skinny. We get how many young bulls, and they're too skinny.

Our fishing would go low maybe with the Ambler Road. Sheefish always go spawn on Upper Kobuk. It's gonna quit I guess as soon as there's a road. I never even touch one fish this summer, the water was high. No way of putting net anywhere. Didn't get one dry fish or anything. I got a moose ticket this fall, I never used it.

I don't like to talk in meetings.

On the VHF radio just now, 14 against the road. – *Ambler tribal member and tribal chief*

No road! It will destroy our food source, like berry picking. The caribou run through what their trying to build. We'll lose our caribou, our hunting rights, what we depend on. So like my dad, Mac Henry say, NO ROAD.

People say it would help with jobs but in reality it will destroy our food source, what we depend on, what the elders depend on. Our elders teach us all about land and how to hunt and all. It will destroy everything that we depend on. – *Ambler tribal member and tribal council member*

No Road. It would be nice to have road so we could have cheaper stuff. But they would need a gate like military to keep people out.

Once they open the road we're afraid we're gonna lose our hunting. It's bad enough they fly up north and hunt. We like to eat our native food, nikipiaq too.

Once they build that mines, it's going to just be open 12 years or so that's it. And then lotta mines here and there would start opening. And then they would start leaking and then we'd have no fish.

The only way it could work is if they would cooperate and we would control. And then by the time our fish might start having cancer. Our grandkids, they might have cancer from the leaking from the road. It'd be nothing but cancer for our young ones. And then to eat, there'd be nothing.

We're thinking about our grandkids' future. We have to protect our grandkids' future. Mike Simon from Hughes say they hardly have nothing over there. All they have is ptarmigan and rabbits. When they catch they have something to eat, when they don't they have nothing.

Lot of us right now we're not going to get what we really need for the year. The caribou don't come by like they used to. Skinny and late. With the road it's gonna be different. They might stop coming over this way. It's already this bad.

We get tired of having moose. If there's moose. We'd eat fish, but there's high water

all summer. Nobody could dry fish this summer, too much rain.

I traded wood for fish this year.

BLM don't live around here. They don't live our lifestyle. They got to listen to us. We don't go to their office and go boss them around. – *Ambler tribal members*

Born and raised in Ambler Alaska. I'm a NANA shareholder and tribal member of Ambler. I'd like to put in a comment stating that no road should be built because it will affect our culture, our subsistence hunting. There will be no native foods, nothing for us if there is a road. We won't be able to teach our children what we were taught growing up.

I grew up with Elders. They lived til 91. They taught me everything they know about the subsistence and we also went to Kotzebue every summer for commercial fishing. My parents taught me subsistence.

Fish, caribou, especially the caribou that's what we subsist on every year. I took a week off from work to go catch caribou and I was able to fill my freezer. Last winter was hard without meat so this fall we filled our freezer with nothing but caribou. My kids sure like caribou meat, with seal oil. With the road we would have no caribou. – *Ambler tribal member*

The road is bad for our subsistence way of life. How are we gonna get the same migration for our caribou? Imagine how building the road will affect our berries. It's basically trashing what we call home. It's already bad enough that we can't get healthy white people food around here because it's so expensive. We need to have our subsistence foods. I think the road would cause a lot of damage to a lot of people's ways of life. – *Ambler tribal member*

I believe NO ROAD should be built to this area. That road you guys are talking about would change everything. The caribou wouldn't come here no more, they'd just go someplace else.

Their migration is already kinda messed up and that road would only make it worse. Sheep would go someplace else too. Sheep population is way down and the road would make them go someplace else or just die off so we have no population at all if the road and mines are built right where the sheep live. I also fish, commercial fishing deckhand in summer time in Kotzebue and under ice net in fall time and winter in Ambler. The road and those mines would kill our fish. Plus native people have property's that the road might claim. If they build that road it will upset a lot of people up this way. *Ambler tribal member*

I'm a member of Alatna tribe and I've lived in Ambler 43 years with my husband from Ambler.

I hope they never build Ambler Road. It will change our subsistence way of life. And it will open the corridor. I'm worried about everything—the fish, the caribou. The reason we really don't want any roads is the way of teaching our kids how to camp out and how to hunt.

You know once you put a road in, there will be boats on Kobuk River, people on state land. It will just open up our whole land.

My main concern is subsistence. The road will change our herd the way the pipeline did to the porcupine herd and also part of the northwest arctic caribou herd. You know the predators out there they don't take as much but it's the big game hunters. We don't need any roads here. We need to protect our land. Once they put a road through it's going to open up the whole country. There's lot of gold mining, lot of mineral mining, oil. The road would cut off the migrating caribou herd. Plus it's declining already.

A long time ago, we only get what we needed to subsist. We raise dogs and fed them mostly fish. You know my people raised me up not too far from here. 198 miles south east from here on the Alatna River. The proposed road will be running right through my people's hunting grounds, camp grounds, fishing grounds. All the way up to Sheep Mountain, camp sites. And probably burial sites too. Our people's. It's gonna affect a lot of tributaries. The fish depend on clean tributaries for spawning. Some places they will have to build bridges to cross the tributaries. Subsistence is my main reason to be against the road.

But the weather pattern too takes some effect on maintaining the road. There would be washout areas, flooding.

Everything here will change just because the US government says OK, build it. Lisa Murkowski came here one year and ask us questions about our main health concerns. This road

will affect our health too. Especially with all the asbestos on our gravel source. A long time ago they used to have asbestos mine above Kobuk. Stories passed on that they would come home real dusty, covered in dust. I guess any mining company comes with that though. And there has been lot of mining companies before. Kennecott. We took a ride up there and took a look at what they blasted off the Jade Mountains. They left open shales and it's hard walking.

I believe Doyon corporation, the corporation I belong to, Doyon and Allakaket, Hughes, Alatna, and Bettles, they oppose Ambler Road. They have always opposed: no roads to Ambler mining district. I think my husband, he has a native allotment up at Miller Pass. It's between here and Shungnak. That allotment is pretty close to the road. You might hear a lot of the activity from his land.

Because of the trucks, we're asking Nana to help support shutdown periods on Red Dog Road so caribou can migrate. That Red Dog road is what's stopping them from coming to our area, too. We only get one caribou this fall. So it's going to affect our caribou. That's what open roads do, makes things hard. When you destroy the land by mining, opening it up.

We're not too far from hot springs, and we even have earthquakes. We're not too far from danger zone. Not as heavy as Anchorage but we do get earthquakes close by. Before they open roads, we used to get a lot of caribou to travel down the Alatna River and into Hughes and Huslia. They would go as far as Nulato Hills and that area. Now my family back homestart calling me for caribou skins, because they don't get caribou in that area no more, because of the Haul Road. It costs \$1020 just for two passengers to go over to Alatna now, one way. Winter time it's no trouble, you could go with snowmachine, if you could afford a good running machine and gas. One third of our income go to gas and stove oil. And we have to go farther and farther to get wood. *—Ambler resident*

I'm worried mostly about the caribou migration. My wife is from Alatna right across from Allakaket. They used to have the main caribou migration right through there too, like we do in Ambler. Ever since that Haul Road opened up the caribou don't come around anymore. Only once in a great while the people of Alatna see a small bunch. I don't want that to happen here like what happened in my wife's area. I'm concerned that the Ambler Road will be similar. That's why I'm against the road. I know it will be the same and we will lose the caribou. I don't want that to happen.

My family subsists off of caribou and all the game. We hunt.

Dust from the minerals that they are going to take out is going to be poison to the caribou. How about fish too? Are they going to monitor that discharge closely? That's my concern because I know it will come down this way.

Sport hunters will use the road to set up camps, maybe even stake claims on state land. The river is counted as state land so the sport hunters could hunt right in the river like we traditionally do.

I'm worried about how this will affect our culture.

I'm also worried once they open the road our young kids will start trying to use it. We'll end up looking for them or they'll disappear. I'll be too old by then to go look but I just worry for them. We don't even know when they'll take off.

I loved what Ross Schaeffer wrote in the Sounder. That was good. He spoke from the heart. *— Ambler tribal member*

I'm born in Shungnak and we came here to Ambler when I was growing up. Every fall we would come down to Ambler and fish under the ice and go home before Thanksgiving. In the summer we would go upriver past Shungnak to go fish camp right after 4th of July. We'd stay there through September or October even and fish all summer long. And we'd pick berries. We'd have berries—our dessert almost every day. Even after we moved here I keep going upriver. When I had my own boat I went up alone even. I'd pick up a friend in Shungnak and we'd go up to Shlakty—that's an Indian name for a place just below the Pah River.

It's not so far back in memory. My dad and others would go up to the Noatak side and hunt caribou and sheep. At that time there were none in this area. Hard to survive without caribou.

I'm worried about the Ambler Road. We grew up with our native food, our fish. If they make a road and mines back there a lot of those drainages drain into the Kobuk River where we fish and hunt. The dust will fly and land someplace. That won't be good. The road will affect

sheefish too. What will we eat? Probably caribous won't even go through here any more. Every time we go to AFN and talk to those Alutna and Allakaket people they say no caribou yet. Ever since that pipeline road went through no caribou.

People think they'll use the road right away. But it's not going to be for traveling. They say it's going to be cheaper, but they're not thinking. What will happen along that road? Too many accidents. People think they can go and get some place but it's a long ways. And when it's cold it's dangerous. Who will maintain the road and search and rescue?

There are lots of people who have mining claims back there on the Ambler River. I remember as a helicopter pilot came to my mom and dad's store with a piece of rock that he found back there. I told him that's ours, that's our land. This road will just open up our area to danger and damage.

When we had a meeting they started talking about Road and I didn't like it. NO ROAD. I still don't want road. The other day I was thinking about going upriver. I used to go upriver by myself, pick up my cousin. It's real peaceful up there, lots of hunters though. If they make road and let it happen, we don't know what all is up there. It was before our time. In the past people would put their loved ones right on the ground, under a tree. If they're building the road the workers might run into that kind. Lots of people run into those graves. The workers might run into those graves while they build it. Even though we don't want the road, I worry that they will build it. They say it will be closed, but next thing we know it will be a highway. They're looking at our backyard. They used to survey long ago, lots of helicopters used to come. They used to go to my dad. One of those guys found gold nugget and put marker. I don't know where it is. When the white people came, kids were playing with rocks in their houses and didn't know nothing about it. Gold is real pretty when its shined up. My mom and dad used to go digging. I won't be here if they make a road, I don't think. But I'm worried about the younger people. I'm worried about our fish too. We'll have no caribou. They don't like walking on the road. Maybe people over there, the Indians will have caribou instead of us. Maybe they'll get pushed all the way over to Canada or down to the coast. Long ago we move with them. The caribous still know the old trails. White people sure like upriver. There's lots of planes all over. – *Ambler tribal member*

My comment is the same as everybody else in Ambler. No road!

It will affect our subsistence, especially for our young generation, the ones that are still in high school. It will affect our hunting grounds and bring lots of sport hunters, people that shouldn't be in our villages, they might bring drugs. The one thing, they might bring in drugs. I don't believe that the road will stay private. People could be driving on the Dalton Highway and then right to here. Especially with those meth dealers, they could come in that way and our villages won't be safe anymore. My son is a hunter. So if that road happens, our caribou, our everything will migrate different. They might not come by this way anymore. Plus we'll probably run out of caribou. You know these sport hunters will probably go get their antlers and not the meat, most of them for the hide. – *Ambler tribal member*

The Ambler Road will affect our subsistence. All the caribou migration. Look at Red Dog. The road already holds the caribou back. It's already bad enough. By the time they get here they're stink already. Gotta look for the females without calves. Because the bulls are stink.

They say they're going to make a road right by my camp up there. That big lake, Anirak Lake. My mom's allotment. 80 acres. There used to be real big pike up there. That's where we used to camp long time ago.

If they start really building a road. They want that minerals. Those people downstates have roads like that but they don't have fish, no bear meat.

All the minerals would start going in the river. You know how that, the animals and all the stuff will drink from it and I don't know, it won't be good.

I was born in 1952 in Selawik. I remember coming here, Happy Valley up here to Happy Jack's. At that point that was hardly no one here in Ambler. That was 1954 or 55. When I was a little boy.

No roads then, no village even at that time. We went right to Shungnak, two years, then downriver in that little boat.

We probably will lose a lot. I don't know how my grandkids will do if the fish go away. They'll probably eat beef! Hardly any hunters anymore nowadays. People just want to ride, live in cities.

All that noise up there, if they're building up there. Animals coming around, bears, moose, they'll start drifting away. I don't know how the animals do it up there at Red Dog. That Road sure scares me too. No Ambler Road! – *Freddie Greist, Ambler tribal member* I just don't want the Road. It's too close to where we fish up there. It's too close to my husband's allotment, where the fish always go spawn. Near Anirak Lake. I'm worried about salmon that will go spawn to Qalugriivik. There always used to be so much fish in fall time that would go up. We could see their marks (kavluniks) in the water. Trout, sheefish, tiktaaliq, pike, whitefish.

The Road might stop the caribou from running. I saw it at Dahl Creek and Bornite when I worked there. The caribou stop. The hunters always try to go through there from Kobuk and Shungnak.

Siiqsiniq is like a fork of Ambler River. That's the path to go to Anaktuvak, behind that Redstone Pass. Ambler Road might affect the sheep too. That's where we always get sheep. I remember following with Freddie up there. You just have to follow the valley.

Just like last time they might make the road and then quit part way through with the mine. There's a cabin up there that's full of rocks, to the ceiling. They're going to stir up the land and we're right below it. – *Ambler tribal member*

They should stop building the Road right now. If we run out of caribou then we have to order from long ways and it's real expensive. The big game hunters probably slowed the caribou down, too. Caribou is our source of meat, our only source of meat. We can't order from far away. It spoils from the shipping time. All the frozen meat goes bad.

The majority of the people around here don't have jobs to be ordering so much. We need the caribou for our meat. If they put the road in, it will change. You should know how animals are. They will know something is wrong.

And all the chemicals from building the road, the minerals from the mines. It will change the caribou's eating habits.

And if they build the road a lot of young ones will try to go Fairbanks to bootleg and just to go party. They might get stuck or have accident on the road. When there's alcohol involved there are accidents. They could be out there freezing because they want to stay drunk. Alcohol will control their decisions.

The mining companies are just trying to rob us.

All our fish, what we gather. When it rains on the land, the runoff comes down to our river. When they build anything along the road. All the bad dust will go toward the river. The fish live in the river and will get poisoned. Everywhere in this whole region could be poisoned if they build the road because they use a lot of different chemicals for sure. It's going to damage our plants, damage our fish.

They won't even know if there's asbestos. They shouldn't even try. Environmental department is going to say there's nothing, not enough to worry about, but they shouldn't even. I have my dad's, Truman Cleveland's map. It's all in Inupiaq. It goes all the way over that way, all the whole Kobuk River how they used to hunt, our ancestors. Our ancestors used to go hunt all over, way over that way. Our people hunt way east of here, way north, our ancestors. I don't know how come the State is like this, they just always want to control. It's just scary. We like to eat caribou, we like to eat all our food up here.

And our kids. If they get older they're gonna, right now there's a war going on. It could be a hard time to send food up this way. We need to be able to get caribou. I have four siblings. When my parents migrate from way up there, they lose three of them from living in tents in the cold. One of them is buried right back here by Happy Jacks. A couple more are buried along the river here, we're not sure where. Our ancestors buried people all over this country. We don't know really for sure where they are, but I know for sure there's a lot of burials out there. – *Ambler tribal member*

Subsistence lifestyle will be affected – *Ambler tribal member*

That Ambler Road the state is wanting to build is going to threaten our whole way of life. Caribou are the lifeblood of our people. We hunt and eat caribou sure. But they are also companions. Without caribou on the land it feels lonely. There's fewer bears around, fewer wolves. Everybody goes hungry. That's what I picture our region like if the Ambler Road is built.

I mostly think too about the toxic stuff they'll dig up when buiding the road, and later when they build the mines too. I think that's going to be bad for the caribou and bad for our people too. And really what's bad for caribou is bad for the Inupiaq.

I'm also worried about how the road is going to affect salmon and sheefish. This is pretty much the only place in the world you can get sheefish. And the state wants to build a road right through the heart of sheefish spawning area. I've heard lately that the Yukon has no salmon. Sounds like a nightmare alright! In the summertime I'm a deckhand for commercial fishermen in Kotzebue. I've been doing that the last five years or so. A couple summers in a row we had hardly any fish and man it was just sad. Nobody made much money. And we were all worried that this was it, that disease or whatever that hit the Yukon maybe hit us too. Now the state wants to build a road to make a few dollars with a mine. But we have to plan ahead. We have to protect our way of life.

I've hunted and fished since I was too small to remember. I want to be able to pass this life, this Inupiaq life on to the next generations. – *Ambler tribal member*

I'm Inupiaq from Ambler. I'm a tribal member of Ambler and a NANA shareholder too. I am against the Ambler Road. I am worried about how it will affect caribou. Caribou numbers are way down in the last 20 years, down to just 164,000. We eat caribou all year round, depend on them for survival. I'm worried how the mine and road will affect the migration and maybe even no more caribou. Also if that road is built outside sport hunters will be able to come up and we'll have to compete with rich guys for hunting.

The road and the mines are all upriver from us. All that dust and pollution and mine drainage is all going to come down the Kobuk River. Being downstream from that toxic place will affect our fishing too.

The road will bring drugs and riffraff up the way to our village when we already have plenty of problems.

The Ambler Road will do lots of damage on our culture and our land. – *Ambler tribal member*

Im signing because i believe that the beautiful land that i grew up needs to be protection from being mutilated for financial purposes – *Ambler tribal member*

There is too much at steak. For little opportunity. Not worth it. Save our land, trees, air, water. – *Ambler tribal member*

I lived and seen Ambler AK as my beautiful hometown, and I hope my future kids will experience the things I did growing up such as hunting and subsisting etc. – *Ambler tribal member*

I live out in Ambler. The road can change a whole lot of thing like the migration of the caribou the fresh water what we drink from. I grew up living off the land. Every year we rely on the caribou the moose and the bears. The animals are worth more to me then the road. My name is Jeremy Williams. Im from Ambler on both sides. I live here with my wife and 4 kids. The Ambler road might mess up the caribou herd migration. I grew up hunting caribou to feed the family spring and fall. Without caribou its hard to find meat to feed the family. Its part of our culture to have caribou around. The Ambler road might mess up our good drinking water. When we go out in the country its safe to just drink the water. Road and mines might bring toxics so we cant drink it any more. I would miss this. With the road it will be easier for the dealers to boot leg and a lot of dangerous drugs might come in to our region. Drugs and booze are a big problem around here. That road will make it easier to bring booze in and cause all kinds of problems for families. Their might be worse drugs too like meth that we work hard to keep out of our region so far. – *Ambler resident and Kotzebue tribal member*

I'm from Ambler Alaska. I am a NANA shareholder and Ambler Tribal Member. I've been an Ambler tribal member for 25 years. I will always defend my land. I grew up in Ambler. This road you want to build will have no benefits for our people. This road will kill generations of my people, the food we harvest an hunt for, will all be gone. The caribou won't come back. The fish

will be poison. The herbs and vegetation will never be the same. The lifestyle we live is already scarce. This proposal will demolish the land that is sacred for my people. –*Ambler tribal member*

My tatta served on Nana Purcell Security, Caribou Hunting Advisory, and many other Boards and committees for many years, he loved to protect our land and Animals from outsiders. I grew up watching him doing this my whole life, he was always showing me how to live off the land. We'd go to camp for a month or two, go to town for 2 days, and go back to camp, throughout the summer. Preparing for the winter, fish, caribou, berries, roots, plants, trees, everything that grows off this beautiful land we live on.

KOBUK RIVER KIDS. This is why I'm against the Ambler road. We live off the land for thousand of years. If NANA and other business approve this road they are going against our own INUPAIQ VALUES: RESPECT FOR NATURE

Making a road is not only going to ruin the ground that our berries, plants, roots grow on, its going to ruin our traditional ways of living. We've lived off this land for thousands of years, years before government people came to discover us. We lived off the land and animals without store bought food, gas, oil, everything. Just think how much land will be ruin years to come if this road is built. My name is Qatlu Walton and I'm against this road because it's going against our inupaiq values, and going to ruin this generation of kids way of living off our land – *Ambler resident & Selawik tribal member*

To help protect subsistence from the land – *Ambler tribal member*

We don't need that damn fucking road. That's all I gotta say. They would be messing with our caribou herd, our fishing, our berry picking. The birds probably won't even come out here. We depend on the land. If the road comes right through there, everyone from outside is just gonna be coming through there and there will be pollution. – *Ambler tribal member*

I'm against the Ambler Road because this is the last place like this left, just how God made it. We have to know where we come from and what has occurred before we can know where we're gonna go.

I'm worried that the influx of activity will alter or change the natural way of things, even more than we already have. Because you can't tell me that all these airplanes flying when it's hunting season don't affect the caribou migration. You can't tell me that all the motorboats on the river don't affect the caribou. The Ambler Road will only bring more.

There's one more thing that I'm against when it comes to the Road, it would be the influx of alcohol and drugs. For the sake of local, indigenous people's sake. Having less access to outside keeps it somewhat under control.

I was for Ambler Road originally thinking it would bring some jobs and some money for our region. But when I see what the mining companies and the road company wants to do and how they want to go about it, I see that it really won't benefit our region. It's all going to benefit these multinational companies. The whole end result of this is that I lose everything that I'm familiar with. – *Ambler resident*

I just found out that you guys are asking us locals for comments on Ambler Road. You guys are not doing a good job of talking with our tribal members about this project. At the very least you guys should put it on Facebook so our tribal members in Upper Kobuk and the whole region will see it. Lots of people use Facebook. You also need to make it easier to send a comment in. I don't think you understand what challenges we have here. You need to come up and not just talk to NANA and tribal councils, you need to talk to all of us. My first thoughts about the Ambler Road is: totally not a good idea.

I just paid almost \$200 for my family in Ambler to send me fresh tuttu (caribou) meat on Bering Air. Tuttu are FINALLY crossing by Ambler, just as the Kobuk is freezing up. The herd is less than half the size it used to be, not migrating the way it used to as it has almost my entire life, and as it has for 10,000 years in this region. If that road gets built, I'll have to pay just as much in freight or gas but maybe there will be no tuttu! My family will starve without caribou.

There will be no caribou because tuttu don't like roads. We know that they get confused around the Red Dog Mine and that portsite road. They get confused on their migration for over a month.

We also know that land up by Ambler is full of asbestos and later when the mines are bringing up all kinds of toxic rocks it will hurt the caribou. I've heard that caribou meat already has lots of lead and toxics because of the Red Dog Mine. It'll only get worse with the asbestos and copper. You're going to be poisoning us.

You guys probably think oh if there's no caribou those people could just buy meat from Walmart or AC or something. But that doesn't feed us the way caribou does. First cause it's expensive. But also because it doesn't feed our Inupiaq souls. We Inupiaq have a connection to caribou, to this land. If you build that road it will damage forever our connection to caribou cuz there won't be any! And it will damage our connection to land. – *Ambler tribal member*

I worked at bornite as mechanic and we have old equipment which leaked and has been fixed but this equipment that leaked crosses a couple creeks between bornite and Dahl creek. There's has also been spills of diesel fuel by the gallons which has been reported as a smaller amount and hydraulic oil and what not. I'm not sure if the big bosses report it into the Alaska spill line whatever but that info put into the blm stuff may help

And the diesel spill was a failure of a fuel filter which burst down the road from bornite about 5 miles toward Dahl creek. Which is about 150-200 yards on the north side of "Wesley creek" I'm against that road but got hire up there and I wasn't saying no to work – *Anonymous, Ambler tribal member*

I am 59 years old i live in ambler most of my life my main source of food is caribou, moose, fish, bear, sheep, beaver, ptarmigan, geese, ducks rabbit, berries u name it i gather all that is eatable. And its free for me n my family. Building the road will effect caribou migration for sure in fact it will effect all species we live off up her in the upper kobuk. Building Ambler road wont help me buy my gas to look for all the food r pick the good eatables i pick, they wont buy me groceries from stores. The road will only scare the animals were we would have to travel long ways to look for r not even find any food. Gas cost 14 dollars a gallon. Last but not least if your only going to build just to transport for your benefit i say again no road. – *Anonymous, Ambler tribal member*

I'm from Ambler, Alaska and I've lived in Kotzebue for close to 20 years. I'm a member of the Native Village of Ambler and also a NANA shareholder.

Growing up in Ambler we lived almost totally off the land. Caribou, sheefish, whitefish, tiktaalik (mudshark), geese and ducks in spring time. We follow the seasons and ate good all year round. Now living here in Kotzebue my husband is a commercial fisherman and a hunter. We continue to follow the seasons and eat from the land. We're raising our three kids to live subsistence as well. It's really important to us that our children grow up Inupiaq, and that their children do, too. I'm worried about their future if the Ambler Road is built. Subsistence is so important to our whole way of life and that is what is being sacrificed if you allow the road to go. – *Ambler tribal member*

I heard that you are collecting comments about the Ambler Road. You guys need to do a better job of keeping our community informed. Our residents might not have internet, might not have a phone or computer, let alone know to go take a look on the federal register for giant development coming our way.

There's a lot of misinformation going around about the road project right now. It would be nice to have someone come and tell our community the straight facts. The way I see it those facts are pretty scary.

Build a billion dollar industrial road to build a series of mines that will sooner or later destroy the way of life in the region? I'm worried about this road. I'm worried how it's going to impact caribou, that are already in decline and threatened by development and outside hunters. I'm worried about fish. We rely on clean water for salmon, sheefish, whitefish in the Kobuk River. I think about ducks and geese and berries. Most of all I think about future generations. I feel lucky to have grown up hunting geese in the spring, caribou in the fall. I feel lucky to know that these animals are healthy, they're not full of toxic waste from a mine. I'm worried that my kids won't have this life, that we'll have traded it in for a couple jobs (there are already plenty available in the region at all kinds of skill levels) and hordes of outside hunters driving up in their Winnebagos to step one foot off the road and shoot a caribou.

Maybe you guys should come up here and actually talk to us, then you'll know there's nothing

good for us in this road. – *Ambler tribal member*

I don't want that road. NO ROAD! I think it's going to cause lots of problems in the Northwest Arctic and Interior Regions and not bring any good to the people who live here. Ambler Road would threaten subsistence, the way of life here. We already know that roads don't do caribou any favors. We have evidence from the Red Dog road that it messes with their migration pattern. And we have evidence from the Haul Road. That road was supposed to be private, just for industry. But then the outside hunters sued because they wanted to be able to hunt up there. They're going to do the same thing to Ambler Road.

Already we have to compete with the Outside hunters who go meet the caribou on the Upper Noatak. Those people don't know that you have to let the first caribou go by to set the trail for the rest of the herd. And so the villages aren't getting to ever see the caribou these days. I don't want my backyard to turn into the Steese highway with everybody and their cousin from the road system coming up to blast caribou for a trophy. We need to catch caribou to eat, feed our families.

I'm also worried how this is going to affect fish. Sii, salmon, whitefish. These are all real important to feed us. That road is going to bring in all kinds of dust and then mining pollution right where the fish spawn.

I hope you will reconsider and think about how dangerous this Ambler Road idea is to our region and our people. – *Ambler tribal member*

Truth be told, Inupaiq teaching:

I am a 72-year-old Elder long-life resident of the Kobuk River. I grew up in the Upper Kobuk area, I was born in Shungnak Alaska but lived a nomadic lifestyle where I have subsisted along the Kobuk River and toward the Athabaskan Country.

The dominant society is running over our Kuvuarmiut People as if an imaginary snow plow is covering our ways of life so this is awakening our survival ways and momentum is arising in us and we cannot be silent.

The public entities are exercising public process through the public, special interest groups manning the top, partnering with a foreign owned mining company. This is extremely alarming considering our Integrity and dignity.

There has been no true G2G Consultation with the true Constitutionally elected Traditional Council for the Native Village of Ambler. We have only one governing body, Tribal Constitutionally Elected.

We recently learned there is circulating information there is local Kobuk River residents supporting the Ambler Road which is not true, many have just been silent and awakening to the reality of things to come. Non-Tribal Leaders do not speak on behalf of our Tribal Members. Those of us opposing the Ambler Road has been kept out or taken out of inhouse corporate controlled subsistence Committee members as mining subsistence advisors. Many of which are the most qualified knowledgeable people of these lands and waters.

Our Prophet Maniilaq, a Kuvuarmiut Ancestor had prophesized things to come and fore warnings of three alarming events are yet to happen. Two events are climate related and influx of people to Ambler.

One important warning is after a life of modern conveniences hard times will come with severe famine. We know money is very much connected to modern wishes and conveniences. For this and other reasons we are speaking out on behalf of our generations to come speaking out on our main diet that comes from the lands and waters and mountains surrounding us. Our people are dependent on health of the lands and waters around us. We foresee foreign global economics coming with an Ambler Road opening the door for foreigners. This will give access to others to conduct mining within the areas of our life ways and survival areas. With the current movement on an Industrial Road for access to mining, we are destined to suffer the consequences as a result. The northern tributaries are an integral part of our important survival source. With so many mining claims, the Industrial Road will forever be just that, an Industrial Road. We have delegate fish spawning areas on the northern tributaries, one species we all treasure in our region, the Kobuk River Sheefish spawns on these tributaries. We spell it the Sheefish for the eggs are carried by the female fish. I have seen the Salmon and Sheefish spawning areas and they are very delicate areas. We were taught to treasure these life giving areas to our diet. Listen to our hunters, gatherers, who harvest our greens, roots, berries and source of our healthy diet. As it is we are

already alarmed the count of our Western Arctic Caribou herd declining. At this critical time, we do not need the Ambler Road to impact us in multiple ways. – *Ambler tribal member and Ambler tribal council member*

- *Ambler tribal member*

Ambler resident

- *Ambler tribal member*

Buckland Comments

If this road is built, we'll see a lot of traffic, accidents, some fatal, more non-natives sports hunting and fishing, changes to lakes, streams, creeks and rivers, mostly interfering with wildlife, the food we live on, it will be a domino effect and we'll be devastated too, only companies will be happy, lowering their cost but yet raising their prices to villagers and even alcohol will be rampant, causing more harm to our people and environment – *Buckland tribal member*

I'm signing because the ambler road will destroy our subsistence life. It will effect the migration of the caribou, which majority of our people here rely on. It will effect the salmon, beluga, and seal. As these are another animals we rely on. Building this road will cause many family's to go hungry and starve due to the effects this road will lead to. Building this mine will also contaminate many villages drinking water. – *Buckland tribal member*

i am signing this to protect our animals! – *Buckland tribal member*

No Ambler road – *Buckland tribal member*

Because I care about the future hunting and fishing for our children and our people, if they build that road it will only bring in more people and the population of our caribou and fish will continue to decrease drastically – *Buckland tribal member*

We would like to keep our subsistence alive. – *Buckland tribal member*

We need to preserve our land and that is our right!! –*Buckland tribal member* I

want to protect our land and subsistence activities! – *Buckland tribal member* I

subsist from land,water an air – *Buckland tribal member*

I want my children and children's children to be able to subsist caribou successfully in the far future. – *Buckland tribal member*

Deering Comments

We need our caribou – *Deering tribal member*

Our people have been subsisting on the land for food. The berries could be destroyed, animals we kill for meat can migrate elsewhere. The fish could also relocate elsewhere or their spawning habitat could become contaminated or destroyed. I worry for the Nana communities nearby. – *Deering tribal member*

Kiana Comments

With the Changing Climate, and impacts to come, I feel this road and mining exploration is extremely irresponsible to do this to our future generations - to take away the certainty of safety and security of subsistence and life as we know it. We owe it to the future generations to do our best, to be able to tell them We Tried. Let us try our best to flight Climate Change, and attempt to change the current path of humanity. The way we are heading, is a route of major fatalities, losses of society, and impacts to everything on earth.

Please, allow our Northwestern Alaskan Arctic to be apart of the 30x30, and preserve our livelihood and every aspect of live as we know it. It is negatively impactful to every aspect of our environments and each of their inhabitants.

It is unfair to our Northwestern Alaskan people, given 97% are completely unaware of majority of aspects and information on the projects containing the road and mining exploration. Public commentary is scheduled for the busiest times of our seasons, not allowing people to attend. Research information is also lacking many major and certain information on the true negative imacts these projects will have to our region and all life within.

I came home in 2021, after a lifetime of being away, and a lifetime of wishing I was home in the Arctic. In the states and in Indigenous Reservations, I have seen the way the land is stripped of it's properties, the ways animals, water cycles, plants, insects, humans, and soils are negatively impacted by many aspects. We have a delicate cycle that we are a part of within nature.

Everything is truly connected, one way or another.

The beginning of my life as a child, and after traveling for years, I knew that our Arctic is where I want to create a home, with my heart, soul, our people, and communities. I want to see our people and culture live for as long as possible. Not just live, but flourish, heal, and truly live the best possible lives.

It fears me to my very core, this road.

As a youth, I beg you. As a human, I beg you. I beg on behalf of our environments, and their inhabitants. For the sake of our world and its' future.

We are the ancestors of the future - We owe it to the generations to come, to try our best to create a world where they are able to grow, flourish, and live within with culturally solid and

strong ties.

Please, preserve the health of our lands, animals, water, and people. Do not let them build this road.

Our Arctic animals, waters, lands, and air, guides us, and allows us to live. To live both a balancedb Inupiaq and western livelihoods.

Please protect our culture, people, environments, resources. Please do not allow the Road to Ambler, or any mining exploration. – *Kiana tribal member*

We deserve to voice our opinions to protect our land – *Kiana tribal member*

This road will effect the hunting for our people. Our caribou migrations is already effecting the villages, with this road it will effect us even more. – *Kiana tribal member*

I do not want this road because we live off the land. If they build this road, our substance life will be effected. Out of town people will mess up the migration of the caribou and we depend on the caribou to feed our families. This will be an easy highway to bring more drugs and alcohol and everyone will be effected even more, mostly going to hurt our elders and youth. We live in the villages for a reason, not to be connected to the outside. We love the way we live now, why change our ways? Why hurt our people more? For money? Listen to the people, listen to our Elders, we do not need this road. – *Kiana tribal council*

This road would kill the way people of the Kobuk River. We live the way we lived for thousands of years why change now for some money hungry politicians. – *Kiana tribal member*

Because literally everyone who lived there for their entire lives and will for the rest of them do not want the project. I am afraid of illegal substances getting worse up there and losing caribou more than we already have. If anyone should extract minerals from the land it should be upriver themselves. Not some company. – *Kiana tribal member*

I don't want the road built. To much access to the villages. It will change the routes of the caribou and interrupt with other animal and hunters. No need for a road from a Village to a city where's drug and alcohol access. It will give more access to our people and we don't need that in our villages. – *Kiana tribal member*

I don't want the migration to mess up our hunting and fishing. –*Kiana tribal member*

NO AMBLER ROAD –*Kiana tribal member*

Our region has little land and more people to save our natural food. – *Kiana tribal member*

We live off the land for generations. We can teach our next generations so they can teach theirs too. – *Kiana tribal member*

I have land & camp site in another persons name on the KOBUK River – *Kiana tribal member*

We do not want the Ambler Road – *Kiana tribal member*

I've been to mine sites that have shutdown/closed down in the lower 48's, I've seen the aftermath. Our way of life cannot afford these mines. – *Kiana tribal member*

We want and need to protect our land for our communities, elders & families. Our future generations will see why we want to strongly disagree with projects relatable to this. – *Kiana tribal member*

Kivalina Comments

I'm signing because this would have a huge impact on the migration of the animals which would cause a more problems for the people who depend on the animals for food, food in the stores are getting more expensive and most of the time hunting and fishing is what people rely on for food, and as a local commercial fisherman, I know a lot of people rely on that for money and more importantly for food as well, as the animals would have to change their migration routes, we the people would also have to spend more money on gas which that would be another terrible problem, we the people would have to go further in searching for our food, fighting the weather and conditions greater than they already are, I'm sure you guys know about so many good people falling through the ice traveling, breaking down and freezing up to where it's too late, just recently those two kids had gotten lost in the storm and had lost their lives, the further out we need to go out for our food, the more losses we will face, yes people can be smart about knowing when to go out but there's plenty that will need to go out for their food no matter what, and the road will cause so many problems such as those and that's just the beginning. I'm still young and have plenty to learn about our land and how the animals come around for their migration, but a person who knows all about it can give you a bigger list of the problems we will face, give the younger ones like myself a chance at learning our past and our culture and heritage which is depleting away on its own. The way we hunt and fish and go out for food for our families may be the only thing left of our culture. – *Kivalina tribal member*

I'm signing this because it will change migration of caribous and other animals I know this because I live in kivalina where it has changed migration of sea animals we don't get alot of animals near our village anymore we have to travel farther out on the ice to reach the whale migration but we can't travel far out on the ice anymore because of ice changes it does not get thick anymore – *Kivalina tribal member*

I am signing because i believe the caribou migration will be impacted. – *Kivalina tribal member*

No ambler road! We need our caribou. I'm from Kivalina but still, we need shut down red dog too. Some ppl think we gonna go broke if read dog shut down. None of us gets money from red dog. Only small nana checks. From the richest mine in the world. I'm gonna fight to make Kivalina ppl red dog share holders cause they are discharging their shit into our river. Wtk river is bigger and better why not discharge there? Don't answer that ppl. I was just saying. Red dog need to take a hike or something. We Kivalina ppl don't see none of red dog millions. Only small nana check like the rest of the Nana region. So please don't let them open that road! It will fuck up your guys caribou migration path I swear, cause that's what happen here. Red dog is in the way all together. We need level it back and replant grass to make it like it was never there. Please vote non on ambler road if you guys like caribou meat! Taikuu. – *Kivalina tribal member*

Kobuk Comments

I oppose this road because even after everything is gone this road will still be there. It is going to effect our people we are not going to see it. It will effect our future generations. We always go hunt up river frim the kobuk and the road will be right there. What if they crash with the road they will not pick it up off the ground. They will spill, accidents are going to happen. Our animals that we eat, they are going to eat what they spill. Its going to effect them. Its going to affect our fish, and what we eat. We don't want to eat what they spill. Thank you for listening. – *Kobuk tribal member*

I have been living here all my life. Been hunting since I was 5 with my Dad right where the road is gonna be. He started taking me. I do not want the Ambler Road to be built. I used to go that way to hunt, where the road is projected to be built. Been hunting a lot, all around this area. I think there will be a lot of noise from this road. I know the way to where we hunt. It is the old way we used to go to the other side of the mountains. I think the noise could change the way the animals are. There are moose, caribou, bear and fur bearing animals back there. I think it'll be a lot of noise, a lot of trucks not only me that hunts back there. There will be noise from the equipment. Ever since they started this project I notice there have been a lot of equipment. When they, the Bornite mine, stay open late there are helicopters. The Bornite Road disrupts our

traveling in the country to our hunting grounds in fall and spring time.

They tell us we can't hunt when they are working because of high powered rifles. This is late in the fall time because the mine is staying open later. In the spring time the mine opens early. They scrape the road down to gravel. The berms get big along the road. Our old trails always went that way. Because of the big berms we get stuck when we try to cross to get to our trails. Then we have to drive on gravel because when we get stuck we only have the road to come back to our village on.

They had a spill one time , Nova Gold equipment, right by the road. KTC , Kobuk Traditional Council, asked me to check. I was working there. I checked the spill it sank into the road. All the fluids came out of the truck. There is a little creek right by the lake. They didn't have any booms down there. After we found out they put booms. They had to dig 8 feet down to get the oil out.

It would have been very unsafe for the fish down river if we hadn't found out. That was right before the sheefish run – end of June. That one would have affected the sheefish. They haul fuel on that road. The new road would haul fuel too. The same thing could happen on the Ambler Road.

The camps along the road will change the caribou. Because of the noise and the people living in these camps for road workers. I worked with Bornite for a few years. We know this when I was working that there was sheep coming this way. A few miles from Bornite. About ten years ago. Probably the noise from the helicopters stopped them. First time we saw sheep.

They open it up we will have a lot of people here hunting. It will wipe out our caribou, moose and fish. We depend on it like me and my grandson. We depend on the food here. If it open to the public it would make our food less.

We get a lot of fish up there. I would like to take my grandson up there to catch trout. He is just learning how to fish for subsistence food. He is staying here. I do not want this road to be built because of him. I want him to have the same fishing and hunting I have had with my Dad. –

Kobuk tribal member

I have lived here all my life. Born and raised here. I am a Kobuk Traditional Council Member. I don't want the Ambler Road. We don't need it. It is going to affect our subsistence living for the worse.

If they build that road, winter time going to make it easy to go to Fairbanks. Not Right.

Subsistence way of living that's how. The way we are growing up. We're not going to get no more meat, no more fish, even the berries gonna get funny if they build that road. It's gonna get so there is gonna be a lot of death along that road. That's a big concern. We're going to be burying a lot of people. Especially if they don't tell us where they are going. People could just drown or get lost in a ground storm and we don't know. That's one of my biggest concerns. I don't think it's a good idea to build the road. It's not at all.

I am totally against it. How are we going to get our niqqipaq (local food). Especially our river. That asphalt (gravel) is gonna get in the river. It's gonna affect our fish from the cement (gravel). It's gonna be dropping down. Let the fish, salmon, sheefish, whitefish, grayling, go away. They are not gonna be spawning.

If they built it we're not gonna have excess. We have to go far to hunt. People gonna be freezing we don't know how far they go. We don't know when they come back. What if they hit a ground storm. All from traveling too far to find animals.

That's all I have for now. Don't build that Ambler Road. – *Kobuk tribal member*

I've lived here on and off my whole life. I'm really big on berry picking and fishing. I also recently started getting into hunting too. My boyfriend took me hunting. I want to learn more about the way of life my parents raised me to live.

I'm pretty sure about how all the hunting and the berries will get changed. We depend on subsistence for food. I am against the Ambler Road. – *Kobuk tribal member*

Lived in Kobuk 7-8 years now.

I will write about the road if it is going to make a difference.

I don't want the road. I want our hunting to get good. It will change that. And this town will get real wet. As in drinking. That is not good. That road will just cause problems. I don't want it. –

Because I want to protect our wildlife and water – *Kobuk tribal member*

I believe the road would ruin our subsistence way of life. I am a mother of one daughter and three boys that if the road is built they will not get to grow up learning our way of a subsistence life style because of the damage this road will do to the natural habitat the animals. I am a tribal member n I say no to the Ambler Road – *Kobuk tribal member*

I want my grandkids to live how my late grandmother of kobuk did drink from the river and eat the fish and animals that depend on the kobuk river for food and shelter. – *Kobuk tribal member*

I live up here in kobuk. N I protect the kobuk.too – *Kobuk tribal member*

I'm from kobuk alaska we need to protect our land n hunting n fishing –*Kobuk tribal member*

I hunt, fish, and pick berries in the Kobuk area, I believe that the Ambler road would affect hunting and gathering in the area badly! – *Kobuk tribal member*

I'm from the village of Kobuk and believe the road is not appropriate – *Kobuk tribal member*

Kotzebue Comments

environmental conservation and global climate change is more important than a road – *Kotzebue resident, NANA shareholder*

This town's government needs to listen to its citizens more than corporations. There's been widespread opposition to the last three projects that have been approved by the government. Subsistence camps have already been affected by storms and other signs of global warning. Protecting the land and water is essential to this community, and all the villages it's the seat of. – *Kotzebue resident*

I am a hunter, fisherman, & subsistence gather who was fortunate enough to experience the traditional subsistence lifestyle passed down from my parents, I would like to pass down that knowledge to my children so they can live off the land when the time comes. With the Ambler road & mining project, I fear the possibility of that becoming a reality drastically dropping, as there may not be any healthy habitat left for the animals, fish & birds to thrive off of, especially when the water that we all drink out of comes from upriver, once that becomes polluted what water will we drink? Will the animals still migrate through that same area once the traffic of the mining project comes to pass??? Will there not be any accidental spillage??? Who knows, but I would like my children to continue to live off the land as our ancestors did, and if signing this petition helps then so be it... Taikuu – *Kotzebue Sound commercial fisherman and NANA shareholder*

I live in Kotzebue, Alaska. I became a commercial fisherman captain when I was 16 years old. I started commercial fishing as a helper when I was 12. I am enrolled with the Native Village of Kotzebue and NANA and Kikiktagruk Inupiat Corporation.

I have some concerns about this Ambler Road. I've been a commercial fisherman for [how many years?] in Kotzebue Sound. I've been a hunter in the Northwest Arctic for my entire life. I'm concerned about how the Road will affect our caribou population and our chum salmon. We Inupiaq rely on caribou and salmon for food, and many like myself have built our livelihoods and fed our families from salmon. (From what I know of the last Environmental Impact Statement not a single mention was given to how the Road and future mines would damage our Kobuk River salmon run.)

I don't think the impact of this road ends in Ambler, Shungnak and Kobuk. I think the whole Kobuk River will be affected, Selawik, too. And those rivers empty into Kotzebue Sound. We'll be affected, too. – *Anonymous, Kotzebue tribal member and Kotzebue Sound commercial*

There are so few places in the world with untouched land. We need to preserve as much as possible to ensure the life of this planet. – *Kotzebue resident*

I'm signing because the tundra is a fragile place that takes lifetimes to rebound from the damage human traffic and life causes. The communities will not benefit from this as much as the corporations and entities using the land. Migration patterns will change impacting subsistence life and water downriver will be impacted changing fishing health. – *Kotzebue resident*

I'm signing because we need to preserve our land. If we build this road we don't know how it going to affect our animals. – *Kotzebue tribal member*

Subsistence activities are a crucial part of our region and an important component to life in the Arctic. – *Kotzebue resident*

Retaining our culture and traditions is more important than all the money in the world. Big money destroys everything in its path and walks away without a care regardless of the permanent damage done to the people and environment. – *Kotzebue tribal member*

The ambler road will ruin so many things- hunting routes- migration patterns- AND bring unnecessary traffic. Just another form of cultural genocide. –*Kotzebue resident and NANA shareholder*

I love our natural resources and subsistence way of life. I LOVE our salmon. – *Kotzebue tribal member*

I'm from Kotzebue and Paunagaqtagruk, downriver from Ambler on the Kobuk River. I choose the no action alternative and I say no to Ambler Road. I think your SEIS is pretty clear that the Ambler Road is bad news for our region and the way of life here.

I'd like to focus my comments on two things today. First, I believe the SEIS is still inadequate because it does not properly consider the impact of the handful of mines that this road would allow to operate. Without assessing the cumulative impacts of the road and mines, how can we have an accurate idea of what we are putting on the line? Toxic runoff from the mines is sure to affect the water quality of the Kobuk River and fish habitat. But what really scares me is the ticking time bomb in the form of tailings ponds. With all the rain we've been getting in fall time, out of the ordinary rain, I don't trust that the models that these mining companies would use to design their tailings ponds would hold up to the stress of climate change and increased rain and snowfall—which we've been seeing every fall. My understanding of tailings ponds is that they WILL break. We could end up with no fish really quickly. Or, we could end up like the Lower 48 where they tell you sure you can fish, but you can't eat em.

This would be a crisis for the region. Every family from Kotzebue to Kobuk depends on eating fish at least part of the year—dry fish, half dried fish, smoked fish, baked fish. Salmon, sheefish, pike, grayling, qausrilaq, the list goes on. What really disturbs me, too, is how the Kotzebue Sound Commercial Fishery hangs in the balance, here. But nobody is talking about how we would be choosing mining—a non-sustainable industry—over fishing, a sustainable industry that has provided the region with pretty incredible income for decades, and a way to make a living that matches the culture. So again, I urge the BLM to consider the cumulative impacts of the road and mines and what you are letting AIDEA and mining companies with poor records at put at stake for us if you allow this road to go through.

The second thing I would like to talk about is public engagement. To put it bluntly, the BLM is doing a pretty poor job of engaging the people of this region in this decision. The cute little public meetings where we get in line and pass the microphone around doesn't work so well here. I have spent multiple days in wandering around Ambler, through multiple BLM comment periods now, helping people submit their comments. In November, my friend Clarence Griepentrog, who grew up in Ambler, and I went to many elders' homes and helped them submit their comments online. So we did your job for you, you're welcome.

One elder told us what I'm sure many were thinking. She said: "I don't like to talk at meetings."

It's not within the cultural norms to do something like this. Anyway, in these private conversations, everyone we talked to said over and over again that they worry about caribou, fish, their grandchildren, and the huge uncertainty that is already hanging out there in terms of climate change.

I worry that the BLM and its 1000 page SEIS won't begin to scratch the surface of the level of concern that people have. People don't feel comfortable speaking at a meeting. Or they don't even know about the meeting! Or they worry about intimidation from pro-rovers. Or, what I've seen a lot of, some people don't know how to put what they want to say into words. So I hope that the BLM will work to meet people where they are at. This region is truly bursting with voices against the Ambler Road, many with no idea how to be heard.

Just to sum up my comments, to quote another elder I spoke to in Ambler, my comments are the same as everyone else in Ambler, No Ambler Road. – *Kotzebue resident*

I have heard tribal members and long time residents speak on this issue and it seems clear that a road would impact subsistence hunting and fishing negatively as well as adding in a whole slew of new problems, including putting girls and women at risk. – *Kotzebue resident*

If this road is built it will majorly effect the caribou migration, i am young but i've seen the impact that the red dog mine port road has made on the migration of the caribou that come through the coast. With having a family camp in sisaulik – *Kotzebue tribal member and Kotzebue Sound commercial fisherman*

I'm from Kotzebue. I'm an enrolled tribal member of Native Village of Kotzebue and a NANA shareholder. Today I'm writing to you though to tell you I oppose the Ambler Access Project as a commercial fisherman in Kotzebue Sound.

Commercial fishing is in my blood. My taata (grandfather) was a commercial fisherman, my mom is a permit holder, and I grew up on the water. At age 16 I got a permit for Kotzebue Sound and started fishing my own gear. It's hard work alright. I've had some really good years of fishing that have helped me to support myself all year round. I've had some really bad years, too, when the fish don't come back.

We fish for chum salmon in Kotzebue Sound. Part of the run, the earlier part, is the Kobuk River run. These salmon spawn on the tributaries of the Kobuk River, the CLEAN Kobuk River. If this road is built, it's going to cause all kinds of problems for our fishery. All that extra sediment in the water is not good for spawning salmon or for the eggs and little fish. And when the mines are built, I know that copper and copper mining is super toxic to salmon—the fight against Pebble Mine taught us all that. Some kind of toxic runoff is inevitable. I'm worried about my livelihood here if that road is built.

I also eat the salmon I catch, share them with family and around town to extended family. Salmon are really important to our local diet. If they are poisoned and die off from too much sediment in the water, what will we eat?

Please take the time to consider how this road will impact our commercial salmon fishery and our way of life. – *Kotzebue tribal member and Kotzebue Sound commercial fisherman*

We LIVE and subsist off the land. Our land provides for the region and more. – *Kotzebue tribal member*

The people, animals and plants of this region deserve better. – *Kotzebue resident*

I want to preserve the land for the next generation – *Kotzebue resident*

I think it's important not to disrupt the pattern of the caribou and the people who live in the area. – *Kotzebue tribal member*

I'm signing because I deserve to be heard. We need to protect our subsistence resources. The Ambler road would be so environmentally irresponsible and the impact to our communities would be detrimental to our Iñupiaq way of life. Our land has gifted us so much, we must remember our Iñupiat Ilitqusiak and Respect for Nature. Destroying natural environments for non-renewable resource development goes against our Iñupiat Ilitqusiak. – *Kotzebue tribal*

member

We don't need this road built we need to keep our land clean we need our food. We don't need to be connected to anyone else. There will be too much drugs and alcohol brought in which we don't need. – *Kotzebue resident and NANA shareholder*

My name is Julian Chismar and I've lived in Kotzebue for the past five years, working as a dietician and more recently in tourism. I'm writing today to express my concern about the Ambler Road project.

My time here in the region has been incredibly formative. I've been lucky to spend time out in the country, hunting, fishing and picking berries. As a dietician, I'm aware that traditional diets are the healthiest for people.

If the Ambler Road is built, studies show that people will lose about \$10,000 per year in subsistence food—healthy food. And that would be replaced with a lot of processed, unhealthy, expensive food, shipped in from the Lower 48.

Access to the land and its resources is vital therefore not only to keeping Iñupiaq culture alive but also to keeping people in the region healthy.

As you consider the path forward on this project, I hope you'll consider the impact to subsistence, health, and healthcare. – *Kotzebue resident*

I love our land and our people and protecting our land protects our people – *Kotzebue tribal member*

I believe my home needs to be protected. This road will disrupt our ways of hunting and gathering. Please don't do this – *Kotzebue tribal member*

I am a resident of Kotzebue raising my Inupiaq boys here and would love for them to have the opportunity to live off of the land for many years to come. – *Kotzebue resident*

I'm signing because I want to protect the pristine wilderness. I want to keep the waters clean and see the caribou continue to migrate thru in vast numbers. Find another way to earn money that doesn't harm the environment ! – *Kotzebue resident*

I find no need for the ambler road because it would destroy pristine land in our region. – *Kotzebue resident and NANA shareholder*

I'm signing to avoid the destruction of land. – *Kotzebue resident*

I don't want native land to be hurt by the ambler road – *Kotzebue tribal member*

Subsistence food has been apart of my life. A part of my diet. And with this road it's going to disrupt the passage of not only caribou, but the ducks and geese, ptarmigan, wolves beavers. So many different species come and go through the natives land – *Kotzebue tribal member*

It will destroy our way of life through over population and damaging our rivers and land, also our caribou migration. Pollution for our fish. Who knows what else is on the hidden agenda. God help our leaders making decisions for us – *Kotzebue tribal member*

This is sacred land - *Kotzebue resident*

This road would have a negative impact on our subsistence lifestyle – *Kotzebue tribal member*

Want to protect our land for our culture so our children will have the same subsistence opportunities as we did growing up. – *Kotzebue tribal member*

I know what the impact of this road will do, it will change the caribou migration, all the moose and bears will be killed off, water will be contaminated and no more fish, more alcohol and drugs will come to the villages and more outside hunters, we don't need this. – *Kotzebue tribal member*

Protecting our land means a lot to me, I want my kids to grow up with a better life and putting a road to Ambler is not it. – *Kotzebue resident*

Because I think this road will effect the caribou migration – *Kotzebue tribal member*

I've worked in the ambler metals project and at red dog mine and from what I've seen the mining company's and exploration company's do not actually care about the concerns of locals and Alaskan natives and only act as if they care to get support. – *Kotzebue tribal member*

I'm signing the petition because I want to be able to keep our land & animals protected, so our future generations can rely on the subsistence that has always been there. – *Kotzebue tribal member*

I grew up seeing thousands of caribou pass through...it was a way of to harvest them use them for food and clothing...they are now diminishing in numbers, forcing the local native people to search hard for other resources for food... – *NANA shareholder*

I want to protect the resources here for the people here and not exploit them for someone else's profits – *Kotzebue resident*

I believe that the road is not in the best interest of maintaining our lifestyle. – *Kotzebue tribal member*

I have lived in Kotzebue for over 8 years and subsistence is a major way of life. This unspoiled land is very special and sacred and the needs of the Iñupiat people should not be disrupted. – *Kotzebue resident*

There are just too many negatives and zero positives. The environment is my biggest fear, nothing good comes with that road. Canadian mining companies have a bad reputation when it comes to mining and oil.

The road isn't going to stay private, it'll become a state operated road. – *Kotzebue tribal member*

I'm signing because our subsistence lifestyle will be threatened if the road is built. – *NANA shareholder*

The impacts of having a road from the rest of Alaska will not be guaranteed to stay closed to the public. We have a fragile ecosystem that has provided our traditional foods for countless generations and this road could potentially wipe out our land and marine resources we depend on. If more people have access we would deplete our natural resources and could lose our culture. The risk vs reward is not worth it. It not only impacts the inupiat but all who live in our region and the Doyon region. – *Kotzebue tribal member*

My brothers and I have an allotment near the Kobuk river delta and want to protect these lands and waters for future generations. – *Kotzebue tribal member*

I'm signing because I do not support or respect anything that will cause destruction to our land and the impacts that our animals and communities will face due to "job opportunities" "money". Finalizing this 50 year project will lead to irreversible impacts when it does come to reclamation of our land, it not only will impact our land in such a way, but will lead to consequences that our future generations would have to live with. Facing loss of our traditional way of hunting and gathering. – *Kotzebue tribal member*

Our way of life. – *Kotzebue tribal member*

I need to protect our land and our ways of life, especially for my children. Expenses are at an all time high we don't need to make it more difficult than it already is to live a subsistence lifestyle. – *Kotzebue tribal member*

I'm signing because I do not want our traditional food migration to come to an end for our

regional animals we hunt for food. – *Kotzebue tribal member*

I believe our way of life and our land should not be messed with. – *Kotzebue resident*

Our way of living above the Arctic Circle will drastically change. We as Īñupiaq people need to not open the road to save our life of living up River – *NANA shareholder*

Our people need homes instead of a road. – *NANA shareholder*

I know this will severely disturb the migration of animals and birds we harvest for our subsistence lifestyle. – *Kotzebue tribal member*

The road is a destructive, bad idea – *Kotzebue resident*

If they open that mine road it would not only be the end of our subsistence lifestyle
It would be the genocide of Kobuk River regional natives. That about 8-9 villages gone
It's not like Red Dog where only Kivalina was down stream
Kivalina had to fight tech and even EPA. For them to abide by rules and regulations, most of the
damn time fighting alone...

So NO MINE/ROAD

I grew up year round up camp hunting fishing, traveling with dog team. And I can go back to that...

I know how important our subsistence lifestyle is to our people, – *Kotzebue tribal member I*

am signing to preserve our traditions and remote style of living – *Kotzebue tribal member I*

believe in protecting our lands and way of life. – *Kotzebue tribal member*

Because I don't want to see a road that would impact our caribou herd and don't want outsiders
having the road to import drugs and alcohol to the villages – *Kotzebue tribal member*

I don't want the road to be built, it will affect our subsistence way of life – *NANA shareholder*

Signing no would be better for our region, protecting caribou migration, and our different types
of fish in the lakes and rivers, this is our way of life, subsisting all the natural resources God
gave each and everyone of us here! – *Kotzebue tribal member*

I grew up in Stebbins, AK and moved to Kotzebue at age 10. I've lived in Kotzebue for 20 years
now and I've traveled all over the region and the state working as an electrician. I think the
Ambler Road is a bad idea for this region.

I've hunted here since I was a kid. I've hunted out behind Kotzebue of course, but also it is
common practice for people all over the region to head up the Kobuk when caribou are crossing
on their fall migration. When I moved here there were over 400,000 caribou. Today, there are
less than 200,000. And they don't migrate through the same areas that they used to. My
understanding of roads and caribou is that when caribou come to a road they get confused and
don't go on their normal migration path. I worry that a 211-mile, trucking road will confuse the
caribou, make roadkill, and eventually bring Outside hunters up here to take from this herd. This
herd is already in decline for all sorts of reasons. I don't think adding a road, and mines with
toxic waste to that list is a good idea.

My girlfriend and I talk about having kids in the next few years. She's from here too, and grew
up in a subsistence lifestyle, too. We agree that we want to raise our kids hunting caribou,
picking berries, getting out to camp. I worry that won't be possible if the road is built. Another
thing I want to add, there's so much talk about needing jobs in the region. But there are SO
many jobs. Listen to KOTZ radio at 1pm on a week day. The announcer will list out the jobs
that are available in the region and it is a LOT. And that isn't even all of them. More jobs,
working in a mine far away from family, I don't think that does much for our regional
community. – *Kotzebue resident*

My personal thoughts on this road are “too great of a risk”. No money, or job, or dream of a better life comes from a capitalist perspective. It simply allows you to buy more stuff, more material items. To “live” the American dream. If that’s what you want, you should spend some hard earned income on travel. Visit New York, Los Angeles, Honolulu, Chicago. Eat those foods for a good month. Drink that “filtered” water. Breathe that air. Listen to the wildlife, oh wait, it’s only found in a zoo.

My father would think hard about the consequences. He’d weigh all the factors before deciding. He’d pause and listen.

The risk of disruption and destruction are far too great. We cannot risk losing our way of life for a temporary fix. I’ve spoken to Indigenous folks in Canada who will share what mining, specifically copper mining, has done to their way of life. It is considered the DIRTIEST type of mining, because the dust contaminates EVERYTHING.

No more berry picking. No more eggs in the spring. No more medicinal plants to harvest. In Yellowknife they have to go MILES AWAY to find “safe” harvests.

Do your research. Weigh your risks. And if you choose to support this, live with the consequences. No Road to Ambler. The risk is far too great. – *Kotzebue resident and tribal member*

We love our country –*Kotzebue tribal member and NANA shareholder*

The long-term costs of environmental impacts from the proposed Ambler Road and mines on Western Arctic Herd caribou, other fish & wildlife, and people - especially subsistence users - will greatly exceed the relatively short-term benefits of financial gain. Rising temperatures are already affecting northwest Alaska. An effective way to counter global warming is to leave natural areas intact. – *Kotzebue resident*

This will negatively affect our culture – *NANA shareholder*

It’s not right – *Kotzebue resident*

I’m signing because I don’t want the caribou migration route to change any more than they have already, I live off caribou throughout the winter and wouldn’t want to depend on white man food. I wouldn’t want to lean away from caribou and depend on the money from the ambler road to buy food. Our land is preserved as it was with our ancestors and we keep it going that way for the future. That road isn’t going to help us in the future all it will do is bring trash ruin the land and change our hunting. There are better ways to upgrade telephone service instead of running fiber optic cables on the road. With more talking there are better ways to benefit from my land and lower prices. That doesn’t mean the rich people can make the moves killing our tradition some more. If they do make the road at least let native locals have a say on what goes on And which companies are invested in it. Young Locals need hiring to keep track and be the face of the future and take care of the land. I say no to this ambler road and will exercise my right to do what I can to keep our land safe and keep big businesses out. – *NANA shareholder*

Copper will kill everything in the water. – *Kotzebue tribal member*

Noatak Comments

I’m signing because I’m against the road and the possible outcomes that will follow it. I believe our subsistence gathering will be affected a whole lot for our future generations. – *Noatak tribal member*

I’m afraid it may effect our caribou migration route, we already have issue with little or no caribou during our fall hunt on the Noatak. – *Noatak tribal member*

The effect it will have on our food resources that migrate up and down the area. Planes and or road vehicles will be more accessible near our hunting areas causing the migration to move or

disrupt the migration. It is bad enough we have to deal with low flying guides flying in and out of our region. We need more presence of air patrol or flight logs of where and how long the hunters/explorers staying on private or state own lands. – *Noatak tribal member*

I oppose the road due to the proven disruption of natural environment, water and animals that the people living in the area rely on to lead a healthy life. – *Noatak tribal member*

We will have no animals passing no substance – *Noatak tribal member*

I depend on caribou and fish off the land and water. – *Noatak tribal member*

My Family and I Subsist For Our Food, Fish And Caribou Is Our Main Dish! Berries and the Plants we use in our diet also is Very Important Please Don't Build this road Many Lives will be affected – *Noatak tribal member*

Noorvik Comments

We want no Ambler road because of litter, drugs alcohol and hunting. We like our villages secluded without bother from other big cities or places with drugs and alcohol.

I believe building a road will litter, bring in drugs and alcohol. We do not know these people. Our young people now a days they don't care. It is not like how we were brought up. We had leaders and structure. This would make it easier for our kids to do drugs and alcohol.

We need to protect our babies, they will be taken away by OCS. Our rights will be taken away. We will have to go to the city to get our kids back.

I agree with the draft SEIS that says the culture in our villages will be affected by the building of this road. I do not want to loose our culture. I do not want the Ambler Road. –*Noorvik tribal member*

I am opposed to the Ambler Road. I am a wife to a hunter and a provider and if that road goes through where will be hunt? Will it take 400-500 miles to hunt. If they build that road up river there will be no moose, no caribou no berries. Because of all the trash.

And there will be people who are found dead on the road because of alcohol and drugs and because of going fast.

I do not approve of this road because of my grand kids who one day will live off the land we use right now. The land we use and go out and hunt on right now. L

Our living resources will be demolished.

Thank you for listening to me I am Ila Ballot of Noorvik. – *Noorvik tribal member*

We have a culvert here in Noorvik what has already destroyed the land around it. And we have gas spills by it that has destroyed the land. We have trash and debris. The berries have been destroyed.

I say no road because I have seen these things.

Including the river and the toxins which will destroy the fish. – *Noorvik tribal member*

I am against the Ambler road! I am Iñupiaq, 46, enrolled in the Noorvik Native Community and am an assistant professor of technical and scientific communication. I am concerned about subsistence issues, especially related to PFAS—harmful FOREVER chemicals that bioaccumulate and biomagnify that are closely associated with mining activities and roadways—affecting our water and animals and then us. There is evidence that exposure to PFAS can lead to adverse health effects and ecological risks—such as increased testicular and kidney cancer, increased cholesterol, decreased vaccine response, increased rates of high blood pressure and preeclampsia in pregnancy, changes in infant birthweight, and changes in liver enzymes. These health effects combine with the already elevated health issues in our rural areas and documented healthcare disparities is a disastrous combination. Further, the health effects of

PFAS on fish and other subsistence animals are not yet known, but there are concerns that they could lead to population decreases. Studies in rural Alaska demonstrate that PFAS are present in the tissue of subsistence animals—animals humans eat. Remember, PFAS bioaccumulates and biomagnifies, that means its presence goes up the food chain and increases in concentration. Being a forever chemical means that PFAS will NEVER be broken down in the environment, it will persist for millennia and beyond. The road's potential LONG TERM negative health effects on the people in rural Alaska deserves better consideration because PFAS are forever chemicals and cannot be easily nor completely cleaned from an environment—AND they are not yet fully regulated NOR require reporting in many use cases. PFAS are used heavily in mining and roadway construction and materials and WILL affect our human health, our animal's health, and our ecological health. No to the Ambler road! – *Noorvik tribal member*

I don't think this road is a good idea. I don't want this road at all. It will probably give a boost of income but that won't last.

Not if but when something goes wrong it will not only effect the land animals but the fish. With as many guidelines and rules and regulations they are going to have about this road there is still no guarantee that it won't effect subsistence. I don't think it is worth the risk. We didn't see caribou until this month.

There are too many factors that effect our subsistence way of life. Throwing in a road is almost asking for trouble.

I think the road to Red Dog road could be used for gas and fuel and food for this region. This is an idea I have instead of the road from Fairbanks. I oppose the road. I choose the no action alternative. – *Noorvik tribal member*

I am from Noorvik, AK . I was born and raised at Noorvik.

I am a member of the Noorvik Native Community and Nana Regional Corp. I am retired now. Was a heavy equipment mechanic, welder, water/sewer plant operator, driller helper at an exploration camp at Bornite for two seasons, also an environmental tech. My reason to oppose the Ambler Road is that Noorvik is the last and only village on the Kobuk River Delta. The Kobuk River Delta consists of three main channels; the Nazuruk, Riley, Melvin. These channels are surrounded by mostly lakes, sloughs, ect.

Our village depends on the Kobuk River Delta for subsistence. The Kobuk River Delta have many different kinds of plants and wildlife, such berries, plants for medicine, and eating, many different kinds of birds and waterfowl, moose, bear, caribou, furbearing animal ect. The main subsistence concern is in our Kobuk River Delta is the fish, many kinds of fish is in our rivers, lakes and sloughs. Salmon, pike, whitefish shiifish mudshark, grayling, water inhabitants like beaver, muskrat, otter, mink, weasels.

There are many seasonal hunting and fishing camps on the whole Kobuk River Delta, also some permanent camps.

If any contamination starts any where up river it will hit the Kobuk River Delta. Each native village should apply for monitoring equipment, boats, ect. EPA is one source. If that road is to be built it is purposed to be used for industrial use only. There is still environmental danger. Such as truck transportation of fuel and oil gasoline, diesel fuel, motor oil, engine coolant, and maybe the minerals they transport. No Exceptions should be made for public use. This road is also opposed by some native tribes in the interior. I ask all members along the Kobuk to make your voices heard about protecting the Kobuk River and our delta. – *Noorvik tribal member*

Opposing the Ambler Road Project because I live down river.

...Our fish up there are going to spawn.

We are in the delta and we are going to be affected. The fish. If they make that road they are damaging the caribou food. The moss.

The birds same thing with the birds.

I have children, grandchildren and I soon am going to have great grandchildren who are learning to live off the land like us.

I am opposing the Ambler Road Project because I live down river from Ambler. And if any of the chemicals or whatever comes out of that mine it is coming to the Kobuk River and we are down in the delta. Our fish go up there to go spawn and if the waters are already contaminated

the eggs are going to be hatched unnormally, they are not going to be the same because of the chemicals and they are going to come down and we are down in here in the delta and we are going to be affected. The fish.

The caribou that migrate, the moss takes years to grow. They make that road they are damaging all the caribou's food, they are covering up the moss and what is left is for the caribou they eat all that they won't go there no more. Therefore we won't have caribou. The contaminated land the moss is on they eat it. The caribou get contaminated they come down this way we catch them and eat them therefore we get sick.

The birds. Same thing with the birds. The birds nest. What if they nest on contaminated grounds? How are the eggs gonna hatch? We hunt birds. We catch birds, we get sick. I have children, grandchildren and I am soon gonna have great grandchildren that are being taught how to live off the land. Hunting and Fishing. Subsisting. And twenty, thirty years down the road all our food is contaminated. Well this is what we were taught.

How else, where else are we gonna get all the greens? Not only the fish, birds and caribou but we gather greens for our seal oil. How are those gonna be affected if they are contaminated? Way up there? And I want my grandkids and my great grand kids to have the ability to go out and subsist where there are no chemicals from the mine.

Thank you. – *Noorvik tribal member and Noorvik tribal council member*

I just think young men with those rifles. What they going to do with those rifles when they got nothing to hunt? This is our way of life that they want to change and our people. We are just so invested in our way of life this is how we spread our knowledge to our youth by hunting. We take our young people out hunting.

I am opposed to the Ambler Road Project because it is going to have repercussions we may not have thought about. There are a lot of things we need to ask ourselves before we develop the rest of the land because we live in this land also.

Those jobs won't be here forever but the land will. The land will be here, the people will still be here. We need to protect the land for them. – *Noorvik tribal member*

I live in Noorvik, Alaska. I don't want that Ambler Road. It will mess up our water, our river, mess up our migration of caribou, might move them farther.

And I think that road will bring more drugs into our NANA region. And that would not be good. All our young natives will get into that stuff and there will be more search and rescue on that road. So I don't want that Ambler Road.

Thank you. – *Noorvik tribal member*

I don't want the Ambler Road because of the hunting we have and I believe the road will not remain private and the amount of people we have coming here will increase.

I was a hunter all the time. I think subsistence will be affected. One other thing, the Red Dog Mine is affecting caribou. I used to work at Red Dog. The caribou don't come over this way. This year they are late. We never saw caribou the past winters. I think this road will affect the caribou too.

No Ambler Road. – *Noorvik tribal member*

I'm against the ambler road and it's intentions. – *Noorvik tribal member*

Interacts with wildlife – *Noorvik tribal member*

I love my land, and I'd hate to see it destroyed before I have a chance to show my kids the way of life up here in our region. – *Noorvik tribal member*

Protect the water, land and our people! – *Noorvik tribal member*

I'm signing because I want to save our land – *Noorvik tribal member*

I'm signing because the land is important to our region. The land that provides for our villages. – *Noorvik tribal member*

I want to help save our subsistence lifestyle. – *Noorvik tribal member*

I don't want all of that mining crap running down to our waterways/Village. We live down river from Ambler and I do a lot of Subsistence hunting and fishing and it will just ruin our waters, plus, all of the money won't stay in Alaska! NO TO AMBLER ROAD PROJECT!!! – *Noorvik resident*

I'm signing because our culture, traditions and our hunting grounds will be affected in so many ways. Our inupaiq culture we live off the land just as our ancestors did and shown us the places where the ambler road will be taking place. Our traditions and our culture is who we are and we as a nana reign will be affected in so many different ways. Our food the caribou/bird migration, the fish and the pollution will be harmful for the animals and as a inupaiq that lives off the land we will be affected too. NO TO AMBLER ROAD – *Noorvik tribal member*

I am signing because I disagree with the Ambler Road to be built which will impact our way of surviving; subsistence lifestyle. – *Noorvik tribal member*

We do not need this road messing with the migration. – *Noorvik tribal member*

This will affect our hunting grounds here in the nana region the road spreads from the Fairbanks, Anchorage highway past our hunting grounds and migration. It will ruin our hunting. – *Noorvik resident*

I don't want the road built – *Noorvik tribal member*

I'm signing because I want our land to be as wild as it is generations to come. Our grandchildren's grandchildren should be able to hunt and fish for the next 50 generations. – *Noorvik tribal member*

I will protect our lands for our future generations! I want my children to hunt and gather like my grandmother showed us! – *Noorvik tribal member*

The road can potentially cause problems with the caribou migration – *Noorvik tribal member*

To save our subsistence or way of living – *Noorvik tribal member*

I'm signing up because I don't want our river to end up like the mile 40 caribou herd – *Noorvik tribal member*

i love Caribou – *Noorvik resident*

I love caribou – *Noorvik tribal member*

I am signing because I disagree on making the road it will make subsistence harder for us. I disagree on this. – *Noorvik tribal member*

Selawik Comments

Roads and bridges ruin many streams and our caribou migration is vital for maintaining a traditional lifestyle – *Selawik tribal member*

I'm signing because I am strongly against the road because it will affect our animal migration and marine life – *Selawik tribal member*

I'm signing this because I want to protect our land for subsistence hunting and many other reasons I am afraid it would have to impact our people and the way of life we are living. – *Selawik tribal member*

I am signing this petition because I want to protect the Kobuk river, salmon, caribou, and the land from destruction by a road and more mines. To protect the land, water, and Inupiat. – *Selawik tribal member*

This road will throw off the migration of the caribou. – *Selawik tribal member*

Because of all the necessities of hunting and gathering our native food! We live off our land and this will demolish everything and the caribou herds. – *Selawik tribal member*

That road will ruin all our Subsistence way of lifestyle. We depend on the food. – *Selawik tribal member*

I am signing this because this will negatively impact the ecology of our changing environment. Everything is interconnected, with one species being impacted it will have a ripple effect on others. Our people need our lands to be untouched. History has shown that once that resource has been taken, our people will be left with the wreckage and the negative impacts will reach outside the Ambler region. – *Selawik tribal member*

i want my children to be able to live off of the land and hunt freely. – *Selawik tribal member*

I don't want the road! It's going to ruin our subsisting life style! – *Selawik tribal member*

Because we need to preserve our Subsistence way of Survival , Caribou, Moose, birds, plants , fish and the possibility of vehicle traffic from the south ,they might sneak in booze and drugs or a new disease – *Selawik tribal member*

To protect the wildlife, water, land. – *Selawik tribal member*

My paternal grandparents are originally from Shungnak. I grew up going to Pik River and camping and living the subsistence lifestyle. With this road will come pollution. This land is beautiful and full of precious wildlife we need to protect! – *Selawik tribal member*
I believe it'll make a big impact on our wildlife animals and subsistence way of life if this road is built. – *Selawik tribal member*

We lost our caribou migration trails cause of outside hunters n float planes.cant imagine upriver people loosing there yearly migrating caribou. And there natural foods from the land.cause of industries building roads and more outside hunting cause of the road – *Selawik tribal member*

I subsist on the kobuk river since I was a kid learning the land animals fish.I am originally from shungnak I have built two camps to secure the future to pass on the knowledge to my kids. Building the road will have a major impact on the caribou that a lot of people depend on to feed their families not only the caribou but the fish and moose also pretty much everything. I subsist on traditional hunting and fishing grounds and I plan on passing that knowledge on to my kids.. the road will do more damage to our way of living than it will help..it might help out financially for a little bit but what's going to be left for us at the end of it?? Probably health problems and a big mess to clean up on who's account?? A lot of people depend on fish caribou and moose..being so far up on the kobuk river it'll affect everyone along the kobuk river villages at the end of the river will probably have it worst..imagine not having salmon runs and no caribou for miles I'd hate to depend on buying beef and chicken and fish from stores when we can go out and harvest food from the land..Alaska is a big beautiful unique state let's keep it that way..hagd – *Selawik tribal member*

I am an elder and have seen much change. From having on electricity untill I was 8 years to the heating oil much later. I have lived the life of gathering and working to have heat and food. It was not a given but a natural every day we worked for what we have. Today has changed and especially with the welfare system. I see many will have to depend on that system more and more. That will be the end of the people we once were. Let's not have the road built and depend

on ourselves to survive hunting fishing and gathering a little longer. It is who we are. – *Selawik tribal member*

No need road for our next generation to have our traditional hunting – *Selawik tribal member*

Shungnak Comments

I do not want this road built. – *Shungnak tribal member*

I love the beauty of our Upper Kobuk and all the subsistence we get from it. – *Shungnak tribal member*

I don't want to see my home lands and food destroyed! – *Shungnak tribal member*

I love our land – *Shungnak tribal member*

I am signing this petition because I of many tribal members do not want this road built due to environmental concerns. – *Shungnak tribal member*

I care about my ancestral land and this would harm the village, animals, water, and villages surrounding. – *Shungnak tribal member*

The ambler road will ruin our fish and game throughout the whole region. – *Shungnak tribal member*

I believe in a subsistence lifestyle to stay alive and for our land to be unbothered for centuries to come. – *Shungnak tribal member*

We need our fish, we need our land that helped us out for thousands of years. Hunting and fishing is our life. – *Shungnak tribal member*

I don't want the Ambler road to happen. – *Shungnak tribal member*

I love subsistence – *Shungnak tribal member*

I'm signing because I grew up in Shungnak. I want to bring my kids home and teach them the substance I learn. – *Shungnak tribal member*

I live on the kobuk River where this road will be built. I can't even imagine how this will impact our way of life. Dramatically!

I grew up here in shungnak and was raised to subsist from our land. – *Shungnak tribal member*

No road – *NANA shareholder*

I believe building a road would only hurt the people, animals and land. Nothing good can come from introducing a way for people to desecrate mostly unspoiled wilderness. – *Shungnak tribal member*

I do not want the Ambler Road to be built. I am an elder in Shungnak and have lived here all my life. I know the upper Kobuk River and where to get fish. I know where the sheefish go at Pah River. I know lots of hunting places too. My family has a fish camp at Qalugrivik near the mouth of Mauneluk River that we have used for a long, long time. I still go to camp every year. I am concerned about water quality from the Ambler Road and mines, and I am concerned about the effects of the Ambler Road on subsistence. Subsistence is very important to us. I believe the Ambler Road is going to affect us and our subsistence, which will have a negative effect on Shungnak and on our Inupiaq culture here. – *Anonymous, Shungnak tribal member*

I am a hunter and lifetime resident of Shungnak. I say “no” to the Ambler Road. I know the Ambler Road will bring unwanted things to Shungnak and I would like to keep our community untouched. I hunt with people from Ambler, Kobuk, and Shungnak back behind Bornite. We travel all over for hunting. What I was taught by my grandparents, uncles, and aunties is to share what you catch. They taught us how to hunt and fish and I’m trying to pass on what they taught me to my kids and other young people. We used to hunt at Selby River, and hunted there for years and years and years. Last time we were there, we found a tripod stand and scaffolding there, put there by sport hunters, probably from Fairbanks. They took our bear hunting spot. Things like that will happen more often with the Ambler Road. All that proposed mining on the upper Kobuk, the mining companies will take, take, take and we will be left with destruction.

The main thing is teaching our children what I was taught. That’s what I’m doing. Sometimes other people want to learn our area, and I teach them.

If the Ambler Road is built, I am concerned that it will become public, and we will end up dealing with all that mess, like other roads in Alaska. Subsistence is important to our Inupiaq culture, and the Ambler Road will not be good for our subsistence or our culture. – *Anonymous, Shungnak tribal member*

I am against the Ambler Road because we depend on the land for subsistence. Our food is mostly from the land. If the Ambler Road happens, we wouldn’t know where to go hunt. It’s going to make us live hard. It will be hard to get subsistence—moose, caribou, fish. Plus our kids might not be able to go to school because kids will leave and the school might not have enough students. That’s my opinion about the road. It will not be good for our subsistence or our Inupiaq culture. I am a Shungnak tribal member and have lived in Northwest Arctic region all my life. I grew up in Selawik and have lived in Shungnak almost 40 years. – *Anonymous, Shungnak tribal member*

I am an elder and lifelong tribal member of Shungnak. These are my thoughts on the Ambler Road.

We had a good subsistence life when I was growing up, that’s all I saw. There was a store in Shungnak, but we never had much provisions from there. Subsistence was very important to us, that was where our protein came from. My dad had a garden and we grew up with greens. He taught us how to put food away. All through my whole life, I was a subsistence hunter. All the older guys, when they explained things to me, I listened to them—about terrain, animals, hunting.

I believe the Ambler Road is going to happen 20 years down the line, it’s going to affect our grandchildren. It’s going to affect us, the road. That road is going to affect the animals. That road is going to divert the caribou migration. We already don’t see caribou like we used to. If the Ambler Road comes, it’s going to really block caribou. Moose too, and bears. That’s bear country in the upper Kobuk. If they build that road, it’s going to be different here.

I prefer my subsistence lifestyle, I want to keep it going. I have health problems now and can’t do fishing and hunting like I used to. I can’t say if I’m for or against the road. If I was political, maybe I would. But I still have many concerns about how the Ambler Road will affect our land and our subsistence. – *Anonymous, Shungnak tribal member*

Ambler Road is going to change everything for us. I’m concerned about wildlife and fish, and about the actual ways our lifestyle is going to change. The land won’t be natural like it is now. I am 70 years old, a tribal member and resident of Shungnak all my life. Subsistence is most important to me because it has been happening for a long time and is part of our Inupiaq culture. Fish is one of the most important things because everything happens up here on the upper Kobuk River—it’s an important place for fish and for subsistence fishing. The Ambler Road is going to impact everybody up and down the river. It might affect our drinking water because our drinking water source is the Kobuk River. We’ve been looking for a well, but we’re using surface water now. Anything that happens upriver is going to affect us all. My view is “no” to the Ambler Road because of the bad effects that it will have for subsistence and for our culture. – *Anonymous, Shungnak tribal member*

The Ambler Road is going to change our hunting lifestyle because caribou won’t come down to the Kobuk River. The Ambler Road and mines could pollute the water that fish depend on, and

could bring in people we don't know. I'm a tribal member of Shungnak and have lived in the upper Kobuk for 45 years and in Selawik before that. Subsistence is so important to us. If water is polluted, there will be no more fish. The road will affect caribou and our trapping, like for marten and wolverine. Where will we move to go trapping? We'll need to go far. That will hurt our trapping. The Ambler Road is going to mess up our land, and that will mess up our subsistence and our Inupiaq culture. – *Anonymous, Shungnak tribal member*

I say "no" to the Ambler Road. I was raised here in Shungnak on the upper Kobuk River and mostly raised in camp learning the subsistence way of living. I have lived in Shungnak my whole life. I grew up putting away food for our family and for sharing with others. When I grew up, got married, we continued living the subsistence way, mostly at camp. When I heard about the Ambler Road, I'm really against it because it's going to hurt me and my family because we eat the food that we gather. And it will hurt other families too. The elders of long ago showed us how to do subsistence and we need to keep it going so we can show our kids how to do it.

The reason why I'm against the Ambler Road is because it's going to affect the animals and fish and water. And it will affect everyone downriver too. People from downriver sometimes call us for fish or caribou and there won't be any to send them. Pollution from the road and mines will be really bad for animals and we'll lose them. Right now it's good, we have fish and animals, but we won't have anything, we won't have anything at all with the road. We can't go without fish and meat, that's the only niqipiaq we have for the winter. Because that's what we grew up with. We can't go without it.

I always think, how will we do it if the Ambler Road gets approved? We won't have anything. I wish other people understood that. Everything costs so much in the store—we have to go out and get food. It's what we have to do, and I love going out and doing it. – *Anonymous, Shungnak tribal member*

I do not want the Ambler Road built. Mining equals destruction. All of our beautiful lands and water will be destroyed, and they will leave us with nothing. I worked at Red Dog and had a supervisor with clout at Cominco. He's the one who told me that mining equals destruction. He said that dust from open pit mines gets into creeks, and that it's going to kill fish regardless of what they do. After mining, things don't grow on the land, period. There are acres of land at other old mining sites with nothing growing on it, period.

There might be lots of job for Alaska with the Ambler Road and the mines, but regardless it's not worth it. The road will also open the gates to Anchorage, Fairbanks, and all over to come here and they will leave trash and use up our resources.

I am a Selawik tribal member and have lived in the Northwest Arctic all my life. Shungnak has been my home for many years. Subsistence and our way of life mean everything to me, and I want it to continue. The Ambler Road and mines will take that away, and that will not be good for our Inupiaq culture.

I am sending this anonymously because I know I will get many calls about the Ambler Road from friends and family in this region if they see what I'm saying. – *Anonymous, Shungnak tribal member*

I say "no" to the Ambler Road. I am a Shungnak tribal member and an elder. I have lived in Shungnak all my life and have fish camps upriver from the village. I'm worried about how the road will affect caribou and berrypicking and fish. There are lots of berrypicking areas and Native allotments up that way, and we go fishing way up the Kobuk River. The Ambler Road will hurt our subsistence and that will hurt our culture. – *Anonymous, Shungnak tribal member*

"No" to the Ambler Road is my view. The road is likely to affect our subsistence way of life. It might affect our animals and fish. That's our food, that's what we eat, that's what we grew up on. We can't go without it. The price of meat is very expensive in our store. We can't afford to buy it and we depend on what we hunt. Subsistence is most important to me and to our culture. The road will hurt that. I am an elder and a Kiana tribal member and have lived in the Northwest Arctic all my life. – *Anonymous, Shungnak tribal member*

I am opposed to the building of the Ambler Road, which will have unacceptable and adverse impacts on our life and land in the upper Kobuk. I am a 30-year resident of Shungnak and my son is a Shungnak tribal member. My family has a camp on the upper Kobuk River below

Mauneluk River mouth where we spend falltime doing subsistence fishing, hunting, and berry picking.

I am opposed to the building of the Ambler Road because it will likely disrupt the caribou migration and create pollution in the upper Kobuk. Mines in this area will likely cause runoff that will pollute our clean rivers. I don't believe the road will remain closed to the public and I'm concerned that it will bring in sport hunters who will take animals from our area. Caribou and moose are already not as easy for us to get as they once were. I want the lands and the waters in the upper Kobuk to remain the same for my children and grandchildren and generations to come. Right now the land is undeveloped, and the road and mines will irreversibly tarnish that. It would change the habitat for all the animals. This is land that has been cared for for thousands of years by generations of Inupiat, and that has made this land sacred to us. I want to keep it that way.

"No" to the Ambler Road. – Anonymous, Shungnak tribal member

I am against the Ambler Road. I am a Shungnak elder and tribal member and have lived in Shungnak all my life. My first concern is that the Ambler Road is in my backyard. The road is going to go through fish spawning areas and caribou migration paths, for us and for Athabascans too. I don't want people digging up my backyard and disturbing the ground up there along the proposed road. It's a good fishing area right now. And in the past upper Kobuk Inupiat hunted and hiked up that way in the summer months, sometimes gone for one or two months. People don't hike much anymore, but that area is the source of our subsistence livelihood. I don't want it destroyed.

I'm also concerned that the road and mines will eventually just pick up and leave us with pollution down the line. That's what I'm worried about. At first I thought it was going to be an underground mine, but then I learned it's going to be an open pit mine. I'm concerned they will leave tailings right in the mountains. They tell us they're going to clean it up, but there's no guarantee for that.

In Shungnak, we are downriver from what they're going to disturb with the road and mines. There are lakes between the mountains there and I'm concerned about those staying clean. We are in a remote area here. I like it that way. I used to think the road was a good idea, but now I'm against it.

They say we're not going to be using that road as local residents---that's not fair. If the road does end up being built, we should be able to use it, too.

Another concern is that our young people are not really get trained for those jobs. I'm not seeing our young people being trained as drillers or heavy equipment operators. Are they ready to find a job with the road and mines? Maybe there will be jobs for a little while during construction, but what about after that? I don't think the promise of jobs is worth the irreversible destruction of the land.

I'm mainly concerned about our livelihood as Inupiaq people. We hunt caribou, moose, rabbits, porcupine, beaver, spruce hens, even lynx are good to eat. The Ambler Road will not be good for our livelihood or our culture, and will have bad effects on us that are unacceptable. – *Anonymous, Shungnak tribal member*

I am from Shungnak, Alaska, known as Issiṅnak in Inupiaq. I'm writing this because I'm against the Ambler Road. The past few years the caribou have been so close to our village, right behind our back yard! People were able to hunt and put away fresh meat for the summer. This Ambler Road will destroy our land and our subsistence way of gathering—caribou, moose, fish, etc.

Just this spring and last year we were able to hunt caribou for our elders. We were going out every day to share what we caught. I've learned a lot from our eldest elder Neal Sheldon. I won't forget how delicious the caribou brain soup was. Our ancestors long ago lived off the land. The land was their food source. Just like our younger generations. If the road is approved, where are the caribou going to migrate? Will we still be able to hunt? Will we still be able to fish? What will happen to our subsistence way of life? Protect our food! No Road to Ambler! – *Anonymous, Shungnak tribal member*