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BREAKFAST MEETING

Thursday, January 5, 2012

1. Call to order –Tom Maloney, President
2. Self Introductions
3. Headtable Introductions
4. Staff Report – Rick Rogers, Executive Director
5. Program and Keynote Speaker:

Preview of the 2012 Legislative Session

House Speaker Mike Chenault
 Senator Tom Wagoner, Co-Chair, Senate Resources Committee
 Representative Eric Feige, Co-Chair, House Resources Committee

Next Meetings:
 Thursday, January 19: General Mark Hamilton, Make Alaska Competitive Coalition

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RDC Action Alert:

Proposed 2012-2017 Five-Year Plan for Outer Continental Shelf Oil & Gas Leasing Program

Overview:

The Bureau of Ocean Energy Management (BOEM) held a series of public hearings in early December to provide an opportunity for Alaskans to comment on the Draft Programmatic Environmental Impact Statement (PEIS) for the Proposed Outer Continental Shelf (OCS) Oil and Gas Leasing Program for 2012-2017. The Alaska hearings were held to gauge public opinion on the development of offshore oil and gas resources. Although the hearings have passed, Alaskans have an opportunity to comment on the PEIS until **January 9**. If you did not testify, please submit written comments before the deadline. OCS development could well determine Alaska's economic course for decades to come. Economic studies have confirmed OCS development has the potential to sustain Alaska's economy for generations.

The proposed five-year program includes 15 lease sales in six offshore areas. In Alaska, those areas include a Beaufort Sea sale in 2015, a Chukchi Sea sale in 2016, and a special interest Cook Inlet sale in 2013. The Department of the Interior said the proposed lease sales take into account lessons learned from the Deepwater Horizon incident and are "an important step...toward safely expanding oil and gas production on the OCS." The plan defers from leasing areas where there are subsistence uses and sensitive environmental issues. Specifically, subsistence whaling areas near Barrow and Kaktovik will be excluded from leasing, the same areas that were deferred in the 2007-2012 program. In the Chukchi, there will be at least a 25-mile near-shore buffer area excluded from leasing. Additional deferral areas may be added to the design of individual lease sales.

Requested action:

Environmental groups are pulling out all stops to prevent any new oil and gas leasing in Arctic offshore areas. One recent alert begins with: "Step aside, Wall Street: The biggest giveaway yet is planned for the oil industry. President Obama is proposing to open vast areas of pristine water in the Arctic Ocean to risky offshore drilling. Oil companies like Shell will make billions, and the public and wildlife will shoulder the costs."

Please do not allow non-development activists to speak on your behalf. Please submit written comments on the Draft PEIS by **January 9**. Comments may be submitted online at <http://ocs5yearis.anl.gov/involv/index.cfm> or as letters directed to: J.F. Bennett, Chief Division of Environmental Assessment, Bureau of Ocean Energy Management, 381 Elden Street, Mail Stop 4042, Herndon, VA 20170-4817.

For those who do not have the time to draft their own comments, feel free to use the sample text at the link below: <http://consumerenergyalliance.org/calls-to-action/tell-the-obama-administration-that-we-need-jobs-and-thoughtful-access-to-offshore-resources/>

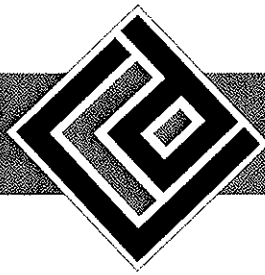
Points to consider for your testimony

- The Proposed 2012-2017 Outer Continental Shelf (OCS) Oil and Gas Leasing Program must move forward in an efficient manner. The new leasing program must not further exclude areas offshore Alaska from responsible oil and gas development.
- While the BOEM has allowed additional lease sales in the Chukchi and Beaufort Seas near the end of the proposed five-year program, there is concern that operators may be discouraged from future investment, given the significant delays that current lessees have undergone in their attempts to explore Arctic waters. BOEM must first proactively support exploration of current leases and then take deliberate steps to ensure future lease holders can develop their leases in a timely manner and with certainty in the permitting process.
- In establishing a robust leasing program, BOEM should move forward in a manner that encourages new investment in offshore development – an investment that will create new jobs, generate billions of dollars in economic activity, and allow for the delivery of much-needed energy to American consumers.
- The Alaska OCS constitutes one of the world's largest untapped energy resources with an estimated 27 billion barrels of oil and 132 trillion cubic feet of natural gas in place. By comparison, total production from the North Slope since 1977 has been approximately 15.5 billion barrels. Essentially, Alaska holds the eighth largest oil reserves in the world ahead of Nigeria, Libya, Russia and Norway.
- The Chukchi Sea is considered the nation's most prolific, unexplored offshore basin in North America.
- The Alaska OCS could produce one to two million barrels per day, boosting current U.S. production by 20 to 40 percent. At today's oil prices, slashing imports that much would reduce the nation's trade deficit up to \$65.7 billion a year. Last year,

when oil averaged \$78 a barrel, the U.S. sent \$260 billion overseas for crude, accounting for nearly half of the country's \$500 billion trade deficit.

- The responsible development of potentially immense oil and gas deposits in the Arctic would significantly boost Alaska's economy, extend the life of the trans-Alaska oil pipeline, improve the economic viability of the proposed natural gas pipeline from the North Slope to the Lower 48, reduce America's reliance on foreign energy, create tens of thousands of new jobs and generate hundreds of billions of dollars in federal, state, and local government revenues.
- According to a new study by Northern Economics and the University of Alaska, an annual average of 54,700 new jobs would be created and sustained through the year 2057 from the Alaska OCS, with 68,600 during production and 91,500 at peak employment. A total of \$145 billion in new payroll would be paid to employees through the year 2057, including \$63 billion to employees in Alaska and \$82 billion to employees in the rest of the U.S.
- A total of \$193 billion in government revenue would be generated through the year 2057 if oil averages \$65 a barrel, with \$167 billion to the Federal government, \$15 billion to the State of Alaska, \$4 billion to local Alaska governments, and \$6.5 billion to other state governments. Government revenue would be much higher with higher oil prices.
- In the Arctic, industry has invested significant resources to develop comprehensive response plans in the event of an oil spill. In Alaska, Shell currently maintains a highly specialized fleet and specialized containment equipment, as well as a large workforce of highly trained people.
- Deepwater wells are far more technically complex than the shallow-water, low-pressure conditions in the Beaufort and Chukchi Seas. This provides a greater margin of safety in Alaska. Even so, robust well control and oil spill prevention systems have been enhanced with learnings from the Deepwater Horizon tragedy.
- There has never been a blowout in the Alaska OCS or the Canadian Arctic. Thirty wells have been drilled in the Beaufort and five in the Chukchi – all without incident. These wells were drilled in the 1980s, utilizing older technology.
- The North Slope and the offshore are now perhaps the most studied energy basins in America. The federal government has spent more than \$300 million on studies in Alaska and in the past decade the agency has funded over 250 studies here, with the majority of those focused on the Beaufort and Chukchi Seas.
- Access to Alaska's OCS resources may be a key element in the economic feasibility of the proposed natural gas pipeline from the North Slope to the Lower 48, one of President Obama's top energy priorities. Additional gas reserves beyond those already discovered are needed to make the project economic.
- For every barrel of oil America refuses to develop domestically, it will have little choice but to import an equal amount from overseas – where different environmental standards often apply.
- Sharing federal royalty payments from production in federal waters with coastal states and local communities is critical, as it significantly benefits local governments, promotes national economic interests and generates additional, new federal revenues by increasing state and local participation. Such sharing facilitates a closer partnership among federal, state and local agencies.
- While we strive to develop renewable sources of energy, we will still rely on oil and natural gas for transportation, electricity, manufacturing, consumer goods and other uses that are part of our everyday lives. Even more, our economy depends on the millions of jobs and billions in revenues offshore production generates.

Deadline for Comments: January 9, 2012



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Testimony of Rick Rogers
Executive Director, Resource Development Council
2012-2017 OCS Oil and Gas Leasing Program
Friday, December 9, 2011, Anchorage, AK

Good evening. My name is Rick Rogers, Executive Director of the Resource Development Council. RDC urges BOEM to move forward with a robust 2012-2017 offshore oil and gas leasing program, including lease sales in the Chukchi and Beaufort Seas, as well as Cook Inlet. These sales should be allowed while additional studies are conducted.

Given its potential for immense recoverable reserves and enormous economic benefits to the state and nation, the Alaska OCS should be opened to responsible development. The OCS has the potential to sharply increase throughput in the Trans Alaska pipeline, which is currently operating at one third capacity. Without new significant discoveries of oil, the pipeline could be uneconomic to operate at some point after 2020, leading to catastrophic implications for Alaska's economy and Alaskans, who depend on good-paying jobs.

RDC supports offshore exploration in Alaska because it is confident operations can occur safely, and there are important distinctions between drilling in the deep waters of the Gulf of Mexico and the shallow waters offshore Alaska. I would like to point out that 30 wells have been drilled in the Beaufort and five in the Chukchi – all without incident, not to mention decades of responsible oil and gas exploration and production in Cook Inlet. These wells were drilled in the 1980s, utilizing older technology.

The responsible development of vast oil and gas deposits in the Arctic would significantly boost Alaska's economy, create tens of thousands of jobs, improve the economic viability of the proposed natural gas pipeline, and reduce America's reliance on foreign energy. It would also generate hundreds of billions of dollars in government revenues.



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The Alaska OCS is an important future source of U.S. energy supply with an estimated 27 billion barrels of oil and 132 trillion cubic feet of natural gas potentially in place. The potential reserves offshore Alaska is more than all the current total proven U.S. oil reserves.

RDC and many Alaskans share President Obama's view that America needs to conserve more and put new emphasis on renewable and alternative energy. Yet America still needs to pursue new oil and gas production, given the fact it will take decades before renewable energy becomes a dominant energy source.

The US needs to reduce its dependence on foreign oil. If we do not turn to the highly prospective opportunities like the Alaska OCS, then from where would new production come from? Oil imported from foreign countries is often produced with less care for the environment. Environmental, economic and geopolitical issues all favor oil produced here in the U.S.

RDC encourages BOEM to move forward with the proposed five-year program, including the Alaska lease sales. Thank you.

RDC ACTION ALERT
Point Thomson Project Draft Environmental Impact Statement
Deadline for Comment: Wednesday, **January 18, 2012**

Overview:

The U.S. Army Corps of Engineers has released a draft environmental impact statement (DEIS) for ExxonMobil's Point Thomson natural gas condensate development project. The DEIS presents five alternatives: no action (Alternative A), coastal pads with in-field gravel roads, (Alternative B), inland pads with a gravel access road to Prudhoe Bay (Alternative C), inland pads without a gravel access road (Alternative D), and coastal pads without in-field gravel roads (Alternative E).

Point Thomson is a remote field on the Beaufort Sea coastline 60 miles east of Prudhoe Bay and two miles from the Arctic National Wildlife Refuge. The field contains an estimated 8 trillion cubic feet of natural gas and 200 million barrels of condensate. Point Thomson represents approximately 25 percent of the North Slope's known natural gas resources. Development of Point Thomson is essential to Alaska natural gas commercialization. Besides the operator, ExxonMobil, other major partners include BP, ConocoPhillips, and Chevron.

The project will use long-reach directional drilling from onshore pads to recover offshore resources. The proposed project includes three pads and five wells, with a central pad supporting production facilities, infield roads, pipelines, an airstrip, and a gravel mine site. A common carrier pipeline will be constructed for transporting hydrocarbon liquids 22 miles west to the Badami pipeline.

ExxonMobil put in its draft application for a wetlands permit in October 2009 to initiate the EIS process. The DEIS will be open for public comment until January 3 and public hearings are scheduled in December.

Action requested:

RDC encourages its members to participate in the process by submitting comments in support of Alternative B. Of the five design alternatives considered, Alternative B provides the safest, most environmentally-responsible solution for developing Point Thomson's resources in a timely, cost-effective manner.

Comments on the DEIS can be submitted at:

<http://www.pointthomsonprojecteis.com/comments.htm>

Comments can also be submitted by email: harry.a.baij@usace.army.mil

The DEIS is available for review at:

<http://www.pointthomsonprojecteis.com/index.html>

Points to consider in your written comments and verbal testimony:

- The proposed project is important to the state of Alaska and to Alaskans.
- Of the design alternatives considered, Alternative B provides the safest, most environmentally-responsible solution for developing Point Thomson's resources.
- Alternative B ensures a minimal environmental footprint by incorporating a combination of summer coastal barging, winter ice roads, aviation, and in-field roads. These features are essential to the project's safe and efficient operations.
- Through Alternative B, ExxonMobil will implement comprehensive mitigation measures to minimize impact on tundra, wildlife, aquatic resources, and subsistence activities.
- ExxonMobil works closely with the U.S. Fish and Wildlife Service and state agencies to ensure polar bears and other wildlife are fully protected. Coastal barge route is outside the main fall migration corridor of bowhead whales.

- The Point Thomson project will provide wide-ranging benefits to Alaska in the form of new business opportunities, jobs, and revenues.
- Approval of the Point Thomson project, as proposed in Alternative B, is vital to the development of this world-class resource and North Slope gas commercialization.
- Direct benefits to the State of Alaska from Point Thomson include training and jobs for Alaskans, new revenues to the state and local governments, increased throughput for the Trans-Alaska oil pipeline, and increased business activity and revenue for the private sector.
- Point Thomson is a highly-technical project with high costs. Unnecessary requirements that provide very little, if any, incremental environmental benefits, should be avoided as to not compromise the economic viability of the project.
- The in-field roads included in Alternative B have been carefully routed to minimize the gravel footprint and for the efficient pass through of water.
- Moving roads inland as proposed in Alternative C and D would increase the gravel footprint and be less effective in maintaining natural drainage patterns of the project area.
- Alternatives C and D would move project components inland and eliminate barging, which is an established and safe means of supply for North Slope communities, including Prudhoe Bay. ExxonMobil has conducted safe barging operations in accordance with the Alaska Eskimo Whaling Commission Conflict Avoidance Agreement and in direct consultation with local whaling communities. 188 barging trips in support of Point Thomson have occurred with no impacts to marine mammals or subsistence.
- Alternatives C and D both result in inefficient logistical support and adds unnecessary challenges. Eliminating summer barging would result in increased costs, schedule delays, and increased tundra traffic.
- The 44-mile gravel road from Endicott to Point Thomson as proposed under Alternative C would create a much larger tundra footprint. Current North Slope experience at Alpine and Badami demonstrates that a gravel road is not necessary to support Point Thomson. However, not having a road connecting to Prudhoe Bay does make the combination of barging, ice roads, air access and in-field gravel roads essential.
- Alternative E would eliminate in-field gravel roads and shorten the airstrip. This alternative relies solely on helicopters and seasonally limited off-road vehicles for transportation to East and West pads for nine months of the year. There is no North Slope precedent for a production facility with such limitations. Moreover, inability to fly in poor weather introduces unnecessary safety risks for personnel, as well as emergency response limitations and operational inefficiencies.
- The longer runway in Alternative B provides better access in bad weather, reduces the number of flights by allowing larger aircraft for routine cargo shipments and allows for aircraft to transport larger equipment capabilities in the event of an emergency.

Deadline for Comment: Wednesday, January 18, 2012



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December 21, 2011

Mr. Harry Bajj
Department of the Army
U.S. Army Engineer District, Alaska
Regulatory Division
P.O. Box 6898
JBER, Alaska 99506-0898

Re: Point Thomson Project EIS

Dear Mr. Bajj:

The Resource Development Council (RDC) is writing in support of Alternative B of the Point Thomson Draft Environmental Impact Statement (DEIS).

RDC is a statewide organization made up of all resource sectors, business associations, labor unions, Native corporations, tourism providers, local governments and individuals. RDC's purpose is to encourage a strong, diversified private sector in Alaska and expand the state's economic base through the responsible development of our natural resources.

RDC strongly supports the advancement of the Point Thomson project, which is essential to the success of the Alaska gas pipeline project - a major clean-energy priority of the Obama administration. Point Thomson contains an important component of gas volume to be moved by an Alaska gas pipeline and accounts for approximately 25 percent of known North Slope gas reserves.

Development of Point Thomson resources will help meet domestic energy needs, reduce dependence on foreign sources, and increase throughput in TAPS, which is currently operating at one-third capacity. In addition, this multi-billion dollar project will provide hundreds of new jobs, additional tax revenues to local, state and federal governments, and help boost the private sector economy in Alaska and the Lower 48. In fact, Point Thomson development and subsequent production will serve as a lasting economic stimulus with virtually no cost to the federal government.

RDC urges the Corps to adopt Alternative B as the preferred alternative. Alternative B provides the safest, most environmentally-responsible option for Point Thomson's development. It minimizes the environmental footprint by

incorporating a combination of summer coastal barging, winter ice roads, aviation, and in-field gravel roads. These features are essential to the project's safe and efficient operations.

Alternatives C, D, and E in our view will pose a larger environmental impact, compromise safety, and will make it more difficult to respond to an emergency. For example, alternatives C and D prohibit barging, which will result in increase truck traffic. Alternative C will leave a larger tundra footprint from a 44-mile road to the Prudhoe Bay road system, which will require hundreds of additional acres of gravel and five mines. The current North Slope experience at Alpine and Badami demonstrates that a gravel road is not necessary to support Point Thomson.

In contrast, barging has long been established as a safe and efficient mode of transportation for goods, supplies, and equipment throughout the remote Arctic. Over 185 barge trips have occurred to Point Thomson without adverse impacts to the environment, marine mammals, or subsistence. Since 2008, ExxonMobil has conducted safe barging operations in accordance with the Alaska Eskimo Whaling Commission Conflict Avoidance Agreement and in direct consultation with local whaling communities. Moreover, barge routing occurs outside of the main fall migration corridor for bowhead whales. Access to Point Thomson by the existing modes of transportation - barging, ice roads, in-field roads and aviation - are sufficient, provided they are available.

In addition, Alternative C would move the export pipeline inland and double its length from 22 to 44 miles.

RDC also has major concerns with Alternative E, which proposes to eliminate infield gravel roads and shorten a vital airstrip, which would serve a critical role in response to emergencies. There is no North Slope precedent for a production facility with no infield roads and no fixed-wing access to remote satellite pads. The Alternative E scenario relies solely on helicopters and seasonally-limited off-road vehicles for transportation to East and West pads for most of the year. Moreover, inability to fly in poor weather - up to 10 days at a time - poses unacceptable safety risks, as well as emergency response limitations. Additional helicopter transports would result in long-term noise, which could impact subsistence activities and wildlife. Meanwhile, the infield roads included in Alternative B have been carefully designed and routed to minimize the gravel footprint and to efficiently pass drainage.

Alternative E shortens the airstrip from 5,600 feet to 3,700 feet to minimize the tundra footprint. However, a longer runway provides improved and safer access in bad weather and allows for aircraft with larger cargo capacity. In the event of an emergency, a longer runway would allow for a quicker response in that more equipment could be flown into the area in a shorter period of time.

Compared to Alternative B, a shorter airstrip would triple air traffic during construction and increase annual air flights by 40 percent during operations. Location of the longer runway was carefully designed to minimize impacts to natural runoff during spring breakup and have minimal impact to hydrology.

In our view, a combination of summer coastal barging, winter ice roads, aviation, and infield roads are essential to safe and efficient operations at Point Thomson. ExxonMobil is prepared to implement comprehensive mitigation measures to minimize impact on the tundra, wildlife, aquatic resources, and subsistence activities.

With regard to the nearby Arctic National Wildlife Refuge (ANWR), it is disconcerting that the DEIS places so much emphasis on the proposed project's proximity to the refuge and implies that the state land beneath Point Thomson should be managed as if they were part of the refuge. RDC joins the State of Alaska in expressing serious concern with the appropriateness of the DEIS assessing such impacts when the project is located on state lands designated for oil and gas development, well outside refuge boundaries. Moreover, a large portion of ANWR already includes over eight million acres designated as Wilderness and ANWR also encompasses vast ecosystems that are specifically designed to protect fish, wildlife, and wilderness values. Therefore, RDC is opposed to extending ANWR's reach beyond its boundaries.

With regard to polar bears, the Point Thomson project will not pose a threat to the survival of the species. Polar bear denning habitat is plentiful, widely distributed and undisturbed on the Beaufort Sea coastal plain. It is highly unlikely that denning habitat will become a limiting factor for polar bears, even when all foreseeable development activity is taken into account. We certainly do not see any significant impact from Point Thomson on critical habitat for polar bears. Moreover, ExxonMobil works closely with the U.S. Fish and Wildlife Service and state agencies to ensure polar bears and other wildlife are protected. There are extensive measures in place to minimize incidental encounters and protect bears and personnel, as well as surveys and Forward Looking Infrared Radar to identify and avoid dens. There are also project design and operational features to protect bears and humans.

In conclusion, approval of the Point Thomson project as proposed by Alternative B is critical to the development of this world-class resource. The project will provide direct benefits to the State of Alaska and much-needed revenues to local, state and federal governments, as well as boost the private sector economy in Alaska.

Sincerely,



Carl Portman
Deputy Director

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MEET ALASKA 2012

JANUARY 6, 2012

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Conference Attendee:

1)	Name	Title	Company (if different than above)
2)	Name	Title	Company (if different than above)
3)	Name	Title	Company (if different than above)
4)	Name	Title	Company (if different than above)
5)	Name	Title	Company (if different than above)

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Registration Options	Registration Cost	Quantity	Sub-Total
• Legislators/Legislative Staff/Government Officials (by Dec. 21)	\$250 per person	_____	\$ _____
• Legislators/Legislative Staff/Government Officials (after Dec. 21)	\$275 per person	_____	\$ _____
• Early Bird Member Registration (by Dec. 21)	\$275 per person	_____	\$ _____
• Alliance Member Registration (after Dec. 21)	\$300 per person	_____	\$ _____
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• Non-Member Registration (after Dec. 21)	\$325 per person	_____	\$ _____
• Corporate New Member Special — SAVE \$100***	\$700 w/one registration	_____	\$ _____

(The New Member Special includes Meet Alaska registration for one individual, plus a company membership through fiscal year 2012 in the Alliance.)

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NOTE: NO REFUNDS OR CANCELLATIONS MADE AFTER DECEMBER 30, 2011



Meet **Alaska**

January 6, 2012

Dena'ina Center

- Governor Parnell – Opening Remarks (Invited)
- CAPITOL STEPS
- Jeff Watkins, Chairman of Coal, Wood Mac - Global Thermal Coal Market Trends
- DOR Report – Exploration Credits
- Ed Merrow, Author, Industrial Mega Projects
- Marianne Kah – Chief Economist, Conoco Phillips
- John Minge, President, BP Alaska
- Arthur Berman, Economics of Shale Gas – Impact on Alaska; Q and A
- Cathy Forrester – AOGCC- Heavy Viscous Oil –Economics
- Ray Sheppard/Congressman Bart Stupak – DC Update
- Reception