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Growing Alaska Through Responsible Resource Development

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BREAKFAST MEETING

Thursday, March 20, 2014

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

Alaska Clean Energy Update

Chris Rose, Executive Director, Renewable Energy Alaska Project

Next Upcoming Meeting:

Thursday, April 3: Rick Van Nieuwenhuysen, President and CEO, NovaCopper, Inc.

Please add my name to RDC's mailing list:

Name/Title: _____

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Ex-Officio Members
 Senator Mark Begich
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 Congressman Don Young
 Governor Sean Parnell

Action Alert

Public Hearings on Greater Mooses Tooth Oil and Gas Development in NPR-A

Overview:

The Bureau of Land Management (BLM) has scheduled public hearings this month to gather comments on the proposed Greater Mooses Tooth Unit 1 (GMT1) oil and gas development project in the National Petroleum Reserve-Alaska (NPR-A). Hearings will be held in Anchorage, Fairbanks and in the NPR-A villages between March 10 and March 20.

The BLM released a Draft Supplemental Environmental Impact Statement (DSEIS) for the proposed project last month, launching a public comment period, which ends on Tuesday, April 22. In July 2013, ConocoPhillips, Alaska, Inc. (CPAI) submitted an application to construct a drill site, pipelines, road and other facilities to support development of petroleum resources within the Greater Mooses Tooth (GMT) Unit.

The project is approximately 14 miles west of the CPAI-operated Alpine field. The GMT1 drill site would be operated and maintained by Alpine staff and supported by existing Alpine infrastructure. The project would include construction of an 11.8-acre drill pad, an 8-mile access road, above-ground elevated pipelines, and an electric power line connecting the GMT1 drill pad to CPAI's CD-5 drill pad currently under development. The GMT1 pad would have a capacity for up to 33 production wells, including several injection wells, and be located on a federal oil and gas lease previously issued by BLM.

The project proposes to access federal oil and gas resources, as well as resources owned by the Arctic Slope Regional Corporation and Kuukpik Corporation. The proposed development was originally analyzed in the BLM's 2004 Alpine Satellite Development Plan (ASDP) (then referred to as CD6), and is also subject to the 2012 NPR-A Integrated Activity Plan (IAP).

The BLM has prepared a draft supplement to the ASDP to evaluate any relevant new circumstances and information which have arisen since 2004. The draft plan is available on the BLM website at <http://www.blm.gov/ak/GMTU1>.

Action Requested:

RDC members are encouraged to submit written comments by April 22nd and testify at an upcoming public hearing in support of Alternative A, CPAI Proposed Project. The public hearings set for Fairbanks and Anchorage are listed below:

- March 19: Fairbanks, BLM Fairbanks District Office, 6:00 p.m.
- March 20: Anchorage, Campbell Creek Science Center, 6:00 p.m.

An open house will be held at each location from 4:00-6:00 p.m. Public comments can also be submitted by any of the following methods:

Email: gmt1comments@slrconsulting.com

Fax: (907) 271- 3933

Mail: GMT1 Draft SEIS Comments, Attn: Bridget Psarianos, 222 West 7th Avenue, Stop #13, Anchorage, Alaska 99513.

Points to consider in your comments:

Economic Benefits:

- Peak production from GMT1 is estimated at 30,000 barrels of oil per day and would help offset declining North Slope production.
- Development would provide benefits to local, state, and national economies through local hire for jobs created during construction and operations, tax revenues, royalties, and new resources to help meet U.S. domestic energy demand.
- Development will also provide significant economic benefit to Alaska Natives on the North Slope as well as throughout the state through direct payment of royalties and revenue sharing among the Alaska Native Regional Corporations.

Alternative A is the Preferred Alternative

Road Needed for Emergency Spill and Safety Response

- As proposed in Alternative A, GMT1 will include a gravel road connection to the main Alpine facilities. The road is necessary to insure that the operator can respond to any environmental and safety issues in an adequate and timely manner. Alternative D, the aircraft and ice road access alternative, would not allow adequate access (on bad weather days, there would be no access) to emergency response resources and creates significant environmental and safety risk.

Environmental/Subsistence Issues are minimized with a road

- CPAI's proposed project, Alternative A, has been modified to reduce environmental impacts and lower the overall footprint. In support of subsistence resources and access, the proposed project drill site location was moved out of the Fish Creek buffer to provide additional protection to this area. Road access will avoid the need for air traffic to the drill site, which is the number one complaint of subsistence hunters. Additionally, the project will be subject to various lease stipulations and the new Best Management Practices Adopted by BLM in 2013.
- The overall gravel footprint of Alternative A is the smallest of all the options. Alternative D has a larger gravel footprint than Alternative A because of the need to construct an airstrip and a larger gravel pad to accommodate more production equipment and a camp.
- Alternative A has the lowest estimated emissions because it requires the least amount of new infrastructure and eliminates the need for airplane support.

This Project Was Previously Approved

- The currently proposed GMT1 project (formerly CD6) is essentially the same as that approved for permitting in the 2004 ASDP Record of Decision.
- A review of new data and information shows there are no appreciable changes in the physical, biological, or social resources associated with the project study area. New data includes multi-year studies on hydrology, birds, and caribou.

Comment Deadline: Tuesday, April 22, 2014

Senate Resources Committee on CSHB 77
March 14, 2014
Testimony of Rick Rogers, Executive Director,
Resource Development Council

Good afternoon madam chair and members of the committee. For the record my name is Rick Rogers, Executive Director of the Resource Development Council. RDC is a statewide business association representing forestry, oil and gas, mining, tourism, and fishing industries. Our mission is to grow Alaska through responsible resource development.

Having sat through testimony in opposition of CSHB77 Wednesday and today, I have to question what specific legislation many opposed to this bill are speaking to. I assure you that if this legislation put our renewable salmon resource in jeopardy, removed Alaskans from decisions regarding public resources or extended unbridled power to the DNR commissioner, RDC would stand in opposition.

To the contrary we have reviewed the bill and amendments carefully and we don't see where it does any of those things. The bill does make systemic improvements to what has become a very complex set of statutes authorizing DNR's work. These changes are needed to help prevent future backlog and delays.

Much in this bill is about helping smaller businesses and Alaskans, and making DNR more efficient. With budget deficits, can we really afford having DNR adjudicate every individual mooring buoy when a General Permit can serve the public interest? The amendments to the General Permit language are appropriate to limit their scope.

The status quo on water reservations is bad public policy. In the 1990s, Greenpeace attempted to frustrate oil development near the Kaparuk River by seeking a water reservation. Fortunately in that case the facts did not support their claim as the waters used in development were not connected to the Kaparuk River. However the flawed law that allowed that attempt to cut off Alaska's life blood is still on the books.

We believe the CSHB77 adequately addresses this issue by allowing persons to apply for water reservations and vesting a certification with a State agency. If the concern is really about protecting resources, formerly opposed parties to this bill should now be satisfied. If, however, the desire for some is about keeping the status quo as another blunt legal instrument to shut down resource development, then they will likely remain dissatisfied with the amendments.

We encourage this committee to pass this new CSHB77.

Thank you for the opportunity to comment.



ALASKA ACT
Alaska Alliance
for Cruise Travel

121 W. Fireweed Lane, Ste: 250
Anchorage, AK 99503

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March 12, 2014

The Honorable Governor Sean Parnell
P.O. Box 110001
Juneau, AK 99811-0001

RE: Vote No on 1

Dear Governor Parnell:

The Alaska Alliance for Cruise Travel (AlaskaACT) is an independent group of Alaskans that formed in 2009 to support the cruise industry in their efforts to keep Alaska competitive in the global tourism marketplace.

The health of the oil industry is equally important to AlaskaACT. We realize the importance of the oil industries contribution to not only the state's general fund, but how it has positively impacted the lives of every Alaskan. Alaskans need a healthy, vibrant oil industry for long-term, sustainable state budgets, economic growth and to maintain the quality of life Alaskans enjoy.

If oil production continues to decline, we understand that all Alaskans will be called upon to continue to fund state government. In our industry, that means there will be higher taxes on cruise ships, docking fees, hotel bed tax and property tax. We have seen what happens when the economic environment becomes too expensive to compete with global marketplaces – cruise ships move to different destinations which then affects all large and small tourism businesses. Tourism investment and development will decline. The same thing will happen to the oil industry.

For these reasons, the founding members of AlaskaACT have joined the Vote No on 1 initiative as a group and individually to support your efforts to increase oil production and to create a better investment climate for Alaska.

We have appreciated your work on our cruise ship legislation in the past and continue to support you in your efforts to keep the oil industry in Alaska vibrant.

AlaskaACT is a proud supporter of Vote No on 1.

Sincerely,

Bob Berto
President

latimes.com

Blowback

Sen. Lisa Murkowski: Alaska 'road to nowhere' is actually a lifesaver

By Lisa Murkowski

8:50 AM PDT, March 14, 2014

To a non-Alaskan unfamiliar with the harsh realities of living in remote corners of the nation's largest state, the proposed link of two small towns whose populations barely total 1,000 people may seem like a "road to nowhere." advertisement

Unfortunately, former Interior Secretary Bruce Babbitt's March 11 [commentary](#) in The Times reflects this unsympathetic thinking. His delusive comments don't change the fact that this small, lifesaving road would provide the people of King Cove, Alaska, with access to medical care in emergencies.

When the federal government created the Izembek National Wildlife Refuge 54 years ago, it cut off the traditional land route between the Aleut community of King Cove and the World War II-era outpost of Cold Bay on the Alaska Peninsula. The 965 residents of King Cove have been trying to get road access to the all-weather airport in Cold Bay ever since.

ABOUT BLOWBACK: FAQs and submission policy

It's not hard to understand why: Nineteen people have died, either in plane crashes or because they couldn't get timely medical treatment. In a community with no hospital or doctor, King Cove residents must fly more than 600 miles to Anchorage for most medical procedures.

Babbitt evidently believes that the price of this road is too high to protect so few souls, and that federal taxpayers would be on the hook for the costs. He's off-base on both counts. Yes, the road would traverse a federally protected wilderness area, but let's face it: Birds and bears are not more important than people. And the federal government need only approve the road, because the state and the Aleutians East Borough have pledged to build and maintain it.

Babbitt also makes much of the taxpayer dollars previously spent on alternatives to a road. But his personal favorite -- a hovercraft -- only proves his opening declaration that "nothing dies harder than a bad idea." The water in Cold Bay is too rough for the hovercraft more than 70% of the time. Had the Clinton administration approved a road in 1998, as Alaska's congressional delegation sought, the federal government would have saved a lot of money.

PHOTOS: Obamacare -- and 8 other bungled launches

Another suggestion, that a road would be "impassable" during winter storms, is nonsense. Life in Alaska doesn't stop when a few storm clouds gather overhead. We can drive through snow quite well, and it's a lot easier than navigating a small boat through high seas.

Perhaps most offensive is Babbitt's attempt to brand this as a "road to nowhere." For local residents, it would be a road to somewhere -- and that somewhere would be lifesaving medical treatment.

Babbitt has no concept of the realities that King Cove residents face. They would not have spent decades fighting for this road if it were not crucial to their survival. People have died trying to make it from King Cove to Cold Bay during foul weather, and others have been forced to endure prolonged pain and suffering.

King Cove is not asking for a superhighway, but instead 11 miles of road through an area the Aleut stewarded for thousands of years before the government came along. It would be a gravel road, one-lane, and all of 13 feet wide.

The road would hardly be unprecedented either. There are 4,900 miles of roads in "refuges, waterfowl production areas, and hatcheries" throughout the country. The U.S. Fish and Wildlife Service proudly displays photos of several of them on its "[Roads and Trails Program](#)" Web page. The Izembek National Wildlife Refuge alone has some 50 miles of roads, built by the military during World War II and used today by federal employees and visiting duck hunters.

If you still somehow think this road is a bad idea, consider this. In exchange for it, the state of Alaska and the local tribal organization are offering 61,000 acres to the refuge, including new federally designated wilderness. That's a 300-to-1 trade in the federal government's favor. If environmental protection is the goal here, it's hard to imagine a better deal.

Babbitt's cavalier dismissal of King Cove's plight is shameful. The next time he and others so unsympathetic of those who would benefit from this project drive around the roads in their communities, they should consider what it would be like if none could take them to emergency care. They ought to think about why they are trying to deny anyone such protection -- as the Interior Department has in King Cove, Alaska.

ALSO:

[In defense of common core](#)

[North Korea 2014 meets Rome AD 65](#)

[Is 'Duke porn star' Belle Knox a feminist or a troubled young woman?](#)

Sen. Lisa Murkowski is Alaska's senior senator and the ranking Republican on the Senate Energy and Natural Resources Committee and the Interior appropriations subcommittee.

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Burggraf Resource Education Raffle & Silent Auction

The Alaska Miners Association Spring Convention

Westmark Hotel, Fairbanks

April 10, 2014

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Grand Prize

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Tickets \$5 each or 5 for \$20

Other fabulous prizes also awarded!

Need not be present to win. Proceeds benefit Alaska Resource Education, a 501(c)(3) non-profit. The raffle will be held at the conclusion of the Alaska Miners Association Banquet. Grand prize and runner up prize will be awarded in the raffle. The other prizes listed will be used in either the raffle or silent auction.



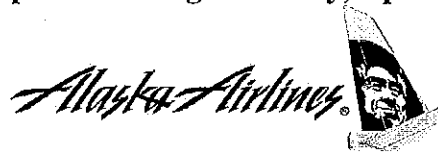
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The Alaska Miners Association
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Grand Prize: Two Alaska Airlines Roundtrip Tickets

Grand prize drawing Thursday, April 10, 2014



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Please Note: Last day to drop off items at our office in Anchorage is March 13, 2014. Thank you!

Please send prizes and completed form to:
Attention Alaska Resource Education
100 Cushman, Suite 210
Fairbanks, AK 99701

For a current list of sponsors, visit www.akresource.org. Please call Alexandra at (907)-276-5487 or e-mail raffle@akresource.org with any questions. Alaska Resource Education's mission is to educate students about Alaska's natural resources. Alaska Resource Education is a 501(c) (3), and your donation may be tax deductible (92-0117527).



ATHENA
INTERNATIONAL



**Young woman, do you want
a future in business?**

**Apply today for an
Anchorage ATHENA Society
scholarship!**



The **Anchorage ATHENA Society**, a program of the Anchorage Chamber of Commerce, offers a scholarship to local young women, who have finished their freshman year of high school through 18 years of age, for an opportunity to learn leadership skills, entrepreneurship and business expertise.

- Discover how your interests translate into enterprise and independence;
- Meet successful business owners;
- Apply those skills from business camp and let them help you take charge of your life – in school, in business, in the world.

And the best news is that the Anchorage ATHENA Society will award scholarships for **two** business camps: **Alaska Business Week** at the University of Alaska Fairbanks, July 27-August 2; and **Young Entrepreneurs Business Week** at the University of Portland in Portland, OR, July 20-26.

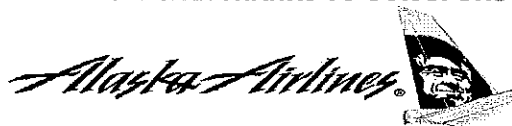
Apply for a scholarship today!

The scholarship recipients will also be provided with a cash stipend from Soroptimist International of Anchorage.

Note: Application review, interview and selection process will determine which program the qualified applicant will be offered. Scholarships include admission to the camps, transportation, lodging, and a cash stipend.

Mail, fax (272-4117), email (info@anchoragechamber.org) or hand deliver your application to the Anchorage Chamber of Commerce, 1016 W. 6th Avenue, Suite 303, Anchorage, AK 99501. All applications must be received at the Anchorage Chamber office no later than 5 p.m., Friday, April 25, 2014.

A SPECIAL THANKS TO OUR SPONSORS



Anchorage ATHENA Society Scholarship Application

Deadline: 5 p.m., Friday, April 25, 2014

Complete entire application form and submit most recent transcript of courses and grades.

Student's Name: _____

Address: _____

Cell Number: _____ High School: _____

E-Mail Address: _____ Yr. in School (i.e. Jr.): _____

Student Signature: _____ Date of Birth: _____

Legal Guardian's Name: _____ Daytime Phone _____

Legal Guardian's Signature: _____ Home Phone _____

Name of Teacher Reference: _____ Daytime Phone _____

Please attach the following, use separate sheets of paper:

- 1) Most recent transcript of courses;**
- 2) Employment history / business-related classes;**
- 3) Work awards, achievements, community participation;**
- 4) Extra-curricular activities and interests;**

5) Essay question:

Please attach a typed, double-spaced essay, not to exceed 500 words, on the topic: Assume you're starting your own business, what would it be and what steps would you take to make it successful?

Application check list: Application Complete ___ Most Current Transcript ___ Essay ___

Please limit application to no more than 10 pages.

*The scholarship recipient and her parents or legal guardian will be required to execute and return:
(1) Affidavit of eligibility/compliance with the camp rules; (2) publicity release; (3) liability release; and
(4) copy of government issued ID*

Mail, fax (272-4117), email (info@anchoragechamber.org) or hand deliver your application to the Anchorage Chamber of Commerce, 1016 W. 6th Avenue, Suite 303, Anchorage, AK 99501. All applications must be received at the Anchorage Chamber office no later than 5 p.m., Friday, April 25, 2014.

Applications are also available at: Anchoragechamber.org; under Program & Events, select Anchorage ATHENA Society.

**Only young women in the Anchorage area (Anchorage, Eagle River/Chugiak and Girdwood) are eligible for this scholarship. For more information on Young Entrepreneurs Business Week, go to yebw.org. For more information about Alaska Business Week, go to alaskachamber.com.*