



CURRENT STATUS

January 2018

Consolidated SF299 ANILCA applications have been filed and were accepted by the involved federal agencies, including the National Park Service (NPS), Bureau of Land Management (BLM), U.S. Army Corps of Engineers (USACE), U.S. Coast Guard (USCG), and the U.S. Federal Highway Administration (FHWA). NPS, USACE, BLM, and FHWA have determined that BLM will be the lead agency for the Environmental Impact Statement (EIS), along with NPS taking the lead on the Environmental and Economic Analysis (EEA) per ANILCA Section 201(4)(d). Under Section 201(4), the Secretaries of the Interior and Transportation will decide upon a route across the Gates of The Arctic National Park and Preserve after preparation of the EEA.

- On September 15, 2017 AIDEA is signed a scope of work for the third-party contractor on the EIS. The Third-Party Contractor will assist BLM in the scoping phase of the EIS process.
- BLM published the Notice of Intent (NOI) to start the EIS process on February 28, 2017.
- The NPS has issued a timeline for the EAA which is posted at <https://www.nps.gov/gaar/learn/management/ambler-row.htm>.

PROJECT DESCRIPTION

The Ambler Access project concerns the preparation of the scoping portion of an SF-299 ANILCA right-of-way application for an approximately 200-mile industrial access road from the Dalton Highway to the Ambler Mining District in northwest Alaska. The Ambler Mining District has extensive mineral resources, including copper, silver, gold, lead and zinc. It has been characterized as one of the largest undeveloped copper-zinc mineral belts in the world. The area has been explored for decades, but development of the mineral resources has been limited due to a lack of transportation infrastructure for mine construction and operation.

The Ambler Access project could provide surface access to the Ambler Mining District and enable further exploration and development of the area's resources, providing for economic development. AIDEA undertook the project with the goal of forming a Public-Private Partnership (P3) to finance, construct, operate and maintain the facility. The project design is modeled on AIDEA's successful DeLong Mountain Transportation System (DMTS), which includes an industrial access road from the Red Dog Mine to the DMTS port. AIDEA worked with private industry to develop the DMTS industrial access road and the costs of road construction were paid back through tolls on road use.

Ambler Access could provide access to the Ambler Mining District through Gates of the Arctic National Preserve making use of special provisions in the Alaska National Interest Lands Conservation Act (ANILCA), that allow this type of access to reach the Ambler Mining District.

16 U.S.C. 410hh(4)

APPROVAL PROCESS

ANILCA Section 201 directs the Secretaries of the Interior (represented by the National Park Service) and Transportation (represented by Federal Highways Administration) to conduct an Environmental and Economic Analysis to determine the best route through Gates of the Arctic National Preserve. Title XI of ANILCA also requires an Environmental Impact Analysis under the National Environmental Policy Act. According to the National Park Service, this "Environmental and Economic Analysis" would not be a NEPA document. The Bureau of Land Management, the Army Corps of Engineers, and the Coast Guard are participating in the Title XI process as they have regulatory authority over land, wetlands and water crossings on the proposed project.

In addition to the federal approvals, the project would require a land use permit from the Northwest Arctic Borough. Finally, AIDEA's regulations require there to be resolutions of support for the project from the Northwest Arctic Borough and a Regional Resource Advisory Committee appointed by the Governor to represent communities in the unincorporated areas in which the project is located.

BUDGET/FINANCE

AIDEA, as a development finance authority, would develop the access route as a Public-Private Partnership

in which AIDEA funds and bonds would be used in conjunction with private capital for the construction and operation of the access modality. As with the DeLong Mountain Transportation System, mines using the road to haul ore to market would pay a user fee that would pay back the financing used for the road's development and construction.

PROJECT/ ECONOMIC BENEFITS

Development of Ambler Access could allow private industry to develop a 75-mile long area of high mineral resources. Over the life of the project, multiple mines would likely be developed in the area. Benefits from the project include:

- Job and business opportunities for rural residents in north-central and northwest Alaska

Road Construction and Operations

- Annual average of 486 jobs over road construction period
- Up to 68 full-time jobs for road operations and maintenance over the life of the road

Mines Construction

- 5,933 direct jobs over two years for mine construction with \$457.4 million in wages
- 9,278 direct, indirect and induced jobs with \$642.6 million in wages

Mining Operations

- 1,534 direct jobs with \$164.2 million in wages annually
- 3,186 direct, indirect, and induced jobs with \$324.7 million in wages annually

Government Revenues Life of All 4 Mines

- \$261 million in mining license tax revenues to the State
- \$357 million in corporate income taxes to the State
- \$78 million in production royalties to the State

PARTNERS

Owner/Operator: Public-Private Partnership

Partners: AIDEA, Trilogy Metals, other mining companies, and other private entities

For more information visit the project website:

<http://www.ambleraccess.org/>