



RESOURCE DEVELOPMENT COUNCIL

Growing Alaska Through Responsible Resource Development

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BREAKFAST MEETING

Thursday, April 19, 2012

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

Looking to 2016: The Park Service's 2nd Century
 Sue Masica, Regional Director, Alaska, National Park Service

Next Meeting: May 3:
 John Wolfe, Chief Executive Officer, Port of Tacoma

Please add my name to RDC's mailing list:

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FOR IMMEDIATE RELEASE

No. 12-052

Governor Parnell Blends Oil Tax Positions of House and Senate

April 18, 2012 Juneau, Alaska – Governor Sean Parnell today transmitted legislation to change Alaska's oil tax regime to foster new production and encourage further development of current sources to stem the decline in North Slope production. The Alaska Legislature convenes today in a special session to address oil taxes, an Alaska gasline, and human trafficking legislation.

"Alaskans are well aware that oil production is declining from our legacy fields," Governor Parnell said. "The cost of maintaining a declining field goes up year after year, and higher cost barrels of oil get left in the ground if they are not economic to produce. That is the risk: Without meaningful tax change for legacy fields as well as new fields, a larger percentage of Alaskans' resources will remain locked in the ground. We can avoid this risk and ensure a more prosperous future for Alaskans if we are willing to continue working to increase oil production in all of Alaska's fields."

For new North Slope fields, Governor Parnell's bill incentivizes new oil and gas production by providing a 30 percent exclusion, based on gross value at the point of production, from the production tax value used to calculate the base rate and the progressivity tax for the first 10 years of sustained production from new fields.

For currently producing North Slope fields, the bill establishes an exclusion of 40 percent of gross value at the point of production from the monthly production tax value used to calculate the progressivity tax. The bill caps progressivity by establishing a 60 percent maximum rate. Finally, the bill would extend tax incentives for well lease expenditures available elsewhere in the state through AS 43.55.023(I) to North Slope activities and would allow producers to apply tax credits in one year. These changes are designed both to encourage development of new, currently undeveloped leases or properties, and from known fields in the state.

A copy of the bill is available at:

http://gov.alaska.gov/parnell_media/resources_files/bill041812.pdf

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RESOURCE DEVELOPMENT COUNCIL

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ACTION ALERT

**BLM Releases Draft NPR-A Plan
Comment Deadline: June 1, 2012**

Overview:

The Bureau of Land Management (BLM) has released the Draft Integrated Activity Plan and Environmental Impact Statement (IAP/EIS) for the National Petroleum Reserve-Alaska (NPR-A). The five volume document, available online at www.blm.gov/ak proposes several alternative future management strategies for the 23-million acres of federal lands in the NPR-A on Alaska's North Slope. The public comment period will run through June 1.

The draft plan is the first that covers the entire NPR-A, including BLM-managed lands in the southwest area of the reserve which were not included in previous plans. Decisions to be made as part of this plan include oil and gas leasing availability, surface protections, Wild and Scenic River recommendations, and Special Area designations. The NPR-A IAP/EIS presents four alternative approaches for the planning effort:

- **Alternative A** is the No Action Alternative and reflects current management of NPR-A established in the 2004 and 2008 Records of Decision for the Northwest and Northeast NPR-A, respectively, and the Colville River Special Area Management Plan of 2008.
- **Alternative B** describes future management that emphasizes the protection of the surface resources of NPR-A. This alternative would close approximately 52 percent of the petroleum reserve to exploration and development. There would be substantial increases in areas designated as Special Areas, designation of extensive areas that would be unavailable for leasing around Teshekpuk Lake, in coastal bays and lagoons, and caribou habitat and primitive recreation values in the southwestern part of the Reserve, and recommendation for designation of twelve Wild and Scenic Rivers.
- **Alternative C** provides for smaller additions to Special Areas than Alternative B, withholds from leasing the most remote part of NPR-A that has the greatest potential for providing a primitive recreation experience, provides for leasing with extensive surface protection stipulations near Teshekpuk Lake, and recommends three rivers for designation as Wild and Scenic Rivers. Opportunity to lease oil and gas resources in three-quarters of the reserve would be allowed under Alternative C.
- **Alternative D** would allow BLM to offer all of the NPR-A for oil and gas leasing, while protecting surface values with a collection of protection measures.

Action Requested:

Please testify at an upcoming public hearing and/or submit written comments in support of Alternative D, encouraging BLM to open all of NPR-A's subsurface to oil and gas leasing, while protecting important surface values with protection measures, combined with oil and gas leasing stipulations and best management practices. There are five ways to submit comments:

- Online by accessing the BLM's website at www.blm.gov/ak
- By mail to: NPR-A IAP/EIS Comments, AECOM Project Office, 1835 South Bragaw Street, Suite 490, Anchorage, AK 99508.
- By fax to: (866) 611-9420 or (907) 268-4224.

- By hand-delivering your comments to AECOM at their Anchorage address listed above or to BLM's Public Information Center in the Federal Building, 222 W. 7th Ave., Anchorage.
- By speaking at public meetings on the Draft IAP/EIS that will be held in May in Anchorage, Fairbanks, and the North Slope communities of Anaktuvuk Pass, Atkasuk, Barrow, Nuiqsut, Point Lay, and Wainwright.

Public Hearing Schedule:

Barrow, May 21, Inupiat Heritage Center Multi-Purpose Room

Fairbanks, May 23, Noel Wein Library

Anchorage, May 24, Campbell Creek Science Center

All hearings are tentatively scheduled to formally begin at 7 pm and will be preceded with an open house at 6 pm.

Points to consider in your comments:

- Given NPR-A was specifically designated by Congress for the production of energy resources and the need for new oil production has increased, it is vital that BLM provide access to NPR-A's highest prospective areas prospects. It should adopt Alternative D as its preferred alternative.
- All of the producing fields on the North Slope are located within 25 miles of the coast. Eliminating substantial acreage within the "Barrow Arch" could preclude the discovery of a major deposit in NPR-A.
- Industry's track record on the North Slope and the technological advances of the past decade, which have greatly reduced the development footprint, support full leasing in NPR-A.
- Seasonal stipulations, standards and other protective measures could be applied to safeguard sensitive areas.
- New oil and gas production from NPR-A would extend the life of the trans-Alaska oil pipeline and improve the prospects for the gas pipeline.
- Projected North Slope production declines could be reversed, depending upon how much additional oil is produced from NPR-A, but such potential could be severely compromised if access is not provided to oil-rich areas.
- BLM should make provisions for transportation corridors within NPR-A to facilitate future oil and gas development in the Outer Continental Shelf (OCS) and other natural resource development in NPR-A.
- Given the technological advances of the mining industry in the Arctic and sub-Arctic and the growing need for strategic minerals, all of NPR-A should be open to mineral entry, as well as industrial mineral and coal leasing. The Department of the Interior should make this recommendation to Congress.
- South NPR-A is an important part of the 80-year old petroleum reserve —specifically set aside because of its energy and mineral potential. Access to this area should be accommodated with provisions to protect important surface values and traditional ways of life.
- The oil and mining industries have proven they can operate in a manner that protects the environment. The Arctic wildlife and environment can and will be preserved while petroleum and mineral resources are developed in NPR-A.
- Energy and mineral development in NPR-A would benefit the economy by creating increased revenues and employment, while enhancing national security.
- BLM should refrain from designating highly-restrictive conservation units in NPR-A, given the nation's growing need for energy and minerals, as well as the potential existence of world-class energy and mineral deposits in the reserve. Alaska already has an overwhelming majority of the nation's public lands closed to development.

Deadline for written comments: June 1, 2012

RDC ACTION ALERT
Susitna Hydro Project Scoping Hearings Scheduled
Deadline for Comment: Extended to May 31, 2012

Overview:

The public comment period for the proposed Susitna-Watana Hydroelectric Project has been extended to May 31, 2012. The Federal Energy Regulatory Commission (FERC) held public “scoping meetings” in March for the proposed project. The current “scoping” process is the first step in a required federal Environmental Impact Statement for the project. FERC is the lead agency on the EIS and is the agency collecting public comments. The public scoping process allows for public input so that all pertinent issues, concerns, and opportunities are identified as the environmental review is undertaken. Following the current public comment period, the next step would be preparation of a draft EIS, followed by a final EIS and Record of Decision. The EIS determines whether, and under what conditions, to issue a license for the project.

On a separate regulatory track, FERC must also issue a federal certificate for the project. The Alaska Energy Authority (AEA) filed a Preliminary Application Document in December and anticipates filing a full license application by 2015 with hopes that the agency can issue the license in 2016 or 2017.

In 2010, the Alaska State Legislature passed legislation outlining a State energy policy. The bill directs the State to receive 50 percent of its electrical generation from renewable and alternative energy sources by 2025. Hydropower, the lowest cost energy for Alaska consumers, currently provides approximately 24 percent of the electrical energy used in Alaska. The only way to achieve the new goal of deriving 50 percent of our electricity from renewable and alternative sources is for a new, large hydroelectric project to be built in the Railbelt region. □ □

The 2010 Legislature provided funding to AEA for the preliminary planning, design, permitting and field work for the Susitna-Watana Project. □ □ AEA recommends that the Lower Watana site on the Susitna River should be the primary hydroelectric project for Alaska’s Railbelt. Of the projects examined, Susitna not only has the best chance of being built; AEA believes it will provide cost-effective, reliable, power for the Railbelt at a constant price for decades, and it will help the State meet its recently established long-range goal.

The proposed project would be located approximately halfway between Anchorage and Fairbanks on the upper Susitna River. The Susitna-Watana dam would be located within a steep-sided valley of the Susitna River at 184 miles above the mouth. The single dam would be at the same location below Watana Creek as in the much larger two-dam Susitna project proposed in the 1980s.

The project would have a capacity of 600 megawatts and meet half of the electricity requirements expected in the future for communities now connected to the regional power grid. Construction would get underway in 2017 and under the present schedule it could be in operation by 2023. At its peak, about 1,000 people would be employed in construction, with an additional 2,000 support jobs. The most recent cost estimate is \$4.34 billion.

Action requested:

RDC members are encouraged to provide comments to FERC in support of the project. It is important to communicate your support for the EIS to reinforce the multiple environmental studies that have been completed, and the need for a sustainable and reliable energy source for Railbelt communities and businesses. Written comments are accepted online or by mail.

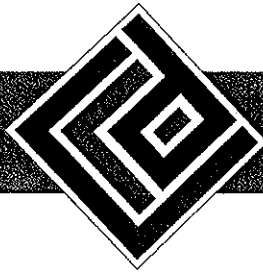
E-file comments: <http://www.ferc.gov/docs-filing/efiling.asp>.

Mail comments: Federal Energy Regulatory Commission , 888 First Street NE, Washington, D.C., 20426.
Reference Susitna-Watana Hydroelectric Project, Docket Number P-14241.

Additional information on the project is available at:
<http://www.susitna-watanahydro.org/Index.html>

Benefits of the Susitna-Watana Hydro Project:

- FERC and all permitting agencies should not delay the completion of the environmental review and approval for this sustainable energy infrastructure project. The FERC process provides five years for studies and analysis. Considering the studies performed in the 1980s, this is more than ample time for completing environmental work and monitoring. It is also important to recognize that data analysis for modifying or improving upon environmental enhancement can continue during the five-year construction period. Railbelt energy consumers may be at risk if the project is needlessly delayed.
- The Susitna-Watana Hydroelectric Project will address Railbelt energy uncertainty by providing stable, reliable, long-term power for generations to Alaskans. The benefit of stable energy prices will become more pronounced over time because the fuel that drives hydropower – water – is free.
- The project will diversify the Railbelt's energy portfolio and provide needed security to help our economy resist disruptions caused by potential interruptions in fuel supplies and market fluctuations in energy prices. Price volatility and high cost of electricity is a limiting factor in economic development.
- Alaska cannot achieve the 50 percent renewable energy goal without a project like Susitna-Watana.
- The proposed project is important to economic growth and resource development in Alaska.
- The project will lead to economic benefits, including new business and jobs. Project construction will produce an estimated 1,000 jobs, with an additional 2,000 support jobs. Moreover, it has the potential to expand the economy by attracting new business to the region.
- The certainty of achieving the intended outcome of stable, predictable, lower cost energy is relatively high, considering the abundance of success with hydropower in Alaska, the U.S., and globally. In Alaska, Bradley Lake is now one of the cheapest sources of electricity on the Railbelt, costing about a third less than natural gas. When built in 1991, Bradley Lake hydropower was about twice the cost of natural gas, but gas prices have risen while the cost of Bradley Lake water has not.
- In the US, recent studies by the National Hydropower Association show that hydropower offers the lowest levelized cost of electricity of all major energy sources and costs less than energy efficiency options.
- Once built, hydro projects can last 50-100 years with very low operating costs and without needing major replacement or repairs.
- The Susitna-Watana Project is compatible with, and complimentary to, other forms of energy. The need for natural gas, renewables, and other forms of generation to fill Alaska's energy demand will not go away. For example, natural gas is likely a better source for heating than electricity.
- Multiple studies have demonstrated that once built, hydropower's carbon footprint drops virtually to nothing, and the infrastructure lasts for decades.
- Resource industries in Alaska will benefit from stable, and long-term electrical energy that can be the baseload for economic growth and diversification.
- The project can be safely built in our seismically-active state, just like other major infrastructure and dam projects that are built in earthquake zones around the world.
- The project will include mitigation measures to stabilize Susitna River salmon runs, as well as moose and caribou abundance. In fact, there are opportunities for improvement. At a minimum, the project has the ability to help manage river flows that are favorable to fisheries. The Bradley Lake Hydro Project on the Kenai Peninsula is a model for fish and wildlife abundance and good public policy.
- A recent Hellenthal survey of Alaskan voters showed 60 percent support for the project.



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Governor Sean Parnell

April 12, 2012

Federal Energy Regulatory Commission
888 First Street, NE
Washington, D.C. 20426

Re: Susitna-Watana Hydroelectric Project, Docket Number P-14241

To Whom It May Concern:

The Resource Development Council for Alaska, Inc., (RDC) is writing to support the proposed Susitna Hydroelectric Project in Alaska.

RDC is an Alaskan business association comprised of individuals and companies from Alaska's oil and gas, mining, forest products, tourism, and fisheries industries. Our membership includes all of the Alaska Native Regional Corporations, local communities, organized labor, and industry support firms. RDC's purpose is to expand the state's economic base through the responsible development of our natural resources.

RDC believes the Susitna hydroelectric project is truly in the public's best interest. Alaska's Railbelt accounts for two-thirds of the state's population. Railbelt communities from Seward to Fairbanks are in need of a sustainable and reliable energy source to power homes and businesses. Susitna offers a long-term, cost-effective, and reliable power at a constant price for decades.

The project will also help the State meet its established goal of deriving 50 percent of its electricity from renewable and alternative sources by 2025. Realistically, the only way to achieve that goal is for a new large hydro project to be built in the Railbelt region. Of the hydro projects examined, Susitna has the best chance of being built.

RDC urges FERC and all permitting agencies to not delay the completion of the environmental review and approval for this project. Considering the studies performed in the 1980s and the fact that the FERC process provides approximately five years for studies and analysis, this is more than ample time for completing environmental work and monitoring.

Susitna hydro will diversify the Railbelt's energy portfolio, provide needed security and flatten market fluctuations in energy prices. Price volatility and high cost of electricity are limiting factors in economic development.

The proposed project is important to economic growth and resource development in Alaska. The project will bring many economic benefits, including new jobs. Moreover, it has the potential to expand the economy by attracting new business to the region.

The Susitna project will include mitigation measures to stabilize Susitna River salmon runs, and protect moose and caribou populations. At a minimum, the project has the ability to help manage river flows that are favorable to fisheries. The Bradley Lake Hydro Project on the Kenai Peninsula is a model for fish and wildlife abundance and good public policy.

While this project is clearly in the best interest of Alaskans, some commenters have requested FERC to consider the national interest – specifically the value of a free-flowing Susitna river to the American public. Some claim that the Susitna River is one of the last waterways in America to remain free-flowing. If FERC is to consider a free-flowing Susitna to be in the national interest, then it must put such consideration into the proper context. That context must recognize the fact that Susitna is not one of the last remaining free-flowing rivers in America. In fact, the Susitna is one of over 3,000 rivers and streams in Alaska, virtually all free flowing, including the mighty Yukon River, one of the longest in America. Moreover, it should be acknowledged that Alaska is one-fifth the size of the Lower 48 states combined and that most of this vast land is undisturbed wilderness. Alaska contains 90 percent of America's national park lands and more than 80 percent of its national wildlife refuge lands, as well as the two largest national forests in the nation.

In concluding, I would like to note that a recent Hellenthal survey of Alaskan voters showed 60 percent support for the Susitna project. A recent Dittman Corporation poll revealed 63 percent support for Susitna in the Fairbanks area and 54 percent in Anchorage. Only 26 percent in Anchorage expressed opposition.

Thank you for the opportunity to provide comments on the Susitna Hydroelectric Project.

Sincerely,

RESOURCE DEVELOPMENT COUNCIL
for Alaska, Inc.



Carl Portman
Deputy Director



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April 13, 2012

Mr. Peter Wikoff
U.S. Fish and Wildlife Service
1011 East Tudor Road, MS-231
Anchorage, AK 99503

Re: Shadura Natural Gas Development Project

Dear Mr. Wikoff:

The Resource Development Council for Alaska, Inc., (RDC) is writing to support the proposed Shadura Natural Gas Development Project in the Kenai National Wildlife Refuge.

RDC is an Alaskan business association comprised of individuals and companies from Alaska's oil and gas, mining, forest products, tourism, and fisheries industries. Our membership includes all of the Alaska Native Regional Corporations, local communities, organized labor, and industry support firms. RDC's purpose is to expand the state's economic base through the responsible development of our natural resources.

Given the shortfall in Southcentral Alaska's gas supply, the proposed Shadura Natural Gas Development Project is clearly in the public interest. According to a recent update to the Cook Inlet Supply Study by Petrotechnical Resources of Alaska, chronic shortfalls in gas supplies will begin in two years, forcing local utilities to import expensive natural gas from abroad, leading to higher prices of energy. The Shadura project will provide a stable source of energy for local communities and utilize a valuable resource for Alaskans.

More than half of the state's population depends on natural gas from the Cook Inlet region for home heating, electricity and commercial enterprise. Continued development of Alaska's natural resources is critical to the state's economy and the quality of life of our residents.

The Shadura project will provide new jobs on the Kenai Peninsula and royalties to shareholders of Cook Inlet Region, Inc. (CIRI). CIRI owns the subsurface rights to the project area and under the provisions of the Cook Inlet Land Exchange, CIRI has the right to access its oil and gas resources in the subsurface estate within the refuge. The proposed project represents a step forward in meeting the economic obligations of the Native people of Alaska as envisioned by the Alaska Native Claims Settlement Act (ANCSA). Revenues CIRI receives from the project will be shared with other Native corporations and their shareholders across the state through Section 7(i) revenue-sharing provisions of ANCSA.

RDC is confident NordAq Energy and CIRI will work diligently to insure a successful, environmentally-sound project. The project area will impact only a fraction of the refuge. RDC urges the Service to clearly recognize the many benefits of the Shadura project to Alaskans and the local economy, and that this project can move forward with minimal impact on the refuge.

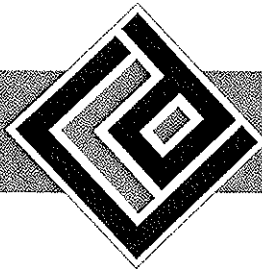
Thank you for the opportunity to provide comments on the Shadura Natural Gas Development Project.

Sincerely,

RESOURCE DEVELOPMENT COUNCIL
for Alaska, Inc.

A handwritten signature in black ink, appearing to read 'Carl Portman', written in a cursive style.

Carl Portman
Deputy Director



RESOURCE DEVELOPMENT COUNCIL

Growing Alaska Through Responsible Resource Development

April 11, 2012

Mr. Steve Hoover
Attn: Alaska LRTP
4601 DTC Blvd Ste 700
Denver, CO 80237
(submitted electronically through www.parkplanning.nps.gov)

Dear Mr. Hoover:

The Resource Development Council for Alaska, Inc. (RDC) writes to provide feedback on the draft Long Range Transportation Plan (LRTP) for Alaska Federal Lands.

RDC is a statewide business association comprised of individuals and companies from Alaska's oil and gas, mining, forest products, tourism and fisheries industries. RDC's membership includes Alaska Native Corporations, local communities, organized labor, and industry support firms. 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 understands that federal legislation requires land management agencies to conduct long range transportation planning, and that this LRTP brings Alaska's federal lands into compliance with such legislation. Nonetheless, we question the purpose of this document, and we stand concerned the document does not adequately address the multiple-use potential of Alaska's federally-owned lands, resulting in no meaningful transportation improvements to the state.

RDC believes a very deliberate and measured approach must be taken when planning for transportation on and across federal lands in Alaska. In specific, we ask that any LRTP address the following components:

Alaska's unique situation

Close to 59% of Alaska's 365 million acres are federally-managed, most of which is undeveloped land with little or no infrastructure. The sheer size of this expanse is only one of the factors that differ Alaska from other U.S. states. Alaska has challenging geography, an extreme climate, and species not present anywhere else in the nation. It has aboriginal peoples who have inhabited the land for thousands of years, and have preserved their way of life to sustain for thousands more. It has a significantly 'younger' history with the nation, having only entered into statehood in 1959. Needless to say,

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there are many characteristics of Alaska that cannot be managed using techniques applied to other states.

While the LRTP Executive Summary acknowledges that Federal Land Management Agencies (FLMAs) understand the unique nature of travel in Alaska, there is little attention paid to this fact in the remainder of the document.

Transportation by Alaska residents includes air, marine, rail, all-terrain vehicle, automotive, and even dogsled. These modes vary by season and location, and are restricted by the fact that Alaska's transportation facilities are both scarce and limited in services. In fact, the last major road built in Alaska was the Parks Highway in 1971. Most Alaskan communities are inaccessible by road or rail, including our capital city, Juneau. Any LRTP should address development of infrastructure and increased road access through and across Alaska lands, regardless of ownership.

Resource and Community Development

RDC is concerned that the LRTP document is largely focused on recreational activities and does not address transportation needs related to resource development and the development of Alaska's communities. While the plan does recognize that Alaska's federal lands contribute to the state's tourism industry, it fails to recognize the lands also provide for the development of oil and gas, mining, fishing, and timber resources, as well as hunting, construction of new facilities in local communities, and more.

Federally-owned lands in Alaska contain areas vital to the state and the nation's economy, and access to and across these areas is paramount to any future development. The National Petroleum Reserve (NPR-A), designated specifically for oil and gas development and thought to contain at least one billion barrels of oil, the Dalton Highway and Trans-Alaska Pipeline System (TAPS) corridor, and a transportation corridor that would connect the Chukchi Sea to existing infrastructure on the Central North Slope should be thoroughly addressed in the LRTP. Timber harvesting is not recognized in the U.S. Forest Service Plan, while ample opportunities exist for responsible development on this renewable resource. Also, many federal lands in the state have high mineral potential, advanced exploration projects, and even operating mines located on them, and need to be given careful consideration to maximize development opportunities.

Access to Alaska's resources is key to the advancement and sustainability of Alaska's economy. Alaska's resource potential in oil and gas, minerals, and timber convinced Congress that this northern land, disconnected from the contiguous 48 states, could sustain itself economically and therefore would be admitted to the Union. Just as in the Lower 48 states, an efficient and well-developed surface transportation network is essential to the development of Alaska's natural resources and its economy.

Federal land guarantees outlined in ANCSA and ANILCA, RS2477

The LRTP appears to have overlooked access routes guaranteed by the Alaska Native Claims Settlement Act (ANCSA) Section 17(b), which provide access across and through ANCSA lands to lands managed both federally and by the State of Alaska. These access routes are managed by federal agencies, and their exclusion from the LRTP is troubling.

The emphasis on lands with "Wilderness Characteristics" is of grave concern to RDC. Alaska is indeed scenic, even in urban areas, but that does not merit any consideration to designate lands

as Wilderness. Passage of the Alaska National Interest Lands Conservation Act (ANILCA) set aside millions of acres in Alaska protected as Wilderness and provided a 'no more' clause guaranteeing no further land withdrawals. To determine further acreage of land as having "Wilderness Characteristics" is inconsistent with the ANILCA promise and jeopardizes the multiple-use management of Alaska lands. Attached to these comments is the RDC-issued publication "Who Owns Alaska," which outlines ownership of Alaska's lands, history and outcome of Alaska land legislation like ANILCA and ANCSA, Conservation System Units, and more. RDC encourages FMLAs to consider this document when developing the LRTP.

Also, it appears as though the entire planning document ignores Revised Statute 2477, providing state-claimed routes across federal lands. These routes provide access for a variety of uses currently, and may do so in the future, therefore should be noted and honored in the LRTP.

While briefly outlined in the appendix materials, the plan should more explicitly acknowledge the unique provisions of ANILCA that Congress included in the final legislation in order to help mitigate the impacts of Alaska's vast land withdrawals and Conservation System Units. Title 11 of ANILCA addresses access for transportation and utility corridors. The LRTP is an opportunity to educate federal employees, and the general public, of these unique provisions.

Cooperating agencies and stakeholder input

The LRTP was produced by several FMLAs, as well as the Alaska State Department of Transportation and Public Facilities (DOT). While involvement by DOT is critical, we question why the State's land management agency, the Department of Natural Resources (DNR), was not given a seat at the table, as well as local/municipal governments and Native Corporations. All of these entities are important landowners in Alaska and their input should be included, and in fact highly regarded, in the LRTP.

In conclusion, RDC wishes to reiterate its questioning of the plan's purpose, while understanding that a plan will likely proceed. If so, we ask the plan be revised to address the aforementioned concerns and suggestions, and that all future planning be done in collaboration with state, local, and Alaska Native entities. Furthermore, RDC believes that such a complex LRTP should be nothing if not thorough, therefore the period for submitting comments on the draft LRTP should be extended so that all affected parties and stakeholders have an opportunity to comment.

Thank you for the opportunity to comment.

Sincerely,



Deantha Crockett
Projects Coordinator

Cc: Senator Mark Begich
Senator Lisa Murkowski
Congressman Don Young
Governor Sean Parnell
Commissioner Dan Sullivan, Alaska Department of Natural Resources
Commissioner Marc Luiken, Alaska Department of Transportation

April 12, 2012

The Honorable Harold Rogers
Chairman
Committee on Appropriations
U.S. House of Representatives
H-307 Capitol
Washington, DC 20515

Dear Chairman Rogers:

As currently set forth, the National Ocean Policy has the potential to unnecessarily harm terrestrial and marine economic values by affecting sectors such as agriculture, commercial and recreational fishing, construction, manufacturing, marine commerce, mining, oil, gas and renewable energy, recreational boating, and waterborne transportation, among others. These sectors support tens of millions of jobs and contribute trillions of dollars to the U.S. economy.

Uncertainty continues to abound as to the meaning of the policy: how it will be implemented; the role of states and stakeholder user groups; its potential impact on the economy, budget, existing statutes and regulatory processes; and the authority of state and tribal officials. As the administration has stated, the policy “may create a level of uncertainty and anxiety among those who rely on these resources and may generate questions about how they align with existing processes, authorities, and budget challenges.”

The risk of unintended economic and societal consequences remains high, due in part to the unprecedented geographic scale under which the policy is to be established. Concerns are further heightened because the policy has already been cited as justification in a federal decision restricting access to certain areas for commercial activity.

Furthermore, justification for many aspects of the policy, including but not limited to the zoning component known as “Coastal and Marine Spatial Planning,” has not been adequately established by scientific data and information based on realities on the ground.

Finally, during this time of constrained public resources, it is concerning to many in the regulated community that federal agencies have been “instructed to prioritize” the National Ocean Policy in their Fiscal Year 2013 budgets, and asked how their “existing resources [can] be repurposed” in furtherance of this new initiative. Rather than expend federal funds to support new bureaucracies, procedures and regulations that could lead to further uncertainty, restrictions and delays, scarce taxpayer dollars should be allocated to existing entities, programs and activities that have been authorized by Congress and are necessary for businesses and the economy to properly function.

Given these concerns, efforts in Congress to achieve a pause in implementation of the National Ocean Policy, including through appropriation mechanisms, are welcomed. Therefore, we ask that the Appropriations Committee include language in all Fiscal Year 2013 appropriation bills prohibiting the use of funds to implement the National Ocean Policy. This would provide more time for oversight and examination of potential impacts, and help ensure an ocean policy that appropriately reflects and enhances the role that our oceans, coastal areas and marine ecosystems play in our nation’s economy, national security, culture, health and well-being.

An ocean policy that is designed to stimulate job creation and economic growth while conserving the natural resources and marine habitat of our oceans and coastal regions could be of great benefit to the nation. A pause in implementation would represent one step in this direction and help reduce the risk of detrimental economic and societal impacts.

Sincerely,

Agricultural Retailers Association
Alaska Crab Coalition
Alaska Miners Association
Alaska Groundfish Data Bank
Alaska Oil and Gas Association
Alaska State Chamber of Commerce
Alaska Support Industry Alliance
Alaska Whitefish Trawlers Association
American Alliance of Fishermen and their Communities
American Farm Bureau Federation
American Forest & Paper Association
American Loggers Council
American Petroleum Institute
At-sea Processors Association
California Wetfish Producers Association
Connecticut Commercial Lobstermen's Association
Consumer Energy Alliance
Crab Group of Independent Harvesters
CropLife America
Destin Charter Boat Association
Diving Equipment and Marketing Association
Florida Keys Commercial Fishermen's Association
Forest Landowners Association
Freezer Longline Coalition
Garden State Seafood Association (NJ)
Grand Strand Fishing Alliance
Gulf Economic Survival Team
Hispanic Leadership Fund
Independent Petroleum Association of America
Institute for 21st Century Energy
International Association of Drilling Contractors
International Association of Geophysical Contractors
LA 1 Coalition
Long Island Commercial Fishing Association
Louisiana Mid-Continent Oil and Gas Association
Louisiana Trade Consultants
Mexico Beach Charters
Montauk Inlet Seafood
National Agricultural Aviation Association
National Association of Charterboat Operators
National Association of Home Builders

National Association of Wheat Growers
National Cattlemen's Beef Association
National Fisheries Institute
National Ocean Industries Association
National Ocean Policy Coalition
National Onion Association
New Bedford Seafood Coalition
New York Sportfishing Federation
Northern Gas Pipelines
Northwest Mining Association
Offshore Marine Service Association
Offshore Mariners Wives Association
Organized Fishermen of Florida
Pacific Seafood Processors Association
Panama City Boatmen Association
Public Lands Council
Recreational Fishing Alliance
Recreational Fishing Alliance-Forgotten Coast Chapter
Recreational Fishing Alliance-Georgia Chapter
Recreational Fishing Alliance-Oregon Chapter
Recreational Fishing Alliance-South Carolina Chapter
Resource Development Council for Alaska, Inc.
60 Plus Association
Shallow Water Energy Security Coalition
Small Business & Entrepreneurship Council
Society for Mining, Metallurgy and Exploration
Southeast Alaska Fishermen's Alliance
Southeastern Fisheries Association (FL)
Southern Kingfish Association, LLC
Southern New England Fishermen's and Lobstermen's Association, Inc.
Southern Offshore Fishing Association (FL)
The Fertilizer Institute
United Catcher Boats
United Fishermen of Alaska
U.S. Chamber of Commerce
US Oil and Gas Association
Virginia Charter Boat Association
West Coast Seafood Processors Association
Western Business Roundtable
Western Energy Alliance

cc:

The Honorable Robert Aderholt
Chairman, U.S. House Appropriations Subcommittee on Homeland Security

The Honorable Ander Crenshaw
Chairman, U.S. House Appropriations Subcommittee on the Legislative Branch

The Honorable John Culberson
Chairman, U.S. House Appropriations Subcommittee on Military Construction, Veterans Affairs, and Related Agencies

The Honorable Jo Ann Emerson
Chairwoman, U.S. House Appropriations Subcommittee on Financial Services and General Government

The Honorable Rodney Frelinghuysen
Chairman, U.S. House Appropriations Subcommittee on Energy and Water Development, and Related Agencies

The Honorable Kay Granger
Chairwoman, U.S. House Appropriations Subcommittee on State, Foreign Operations, and Related Programs

The Honorable Jack Kingston
Chairman, U.S. House Subcommittee on Agriculture, Rural Development, Food and Drug Administration, and Related Agencies

The Honorable Tom Latham
Chairman, U.S. House Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies

The Honorable Denny Rehberg
Chairman, U.S. House Appropriations Subcommittee on Labor, Health and Human Services, Education, and Related Agencies

The Honorable Michael Simpson
Chairman, U.S. House Appropriations Subcommittee on Interior, Environment, and Related Agencies

The Honorable Frank Wolf
Chairman, U.S. House Appropriations Subcommittee on Commerce, Justice, Science, and Related Agencies

The Honorable C.W. Bill Young
Chairman, U.S. House Appropriations Subcommittee on Defense



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Alaska Coal Association Presents the 20th Annual Coal Classic



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Wednesday, June 13, 2012 at Anchorage Golf Course

Breakfast, Registration & Hosted Driving Range 6:00 am, Shotgun Start 7:00 am

Proceeds benefit Alaska Resource Education

Alaska Resource Education is an industry-state partnership whose mission is to educate students about Alaska's natural resources. Alaska Resource Education is a 501(c)(3) non-profit, tax ID #92-0117527

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*Item of your choice with your logo and AK Resource logo, given to each golfer. Call 907-276-5487 for details.

REGISTRATION FORM

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Great prizes and lunch included!

Team Name _____

Golfers _____

Contact person _____

Address _____ City/State _____ Zip _____

Phone _____ Email _____

VISA/MC _____ Expiration _____ 3 Digit Code _____

Return this form with your check payable to Alaska Resource Education

601 E. 57th Place , Suite 104 Anchorage, AK 99518 • T 276-7487 • F 276-5488 • golf@akresource.org

Please register by Friday, June 1, 2012



Membership Form

RDC is a statewide business association comprised of individuals and companies from Alaska's oil and gas, mining, forest products, tourism and fisheries industries. RDC's membership includes Alaska Native Corporations, local communities, organized labor, and industry support firms. 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.

To view a list of current members, please visit <http://www.akrdc.org/links/>

Name: _____ Title: _____

Company: _____

Mailing Address: _____

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Phone: _____ Mobile: _____

Email: _____ Website: _____

(corporate members only)

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Membership Levels

	Corporate	Individual
Platinum	\$3000 and up	\$500 and up
Gold	\$1500	\$300
Silver	\$750	\$150
Basic	\$500	\$75

Please select the category in which your organization should be classified:

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| <input type="checkbox"/> Communities | <input type="checkbox"/> Media | <input type="checkbox"/> Tourism |
| <input type="checkbox"/> Construction | <input type="checkbox"/> Mining | <input type="checkbox"/> Trade/Business Organization |
| <input type="checkbox"/> Engineering/Environmental | <input type="checkbox"/> Native Corporations | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Finance/Insurance | <input type="checkbox"/> Oil and Gas | <input type="checkbox"/> Utilities/Energy |
| <input type="checkbox"/> Fishing | <input type="checkbox"/> Other Industry Services | |
| <input type="checkbox"/> Government | <input type="checkbox"/> Support Services | |

Membership Amount \$ _____ Please Invoice Me Check Enclosed

Charge my card: _____ Exp. Date: _____

RDC is classified as a 501(c)(6) non-profit trade association. Membership dues and other financial support may be tax deductible as an ordinary business expense, but not as a charitable contribution. 15.9% of RDC support is non-deductible.



Oil & Gas



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