Appendix E.A

Response to Comments on Draft EIS

Public Meeting Comments

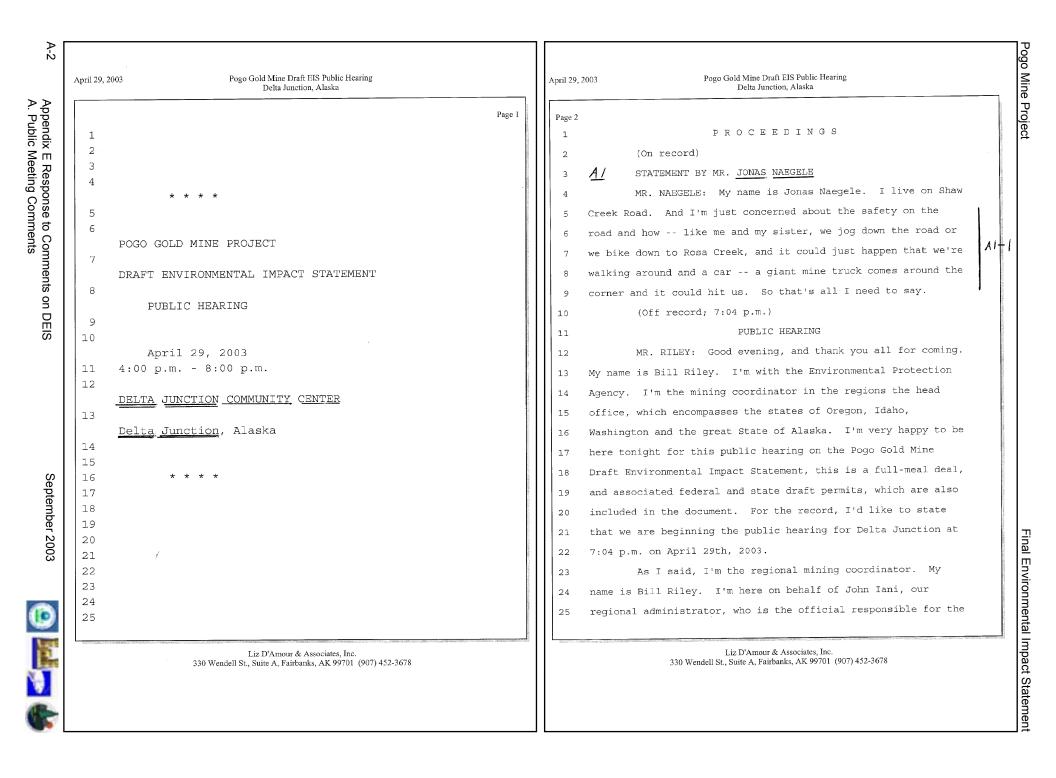
Delta Hearing, April 29, 2003	Page A-2
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Delta Hearing (April 29, 2003)

Commenter Beck, Dan Borell, Steve Donnellan, Barry Hallgren, Pete Hicks, Whit Knopp, Paul Mead, Irene Hansen Naegele, Jonas Naegele, Victoria Richards, Mark Unidentified Unidentified Unidentified Unidentified Unidentified Unidentified Unidentified Unidentified Unidentified Unidentified	Number A13-1 A17-1 A15-1 A7-1 A14-1 A9-1 A11-1 A16-1 A12-1 A2-1 A3-1 A4-1 A5-1 A6-1 A18-1 A19-1 A2-1 A8-1

Fairbanks Hearing (April 30, 2003)					
Commenter	Number				
Anderson, Mark	A31-1				
Barrett, Paul	A49-1				
Beedle, Joe	A40-1				
Borell, Steve	A33-1				
Brophy, Bill	A39-1				
Bundtzen, Tom	A51-1				
Cruz, Dave	A45-1				
Davis, Ron	A54-1				
Donnellan, Barry	A48-1				
Fisher, Rex	A52-1				
Fowler-Morris, Judy	A22-1				
Freeman, Curt	A42-1				
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Huber, Mark	A35-1				
Kniffen, Margery	A21-1				
Krauklis, Kevin	A55-1				
Kupiszewski, Dan	A36-1				
Matthews, James	A41-1				
Milne, Clark	A24-1				
Miscovich, Andy	A47-1				
Mittlestadt, Cindy	A34-1				
Moriarty, Kara	A37-1				
Nason, Wesley	A30-1				
Otis, Ben	A53-1				
Otis, Buzz	A38-1				
St. John, Jeanine	A32-1				
Unidentified	A25-1				
Unidentified	A26-1				
Unidentified	A27-1				
Unidentified	A28-1				
Unidentified	A29-1				
Vetter, Rudolph	A46-1				
Williams, Orie	A44-1				
Wright, David	A43-1				





	2003 Pogo Gold Mine Draft EIS Public Hearing Delta Junction, Alaska	April 29, 2003 Pogo Gold Mine Draft EIS Public Hearing Delta Junction, Alaska
2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23	Page 3 Environmental Impact Statement and who's appointed me to be the hearing officer tonight. And with me from the Environmental Protection Agency are Hanh Gold in the back of the room, who is the EIS project manager, Cindi Godsey, way in the back of the room, who developed the draft national pollutant discharge elimination system, i.e., Wastewater Discharge Permit, that is in the Draft EIS, and Nathan Spees from our tribal office, over here, in Anchorage. Also, I wanted to introduce our town crier from the Army Corps of Engineers, Victor Ross. With him is Don Rice of the Corps. The Corps of Engineers is a cooperating agency on the development of the EIS. And I also want to introduce some folks from the State of Alaska, the Department of Natural Resources, Ed Fogels, who is the lead for the State of Alaska DNR and also a cooperating agency of EIS. And also I'd like to introduce Luke Boles with the Alaska Department of Environmental Conservation. Bob Loeffler, the chief of the Division of Mining of DNR Mining, Land and Water, excuse me. Chris Milles with DNR, also way in the back, and Jack Winters, who is Alaska Department of Fish and Game, way back on the table. And I'd like to also introduce, many of you may know Karl Hanneman representing our applicant, and most of you probably know Karl by now. I want to briefly describe what we're going to go	Page 41open house session and were able to see some of the displays.2Hopefully you've read at least the executive summary of the3EIS, but Ed and I will try to give a brief presentation on the4project and present with the preferred alternative, what the5agencies are recommending in terms of permitting and going6forward. And then we'll have a hopefully brief question and7answer session for any folks who may have some burning8questions about the project. Again, it's been our hope that9we've been able to answer those in the open house session. And10then we'll get to the heart of the program, which is to hear11what you all have to say, to take public testimony on the EIS12and associated draft permits.13So before we get into our little presentation, does14anybody have any questions about the process? Again, I'd ask15if you want to provide some testimony, that you sign up at the16table. We're going to do the testimony in the order in which17people signed up, and it doesn't look like we'll have to put18any time limit on what anybody wants to say. Okay, the19questions? All right.20Then let me just describe where we've been. The last21time I was here was late September of 2000. We conducted a22scoping meeting to introduce the project to people and hear23what you had to say anybody what your concerns were, concerns
	through tonight, and that is that we'll do a brief project overview. I believe most of you have been here already for our	24 of impacts, environmental impacts, and what we should focus o 25 in the Environmental Impact Statement document. Since then

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April 29	there has been a lot, and analysis. Teck has been reports. We've had an ex- one of whom is here tonig answer any questions you excellent job of the anal- issues. And one of the mo- water management. And ac- we've delved into the pro- to predict what was going basically went to a compl actually come up with what address water management the overall footprint of probably save the company But let me expla: and then Ed will talk abor solid waste access relate all is state property. managing the water are sec- original proposal was a s- a large drain field cover	I I mean a lot, of intensive study and extremely busy generating quite a few scellent consulting team helping us, wht, Bill Ritter, but hopefully we can might have. And they have done an syses of a lot of very complicated ore complicated issues has been the stually what has happened is that as oject and started analyzing and trying a to happen with the water quality, it sete project redesign by Teck, and it's at we feel is a much better way to issues and a significant shrinking of the project, and actually we feel will a money in the long run. In quickly some of the water options but some of the state permits and the ed issues, land decisions, since this the options that we looked at for ort of depicted on this graph. The soil absorption system, which was like ring several acres that would allow the	Page 5 Page 6 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 3	Deta Junction, Alaska precipitate metals, a lime softening and recarbonation process to deal with dissolved solids, get them out of the waste stream, and then finally a multimedia filtration step to get any suspended solids. So the effluent going to any of these three systems would already be pretty darn clean. Eut what we found in examining the soil absorption system was that it wasn't quite meeting criteria for all the parameters at all times, and we had a difficult time managing the monitoring and compliance aspect of it. And in fact we wouldn't really quite feel we knew what was going on subsurface as the effluent was coming out of that soil absorption system, and there would also be some injection wells into the alluvium. We also looked at a direct discharge option, basically a pipe to the river, in an area that has deep flowing water, a talus slope, no salmon spawning, and where we could in theory authorize a small mixing zone and have a permittable project. But a third option that we looked at and where we went in terms of the preferred option is an off-channel treatment port that would consist of two ponds dug into the gravel, and with the gravel would build the runway and the roads, et cetera, so these would be features anyway. But this allows the water to be run off of the river into these ponds, mixed with the effluent in a very controlled environment, and then released
24 25		ready have been treated in a three-step n density sludge to a system to	24	back to the river with essentially 24-hour containment capacity in the event of any kind of upset, so we feel we can control
growin con 2	Liz 330 Wendell St., St	D'Amour & Associates, Inc. nite A, Fairbanks, AK 99701 (907) 452-3678		Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

April 2	9, 2003 Pogo Gold Mine Draft EIS Public Hearing Delta Junction, Alaska	April 29, 2003 Pogo Gold Mine Draft EIS Public Hearing Delta Junction, Alaska
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	Page7 the water quality much better through this system. So that's very briefly where we ended up with that. And I guess I need to emphasize that, you know, water quality is our thing in EPA, and it's our Wastewater Discharge Permit that triggers our requirement to do an Environmental Impact Statement. And what we need to be able to do at the end of the day is demonstrate through the predictions analyses that this system will work, that the water quality criteria will be met, and that anyone who uses the river won't have anything to worry about. So that's basically a very brief quick overview of the water management issues. I also wanted to just borrow from this graph, because I need to move back there to make sure that the microphone can pick up my failing voice. But this somewhat of an intimidating document and it's difficult to get all the way through. But if you have some questions about it, it's got a great index. And this particular graph I think is very helpful, in that it shows the different alternatives that were looked at for all the various components of the mining project. And in bold here are the options that the agencies selected as our proposed preferred alternative. So we kind of divided this world into not surface access related and surface access excuse me, access related components. And like I said, most of our emphasis has been on the water treatment system, but we've also looked at the types of if the tailings facility would need	Page 8 1 to be lined; we don't think it really needs to. With the pool supply, clearly bringing the power in via power line has much greater advantages than transporting a whole lot of fuel up to the project sites. So if you haven't really delved into the document yet, that might be one way to go at it. So now I'm going to let Ed talk a little bit about the right-of-way issues, access issues, lease issues, and solid waste permit. MR. FOGELS: Thanks, Bill. As Bill mentioned, my name is Ed Fogels. I'm with the Alaska Department of Natural Resources. And just to back up a minute, my job is to coordinate all the state permitting activity for this project and because the Pogo Mine is on state land and the access is all on state land, the majority of all the permits and authorizations from the various agencies, such as DNR, Fish Game excuse me, not Fish and Game anymore, probably from DNR, DEC, the Department of Transportation, amongst others. But, anyway, so my job is coordinate all that permitting activity. And what we have done is we've tried to integrate that with Bill's EIS process. And the EIS process is real involved, they're collecting a lot of data, so we're using t process to help us in our decision making for this mine. An it's been really helpful and we've gotten an awful lot of data and information on which to base our decisions. We've also
	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

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1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	Page 9 been able to coordinate public meetings such as this, and public notices, so that everyone only has to go to one set of meetings instead of two. The big thing that we've done is we've taken the most important of the state decisions, the ones that need public notice, and we've included drafts of those in an appendix to the Draft BIS. So if you look at the second volume, the smaller of the two volumes, in the back of that book you'll find a couple of appendices that have all the state draft decisions in there, and those are probably our most significant decisions. And I'm going to really quickly run down the DNR decisions and then I'm going to let Luke talk about the DEC draft decisions. But the significant DNR decisions that are in that document, we have a draft decision for the millsite lease, which is the surface land authorization that the mining company needs to do the surface facilities for the mine. And we also have the power line right-of-way for the power line, 43-mile power line corridor, 125 feet wide, that would support 130 kilivolt power line to supply power to the mine. Also, we have a draft decision for the material sales needed to construct the road. The material sale decision would be for a competitive material sale for 470,000 cubic yards of material from a maximum of 23 different material sites spread	Page 10 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	along the road, and those would be offered out on a competitive basis at some point in the future for the purpose of building that Teck road. Also, we have a draft decision for offering a land lease, and that land lease would be for a maintenance staging facility for the mine. And this is where essentially the staff would come and park and then get bussed into the mine site. And the one thing we've done there is the applicant's original proposal was for a maintenance staging facility up by where their proposed road would cross the pipeline. And we've sort of been tossing around an alternative to actually have the staging facility down on the Richardson Highway, and the benefit of this would be to keep that shift change traffic from driving up the Shaw Creek Road and keep it down on the Richardson, and that in our view would help mitigate some of the traffic impacts to the residents of the Shaw Creek Road. And then the final decision that's in the document there is the actually right-of-way decision for the road itself, and that's probably been one of the more important issues to this whole permitting process, and probably one of the more discussed decisions that we've had. Now, the company originally applied for what we call the Shaw Creek Hillside route, which is this route that's highlighted in yellow here, and essentially starts from the end of the Shaw Creek Road and goes up the northwest side of the Shaw Creek Valley and up over
8200104007.C.	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678		Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

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21 22 23	We evaluated all three of these alternatives in the process here and we're continuing to evaluate them right now, but we did come up with an agency preferred alternative in the	21 22 23	proposed a private road the whole way that would be reclaimed the whole way. Well, because our Division of Forestry already wants they have an approved plan for a permanent all-season
24 25	EIS right now, and this is our best guess of what we think would work the best right now. And, again, we're taking	24	road for the first half, you know, we think that this is a good idea. It would give the Forestry guys a chance not to have to

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1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22	Page 13 build this road, the company could build this road, and then we can keep that road after the mine is done. So that's what we propose, is to split the difference and keep the first half of the road permanent and take out and reclaim the second half of the road that goes to the Goodpaster River and to the Pogo Mine. And the other issue that has come up with this road is that, again, the company proposed a closed road the whole way. It would be only for mine use, with the exception of some commercial use such as timber harvesting. Our Division of Forestry, the land use plan for the Tanana Valley State Forest, has a strong mandate for public access, and our preliminary decision at this point is to try to figure out a way to keep this first half of the road open to the public during the mine's life. Now, the company does not agree with us. They really think that they should be able to close this road for the first half, and they have some valid points. There's some valid liability concerns, there's some safety issues, there's just the hassle factor for them having to deal with public traffic on this first portion of the road. So even though our preliminary decision on this is to keep this open for the first half, we are looking at an	2 5 3 7 4 7 5 6 7 ft 8 6 9 ft 10 ft 11 7 12 13 5 14 6 15 6 16 ft 17 ft 18 5 19 ft 20 21 ft 22	<pre>Do public use. So our draft decision at this point is to open the but we are taking public comment on that particular part. That's something we're especially interested in hearing your views on, whether you think this first half should be open or closed to the public just for the life of the mine. So that's essentially it for the right-of-way stuff. I think I'm going to turn it over to Luke right now. And the other state decisions that are real important that are in the Draft EIS are DEC decisions, and there's a draft decision for the solid waste permit and a draft 401 cert, which I will let tuke explain. MR. BOLES: Well, as Ed said, my name is Luke Boles and I work for the Alaska Department of Environmental Conservation but of the Fairbanks office. And we also have two draft decisions contained in the appendix section of the EIS. One of those is a draft decision to issue a solid waste permit at the site for the disposal of the applicant's tailings and waste rock, both in a surface dry stack facility and as paste backfill in the underground portion of the mine. Our other draft decision that we have in the appendix section is, it's called a 401 certification. And what that is, is that has to do with the NPDES permit that Bill talked about</pre>
22 23 24 25	alternative management option in the decision, which would close the whole thing to public use for the life of the mine, and then once the mine is done, then we reopen this first part	23	a minute ago. And we have to certify that any discharges from this facility will meet our state water quality standards, and so that's the other draft decision. I'm the point of contact
#683333330	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	L - THE BUILDING	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

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Appendix E Response to Comments on DEIS A. Public Meeting Comments	24	hat's going to be in place to guarantee reclamation the company not be able to take care of it. And right e company has proposed a \$27 million bond to cover all clamation to the road, the power line and the mine site, t's a substantial chunk of change to cover that dation, and we'll be reviewing that on the state's side to ure that, you know, we can show that it's an adequate And that's all I have, Bill. MR. RILEY: That was pretty brief, but hopefully you de plan. You can see that we're really trying to present Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	16 17 18 19 20 21 22 23 24 25	UNIDENTIFIED VOICE: I'm sorry, I'm talking about the blackwater. MR. BOLES: Oh, the domestic discharge is also included in the NPDES permit, and the plan for that currently is to put that through a package treatment plant and discharge it to the Goodpaster River. UNIDENTIFIED VOICE: Okay, thank you. MR. RILEY: Yeah, good question. That's actually a good question. UNIDENTIFIED VOICE: I have a question about the mine Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

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Appendix E Response to Comments on DEIS A. Public Meeting Comments	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	detail would public though - away in how close might would transi couple going to do that t where that's and pu	MR. FOGELS: Probably would have to do something like yeah. We haven't really gotten down to that level of yet, but UNIDENTIFIED VOICE: It would be nice to have I think to have an option out there that, okay, it's a road, it's probably going to be a public road. Even you want it to be a public road, it passes to (inaudible from microphone). MR. FOGELS: I think some of that is sort of addressed the decision is set up with a lot of flexibility to the road for conditions and for certain purposes, but you want to submit a comment to that effect. I think that be good. UNIDENTIFIED VOICE: And if there's a two-year tion period, at least is something (inaudible). MR. FOGELS: Well, my guess would be for the first to take Karl, it probably would take about two years the bulk of the construction, anyway, right, and most of the think that the road is going to be in a position it probably won't be ready for public use. But, again, a level of detail that we haven't quite gotten to yet, ublic comments on that are definitely appreciated. MR. RILEY: I just want to make a comment that the new after the close of the comment period, which is May 13th Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	u A2-5	Page 2 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 	
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() 	April 29, 2003	Pogo Gold Mine Draft EIS Public Hearing Delta Junction, Alaska	April 29, 2003 Pogo Gold Mine Draft EIS Public Hearing Delta Junction, Alaska Page 24 1 MR. ROSS: We're not quite to that detail yet.
Appendix E Response to Comments on I A. Public Meeting Comments	3 inv 4 5 et 6 AL 7 7 the 8 the 9 0 the 11 10 the 11 loo 11 loo 12 and 13 eng 14 ind 15 the 17 eva 18 19 20 sul 21 and 22 es 23 24 you 14	UNIDENTIFIED VOICE: All of the stuff; on the strip, a airstrip, the settling ponds, all of the stuff that's volved. MR. RILEY: Well, it will require some monitoring, cetera, but those are good comments to submit. UNIDENTIFIED VOICE: Is the armory part planned yet for the ponds and the strip and fuel containment area there? Is at armory part planned to keep it above flood level? MR. FOGELS: It will be. I think that that's sort of the next level of detail we have to get to. Right now we're soking at analyzing the impacts from the conceptual design, d right now we're working with a company to get more detailed attributes the the they're going to armor it. But I do hink that the company has looked at the flooding potential in the valley, I mean I know that they have, so they have raluated that. MR. HANNEMAN: The existing drawings that we have abbitted on the details of the off-river system do include moring, both on the inlet and the cutlet channels, and an stimate of flood validations. MR. RILEY: And I think, Victor, wouldn't that be in have permit, in the 404 permit, the dredging and filling and accement of those structures?	 Page 24 MR. ROSS: We're not quite to that detail yet. MR. RILEY: Other questions? Okay. Well, we're pretty much on schedule. It looks like we have ten or so people who have signed up to provide some testimony, but I would also say that any of you who decide later that you'd like to provide some testimony, if you could just let Hanh know in the back of the room and we'll make sure we take your testimony in the order that you signed up. So first up will be Pete Hallgren. Let me just check in with our court reporter. Are you picking things up okay? COURT REPORTER: I need to have them come up here. MR. RILEY: If you don't mind, anytime you have to speak into a microphone, if you could at least get in the neighborhood of one so it's picked up. STATEMENT BY MR. PETE HALLGREN A7 MR. HALLGREN: I'm Pete Hallgren. I'm the city administrator for the City of Delta Junction, and I'm here tonight representing the city council. In short, we recommend that you approve their permits rapidly and let them get busy building the project. Pogo is located inside the same proposed borough as the City of Delta Junction, and we're the closest road connected municipality to it. Delta Junction welcomes underground mining to our community, both for economic benefits and because miners and their families fit right in with Delta.
DEIS	820008 (Knowski zakon kolona (knowski) 10001	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678
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1 2 3 4 5 6 7 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	a long way to assure that miners and their families will live in the Delta to Fairbanks area. Specifically, the city generally endorses the agency preferred alternative. I will only speak on the access. I've got several ideas on the access. We favor the all-season Shaw Creek Hillside route. We are making no statement at this point concerning use of the road and whether it be open to the public, how far, with one exception, and that being that we do want the road open to use for access to the state forest and for logging in the state forest, as permitted by the state. Second, the city also favors locating the bus station at the Richardson Highway; three reasons, safety entering and leaving the highway, particularly at shift changes, it would hold down unnecessary traffic noise and dust for Shaw Creek Road residents, and it would reduce maintenance needs. And, B., we favor the Shaw Creek Hillside power line. So the city council will be considering an official resolution along these lines that is meeting Tuesday, and we welcome the project and hope it goes forward soon. MR. RILEY: Thank you. Robert and Jeannette Walker. You've got a maybe down there. Would you care to make a statement?	Page 26 1 with you about. Would you like me to talk just from here? 2 MR. RILEY: Can you hear that okay, or would you like 3 him 4 COURT REPORTER: He's a bit far away. I need him to 5 go 6 MR. RILEY: Yeah, if you wouldn't mind just coming up 7 to either the front of the room or the side here. That's good. 8 <u>48</u> STATEMENT BY MR. ROEERT WALKER 9 MR. WALKER: We live in the area where this road is 10 going to be going through; in fact, it comes very close to our 11 homestead out there above Shaw Creek. Our primary concern is 12 our water supply that we have, which is different than most 13 people having that. We tried to drill a well, but we found out 14 that we were sitting on top of at least 360 feet of sand, not a 15 bit of rock, and our well was a failure. We had to give it up 16 because it was under pressure. You couldn't separate the sand 17 from water and the sand came up the casing. So Freddy Cock, as 18 good a well builder as he was, agreed with us that it was a 19 failure and we had to give it up. 20 Well, we get our water from our own property, and it's 21 a series of springs that break out of a very abrupt hollow 22 there. And we don't know how this road might affect our 23 watershed where water comes from north of there. And we're 24 just wondering if, in the event of say an accident with a fuel 25 truck, an oil spill or something, whether that would
30454076v81993	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

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9	April 29	, 2003 Pogo Gold Mine Draft EIS Public Hearing Delta Junction, Alaska	April 29, 2	003 Pogo Gold Mine Draft EIS Public Hearing Delta Junction, Alaska	lgo Mine
September 2003 Appendix E Response to Comments A. Public Meeting Comments	April 29	Della Junction, Alaska Page 27 contaminate our water supply, and if something like that would happen that would contaminate our water, what recourse would we have as far as remedying the problem. And, now, we're not against the building of the road in any way, we know this is progress and we like to see development in Alaska, but we just want this to be taken into consideration in building the road, and the possibilities that if something did happen, that we would know what to expect from the outcome. One other things that doesn't as closely affect us, but since we've been in the area a lot of years, the neighbors we do have, although they're not really close to us there, we did use the Shaw Creek Road for access for a good number of years until the pipeline was built. And then we worked out a deal with Alyeska to use four miles of the pad to get into our place, which was much more accessible, because we had to travel through mostly impassable areas before that. But having use the Shaw Creek Road for access and knowing what it's like and all, and this is greatly going to impact the people on the Shaw Creek Road, and anything that can be done to alleviate the problem there of the traffic and dust and so on, we're all for it. And we've heard discussed about the possibility of putting a staging area out at the highway rather than up there	Page 28 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16		٦. ١
on DEIS	25	near the pipeline, which the original plan was, and I just want Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	25	the groups around town, and I'll just list those out ahead. We Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	Final Environmental Impact Statement
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1	have an Agricultural seat, Natural Resource and Development	1 We would like to see the preferred alternative
2	seat, a Business Development seat, Deltana Community	2 permitting with the following additions. The road corridor is
3	Corporation seat, and the City of Delta Junction, Tourism,	3 to be closed at the point of new construction to use other than
4	- Chamber of Commerce, Social Development, Delta-Greely School	4 the mine related and logging traffic. A 660 foot aesthetic A^{7-1}
5	District, and a Regional Planning Director. And I'll go ahead	5 buffer should be left on each side of the road corridor. This
6	with the letter.	6 buffer should not be logged or quarried. Any alternation to
7	Delta Regional Economic Development Council is a	7 the use of the closed section of the road must come to the
8	nonprofit organization that represents most of the economic and	8 public for comment. Additional permitting should be required
9	social service interests in the greater Delta Junction area.	9 to alter this use. An employee parking area will be permitted
10	The DREDC works to coordinate efforts to expand the local	10 and constructed at the Richardson Highway intersection or Λ ?-
11	economy and improve the quality of life in the region. The	11 nearby along the Richardson Highway, instead of further up the
12	DREDC comments reflect a comprehensive position of the	12 Shaw Creek Road. The entire road and power line corridor
13	community.	13 should be closed for hunting and access to hunting by a
14	It is the position of DREDC to support the proposed	14 motorized vehicle for a half mile on each side of the entire
15	mine permit, as summarized in the preferred alternative on A^{9-1}	15 length of the road that will be constructed.
16	pages 5 through 37 of the Draft EIS published on March 2003.	16 We recognize and appreciate the extensive efforts the
17	DREDC also supports the alternative management option, as	17 agencies have committed to this process, and any further
18	stated in the Pogo EIS, appendix D(3), with minor additions.	18 comments needed, will contact our council. Thank you.
19	This option is both reasonable and most likely to maintain the	19 MR. RILEY: Thank you. Robin Wolf?
20	quality of life in the area with the least negative impact on	20 A-10 STATEMENT BY MS. ROBIN WOLF
21	residents that live nearby. The economic benefit of the $A9-2$	21 MS. WOLF: I'm Robin Wolf, and I'm an intern at the
22	project will affect the Delta region for many years, and it is	22 Delta Mine Training Center, and I'm also the mother of seven.
23	our estimation that strictly controlling the road corridor will	23 And for what I've seen of this process, I think Pogo Teck has
24	minimize the alternation of the current land use and reduce the	24 acted in a responsible manner towards the issues that have come
25	environmental impact to the area.	25 up. I also believe this would be a great benefit, not only to
L. Jacobson	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

0	April 29, 2003	Pogo Gold Mine Draft EIS Public Hearing Delta Junction, Alaska		April 29	, 2003	Р	ogo Gold Mine Draft EIS Delta Junction, A			
Appendix E Response to Comments on DEIS A. Public Meeting Comments	2 MR. RILEY: 3 All STATEMENT : 4 MS. HANSEN 5 microphone. I don 6 to the Delta area 7 registered guide h 8 surveyed for the A 9 I look forward to 10 Canada. I haven't 11 Murkowski has talk 12 project for the la 13 could take missile 14 thing they're havi: 15 for people to get 16 I'm all fo 17 Goodpaster. There 18 was born. But I w 19 possibility of the 20 hate to be the bad 21 railroad would hel; 22 Canada, and it wou 23 to see it help Pog 24 than this road. T 25 MR. RILEY:	he community. Thank you. Thank you. Irene Hansen-Mead? BY MS. IRENE HANSEN-MEAD -MEAD: I'm right here. I'm close to the 't think I need to stand up. My folks came in 1939. In the '40s my father was a ere. In 1948 he was with the surveyors that laska Railroad to come through the area. But jumping on that train and going down through been able to do it yet. But Governor ed about he's been working on the railroad st four years. There's a possibility that it components to Fort Greely for the missile ng out there now, that will be a great place jobs. r the Pogo Mine. I'm all for mining in the were miners in the Goodpaster way before I ould like to see the company look at the railroad, rather than the road to Pogo. I guy here, but I feel that, you know, the p the farmers. It would go down through ld help the missile program, and I would like o, and maybe Pogo help the railroad, rather	Page 31	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19	A/2 and he is con during A/3 reside myself voice admira state Hillsi traffi conjun Goodpa pretty A/4 myself defini develo	MR. RICHARDS accerned, for sample of the life of the MR. RILEY: " STATEMENT BY MR. BECK: My ent of the community accerned to a community MR. RILEY: STATEMENT BY MR. HICKS: f now. I do wo itely support t community accerned to a community accerned to a commun	MR. MARK RICHA Yeah, I woul For jobs around fety sake I thi he mine. That' Thank you. Dan MR. DAN BECK y name is Dan B unity, and I'm orked for the s the project. ting things tog done their jobs also in suppor miting any kind project. I've to where Pogo and I'd like t Thank you. Whi MR. WHIT HICKS I'm Whit Hicks. rk for the Delt his project and end the agencie eems that you'v	RDS d like to see the here. As far as nk it should be of s it. Short. Beck? eck, and I'm a 2' here representing chool district. I think Teck has ether. The fede: . I'd like to set t of closing the for hunting, fist spent a lot of f is at and beyond t Hicks? I'm just repre a Mine Training for the opportunity as on doing a goo re covered the ba	s the road closed 7-year g only I'd like t done an ral and ee the road to hing, in time on the , and it's at way. senting Center. I for d job. Fre	A12-2 A13-/ A13-? A13-3 a A14-/
A-17										

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1				Page 33		age 34	
1	well	. I want to echo the	request to consider an aestheti	c		-	are a half a mile on either side of us, both retired couples.
2	buff	er up that road, consi	dering we're talking about some			2	When the wind is just right we can hear our farther neighbors,
3	that	will be permanent and	I property of the people of Alas	ka, so A14-2		3	they're a mile away, we can hear their cows mooing or their
4	let'	s leave a good wide be	erth there for whatever we decid	e to		4	dogs barking. That's really what life is like at my house.
5	do w	ith it in the future.	That's it.			5	The noisiest thing around is my daughter's gander. But most of
6		MR. RILEY: Thank	you. That's everyone I have on	my		б	the time it's just the birds and us, and if you listen you can
7	list	s.				7	hear some noisy trucks coming down the Richardson Highway.
8	<u>A15</u>	STATEMENT BY MR. E	BARRY DONNELLAN			8	According to figures in this document, that after
9		MR. DONNELLAN: I'	m Barry Donnellan. I live in			9	construction the noise will go up just a little at my house,
10	Fair	banks, and I don't war	nt anybody to think I'm an inter	loper.	1	10	because I live on Shaw Creek Road, if you haven't figured that
11	I ju	st happened to be here	e in town tonight and thought I'	d drop	1	11	out. According to their numbers, it should be like sitting in
12	by a	nd attend the meeting.	I've been involved in mining	now	1	12	a quiet living room when the mine traffic goes by. I'm not
13	for	over 40 years in one o	capacity or another, which is lo	nger	1	13	sure how they come up with that number. They say that light
14	than	a lot of people in th	nis room have even been alive.	And	1	14	auto traffic at 100 feet is 50 decibels. Like I told you, I'm
15	I've	been following this p	project and the work that the co	mpany	1	15	240 feet off the road. And they say that there will be up to -
16	is d	oing, and I can honest	ly say, as a professional in th	.e A/5-/	נ	16	I'm not terribly organized here - 180 vehicles; two 30-minute
17	mini	ng industry, it's a ve	ery, very conscientious job and	I	1	17	periods every four days, during each of which 180 vehicles will
18	thin	k the company deserves	the support of the local commu	nity		18	travel that road.
19	here	. Thank you very much	1.			19	Do you know how long it would take for us to see 180
20		MR. RILEY: Thank	you.		2	20	vehicles on Shaw Creek Road? I'm guessing that right now we
21	A16	STATEMENT BY MS. V	VICTORIA NAEGELE		2	21	have about 5 to 10 round trips for everybody who lives on that
22		MS. NAEGELE: My r	name is Victoria Naegele. For n	early	2	22	road, in any given day; 5 to 10 round trips. And they're
23	five	years I've lived 240	feet off a winding narrow dead-	end	2	23	talking about two 30-minute periods every four days, during
24	road	on 40 acres, 20 miles	s from the nearest town. My kid	s have	2	24	each of which 180 vehicles would travel that road. I ask you,
25	to g	o three miles just to	catch the bus. Our nearest nei	ghbors	2	25	which of you would like to live on Shaw Creek Road, in my nice
\$908004.00		Liz D 330 Wendell St., Suit	o'Amour & Associates, Inc.				Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

Aı	oril 29,	, 2003 Pogo Gold Mine Draft EIS Public Hearing Delta Junction, Alaska	April 29, 20	03 Pogo Gold Mine Draft EIS Public Hearing Delta Junction, Alaska
	1	Page 35 house on 40 acres, well away from anybody? Because, you know,	Page 36	project; not on the positive economic benefits there will be
	2 3	it could be arranged, if you'd like to live in my house. That's what they're proposing for my road.	3 1	for the Delta Junction, not on the good things it will do for the State of Alaska, on how it will impact me, and the Newmans,
	4 5 6 7 8	Now, a lot of you, or at least some of you, were there a few weeks ago, or a few months ago - I've been out of town - when the issue of Denali Training site came up, and the noise, the fire, the danger, the things you were concerned about there, valid concerns, something that was happening on federal	5 a 6 7 ³	and the Thorns, all of which who will live there and have absolutely no economic benefit from that project. One other issue, and there are lots of other issues that concern me about the project, not the least of which is the water quality issue that was mentioned earlier. But I
	9 10 11 12 13 14	property, on property that they had used for a training center, but you didn't want them doing what that property was there for. But I'm subjected to endless traffic down my winding narrow road because of this project. Do I have a problem with the mine? I have no problem with that mine; they can have their gold. I have a problem	9 4 10 4 11 5 12 4	don't know how many of you have gone down Shaw Creek Road; obviously, I go down it every day. It's a nice road. They widened it about a year well, two years ago, now, I guess, and in some areas it's fairly wide. There's also very, very tight curves, blind curves. My husband got pushed off it one day when a belly dump decided it should come down the middle of
	15 16 17 18	with them using my road, my road, which Mr. Fogels seems to have forgotten that it is my road. He said, and I quote, "A private road the whole way and reclaim it the whole way." It can't be a private road the whole way, Mr. Fogels, because the	15 16 17	the road instead of down the side of the road; totaled our vehicle. A similar incident happened without him managing going off the road in the same place a few months after that. Two months ago my neighbor nearly pushed me off the road, the
	19 20 21 22 23 24	<pre>first two and a half miles are my road. It can't be Pogo's road; it's my road, I was there first. Are we going to keep it open so that there can be people down there, whether the mine is still going or not? Well, that's another issue entirely. But I want you all to consider what life is going to be like on my road with that hind of twoffic through there. It puts a different spin on the</pre>	19 20 21 22 23 24	same place. He was coming down the road with his semi. Oops, got a little over too far. He stopped and apologized. It's not the kind of place where you want one logging truck to meet one mining truck, let alone one small Subaru meeting a semi. I ask you to consider that. And I don't see DOT here, and I have a real problem with DOT, because they
	25	kind of traffic through there. It puts a different spin on the Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	25	don't have a problem with this road, the way it is, being used Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

≥ ≥					2003 Pogo Gold Mine Draft EIS Public Hearing Delta Junction, Alaska
Appendix E Response to Comments on DEIS September 2003 A. Public Meeting Comments	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	for my and Forestry traffic. Somewhere in this whole lineup somebody has forgotten that this really is not a private road for Teck, it's not a private road, it is a public road for the first two-plus miles and it will remain so, if any of us still want to live on it. Thank you. MR. RILEY: Thank you. Anyone else at this time who didn't sign up who would like to say something? Mr. Borell? M/7 STATEMENT BY MR. STEVE BORELL MR. BORELL: Like Barry Donnellan, I'm an interloper, but I came specifically for the meeting. My name is Steve Borell. I'm the executive director of the Alaska Miners Association. And I figured I'd attend this one tonight and also in Fairbanks tomorrow and probably testify there, but you need to know I'm very pleased to see the support of the community. I very much appreciate the lady's comments just before me. But you need to know that throughout the United States there are not many places that a mining company feels they're welcomed, and it's really heartening to see your response, and not just here at a meeting tonight, but your response to me over the years has been extremely positive and I just very much appreciate that, so it's more of a statement to the community than it is to EPA and the state. Thank you. MR. RILEY: Thank you. Any other takers? Well, if not, I want to thank you once again. It's a really good turnout, good comments. And we'll be around for a few minutes	Page 37	Page 38 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	
and the second s	820008382 692 0	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678			Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

Pogo Mine Project

())	April 29, 2003 Pogo Gold Mine Draft EIS Public Hearing Delta Junction, Alaska	April 29, 2003 Pogo Gold Mine Draft EIS Public Hearing Delta Junction, Alaska Page 40 1 UNIDENTIFIED VOICE: No, it's going to be public road.
Appendix E Response to Comments of Appendix E Response to Comments of A. Public Meeting Comments	Page 39 Page 39 1 options, and if you don't comment we don't know what you think, 2 so it's helpful to tell us, and it's helpful to tell us in a 3 way that is on the record. So it doesn't need to be eloquent, 4 it doesn't need to be long, it doesn't need to be detailed. 5 You could stand up and say, I think this, or write it down, but 6 it is helpful if you do it one way or the other. 7 UNIDENTIFIED VOICE: How about written versus oral? 8 MR. LOEFFLER: They're the same. 9 UNIDENTIFIED VOICE: Okay. 10 MR. LOEFFLER: Written, oral, fax, e-mail, you know. 11 Δ-/2 12 this question to, but who would control the public on that road 13 if it was the first 20 miles, like somebody from Forestry 14 wants? Who would control the public on that road, and how 15 would they control it? 16 UNIDENTIFIED VOICE: But I think we're pretty close to 19 Pogo's closest neighbor right now, and the snowmachine traffic 20 that comes through there now, just since that project came, 21 that 's why I'm wondering how you're going to control the people 20	Page-40 1 UNIDENTIFIED VOICE: No, it's going to be public road. 2 MR. FOGELS: If it were a public road, then it would be 3 a public road, and there would be periodic closures for, say, 4 times when the company was doing construction, or if during 5 spring breakup when the road is in poor shape, there would have 6 to be some kind of gate somewhere. 7 UNIDENTIFIED VOICE: Would the state do that, or would 8 it be up to Teck? 9 MR. FOGELS: It would be a collaborative effort. We 10 would have to collaborate with the company to decide when it 11 was open and when it was closed. 12 UNIDENTIFIED VOICE: And what would the state do with 13 the people that are behind the gate? 14 MR. FOGELS: We're just going to have to work that out 15 so that we can figure out barriers and ways. I mean that's a 16 hard one. Everyone knows that gates are really mard to 17 maintain, but 18 UNIDENTIFIED VOICE: I guess really my thing is I feel 19 very strongly it should be closed to the public. I know it's 21 state land and so forth, but I don'
on DEIS	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

A-22	April 29, 2003	Pogo Gold Mine Draft EIS Public Hearing Delta Junction, Alaska	April 29	9, 2003 Pogo Gold Mine Draft EIS Public Hearing Delta Junction, Alaska
Appendix E Response to Comments on DEIS A. Public Meeting Comments	2 close a road 3 this is very 4 there are th 5 work with th 6 And there an 7 talk about to 8 corridors, h 9 power line of 10 work with th 11 perfect, but 12 MR. 13 wrap. Thank 14 (Off 15 <u>A20</u> STAT 16 MR. 17 the Shaw Cre 18 until approx 19 the sole 20 considered r 21 upper valley 22 ten years, a	Page 41 At than a lot of other roads where DNR has tried to A and we haven't had much luck. But you're right, A difficult to close roads to keep people out, but hings you can do and, you know, we would definitely the company to figure out ways to slow public access. The provisions in some of the decision documents that trying to restrict public access on power line how to figure out ways to keep people from using the corridor, for instance, for access. I mean we can the company to come up with ways. They may not be I hope they would help, anyway. RILEY: Other questions, comments? I think it's a k you very much. Frecord; 8:05 p.m.) TEMENT BY MR. JACK WINDSOR WINDSOR: My name is Jack Windsor. I've trapped in the k Valley for over 25 years, with a partner up kimately 10 years ago when he died, and I've been I guess a primary land user, is what Pogo has he. And I know every person that's been in the z, from Gilles Creek on up, by name over the last and it's been less than a dozen people, and only te trip at a time. And the Fish and Game, I've	Page 4 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23	And I feel very strongly that the road should be kept as a private road for Pogo's use for at least a transition period for safety, and also to destroy the these are the breeding aged bulls that are in the upper valley, and they travel to both the Goodpaster and Salcha River Valleys in the later part of the season. And it's a real pristine area. I feel very strongly that the road should be on the ridge, on the south ridge, but of course that isn't the preferred alternative. I just wanted to put it on record that I am opposed to the road being public at all, from the end of where the public road is now all the way, you know, to Gilles Creek. (Off record) END OF PROCEEDINGS *****
()		them a lot on it, on the moose population, and	24 25	
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April 29, 1	2003 Pogo Gold Mine Draft EIS Public Hearing Delta Junction, Alaska	April 29, 2003 Pogo Gold Mine Draft EIS Public Hearing Delta Junction, Alaska
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	THELE OF CONTENTS QUESTION AND ANSWER SESSION DUBLIC STATEMENTS Mr. Jonas Naegele Mr. Pete Hallgren Mr. Robert Walker Ms. Robin Wolf Ms. Irene Hansen-Mead Mr. Whit Hicks Mr. Whit Hicks Mr. Steve Borell Mr. Jack Windsor	Page 43 Page 44 2 CERTIFICATE 3 UNITED STATES OF AMERICA) 16 3 UNITED STATES OF AMERICA) 2 5 I, Sharon D. Gaunt, Notary Public in and for the State of Alaska and Reporter with Liz D'Amour & Associates, do here 26 7 THAT this transcript, as heretofore annexed, is a transcription from an audiotape recorded by me; 30 8 31 9 of the parties, nor am I financially interested in this act; 32 10 IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal this 12th day of May, 2003. 32 11 33 14 34 Sharon D. Gaunt
	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

COMMENT RESPONSE:

- A1-1 **Naegele, Jonas:** Shaw Creek Road safety issues are discussed in Section 4.17.4. These concerns will be discussed in ADNR's final decision for issuance of the ROW, which will occur after publication of this FEIS
- A2-1 **Unidentified:** Whether, and to what extent, the mine access road would be open to public use will be described in ADNR's final decision for issuance of the ROW, which will occur after publication of this FEIS
- A2-2 Location and staffing of the security gate will be described in ADNR's final decision for issuance of the ROW, which will occur after publication of this FEIS
- A2-3 Location and staffing of the security gate will be described in ADNR's final decision for issuance of the ROW, which will occur after publication of this FEIS
- A2-4 Whether, and to what extent, the mine access road would be open to public use will be described in ADNR's final decision for issuance of the ROW, which will occur after publication of this FEIS
- A2-5 Whether, and to what extent, the mine access road would be open to public use will be described in ADNR's final decision for issuance of the ROW, which will occur after publication of this FEIS
- A3-1 **Unidentified:** Draft water quality monitoring requirements can be found in Appendix B of the DEIS.
- A 3-2 Thank you for your comment.
- A4-1 Unidentified: Question responded to by EPA at hearing.
- A5-1 Unidentified: Question responded to by EPA at hearing.
- A5-2 The reader is directed to the discussion of water discharge for Alternative 3 in Section 4.1.3.
- A6-1 **Unidentified:** How the off-river treatment works and airstrip facilities would be armored against floods will be described in ADNR's final Plan of Operations Approval, which will be issued after publication of this FEIS.
- A7-1 Hallgren, Pete: Thank you for your comment.
- A7-2 Thank you for your comment.
- A7-3 Thank you for your comment.
- A7-4 Thank you for your comment.
- A7-5 Thank you for your comment.
- A8-1 **Walker, Robert:** The agencies were not previously aware of the proximity of the road to the commenter's water supply. ADNR will develop mitigating measures to address this concern in its final decision

for issuance of the ROW, which will be issued after publication of this FEIS.

- A8-2 Potential impacts on residents of Shaw Creek Road have been analyzed in Chapter 4 of the EIS, and will be addressed by ADNR's in its final decision for issuance of the ROW, which will occur after publication of this FEIS.
- A8-3 Thank you for your comment. This issue will be addressed in ADNR's final decision for issuance of the competitive land lease, which will be issued after publication of this FEIS.
- A9-1 Knopp, Paul: Thank you for your comment.
- A9-2 Thank you for your comment.
- A9-3 Thank you for your comment.
- A9-4 Thank you for your comment.
- A9-5 Closure of state land to hunting, and means of access for hunting, are regulated by the Alaska Board of Game through a separate process outside the scope of this EIS.
- A10-1 Wolf, Robin: Thank you for your comment.
- A11-1 **Mead, Irene Hansen:** The reader is directed to Appendix A1.2 (Option Screening Process), Surface Access, Type, for a discussion about the railroad option.
- A12-1 Richards, Mark: Thank you for your comment.
- A12-2 Thank you for your comment.
- A13-1 Beck, Dan: Thank you for your comment.
- A13-2 Thank you for your comment.
- A13-3 Thank you for your comment.
- A14-1 Hicks, Whit: Thank you for your comment.
- A14-2 Thank you for your comment.
- A15-1 Donnellan, Barry: Thank you for your comment.
- A16-1 **Naegele, Victoria:** The sound levels and relative loudness values in Table 3.9-1 are considered accurate. The predicted sound levels at residences located near Shaw Creek Road have been recalculated (Tables 4.5-2 and 4.5-3) to reflect the reality of the existing 25 mph speed limit on the road, and are based on standard noise level evaluation and predictive procedures.
- A16-2 The State of Alaska will do everything practicable and prudent to mitigate the possible adverse impacts to the residents of Shaw Creek Road (specific mitigation measures are discussed in this document). There will undoubtedly be some additional impacts on Shaw Creek Road residents, however, from increased traffic.

on DEIS



September 2003

Shaw Creek Road is a public road that provides access to a large block of state land managed for multiple concurrent use, including mineral, timber, and other industrial development. It would be unrealistic for the residents bordering on wide spreads of state land to expect that such land would not be developed at some point. This is especially true given that resource development for these state lands has been contemplated for many years, beginning with timber planning in the 1970s.

The management intent for these lands was determined, after a public process, by the Tanana Basin Area Plan in 1985. Another public process further refined this management intent when the TBAP was updated in 1991. In addition, the 1988 TVSF Management Plan and its 2001 update also underwent a significant public process to determine management intent for these lands. The existing Shaw Creek Road itself was developed for access to agriculture, and has a history of commercial traffic from the onset.

DNR understands that regardless of mitigation measures, increased traffic on Shaw Creek Road will still impact residents to some degree. It would not be responsible, however, for DNR to prohibit all commercial uses of Shaw Creek Road and force resource development interests to construct separate access to bypass a public road. This would unnecessarily add costs to resource development projects and unnecessarily commit state lands for a duplicate function.

Every resident of Shaw Creek Road has either had ample opportunity to participate in these processes, or at least should have been aware of the State's management intent for these lands prior to purchasing property along the road.

- A16-3 This concern will be addressed in ADNR's final decision for issuance of the ROW, which will occur after publication of this FEIS.
- A16-4 ADOT/PF has determined that Shaw Creek Road can safely handle the increased traffic levels resulting from the Pogo project, and will work with ADNR and the Applicant to determine if specific mitigation measures could further increase public safety. DNR will take practicable measures to mitigate safety impacts from increased use in its final decision for issuance of the ROW, which will occur after publication of this FEIS.
- A17-1 Borell, Steve: Thank you for your comment.
- A18-1 **Unidentified:** Segments of the mine access road open for public use would be managed like other public roads in Alaska. Segments of the road for use only by Pogo project-related traffic would be managed by the Applicant, in cooperation with the State.
- A18-2 Speed limits on the mine access road open for public use would be set by ADOT/PF like other public roads in Alaska. Speed limits on

segments of the road for use only by Pogo project-related traffic would be established by the Applicant.

- A18-3 Segments of the mine access road open for public use would be managed like other public roads in Alaska. Segments of the road for use only by Pogo project-related traffic would be managed by the Applicant. There would be a collaborative effort between the State and the Applicant with respect to road closures.
- A18-4 There would be a collaborative effort between the State and the Applicant with respect to managing prohibited public use of the mine access road past the gate.
- A18-5 Thank you for your comment.
- A19-1 Unidentified: Thank you for your comment.
- A20-1 Windsor, Jack: Thank you for your comment.
- A20-2 Thank you for your comment.

April 30, 2003	Pogo Gold Mine Draft EIS Public Hearing Fairbanks, Alaska	April 30, 2003 Pogo Gold Mine Draft EIS Public Hearing Fairbanks, Alaska
9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	<section-header></section-header>	Page 1 Page 2 1 PROCEEDINGS 2 (On record) 3 <u>A2/</u> STATEMENT BY MS. MARGERY KNIFFEN 4 MS. KNIFFEN: My name is Margery Kniffen. I live in 5 Fairbanks, but I own property on Shaw Creek Bluff. It is my 6 considered opinion that any road that services Pogo Mine from 7 the Richardson Highway should remain accessible to the public 8 after Pogo's use has been discontinued, and should not be 9 subject to reclamation or to closure. Mr. Fogels just told me 10 that the process is now that roughly 50 percent of the road 11 will be open after the mine ceases to need that access, and 12 roughly 50 percent will be closed, and that public hearings 13 would be required to change that stipulation which is now 14 currently in the permit. 15 I would suggest that maybe the permit should be 16 reworked to say that public hearings would be required to closes 17 the road after Pogo's use was discontinued, as opposed to the 18 current situation, which is in the reverse. And I am very 19 concerned that that road, and any road that is built to access 2
25	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

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September 2003	Page 3 1 to the mine. We own land right after Shaw Creek Road, and I'm 2 definitely against the section line easement route, and I am 3 definitely against public access into that land, since that's 4 family land and belongs to my children, and so it has emotional 5 value, and we would like to keep it rural. The best I suppose 6 I would like to see is the alternative management program on 7 the west Rosa Creek side, but the most important thing is I 8 would like it to be a private industrial road, and would not 9 like it public, and definitely not the section line option. 10 (Off record)	Page 4 1 Alaska, and give some good employment to the citizens of 2 Alaska. 3 (Off record) 4 <u>M24</u> STATEMENT BY MR. CLARK MILNE 5 MR. MILNE: Hi, I'm Clark Milne from Fairbanks. I'm a 6 local civil and environmental engineer, occasionally associated 7 with mining work. And I'm very pleased to see this project 8 come to the stage in this measured and deliberative public 9 process that's prescribed by NEPA. I'm convinced that 10 knowledgeable Alaskans have been involved in designing this
Appendix E Response to Comments on D	10 11 <u>A23</u> STATEMENT BY MR. KEN HALL 12 MR. HALL: My name is Ken Hall. I live here in 13 Fairbanks at 2506 Kuskokwim. I just would like to go on record 123-1 14 as being fundamentally in support of the Pogo project. The 15 major issue and concerns appears to be the road access into the 16 mine itself. I guess my preference would be no access beyond 17 mine personnel on into it. Let Pogo go ahead, control the 18 access on into the mine as an industrial road. I was born and 19 raised in Fairbanks and I have traveled up on the Goodpaster 20 River since I was a young kid. I love the area. However, we 21 need to establish the fact that Alaska is open for business. 22 We need a good diversified economy. This is an opportunity to 23 develop an industry in Alaska, show the rest of the world that 24 we're open for business, and to develop a valuable resource 25 that provides good jobs, and will help support communities in	 workable and justifiable mine process, and I definitely believe that we won't regret it moving through these phases. The expenditures made for and in order to operate the mine will help our economy, besides the construction, and just as importantly, I think that the output of the mine, the gold is crucial to modern life. It's not just for expenditures that we're doing the work, it's for its output, which is important to our society; not just jewelry and minor uses, but other important aspects like electronics and art and other factors of modern life. I think that the project will enhance the use of the state lands, open things up, and this is exactly with Governor Murkowski pledged to do, to help effectuate use of state lands to provide good jobs, well-paid jobs, and help cover some of
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1	In terms of specifics, which is just as important on	And the second se	1	additional hunting or traveling around. I am quite glad that
2	this kind of testimony, I encourage the adoption of the		2	there would be availability of timber management access and
3	alternate management option for exactly the reasons that are		3	other use of state lands to generate funds and revenues, and
4	well stated in the materials that have been disseminated, both		4	I'm personally glad that the access would then provide or
5	Teck Cominco and also the Greater Fairbanks Chamber of Commerce		5	the road would then provide eventual access. And I think the
6	resolution. There will be additional revenues that accrue to		б	weight of community opinion at the time that it is potentially
7	the state by using the alternate management option, and also		7	open for public use would then call for an opening, but the
8	lesser impacts for the initial period of the mine use.	0.000 mm	8	existing owners and subsequent owners would have fair warning
9	Refining that a little, I think that the safety aspect	and the second second	9	of that for something on the order of a decade.
10	cited is in fact real. The road planned to be built would be	_ _]	.0	I'm glad to see that most of the selections that were
11	narrow and appropriate to general one-way use, relatively low	ı	.1	made, in terms of the access route, that Shaw Creek Hillside is
12	vehicle frequency, and that does make a difference. I also	1	.2	definitely the appropriate and best route among the available 124
13	believe that it is true that the substantive environmental and	L 1	.3	alternatives, and I particularly sympathize with the choice of
14	social impacts would be much less noticeable, and although some	1	.4	an all-season road instead of just a winter-only road. I very
15	people would disagree, I think it's worth waiting the decade or	I	5	much agree with the creation and the construction of the power
16	so for more general use before moving ahead with any opening of	1	.6	line instead of using the option of on-site diesel generation.
17	the first half of the road, because the resultant impacts of	1	.7	There would be much less impact and much less risk, in terms of
18	opening that first half would probably be very well understood	1	.8	fuel hauling and then storage on site. The electricity doesn't
19	by the time the mine has finished using the entire road. And	3	9	tend to be as polluting, and doing it at a central power plant
20	then if it's a good idea to open it up, it could be opened	2	20	is a better option than having another entire operation out at
21	then; if it's not a good idea we'll know about it and won't	2	21	the mine.
22	have jumped in.		22	I think the reclamation plan cited in the appendices is
23	In terms of the rights to open it, since it's not being	2	23	an excellent start and should be fully suitable until midway
24	built with state funds, I don't think there's an inherent right	2	24	through mine life, or as reclamation is needed, when decisions
25	to immediate access for people that would just like to do	2	25	can be made and properly taken from the facts at hand.
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0	April 30	, 2003 Pogo Gold Mine Draft EIS Public Hearing Fairbanks, Alaska		April 30	, 2003 Pogo Gold Mine Draft EIS Public Hearing Fairbanks, Alaska
September 2003	1 2 3 4 5 6 7 8 9 10 11	Recreation should be enhanced by the existence of the mine and the eventual opening of access. Just the focus on the area will help, and I think that very importantly the environmental consequences, as cited in the EIS, are in fact not significant and well within the bounds of reason for the significant benefits incurred. The last point along those lines is, having an unlined dry stack and RTP should be just fine for this particular site and the rock chemistry involved. Thanks for the chance to comment. (Off record)	-5	Page 8 1 2 3 4 5 6 7 8 9 10 11	stand, project manager for the EIS; Cindi Godsey, who developed the National Pollutant Discharge Elimination System Draft Permit, or Wastewater Discharge Permit that's in the EIS. And I would also like to introduce our cooperating agencies, from the Army Corps of Engineers, Victor Ross, and from the Alaska Department of Natural Resources, Ed Fogels. Also here tonight with the agencies are Luke Boles with the Alaska Department of Environmental Conservation, Chris Milles with DNR, and Jack Winters from the Alaska Department of Fish and Game. And I would also like to introduce someone who's probably known to a lot of you, Karl Hanneman, who's been representing Teck-Pogo
Appendix E Response to Comments on D A. Public Meeting Comments	12 13 14 15 16 17 18 19 20 21 22 23 24 25	PUBLIC HEARING (On record; 7:03 p.m.) MR. RILEY: I'd like to welcome you all here tonight to this public hearing on the Pogo Gold Mine Draft Environmental Impact Statement and the associated federal and state draft permits. I'd like to note for the record that we're starting this public hearing at 7:03 p.m. in Fairbanks on August 30th, 2003. My name is Bill Riley, I'm the mining coordinator for the Environmental Protection Agency's Region 10 office. Region 10 covers the states of Oregon, Idaho, Washington, and Alaska. And I'm here representing John Iani, our regional administrator, who has designated me to be the hearing officer for tonight's hearing. With me from the EPA tonight are Hanh Gold, please		12 13 14 15 16 17 18 19 20 21 22 23 24 25	throughout this process. What I want to do is just describe the program that we want to go through tonight before we get going so you know what to expect. And then what we'll do is Ed and I will tag team a little bit of a brief project overview, with an emphasis on the preferred alternative that's been identified through the Draft EIS process so far. This is the agencies' proposed preferred alternative. And we're going to do that in two parts. I'll talk about the water management issues, water quality, and the Wastewater Discharge Permit is what triggers our involvement, our requirement to enter into an Environmental Impact Statement process. So I'll explain those aspects, and then Ed, along with Luke, will describe some of the access related issues, and solid waste management and land use aspects of the project.
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1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23	Page 9 Following that we'll have a brief question and answer period. Our hope, our assumption is that you've all been here to see some of the exhibits and ask some questions and get clear on what's being proposed and where the agencies are in terms of the permitting process, but we will have time for some questions and answers. Then about 7:30 we would like to start taking public testimony on the record. That's why we're here, to hear what you all have to say about the project, about the Environmental Impact Statement, the draft permits, and where we as agencies are headed in terms of the permitting process. We've really tried to present a really comprehensive package in terms of not only the Environmental Impact Statement, the environmental analyses, but also as a project that would move forward to the permitting phase, you know, how it would be regulated so you could see how the project would be managed if it were implemented. So any questions so far about the process tonight? Okay. Well, then, we'll launch into our quick project overview. Just by way of background, we began the EIS process in the summer of 2000 when Teck-Pogo applied for the National Pollutant Discharge Elimination System Wastewater Discharge Permit, the NPDES permit. We initiated an EIS scoping process in September of 2000 where we solicited comments from the	2 th 3 ex 4 fe 5 of 6 Ba 7 va 8 wc 9 Sh 10 11 lc 12 ag 13 qu 14 lt 15 ar 16 th 17 Th 18 wc 19 we 20 di 21 ir 22 ag	remeans, massa roject components made sense to study in some detail. And then we began a very intensive study and analysis. Teck was thremely busy, and is still extremely busy generating quite a we engineering reports and analyses. We've had a great team consultants working with us under the umbrella of Michael ker, Jr., Incorporated, a lot of real Alaskan experts in trious disciplines, only one of whom is here tonight, and that build be Kelley Hegarty, our public involvement coordinator. He's done a great job for us. But in the course of doing the study and analyses and boking particularly at the water quality issues, it became uparent that the original proposal by Teck-Pogo had some water tality issues. Teck worked real hard to address those issues took some time, but basically redesigned the entire project and really shrunk the footprint down quite a bit, so most of the project facilities are located within Liese Creek Valley. Hey really worked hard to reduce the amount of wastewater that build need to be treated and came up with actually an entire - shill, together with the agencies, we came up with an entirely ifferent approach for the water management, which I'll explain a moment. And I guess I could also add, and I think Karl prees with this, that this redesign in the long run will save the company a fair amount of money in both construction and
24 25	public and tribes, agencies, as to what issues we should really examine in the EIS process, what options for the various Liz D'Amour & Associates, Inc. 330 Wendell St. Suite A. Fairbanks, AK 99701 (907) 452-3678	24 og 25	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

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1	briefly the water management issues that we've been wrestling	1	The second option we looked at was a direct discharge.
2	with and the options we looked at, and from the preferred	2	It was a pipe to the Goodpaster River with a small mixing zone,
3	alternative perspective where we've ended up. Teck's original	3	which in theory we could permit. But a third option that we
4	proposal was to build a soil absorption system down in the	4	studied, and was actually an idea that DNR had come up with,
5	flood plain of the Goodpaster River, and basically this would	5	was to build these off-channel ponds and to discharge the
6	operate something like a drain field with the effluent, which	6	effluent into these ponds that would be screened off from the
7	would be treated in a three-step treatment process; first of	7	river, and so there would be no exposure to any fish. The
8	all, a high-density sludge co-precipitation system to remove	8	effluent would be actually injected into a pipe and mixed in
9	metals from the waste stream, followed by a lime softening and	9	the pipe, and then discharged to a secondary basin, and then
10	recarbonation step to remove calcium, magnesium, and reduce	10	from that basin it would flow through a pipe with a gate valve
11	total dissolved solids, and thirdly, a multimedia filtration	11	on it to the river. And the advantages of this system were,
12	step to remove any residual suspended solids which could have	12	aside from providing good mixing, and it would be about a
13	metals absorbed to them.	13	25 to 1 dilution, is that you'd have containment in this second
14	So it starts with the effluent coming out of the	14	pond in the event of any kind of upset in the waste treatment
15	treatment plant, which would treat both processed water from	15	system. So you'd have about 24 hours containment in the system
16	the tailings disposal facilities in Liese Creek Valley, as well	16	and that would give plenty of time to fix the problem and
17	as the mine drainage, and then that process water and mine	17	prevent any uncontrolled releases of untreated water to the
18	drainage would be discharged via one of these three options,	18	river. So this is the option we've gone with. Teck has
19	again, the first one being the soil absorption system, which	19	resubmitted an NPDES permit to reflect this redesign, and we
20	after extensive analyses indicated that there could be some	20	feel ckay with that right now.
21	water quality issues, some parameters that wouldn't quite meet	21	That's pretty much it in a nutshell for the water
22	water quality criteria. And we had some issues with	22	issues. Ed, would you like to take over?
23	monitoring; it's basically a subsurface system, and from a	23	MR. FOGELS: Thank you, everybody. Again, I'm Ed
24	regulatory perspective we just didn't feel we could go with	24	Fogels. I'm with the Alaska Department of Natural Resources,
25	this option.	25	and my job is the state's project coordinator for the state
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1	permitting activity for the Pogo Mine. And because the project	1	getting public input on the DNR and DEC decisions as well her
2	is entirely on state land, with the access road and the mine	2	tonight and during the public comment period.
3	site on state land, a majority of the permits for this project	3	I'm going to go over the DNR decisions here real
4	are state permits from the various state agencies. So what we	4	briefly and explain those, and then $\ensuremath{\texttt{I'm}}$ going to let Luke Bo
5	have tried to do in this process is to use the EIS process as a	5	from DEC touch briefly on his draft decisions in the DEIS. $^{\prime\prime}$
6	tool to help us in our decision making. And a tremendous	6	DNR has five draft decisions in the DEIS. We have the mills $\ensuremath{\boldsymbol{\omega}}$
7	amount of study has been put into this EIS, a lot of background	7	lease draft decision, and this draft decision would give
8	information, and it's tremendously valuable for us in making	8	$\ensuremath{\mathtt{Teck}}\xspace{\mathtt{Pogo}}$ the millsite lease for the project, and this is th
9	our decisions and it only makes them that much stronger.	9	surface authorization that actually lets them use the surfac
10	And so we've tried to piggyback along with this process	10	at the mine site to construct a dry stack tailings facility,
11	from the very beginning. We've tried to take the public	11	the millsite, the camp, the airstrip, all of the facilities
12	process for the state's decisions, plug them into the EIS	12	the mine site.
13	process, have joint public meetings, joint public notices,	13	We have the draft decision for a right-of-way for th
14	essentially to simplify the process and to streamline it	14	power line, which would be a 43-mile, 125 foot wide
15	wherever possible. Out of all these decisions that we have to	15	right-of-way for the 138 kilivolt power line that would supp
16	make and these permits that we have to issue, what we decided	16	power to the mine. We also have the material sale draft
17	to do is take the most important ones, the ones that needed a	17	decision. This would be a decision that would allow us to $\ensuremath{\mathrm{d}}$
18	public process, and we have drafted draft decisions of those	18	competitive materials sale disposal for materials to build t
19	permits, and we've included them in the Environmental Impact	19	road itself, and this materials sale disposal would consist $\boldsymbol{\varepsilon}$
20	Statement that you have out there to review right now. And in	20	23 different material sites and a total of 470,000 cubic yar
21	the appendices of the Draft EIS, which is the smaller of the	21	of material. And, again, this would be done in a competitive
22	two volumes, you will find all the Department of Natural	22	disposal, but the purpose of these sales would be to build the
23	Resources draft decisions and the Department of Environmental	23	access road for the Pogo Mine.
24	Conservation draft decisions for this project, the real key	24	Also, we have a draft decision in there for a land
25	ones that need public process. So we're really interested in	25	lease, and this lease of land would be for a maintenance
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1	staging facility for the mine, and essentially this would be	1	mine site. I'm going to go over them here really quickly. The
2	where the company would have their employees park and would	2	route highlighted in yellow here is the route that was proposed
3	start the bussing to the mine site. And on this particular	3	by the applicant, and it's called the Shaw Creek Hillside
4	decision, the company actually came and applied for a staging	4	route, and it essentially starts from the end of the Shaw Creek
5	facility partway up their access road, pretty close to the	5	Road and follows the northwest side of the Shaw Creek Valley up
б	pipeline crossing. And in discussing this with the company,	6	on the hillside, all the way to the mine, and goes over the
7	we've decided that there's actually an alternative site that we	7	ridges over here, and then pops down into the upper Goodpaster
8	would like to consider, which is a bus terminal down by the	8	Valley to the mine site.
9	Richardson Highway. And we feel, and I think the company might	9	Another alternative was to include the first portion of
10	feel this way, too, that the advantage of having the bus	10	the road to be about 20 miles of a winter road, and this option
11	terminal, if you will, down by the Richardson Highway is it	11	was included to have an option in there that would essentially
12	would eliminate all the shift change traffic from the Shaw	12	mean that there would be no all-season access to the mine. And
13	Creek Road, which is the short two-mile section of public road	13	so this winter road would essentially melt out in summer and
14	that would begin the 49-mile road to the mine site. And this	14	there would be no summer access. Summer access would have to
15	would just reduce the traffic impacts to residents along Shaw	15	be by air.
16	Creek Road. So, again, we would hope for public input on that	16	And then the third alternative was another all-season
17	decision, on which one of those two parcels to actually lease	17	road that would be along the ridges to the south of the Shaw
18	out.	18	Creek Valley, and we've called this the south ridge all-season
19	And then, lastly, and maybe most importantly, is the	19	road alternative. And we carefully evaluated all three of
20	draft decision for a right-of-way permit, or right-of-way for	20	these options, and what we did is in the Draft EIS we have an
21	the actual access road to the mine. And this would be a	21	agency preferred alternative, which we essentially agreed with
22	49-mile road, and this is where I'll get out my map here. And	22	the company that the location of their proposed route was the
23	this is one of the most important parts of this whole EIS for	23	appropriate location. We looked at the south ridge route, and
24	us in evaluating the different road options. The actual EIS is	24	this one is almost entirely up on ridgetops, up on the ridges
25	evaluating three different alternative routes to get to the	25	to the south, and we just all felt that this would be very hard

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1	for the company to ma	aintain this road in the wintertime.		1	We've heard from both sides so far in the process, and we
2	Operationally, it wou	ald present a lot of challenges, plus t	here	2	had a fair bit of pressure from people, and I've heard th
3	were some geotechnica	al considerations for building the road	in	3	there is concern that there not be any additional access
4	this early portion he	ere. And those are some of the reasons	we	4	the upper reaches of the Goodpaster River. And I think t
5	dropped that one, not	from consideration, but we didn't pic	k 📗	5	are groups out there that would prefer no permanent acces
б	that as the agency pr	referred alternative.		6	whatsoever, and that this whole road be taken out at the
7	The other alt	cernative, the winter road, we looked a	t	7	mining. And we also have heard from the other side, wher
8	that pretty closely a	and we decided that that was perhaps no	t 📗	8	there's a strong preference and a desire for permanent
9	the best choice eithe	er. And one of the main reasons for th	at at	9	all-season access all the way back to the mine site.
10	decision is that the	first portion of the road that Teck is		10	What we've attempted to do here is to sort of com
11	proposing has already	y been proposed and approved to be buil	t by	11	with a compromise solution where we're going to split the
12	the Division of Fores	stry for access for timber harvesting :	nto	12	difference. And our proposal in the draft decision is to
13	the Tanana Valley Sta	ate Forest. So essentially the first :	3	13	the first half of the road be public and permanent, and t
14	miles of this road wo	ould eventually be built, regardless o	the	14	second half of the road be private and temporary, and that
15	Pogo project. And so	o we're saying, well, why make the comp	any	15	our proposal in the draft decision. And one of the thir
16	take a winter road fo	or the first 20 miles, when there's al:	eady	16	that we've heard loud and clear from the company, we unde
17	going to be an all-se	eason road there anyway; it seems kind	of	17	the pros and cons, is that the first half of this road, h
18	silly. So that's why	y we sort of dropped we decided not	to	18	keeping it open to the public, it presents some challenge
19	pick the winter road	as a preferred alternative. And that	s	19	the company. They're building this road, they want to us
20	how we wound up with	the Shaw Creek Hillside route as the		20	for mining, and there are problems with that. There are
21	agency preferred alte	ernative.		21	liability concerns, safety issues; there are operational
22	Now, the othe	er thing that we had to grapple with h	re	22	constraints for the company, and we understand that. Our
23	was the management of	f this road. The company, their propo	al	23	purpose here is to see if there's a way to allow general
24	is for a private road	d for the entire length, and they prop	se	24	use of this first half of the road, in addition to lettin
25	that the entire road	be reclaimed at the close of mining.		25	mine use it. So we're grappling with that right now, and
water	330 Wendel	Liz D'Amour & Associates, Inc. 1 St. Suite A, Fairbanks, AK 99701 (907) 452-3678			Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

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Final Environmental Impact Statement

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1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	Page 19 really interested to hear what the public has to say about that specific issue in particular. That's real important to us to get good public feedback on that portion there. And I should point out, though, that even if the first half of the road were to remain public, we would give the company the discretion to close that road down for certain reasons, such as when they're going to have extraordinarily heavy traffic on that road, say for the first year or so during mine construction, there would be a lot of stuff going in and out of that road. It's perfectly reasonable to expect the company to shut the public out during that time. Also, perhaps seasonal closures when breakup conditions make the road soft, and that would definitely be that would be done also. So even under a public alternative here, there would be significant closures of that road; it wouldn't be open all the time. But, again, we're looking for public comment on that particular issue especially. And that's all I'm going to say about the road right-of-way. That's the fifth draft decision that we have in the EIS. I'm going to let Luke talk for a few minutes about the DEC decisions and then I'll wrap up here. MR. BOLES: My name is Luke Boles and I work at the Department of Environmental Conservation here in the Fairbanks office. And the DEC has two draft decisions contained in the DEIS document, those being the draft decision on the solid	Page 2 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	waste permit, which deals with the deposition of tailings and waste prock, both above ground and as paste backfill at the facility, and then also deals with some groundwater and surface water monitoring at the facility. And the other draft decision that I have in there, or that we have in there, I should say, is a 401 certification of the NPDES permit that Bill spoke of earlier. And what that decision is is that certifies that the discharges that result, as permitted in the NPDES permit, meet our state water quality standards. Now, those discharges are both a nondomestic wastewater discharge from the off-river treatment works, and also a domestic wastewater discharge from an on-site package plant. And part of that 401 certification also contains a small mixing zone as a result of the wastewater discharge, the treated effluent from the domestic discharge. So my contact information is in the DEIS, and also I have some cards. I'll be around if you want to grab me. And the DEC is looking for comments on those two decisions. So I'm going to turn it back over to Ed. MR. FOGELS: Thanks, Luke. I just want to wrap up my little spiel here by letting you know what DNR really has to do from here on out. Like I said, we have all these draft decisions. We're going to get your comments on those. We have a lot of other work to do with the company. As we get this project figured out and we're pretty sure on which alternative	
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1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18	Page 21 we're going to be focusing in on, then we're going to start getting more detailed engineering drawings from the company and we're really going to be working on a lot of detail issues. Right now we're working through the reclamation plan and trying to make sure that everyone agrees on how the mine site should look after reclamation is done. We have to issue what's called a plan of operations approval, and that's the DNR approval for all the company documents; the reclamation plan, the plan of operations, and the monitoring plan. So that will all come kind of near the tail end of this process and it will be influenced by the public comment on the project in general. The other thing we have to do is to make sure that the company's financial bond for the reclamation is adequate. At this point they've proposed a \$27 million bond that would be held by the state. In the eventuality that something happens and the company is not able to do the reclamation work, then the state is able to go in and complete it. So we have to go through line by line and agree that that \$27 million amount is	Page 22 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18	Fairbanks, Alaska
19 20 21 22 23 24 25	an appropriate amount. And so I guess that wraps up I think a quick synopsis of what the state involvement in this project is, and I'll turn it over to Bill and he can wrap it up. MR. RILEY: Thank you Ed and Luke. As far as the next steps in the process, from our end we will be issuing a response to comments that we receive during this comment period and testimony tonight and last night at Delta Junction in the	20 21 22 23	and answers, of the open house session, to just provide your statements to Sharon one-on-one, but we do want to hear from you. And we have about 25 or 26 people who have signed up to speak. MR. FOGELS: Do you want to do a quick question and answer period before we launch into the comments, or MR. RILEY: Right you are, Ed. I apologize. I got
800070-000	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	a forestelle anti-source and	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

0	April 30, 2003 Pogo Gold Mine Draft EIS Public Hearing Fairbanks, Alaska	April 30, 2003 Pogo Gold Mine Draft EIS Public Hearing Fairbanks, Alaska
Appendix E Response to Comments on DEIS A. Public Meeting Comments	Fairbanks, Alaska 1 ahead of myself here. Thank you. Sorry about that. I was 2 just looking at the clock; oh, it's time for testimony. 3 Burning questions before we get into the testimony? Anyons 4 Yes, sir? 5 <u>A25</u> UNIDENTIFIED VOICE: Basically, is this quartz har 6 rock mining, and how will it be extracted? What is the pr 7 of this project? 8 MR. RILEY: Well, this is a hard rock underground 9 with a flotation or grinding circuit, floatation, mill 10 cyanidation and leach circuits. All the leach tailings wo 11 be backfilled underground, along with about a quarter of t 12 floatation tailings. I believe that's right. So the dry 13 tailings would be fairly clean floatation tailings, but it 14 hard rock gold mine. I don't know, Karl, can you good	Page 23Page 241this road the way it is. We are going to be work with the 22Department of Transportation to take a closer look at that road 33before the final permits are issued, and we're going to see 44what else maybe could be done with the road or with the 55situation down there to improve things. But essentially, you 66know, mine traffic, they're not going to be hauling ore so 77there's not going to be a lot of traffic. We're anticipating 88about say ten trips a day or so. It's reasonably light for the 99most part except for during construction periods where it might 1010be a little heavier.11UNIDENTIFIED VOICE: But there's no initial plans right
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April 30, 2	2003 Pogo Gold Mine Draft EIS Public Hearing Fairbanks, Alaska	April 30, 20	003 Pogo Gold Mine Draft EIS Public Hearing Fairbanks, Alaska
2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20	Page 25 one-lane bridges. And the important thing to remember is that the Division of Forestry is planning to build this road, has been for a long time now, as a logging road, which they would go in and remove the timber and then that would be a public road, like they do in all their other parts of the state forest. So from the state's perspective what we'd be getting out of the deal is something that's much better and built a lot better than a normal Division of Forestry road out of this. But, yes, at the end of the mine life, and if it were public, the maintenance of that road would not longer be Teck's responsibility; it would be the state's responsibility. UNIDENTIFIED VOICE: How about during the mine life, if it's open access? MR. FOGELS: Well, at this point the proposal is for Teck to take on that maintenance. We're still discussing the details on that, as far as maintenance costs and cost sharing and stuff like that, but I think Teck would want to make sure that road is maintained. UNIDENTIFIED VOICE: For the future of that area, that road that's built by Teck, would that be used then by future companies that want to develop the Goodpaster? MR. RILEY: Again, I'm going to have to ask the road people to answer that.	3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	MR. FOGELS: The state recognizes that even though we're saying this road is for the Pogo Mine only, if another company has a discovery and wants to develop Pogo too, we're not going to make them build a parallel road to go in and access that. And I think we try and acknowledge that in our draft decision. And what we're saying in the draft decision is this road for right now is for Pogo's use only. Any other use of this road is going to have to come to DNR and apply for another permit to use that road. And the decision lays out specifics on how that would work. It would need additional public notice and it would need an additional analysis of what the impacts of that additional development would be, so that avenue is open. MR. RILEY: Other questions? Then I'm going to call our first speaker. It looks like we have, again, about 27 or so folks who would like to speak, so if you could please step to the microphone and let us hear what you have to say, we'd appreciate it. MS. HEGARTY: Excuse me, Bill. MR. RILEY: Yes? MS. HEGARTY: Could you just mention that there are about 20 chairs up here? MR. RILEY: Yeah, I'm sorry. Some folks just like to stand in the back, but there are plenty of seats, well, about 20 seats up front if you'd care to sit down. I appreciate the
111000000000000000000000000000000000000	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	i sensiti i derettoriori	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

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1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22	the mine footprint and to comply with the water discharge criteria. I'm currently employed by VECO Alaska. VECO is an Alaskan owned and operated company engaged in engineering, construction, maintenance, and operations of process and power facilities for the mining and hydrocarbon industries in the state. We support environmentally responsible development, such as the Pogo gold mining project. We believe the EPA.	 Page 28 1 We endorse the draft NPDES permit and the draft Alaska 2 Department of Environmental Conservation waste disposal permit. 3 and believe the EPA and the Alaska Department of Natural 4 Resources should provide expedited resolution of this 5 permitting process for this important project. The Pogo Mine 6 will provide major benefits to Interior Alaska and further 7 diversification to the Alaskan economy. Mines provide local 8 employment and build a tax basis for support of local services. 9 This improves the lives of those living near such developments 10 and decreases the burden placed on the state's spending to 11 provide local services in areas without major private sector 12 employers. 13 Pending receipt of the necessary permits, Teck-Pogo 14 plans to spent approximately \$250 million in the construction 15 of a new underground mine, surface process facilities and 16 infrastructure. This investment is estimated to create 500 17 jobs during the first two years of construction and 300 18 permanent year-round jobs during operation. Teck-Pogo has 19 designed an advanced operation which is described in the Draft 20 EIS, and this design will meet Alaska water quality standards 21 and will minimize environmental impacts. Importantly, the
23 24 25	Alaska's DNR, DEC, and the US Corps of Engineers provide a vital role in our state's economic development by providing timely and reasonable resolution to these permit applications.	23 We endorse the preferred alternative identified in the 24 Draft EIS, with the provision that the Alaska Department of 25 Natural Resources adopts the alternative management option for Liz D'Amour & Associates, Inc.

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Appendix E Response to Comments on DEIS A. Public Meeting Comments	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	<pre>management of alternative standards, : and commerc: wetlands from revenues to and timber : We need which will of from the fir World War I gold mine i: even though one mine for comparison, major gold is people, or mining job around \$60, Alaska's ec will flow f Thank you. MR. in the on-d</pre>	of the Shaw Creek Hillside access road. This management option preserves current public safety reduces short-term impacts to subsistence trapping tal recreation, and prevents additional impacts to om off-road vehicle use, and also provides increased the state from right-of-way fees, material sales	Page 29	Page 1 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	
			Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678		Number Konter-	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

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1	Lynden representative, and Mark kind of outlined Lynden's	1	MR. BORELL: Thank you. My name is Steve Borell. I'm
2	position on this.	2	the executive director of the Alaska Miners Association. I am
3	We definitely support responsible, safe,	3	testifying on behalf of the association this evening. I too,
4	environmentally sound access to resources. And we don't have	4	like Jeanine, would like to compliment the agencies on the work
5	enough roads in this state, so anything that develops a road	5	that they've put into this Draft EIS, in particular, in
6	for access to resources, we certainly do support. Again, we	6	developing and including the findings and the draft decisions
7	support the restricted access, not opening the road to the $A32-/$	7	on several of the major permits. This really seems to be an
8	public until after the mine operations are complete. Also, as	8	efficient public process. It's much clearer, and I have to say
9	my second perspective is as an executive board member with the	9	it's much clearer for the general public to be able to come to
10	Alliance, which the Alliance is an industry support	10	one meeting like this one, rather than a multitude of meetings
11	organization for the oil-gas mining resource development	11	at different times, different places. And people's eyes glaze
12	organizations. And, again, we support anything that brings	12	over at one point, and so I think that's an important part.
13	resource development to the state, so this is definitely a	13	I also feel that the matrix that you've put together
14	project that we'd like to see go forward.	14	here is extremely clear and a very good way to approach that.
15	And third, as a 23-year resident of the State of	15	Secondly, for the innovative approach on water discharge
16	Alaska, personally I support anything that enhances what we're	16	management, that seems to be a win-win just for all involved in
17	able to do in the State of Alaska, as far as economic	17	all situations. Thirdly, this Draft EIS is extremely thorough.
18	development. And I have two sons that are entering the age of	18	I've reviewed the material and I can't identify anything that
19	getting into the work force, and I'd like them to be able to	19	hasn't been adequately covered. If anything, it appears that
20	find jobs in the state and continue to live here. They love	20	there's probably more detail than there would need to be, and,
21	Alaska, too, and we want to keep them here. Thank you very	21	seriously, I wouldn't want to see this become the norm. It
22	much.	22	looks like it's given the very minor amount, and I say that
23	MR. RILEY: Thank you. Steve Borell, and next would be	23	relatively speaking, the minor amount of environmental risk
24	Cindy Mittlestadt.	24	involved, this has been extremely thorough.
25	<i>i</i>33 STATEMENT BY MR. STEVE BORELL	25	The one remaining items, of course, is whether or not 1/33-
23			
Address (course	Liz D'Amour & Associates, Inc.	WAND INTERACTION	Liz D'Amour & Associates, Inc.

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1		aw Creek Road will remain a closed road during the mine		1	of fiscal uncertainty and debate.
2		r it will be open, and we wish to go on record saying		2	Membership of the Alaska Support Industry Alliance
3		e believe it should be closed. Just the safety	A33-2 Conto	3	endorses the preferred alternative identified in the Draft
4		erations of the possibility of meeting a Winnebago with .	a	4	Environmental Impact Statement, with the provision that the
5		ruck are not a pretty picture. And this industry does	1.5 PP-1.5	5	Alaska Department of Natural Resources adopt the alternative
б		ed that kind of potential safety concern, that potential		б	management option for the Shaw Creek Hillside access road.
7		blicity, and we just think it's the right thing to do to		7	This option will result - again, some of these factors have
8	limit	that traffic in the early part. Thank you.		8	already been stated this evening, and I'm going to restate
9		MR. RILEY: Thank you. Cindy Mittlestadt, and will be		9	them - in increased safety for the public, reduce short-term
10	follow	ed by Mark Huber.		10	impact to subsistence, trapping and commercial recreation,
11	<u>A34</u>	STATEMENT BY MS. CINDY MITTLESTADT		11	reduce the short-term impact to the wetlands from the off-road
12		MS. MITTLESTADT: Members of the EPA and the		12	vehicle usage, and provide increased or additional revenue to
13	cooper	ating entities; thank you for your time, and, again, I		13	the state from right-of-way fees, material sales, and timber
14	echo m	any of the sentiments already iterated here this evening	•	14	sales receipts.
15	I'm Ci	ndy Mittlestadt. I'm the communications manager for the		15	It's important to emphasize that the EPA and Department
16	Alaska	Support Industry Alliance, more widely known as the		16	of Natural Resources have continuous cooperative efforts to
17	Allian	ce. My comments really represent a collective voice of		17	provide timely resolution of the permitting process to advance
18	over 4	00 member companies who derive their livelihood from		18	the Pogo Gold Mine project. With the necessary permits in
19	Alaska	's oil, gas and mineral resources. The employment base		19	place, the Interior Alaska and Alaska will benefit with 500 new
20	repres	ented by the Alliance is greater than 25,000 Alaska		20	jobs during the first two years of construction and 300
21	reside	nts. Additionally, a number of our contractor members		21	permanent year-round jobs during the gold mine's operation.
22	from t	he Anchorage and Fairbanks chapters of the Alliance		22	Additionally, Teck-Pogo will expend \$250 million for the
23	presen	tly provide services to the Pogo Gold Mine project and	b and an and a	23	upstart of the underground mine.
24	repres	ent Alaska hire. This is extremely important to the	(The other states of the state	24	I appreciate again this opportunity to testify this
25	interi	or region of Alaska, and wholly the state, during a time	Parada Malakaran	25	evening and thank you for your time. This project represents
iRition-22		Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678			Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

100	April 30	2003 Pogo Gold Mine Draft EIS Public Hearing Fairbanks, Alaska	April 30, 2	2003 Pogo Gold Mine Draft EIS Public Hearing Fairbanks, Alaska	
En		Page 35	Page 36		
1	1	one of many in which Alaska talent, technology and expertise	1	the Alaska Support Industry Alliance and others to endorse the	
	2	clearly demonstrate responsible development of our natural	2	preferred alternative identified in the Draft Environmental	
	3	resources.	3	Impact Statement, with the provisions that the Alaska	
	4	MR. RILEY: Thank you. Mark Huber, followed by Dan	4	Department of Natural Resources adopt the alternative	-71-
Se	5	Kupiszewski.	5		35 - / "лт'о.
oten	6	A35 STATEMENT BY MR. DAN HUBER	6	Benefits of the alternative management option include	
nbei	7	BY MR. HUBER: Yes, good evening. I am Mark Huber.	7	increased safety for the public, reduce short-term impacts to	
September 2003	8	I'm vice president of Doyon Universal Services. I also serve	8	subsistence trapping, commercial recreation, reduce short-term	
3	9	as the director and a member of the executive committee of the	9	impacts to wetlands, increased revenue to the State of Alaska	
	10	Alaska Support Industry Alliance, and you just heard about the	10	from right-of-way fees, and no change to the existing public	
	11	Alliance from Cindy. And let me briefly describe to you Doyon	11	access to the region. I urge the EPA and the Alaska Department	
	12	Universal Services. We're a partnership with Doyon, Limited in	12	of Natural Resources to resolve the permitting process for	
	13	the regional Alaska Native Corporation based here in Fairbanks,	13	timely construction of the Pogo Mine. There are tremendous	
	14	and Universal Services, a company that started in Alaska in	14	upsides for granting Pogo Mine its operating permits;	
	15	1946. We have operated continuously in Alaska since that date.	15	approximately \$250 million invested during construction, 500	
Appendix E Respo A. Public Meeting	16	We employ 750 individuals, primarily providing catering,	16	new jobs created, meaningful jobs within a meaningful industry,	
end	17	security, maintenance, and other services to the remote site	17	300 permanent jobs year-round during the operation of the mine,	
°⊼ ≤m	18	locations in support of oil and gas mining and construction	18	increased revenue to the State of Alaska at the time we're	
Rea	19	industries in Alaska. Our employees are 95 Alaska residents.	19	looking for additional resource projects to bridge our fiscal	
ng C	20	Some 200 of our 750 employees are of Alaska Native descent,	20	gap, and economic stimulation for Interior Alaska and the	
onse to Cor Comments	21	representing 30 percent of our work force.	21	surrounding communities.	
mer C	22	We are committed to Alaska hire and spend. We're also	22	That having been said, let me offer just a few personal	
nts	23	committed to the Teck-Pogo project. We have been providing and	23	comments on my working with Karl Hanneman and Teck-Pogo over	
mer	24	working with Pogo since 1997 doing catering and housekeeping	24	the last six years. We have found Teck-Pogo and Karl to have a	
nts on	25	services at the mine site. Doyon Universal Services joins with $135-7$	25	strong desire to work with the local communities and interest	
Response to Comments on DEIS eeting Comments		Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678		Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	

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Appendix E Response to Cor A. Public Meeting Comments	1 2 3 4	Page 37 groups. Karl has spent many, many evenings and many hours meeting with those interest groups and stakeholders in	Page 3	CONT D.
nments on DEIS	5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	understanding what their concerns are as they design this project. I have noted a desire in Karl and Teck-Pogo to resolve conflicts in a timely and a mutually beneficial manner. I have seen a strong support for local hire and spend. This has been demonstrated with training programs for local individuals and Alaska Natives, working with local businesses, such as mine, Taiga Ventures based here in Fairbanks, Tanacross, Native association, as well as the IGA store in Delta, and several other local contractors. Karl and Teck-Pogo demand work place safety and environmentally sound practices. They're a good company to work for and the kind of company we should want to attract to the State of Alaska. I appreciate the opportunity to testify, and thank you for your time and commitment in putting together this exhaustive EIS process. Doyon Universal Services is pleased to be part of a project utilizing advanced technology, skilled Alaskan workers, while maintaining the best practices sensitive to the environment. Thank you. MR. RILEY: Thank you. Dan Kupiszewski, followed by Kara Moriarty. 334 STATEMENT BY MR. DAN KUPISZEWSKI MR. KUPISZEWSKI: Hi. I don't represent any private company or any government entity. I think the Shaw Creek 136 -/	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	Hillside route is by far the best route. I think it should be closed to tourists. Because a friend of mine, he lived up at [136-2 Central, and the Winnebagos used to come by and tear the mirror off of his Dodge pickup truck, so he put on a folding mirror, and he took the bumper off and welded on an I-beam on the front end. When the Winnebago would approach him, he would pull over to the side of the road as far as he could go and drop the wheels over the edge of the shoulder and would make a complete stop. The Winnebago would continue on and peel itself from the front to the rear, like a can opener opening up a can of spaghetti, or whatever. He did that many times, because the road is too narrow and your tourist drivers aren't familiar with gravel roads. And I notice there's a lot of switchbacks in that road, too, at one point there, so I think the road should be closed to the public. My second point is, the Pogo Mine offers possibilities for jobs of Delta residents who are on welfare currently. I've heard a considerable amount of grumbling of Delta residents who come up to Fairbanks and shop at Sam's Club and other places on food stamps. Well, this will give them a chance to get a job and be self-supporting and to contribute to our economy. I understand that the State of Alaska has sponsored a mine training program to get people employed once this project gets going. Not everyone in Delta wants to work for the military missile project, so this provides an alternative and will
	329792390-0000C	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	Weakly in carbon	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

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1	diversify the economy in the Delta area. Thank you.	1	alternative. We did have some members of the Chamber that $\begin{cases} 33\\ Cau \end{cases}$
2	MR. RILEY: Thank you. Next we have Kara Moriarty, to	2	said, we want that road open all the time, but that was a small
3	be followed by Buzz Otis.	3	minority of our Chamber. And we collectively agree that the
4	A37 STATEMENT BY MS. KARA MORIARTY	4	road should be closed to the public during the life of the
5	MR. MORIARTY: Thank you. My name is Kara Moriarty,	5	mine. However, when the mine is closed, and we know it's not
6	and I'm here representing the Greater Fairbanks Chamber of	6	going to last forever, that the first 20 to 20-some miles
7	Commerce. The Fairbanks Chamber of Commerce is made up of 750	7	remain open to the public. And it also allows for better
8	business members in the Fairbanks area, and on behalf of our	8	management of possible timber industry, other tourism
9	board of directors I'm here tonight to support the preferred	9	opportunities once the mine is finished. So we think it is a
10	alternative option for the Pogo Mine.	10	real win-win, and it sets a new precedent, I think, for
11	The Chamber has been following this project for some	11	development of resource projects in the State of Alaska, as the
12	time and we've been very excited about the potential of the	12	industry is going to provide the construction of the road. The
13	development of the Pogo Mine. And Mr. Huber commented on Karl	13	industry is going to maintain the road, and eventually some of
14	Hanneman's dedication to this project, and I can tell you the	14	that road will be turned over to the public. And in limited
15	Chamber has been very aggressive in trying to get Karl to come	15	public funding times, I think this sets a good precedent for
16	speak to the Chamber, to talk about this project. And every	16	future resource development projects.
17	time he'd say, now, wait, we're working out the alternatives,	17	So in closing, the Chamber does support this project.
18	we're really working with the community, we want to make sure	18	We're very enthusiastic about it and we look forward to working
19	that when the public comment period comes around that we've had	19	with all those involved. Thanks.
20	most of the issues worked out. And I think the results of the	20	MR. RILEY: Thank you. Next up is Buzz Otis, to be
21	agencies' hard work, the industry's hard work, and those	21	followed by Bill Brophy.
22	supporting both the agencies and the industry have come up with	22	A38 STATEMENT BY MR. BUZZ OTIS
23	a preferred alternative.	23	MR. OTIS: Good evening. My name is Buzz Otis, and I
24	I will share with you that the resolution that has $177-1$	24	represent a company called Great Northwest Company I founded in
25	already been submitted to DNR and DEC does support the	25	1976, and starting tomorrow we'll be starting our 28th year of
A22000 21000	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	19960/kmooco2	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

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Final Environmental Impact Statement

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Appendix E Response to Comments Appendix E Response to Comments A. Public Meeting Comments	1 know they've been just of 2 but they haven't had 3 put that first. 4 Another comment 5 mine road should be shut 6 mine is done. You know, 7 traffic doesn't mix very 8 operation over on Van Ho 9 isn't part of the compare 10 of coming down in there 11 there's a hazard there at 12 that the right decision 13 mine plays itself out. 14 Thanks for giving the put 15 mean that's what Americation 16 something or against sort 17 everybody takes the time 18 about what we all think 19 interest, and I appreciation 20 MR. RILEY: That 21 Brophy, to be followed MR 22 A3? 3 MR. BROPHY: God 24 I'm a resident of Fairbard	Fairbanks, Alaska ying to get out there and get started, the process wasn't finished and they I'd like to make is I agree that the to the public until such time that the recreational traffic and industrial well. I know just in our small grave. orn Road, we get somebody in there that by, or, you know, somebody is just kind and looking around, and, you know, and it's a safety issue. And I think would be to keep that closed until the Anyhow, thank you all for being here. a is all about, whether you're for mething. I mean it's great that a to come over here and peacefully talk is best, in their own particular best ate you being here. Thank you. ak you very much. Next we have Bill by Joe Beedle.	NO 0 Z		Parbanks, Alaska Page 44 1 of directors. I am here tonight to testify on behalf of the 2 Resource Development Council of Alaska. The RDC supports the 3 preferred alternative identified in the Draft Environmental 4 Impact Statement, with the provision that the Alaska Department 5 of Natural Resources adopts the alternative management option 6 for management of the Shaw Creek Hillside access route. RDC 7 also endorses the draft NPDES permit and the draft Alaska 8 Department of Environmental Conservation waste disposal permit. 9 RDC is a statewide business association which works closely 10 with Alaska's basic industries, including tourism, fishing, oil 11 and gas, mining and timber. RDC's membership includes 12 individuals and companies from these industries, as well as 13 from support sectors such as construction, labor, and other 14 technical service providers, Native corporations, and local 15 communities. 16 The Pogo project is good for Alaska, especially for the 17 Interior, where it will boost the economic activity and 18 generate hundreds of new jobs during construction and permanent 19 year-round jobs. Pending receipt of necessary permits, 10 Teck-Pogo is prepared to invest a quarter billion dollars to 11 construct the underground mine and its related infrastructure. 13 The project will bring new opportunities for Alaska businesses 14 and residents, and will help sustain a healthy and growing 15 mining industry in the state. The Teck-Pogo operation has been	Mine Project Final Environmental Impact
on DEIS		iz D'Amour & Associates, Inc. Suite A, Fairbanks, AK 99701 (907) 452-3678		60 mo (n 1999	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	Ital Impact S

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Apr		Page 43	;	Page 4	16
Appendix E Response to Cor	1	the environment. The project is designed to meet Alaska water		1	even more so than agriculture, as the Alaska agriculture
	2	quality standards, and it will not degrade the water quality of	100000	2	college and school of mines, its original name, indicated.
	3	the Goodpaster River.	0000	3	I spent 19-1/2 years as an Alaska banker, with constant
spc	4	Regarding the issue of public use of the Shaw Creek		4	optimism that a resurgence in Alaska mining would eventually
inse	5	Hillside Road, RDC believes it would be better to keep the road		5	occur to the benefit of the state. My University of Washington
đ	6	classified for industrial use only while mining is occurring.		6	graduate thesis was written on the positive economic impacts of
Comments	7	The alternative management option will lead to an increased 13?	.2	7	the proposed RTZ mine near Ketchikan. I served six years as
Ime	8	margin of safety for the public during the mining operations,		8	president and CEO of Juneau's ANSCA Native Village Corporation,
	9	and it will result in reduced short-term impacts to subsistence		9	Gold Belt, Incorporated, coincidentally named for the geologic
on	10	and trapping, as well as wetlands for ORB use.		10	gold-bearing region encompassing northern and southeast Alaska,
DEIS	11	I conclude by urging the EPA and the Alaska DNR to	1000	11	representing their 3,000-plus Alaska Native shareholders. It
	12	provide timely resolution of the permitting process so that the		12	was my pleasure to support local mining efforts in the area,
	13	Pogo Mine can move forward. Let's go to work. Thanks for this		13	including the Green's Creek and Kensington mine efforts.
	14	opportunity to provide comments this evening. Thank you.	1210-010-010-00	14	From that experience on the Gold Belt roads and on the
	15	MR. RILEY: Thank you. And next we have Joe Beedle, to	05000000000000	15	Greens Creek Road, and the similar commute in terms of time,
	16	be followed by James Matthews.	10000	16	it's cbviously water to get there and then a private road to
	17	140 STATEMENT BY MR. JOE BEEDLE	nonega por constantes de la const	17	get to the Greens Creek Mine, and our own roads on Gold Belt
S	18	MR. BEEDLE: Joe Beedle, 300 Hawk Road, Fairbanks,	NAME OF CONTRACT	18	property, it was extremely important to preserve and protect
ept	19	Alaska. My goal is to deliver some generic by very positive		19	the wildlife resources and the habitat by controlling those
September 2003	20	testimony in favor of the Pogo Mine development. My	000000000000000000000000000000000000000	20	roads in both instances. By matching the responsibility with
er 2	21	backcountry; I was raised in Juneau with great appreciation for		21	the control, as indicated in the preferred alternative, you
03	22	gold mining as the reason for that town's existence, with half	000.000000	22	will protect that resource and hold Teck-Pogo responsible,
	23	of the town built on tailings from local mining efforts. I		23	which I'm sure they'll be happy to be.
	24	graduated from the University of Alaska prior to its being	and an index of	24	In my capacity at UA, including treasurer for the
D	25	named UAF, with recognition that its roots were for mining,		25	University of Alaska Foundation, I'm the vice president for
		Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678			Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

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1		finance and chief financial officer for the university system,	10000	1	resident of Fairbanks since 1957, and a user of the Goodpaster
2		I constantly work on financial resource identification,		2	River since that time. I was also part of the founding
3		solicitation and preservation. In trying to attract dollars		3	membership of the Goodpaster Property Holders Association and
4		for the university, including from the State of Alaska and the		4	its first president. And I wanted to do, as many other
5		private sector, I am reminded that we need a strong economy to	No. 1 Mar 100	5	speakers tonight, is that our broad general purposes are to
6		allow the continued funding for the university. Moreover, we		б	enhance and preserve the wildlife and recreational values of
7		need good jobs to retain our residence.	Sector Sector	7	the river system. We've worked with Karl Hanneman over the
8		I see a resurgence in this industry and growth in our	1001000	8	period of the planning of this mine and have an excellent
9		geology, mining, and mineral engineering schools. It gives me		9	response, and have resolve many of the issues that we had
10		great pleasure to see three prominent UA alumni working for		10	initially as this mine was proposed. And we appreciate the
11		Teck-Pogo; namely, Denise Herzog, Sean Clayton, and Karl	Country of the	11	economic significance and the importance of this mine to our
12		Hanneman. Provided this mind is permitted, we collectively		12	Interior and to the state.
13		will enjoy high value jobs and increased financial resources		13	We do have some concerns in that the road system as
14		for our area. As a finance type person, I recognize that the		14	it's proposed, we like that alternative that's been spoken
15		hard dollar cost feasibility for this mine will drive its		15	favorably of here tonight, but it does increase access to the
16		decision. The preferred alternative gives them the opportunity		16	watershed. And we support the idea of restricting public use
17		to evaluate this. Our soft dollar encouragement, the momentum,	5 Percent	17	of the road at this time until the mine period is over. But we $ ^{\gamma\gamma\gamma}$
18		and the community support are equally important. I personally		18	will be developing a written response to the agencies on our
19		and professionally encourage your favorable consideration to 440	-/	19	board's position and on our association's position.
20		issue a record of decision supportive of the preferred		20	We would be concerned about the egress, I guess, off
21		alternative.		21	the mining road into the watershed, if not carefully planned.
22		MR. RILEY: Thank you. James Matthews, to be followed		22	In the early life of our association, we were faced many times
23		by Curt Freeman.	N TRANSPORT	23	with roads that were proposed by the forestry interests that
24		14/ STATEMENT BY MR. JAMES MATTHEWS		24	did not have the broad public input that this project has, and
25		BY MR. MATTHEWS: My name is James Matthews, and I'm a	1004	25	we worked at times in opposition to some of those roads. I
Last of Mark		Liz D'Amour & Associates, Inc.		221054688000	Liz D'Amour & Associates, Inc.

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1	wanted to commend, as other speakers have, the very careful	1	work in the private industry. In Alaska that average is one in
2	planing process for all resources, the very high concern for	2	seven. That means 14 people in the private industry are
3	the river and the quality of the watershed, and the valuable	3	pulling the traces for the other 86. We need to change that,
4	database that you've provided to all of us as users of the	4	and jobs like this coming in Pogo will help change that and
5	river. And with that I'll just end my comments and say that we	5	help diversify an economy that is very much dependent on oil.
б	will make an official written statement to the agencies.	6	And the third thing I'd like to come out in favor of,
7	MR. RILEY: Thank you. Next we have Curt Freeman, to	7	restricting access to that road. The safety issue is paramount
8	be followed by David Wright.	8	over any other consideration that anybody can have. I'd like
9	A12 STATEMENT BY MR. CURT FREEMAN	9	to drive up that road, but if it is, it's a public road for
10	MR. FREEMAN: Yes, my name is Curt Freeman. I'm a	10	everybody. But when a company builds a road to a company A42-
11	Fairbanks resident for 25 years, and a mining geologist based	11	standard, not a DOT standard, and part of it is open, there are
12	here in Fairbanks. I have made e-mail comments to both Ed and	12	going to be Steve Borell's mental image is a scary one.
13	Hanh Gold, so I'll keep my comments short and limit them to	13	Winnebagos and fuel trucks don't mix. That road should be
14	three points. Number one; I've worked in a number of foreign	14	closed. I think that is a preferred alternative that should
15	countries, most of the western United States and Alaska, and I	15	stay that way until the mine is done. Those timber resources
16	have never seen a company engage the public earlier or more	16	are available after that point; we're not talking about forever
17	often on what the public sees as fit for a mining operation,	17	here. And, in closing, thanks for taking the time to come to
18	and that is to be commended. It's going to be a hard hurdle	18	Fairbanks. Thank you.
19	for many people to reach coming after them, but it is something	19	MR. RILEY: Thank you. Next we have David Wright, to
20	that the joint venture, Teck-Sumitomo Joint Venture is to be	20	be followed by Orie Williams.
21	commended on.	21	A43 STATEMENT BY MR. DAVID WRIGHT
22	Number two, in terms of jobs, we've heard it mentioned	22	MR. WRIGHT: Hi, I'm David Wright. I've been a
23	before how many construction jobs, how many permanent jobs will	23	resident of the Delta area since 1971. Up till the last three
24	come as a result of this development. To put it into	24	years I've been between Fairbanks and Delta. I've been a user
25	perspective, the US national average is one in three people	25	of the Goodpaster, the upper Goodpaster, hunted and fished, as
1993 at 1000	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678		Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

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1	well as pr	ospected, almost that whole time, and I've followed		1	other companies doing exploration could stage their activities
2	this proje	ct with keen interest, because I've kind of got one		2	and stay completely out of Teck-Pogo's way and stay off the
3	foot on th	e green side and one foot on the mining side. And		3	road, because there will be helicopter exploration activities,
4	I'd have t	o say that I'm very, very impressed with Teck's		4	there will be camps; there are now. And I'm assuming that the
5	approach t	o this, with their inclusion of the public at every		5	road will be used to some extent by other companies doing those $G^{0,\gamma^{-}}$
6	step of th	e way, and also with the way that the agencies are		6	kind of activities, as legitimate industrial users. And I
7	handling t	he EIS. I've read it very carefully and I think it	s	7	think that if there's a provision for some small areas for them
8	a very wel	l thought out project. I had concerns initially		8	to access from, that that will be useful, and will stay safer
9	about wate	r quality because the river is important, but I this	ık	9	and more out of the way of Teck. Anyway, thank you very much
10	they've be	en adequately addressed.		10	for your time, and thank you Karl and the Teck people for all
11	Th	e only thing that I have a question about is access		11	the hard work you've done, because I think this is just a blue
12	of the roa	d, like most people. I definitely support the idea	A13-1	12	ribbon project in terms of the way it's been handled. Thank
13	of having	it closed to the public. The only thing is, at the		13	you.
14	end of min	e life, what happens then? That's a question that		14	MR. RILEY: Thank you very much. Orie Williams, to be
15	seems to b	e open, because I would hate to see the upper		15	followed by David Cruz.
16	Goodpaster	opened up at any time to people to be able to just	193-2	16	<u>X44</u> STATEMENT BY MR. ORIE WILLIAMS
17	drive up t	here. I would prefer to see the road removed at su	ch	17	MR. WILLIAMS: Good evening. Thank you for holding
18	point that	there's no longer mining activity. I think a lot	of	18	this hearing. My name is Orie Williams. I'm president and CEO $% \mathcal{A}$
19	people who	use the river probably would like to see the road		19	of Doyon, Limited. Before that, though, I was born in
20	never open	to the public up there.	Conception of the second se	20	Fairbanks because my mom made it to hospital, raised in Nenana
21	Wi	th that said, the one other thing is that there is	a	21	and Fairbanks, lifelong resident of Alaska, so my grandchildren
22	lot of oth	er exploration activity going on, and there will be	A43-3	22	and their grandchildren will be impacted by the decisions made
23	in the fut	ure, and some of that I assume will access that roa		23	tonight. I'm very, very proud to tell you that when I was
24	And, if so	, I think it would be useful if there were several		24	about 16 years old I joined the laborers union, worked out of
25	lay down a	reas constructed alongside or near the road where		25	laborers as operators and management for over 40 years in the
202107.1400		Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678		##8926-02.252868608	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

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1	construction business in many different aspects and many	1	are here in Fairbanks and we represent we're 14,000
2	different phases, not only in Alaska, but New Mexico,	2	shareholders of Athabascan, Eskimo, and Aleut descent. I
3	California, Arizona.	3	personally am a tribal member of the Village of Nenana, Alaska,
4	And I've never seen a site I've had the privilege of	4	and a shareholder of Doyon, Limited. Most of our members
5	visiting this site last year. I want to compliment the Teck	5	reside in Alaska. Doyon is the largest private land owner in
6	people and Sumitomo who financed it. You've got a project here	б	the State of Alaska. We currently hold title to and actively
7	that's financed strongly, and it's an industry and this	7	manage over 10 million acres, including extensive land
8	partnership should be invited into the state. They've run a	8	interests in the vicinity of the Pogo Gold Mine project. Doyon
9	very professional operation. I've never seen a cleaner mine.	9	owns and operates businesses in several sectors, including
10	I went up there with a picture of this big open pit thing, and	10	tourism, oil, oil and gas drilling, remote site catering and
11	went down into the mine itself. It's very, very clean. I	11	housekeeping, security, construction, and commercial real
12	cleaned up sewer and water traps on the pipeline when we built	12	estate. These businesses employ over 1,000 people here in
13	it in the '70s, camps that were almost ready to shut down	13	Alaska. Many of these employees are our own shareholders.
14	because the effluent was so bad. You could drink the effluent	14	I have come here tonight to endorse the preferred
15	from this wonderful water treat plant in this mine; very, very	15	alternative identified in the Draft Environmental Impact A44
16	impressed. The creek was clear. You could grayling fish out	16	Statement for the Pogo Gold Mine project, and thank the project
17	there and you'd never have to worry about it; it's absolutely	17	developer, Teck Cominco, for the good corporate citizen we know
18	phenomenal.	18	them to be. Doyon has followed this project closely over the
19	I come from Nenana downriver. It's amazing to me that	19	last several years, because Doyon owns lands in the general
20	the villages all up and down the river have been asked to	20	vicinity of Pogo, because we have shareholders that reside in
21	comment on the water clarity for this project. I can testify	21	nearby villages, and because we want to participate in the
22	to you tonight that it is the cleanest site I've ever visited	22	development of Pogo through the provision of needed services.
23	in construction.	23	Pogo project managers have met often with a wide
24	But Doyon is Alaska Native Claim Settlement Act	24	spectrum of individuals and groups who have various interests
25	Regional Corporation for Interior of Alaska. Our headquarters	25	that could be affected by the development of this mine. We

Appendix E Response to Comments on DEIS A. Public Meeting Comments

 Pge 54 believe that Tech Control employees have worked hand and in . good faith to accommodate those interests as heat they could, while preserving the necessary elsemble for a long-term encommically viable project that will provide good (abs for mandreds of Alankame. Gravitar with include close cooperation with the Fortymile Carlieu Kerd planning team to avoid disturbance to the herd preparation to range coal access as industrial use only and then recently completed prototype training program in Pelta for mine workers has focured on recruitment from nurby upper Tanana Valley communities, nine facilities designed with a umali footprint and preservation of Goodpaster River water quality. Doyon endores the profered alternative management option, public uses would ha allowed for the first half of the roul; the klaska lopartment of the internative road management option in fer a workable the alternative road management option in fer a workable the alternative road management option in fer a workable the alternative road management option in fer a workable the alternative road management option in fer a workable the alternative road management option in fer a workable the alternative road management option in fer a workable the alternative road management option in fer a workable the alternative road management option in fer a workable the alternative road management option in fer a workable the alternative road management option in fer a workable the alternative road management option in fer a workable the alternative road management option in fer a workable the alternative road management option in the intervine road management option in the proposed road be restricted a workable the alternative road managem	April 30,	, 2003 Pogo Gold Mine Draft EIS Public Hearing Fairbanks, Alaska	April 30,	2003 Pogo Gold Mine Draft EIS Public Hearing Fairbanks, Alaska
 good faith to accommodate those interests as best they could, while preserving the necessary elements for a long-term economically viable project that will provide good jobs for Thus a few examples of these efforts that we are femiliar with include close cooperation with the Fortymile Caribou Kerd planning team to avoid disturbance to the herd propeals to manage read access as industrial use only and then decommission the road when mining councludes. Sponsorship of a recently completed prototype training program in Delta for mine workers has focused on recruitment from nearby upper Tanama Valley communities, mine facilities designed with a small footprint and preservation of Goodpaster River water quality. Doyon endorses the preferred alternative identified in alternative management option for the Sus Creek Hilloide access read, their the alternative road management option, public uses would be lineed for the first half of the road; we prefer the entire length of the prograd road be restricted we prefer the entire length of the prograd road be restricted we prefer the entire length of the prograd road be restricted we prefer the entire length of the prograd road be restricted we prefer the entire length of the prograd road be restricted we prefer the entire length of the prograd road be restricted we prefer the entire length of the prograd road be restricted we prefer the entire length of the prograd road be restricted we prefer the entire length of the prograd road be restricted we prefer the entire length of the prograd road be restricted we prefer the entire length of the prograd road be restricted we prefer the entire length of the prograd road be restricted we prefer the entire length of the prograd road be restricted we profer the entire le		Page 55	Page 5	6
 a goad Main to accommonially viable project that will provide good jobs for bundreds of Alaskans. Curibou Her planning team to avoid disturbance to the herd caribou Her planning team to avoid disturbance to the herd near the critical calving period in May and June of each year; precently completed prototype training program in Delta for mine workers has focused on recruitment from nearby upper Tanana table proservation of Matural Resources adopt the footprint and preservation of Matural Resources adopt the budget period of Alaska Department of Natural Resources adopt the alternative management option for the first half of the road; the Alaska Department of Natural Resources adopt the alternative management option for the first half of the road; the Last half would be reserved for industrial use, the alternative management option, we prefer the entire length of the progosed road be restricted access road. Under the alternative management option, we prefer the entire length of the progosed road be restricted access road. Under the alternative management option for the first half of the road; the Last half would be reserved for industrial use, the alternative management option for the first half of the road; the last half would be reserved for industrial use, the alternative management option for the proposed road be restricted activity. The environmental asfaty and the impact and success 	1	believe that Teck Cominco employees have worked hard and in	1	
4economically viable project that will provide good jobs for5hundreds of Alaskans.6Just a few examples of these efforts that we are7familiar with include close cooperation with the Fortymile8Caribou Herd planning team to avoid disturbance to the herd9near the critical calving period in May and June of each year;10proposals to manage road access as inductrial use only and then11decommission the road when mining concludes. Sponsorship of a12recently completed prototype training program in Delta for mine13workers has focused on recruitment from nearby upper Tanna14Valley communities; mine facilities designed with a small15footprint and preservation of Goodpaster River water quality.16Doyon endorses the preferred alternative identified in17the Maska Department of Natural Resources adopt the18the Alaska Department of Natural Resources adopt the19alternative management option,21public uses would be allowed for the first half of the road;22the Bast half would be reserved for inductrial use only. While23we prefer the entire length of the progosed road he restricted24solely to industrial uses, the alternative management option in25we prefer the entire length of the progosed road he restricted26activy to industrial uses, the alternative management option in27the Maska Department of Natural use only. While28we treff the would be reserved for industrial use only. While29<	2	good faith to accommodate those interests as best they could,	2	subsistence and recreation, reduced impacts to wetlands from
 5 hundreds of Alaskans. 6 Just a few examples of these efforts that we are 7 familiar with include close cooperation with the Fortymile 8 Caribou Herd planning team to avoid disturbance to the herd 9 near the critical calving period in May and June of each year; 10 proposals to manage road access as industrial use only and then 11 decommission the road when mining concludes. Sponsorship of a 12 recently completed prototype training program in Delta for mine 13 workers has focused on recruitment from nearby upper Tanana 14 Valley communities; mine facilities designed with a small 15 footprint and preservation of Goodpaster River water quality. 16 Doyon endorses the preferred alternative identified in 17 the Draft Environmental Impact Statement on the condition that 18 the Alaska Department of Natural Resources adopt the 19 alternative management option, 11 public uses would be allewed for the first half of the road; 20 access road. Under the alternative cond management option, 21 the last half would be reserved for industrial use only. While 23 we prefer the entire length of the proposed road be restricted 24 solely to industrial uses, the alternative management option is 24 solely to industrial uses, the alternative management option is 24 solely to industrial uses, the alternative management option is 24 activity. The environmental estety and the impact and success 	3	while preserving the necessary elements for a long-term	3	overuse.
6Just a few examples of these efforts that we are5jobs for many years. Development of a well-designed project7familiar with include close cooperation with the Fortymile8approvals and permits without unnecessary delay, is important8Caribou Herd planning team to avoid disturbance to the herd9near the critical calving period in Nay and June of each year;10proposals to manage road access as industrial use only and then11011decommission the road when mining concludes. Sponsorship of a10creating new opportunities for Alaskan business and residents,11the success of projects like Pogo will help attract new high12resently completed prototype training program in Delta for mine13workers has focused on recruitment from nearby upper Tanama14Valley communities; mine facilities designed with a small15footprint and preservation of Goodpaster River water quality.16Doyon endorses the preferred alternative identified in17the Draft Environmental Impact Statement on the condition that18the Alaska Department of Natural Resources adopt the19access road. Under the alternative road management option,21public uses would be allowed for the first half of the road;22have, especially Karl, whose family comes from here also, and23we prefer the entire length of the proposed road be restricted24solely to industrial uses, the alternative management option is24solely to industrial uses, the alternative management option is24solel	4	economically viable project that will provide good jobs for	4	The Pogo project will be a major contributor to the
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 8 Caribou Herd planning team to avoid disturbance to the herd 9 near the critical calving period in May and June of each year; 10 proposals to manage road access as industrial use only and then 11 decommission the road when mining concludes. Sponsorship of a 12 recently completed prototype training program in Delta for mine 13 workers has focused on recruitment from nearby upper Tanana 14 Valley communities; mine facilities designed with a small 15 footprint and preservation of Goodpaster River water guality. 16 Doyon endorses the preferred alternative identified in 17 the Draft Environmental Impact Statement on the condition that 18 the Alaska Department of Natural Resources adopt the 19 alternative management option for the Shaw Creek Hillside 20 access road. Under the alternative road management option, 21 the last half would be reserved for industrial use only. While 23 we prefer the entire length of the proposed road be restricted 24 solely to industrial uses, the alternative management option is 	6	Just a few examples of these efforts that we are	6	jobs for many years. Development of a well-designed project
 9 near the critical calving period in May and June of each year; 10 proposals to manage road access as industrial use only and then 11 decommission the road when mining concludes. Sponsorahip of a 12 recently completed prototype training program in Delta for mine 13 workers has focused on recruitment from nearby upper Tanana 14 Valley communities; mine facilities designed with a small 15 footprint and preservation of Goodpaster River water quality. 16 Doyon endorses the preferred alternative identified in 17 the Draft Environmental Impact Statement on the condition that 18 the Alaska Department of Natural Resources adopt the 19 alternative management option for the Shaw Creek Hillside 20 access road. Under the alternative road management option, 21 public uses would be allowed for the first half of the road; 22 the last half would be reserved for industrial use only. While 23 we prefer the entire length of the proposed road be restricted 24 solely to industrial uses, the alternative management option is 9 to growing mining industry in our state. Again, besides 9 to growing mining industry in our state. Again, besides 9 to growing mining industry in our state. Again, besides 10 creating new opportunities for Alaskan business and residents, 11 the success of projects like Pogo will help attract new high 12 risk investment capital from around the world. This team is to 13 be complimented on their financial investment in cur state. 14 Responsible companies need to know that if they take the huge 15 financial risks of exploring in Alaska, that they will be able 16 to timely develop their projects if they are so fortunate to 17 the alternative road management option, 14 Proving mining industry in our state. 18 Ne wish Teck Cominco great success with the Pogo Go	7	familiar with include close cooperation with the Fortymile	7	like Pogo, including issuance of all needed governmental
10proposals to manage road access as industrial use only and then11decommission the road when mining concludes. Sponsorship of a12recently completed prototype training program in Delta for mine13workers has focused on recruitment from nearby upper Tanana14Valley communities; mine facilities designed with a small15footprint and preservation of Goodpaster River water quality.16Doyon endorses the preferred alternative identified in17the Alaska Department of Natural Resources adopt the19alternative management option for the Shaw Creek Hillside20access road. Under the alternative road management option,21the last half would be reserved for industrial use only. While23we prefer the entire length of the proposed road be restricted24solely to industrial uses, the alternative management option is	8	Caribou Herd planning team to avoid disturbance to the herd	8	approvals and permits without unnecessary delay, is important
 11 decommission the road when mining concludes. Sponsorship of a 12 recently completed prototype training program in Delta for mine 13 workers has focused on recruitment from nearby upper Tanana 14 Valley communities; mine facilities designed with a small 15 footprint and preservation of Goodpaster River water quality. 16 Doyon endorses the preferred alternative identified in 17 the Draft Environmental Impact Statement on the condition that 18 the Alaska Department of Natural Resources adopt the 19 alternative management option for the Shaw Creek Hillside 20 access road. Under the alternative road management option, 21 public uses would be allowed for the first half of the road; 22 the last half would be reserved for industrial use only. While 23 we prefer the entire length of the proposed road be restricted 24 solely to industrial uses, the alternative management option is 	9	near the critical calving period in May and June of each year;	9	to growing mining industry in our state. Again, besides
12recently completed prototype training program in Delta for mine13workers has focused on recruitment from nearby upper Tanana14Valley communities; mine facilities designed with a small15footprint and preservation of Goodpaster River water quality.16Doyon endorses the preferred alternative identified in17the Draft Environmental Impact Statement on the condition that18the Alaska Department of Natural Resources adopt the19alternative management option for the Shaw Creek Hillside20access road. Under the alternative road management option,21public uses would be allowed for the first half of the road;22the last half would be reserved for industrial use only. While23we prefer the entire length of the proposed road be restricted24solely to industrial uses, the alternative management option is	10	proposals to manage road access as industrial use only and then	10	creating new opportunities for Alaskan business and residents,
 13 workers has focused on recruitment from nearby upper Tanana 14 Valley communities; mine facilities designed with a small 15 footprint and preservation of Goodpaster River water quality. 16 Doyon endorses the preferred alternative identified in 17 the Draft Environmental Impact Statement on the condition that 18 the Alaska Department of Natural Resources adopt the 19 alternative management option for the Shaw Creek Hillside 20 access road. Under the alternative road management option, 21 public uses would be allowed for the first half of the road; 22 the last half would be reserved for industrial use only. While 23 we prefer the entire length of the proposed road be restricted 24 solely to industrial uses, the alternative management option is 	11	decommission the road when mining concludes. Sponsorship of a	11	the success of projects like Pogo will help attract new high
14Valley communities; mine facilities designed with a small14Responsible companies need to know that if they take the huge15footprint and preservation of Goodpaster River water quality.14Responsible companies need to know that if they take the huge16Doyon endorses the preferred alternative identified in15financial risks of exploring in Alaska, that they will be able17the Draft Environmental Impact Statement on the condition that16to timely develop their projects if they are so fortunate to19alternative management option for the Shaw Creek Hillside18We wish Teck Cominco great success with the Pogo Gold19access road. Under the alternative road management option,144-220comments. And, again, like many others have done tonight, I21public uses would be allowed for the first half of the road;2122the last half would be reserved for industrial use only. While2424solely to industrial uses, the alternative management option is24	12	recently completed prototype training program in Delta for mine	12	risk investment capital from around the world. This team is to
15footprint and preservation of Goodpaster River water quality.15financial risks of exploring in Alaska, that they will be able16Doyon endorses the preferred alternative identified in16to timely develop their projects if they are so fortunate to17the Draft Environmental Impact Statement on the condition that16to timely develop their projects if they are so fortunate to18the Alaska Department of Natural Resources adopt the18We wish Teck Cominco great success with the Pogo Gold19alternative management option for the Shaw Creek Hillside144.220access road. Under the alternative road management option,144.221public uses would be allowed for the first half of the road;144.222the last half would be reserved for industrial use only. While144.223we prefer the entire length of the proposed road be restricted2424solely to industrial uses, the alternative management option is24	13	workers has focused on recruitment from nearby upper Tanana	13	be complimented on their financial investment in our state.
16Doyon endorses the preferred alternative identified in the Draft Environmental Impact Statement on the condition that 1816to timely develop their projects if they are so fortunate to find economically viable deposits.18the Alaska Department of Natural Resources adopt the alternative management option for the Shaw Creek Hillside access road. Under the alternative road management option, public uses would be allowed for the first half of the road; 	14	Valley communities; mine facilities designed with a small	14	Responsible companies need to know that if they take the huge
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18the Alaska Department of Natural Resources adopt the19alternative management option for the Shaw Creek Hillside20access road. Under the alternative road management option,21public uses would be allowed for the first half of the road;22the last half would be reserved for industrial use only. While23we prefer the entire length of the proposed road be restricted24solely to industrial uses, the alternative management option is	16	Doyon endorses the preferred alternative identified in	16	to timely develop their projects if they are so fortunate to
19alternative management option for the Shaw Creek Hillside19Mine project. Thank you for the opportunity to provide these20access road. Under the alternative road management option,144-220comments. And, again, like many others have done tonight, I21public uses would be allowed for the first half of the road;21want to thank this consortium for hiring the local people they22the last half would be reserved for industrial use only. While22have, especially Karl, whose family comes from here also, and23we prefer the entire length of the proposed road be restricted23his grandchildren will be here to see the results of this24solely to industrial uses, the alternative management option is24activity. The environmental safety and the impact and success	17	the Draft Environmental Impact Statement on the condition that	17	find economically viable deposits.
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22 the last half would be reserved for industrial use only. While 22 have, especially Karl, whose family comes from here also, and 23 we prefer the entire length of the proposed road be restricted 23 his grandchildren will be here to see the results of this 24 solely to industrial uses, the alternative management option is 24 activity. The environmental safety and the impact and success	20	access road. Under the alternative road management option, $144-2$	20	comments. And, again, like many others have done tonight, I
23 we prefer the entire length of the proposed road be restricted 24 solely to industrial uses, the alternative management option is 24 activity. The environmental safety and the impact and success	21	public uses would be allowed for the first half of the road;	21	want to thank this consortium for hiring the local people they
24 solely to industrial uses, the alternative management option is 24 activity. The environmental safety and the impact and success	22	the last half would be reserved for industrial use only. While	22	have, especially Karl, whose family comes from here also, and
	23	we prefer the entire length of the proposed road be restricted	23	his grandchildren will be here to see the results of this
25 a workable the alternative road management option will still 25 of this program demonstrated by this team is phenomenal. We	24	solely to industrial uses, the alternative management option is	24	activity. The environmental safety and the impact and success
	25	a workable the alternative road management option will still	25	of this program demonstrated by this team is phenomenal. We

1 2 3 4 5 6 7	Page 57 greatly and wholeheartedly endorse it. Thank you. MR. RILEY: Thank you. Dave Cruz, to be followed by Danny Wood. <u>A45</u> STATEMENT BY MR. DAVE CRUZ	Page 58 1 2 3	inches of snow is? You folks have 12 inches of snow in your EIS right now. It's been proven on the North Slope that	
2 3 4	MR. RILEY: Thank you. Dave Cruz, to be followed by Danny Wood.	2		
3 4	Danny Wood.		EIS right now. It's been proven on the North Slope that	21
4		3		4 47 5
4 5 6 7	A45 STATEMENT BY MR. DAVE CRUZ		6 inches of snow is adequate, as long as you have 12 inches of	
5 6 7		4	frost to construct ice roads.	
6 7	MR. CRUZ: My name is Dave Cruz. I'm president of Cruz	5	This might seem like a minor thing until you have, you	
7	Construction. Most recently our company has been involved with	6	know, agencies you're trying to deal with, and they're trying	
	the Northern Intertie for the last two years. We did a portion	7	to measure snow out there, and you don't have it, and these	
8	of the clearing two years ago, and then we've constructed the	8	people need to get their road built. So I would like to have	
9	winter road, 78 miles each year for the last two years. I am	9	the consideration to adopt the North Slope guidelines for this	
.0	speaking that I'm very in favor of the Pogo project. I think	10		A45-2 Солт°Д.
.1	it's well thought out and well planned. I do have some	11	frost. And I think this is very important, because the Shaw	
.2	comments, though, that are more technical, because I have been	12	Creek Flats does not historically receive 12 inches of snow	
.3	in the field with agencies and they've said, you need to be	13	continually, if you look back over the last 20 years. So this	
.4	involved in the public process. We have stipulations we have	14	is something that's very important, and I'd like to get my two	
.5	to go by. Well, when do I do that? Well, you've got to come	15	cents out about that now rather than looking at a stipulation,	
.6	and testify at these EIS hearings.	16	like I have over the last two years, and trying to make it	
7	And some of my big concerns are Pogo is again trying to	17	snow, and actually having to go to the expense of building a	
. 8	meet a market date. Gold is fluctuating in price, and their	18	mobile snow maker to satisfy these stipulations.	
.9	winter road, of which we experienced in Fairbanks here this	19	The second thing that is probably a big concern to the	
20	year, we had freeze/thaw, freeze/thaw cycles which affected us	20	success of the project is the harvest of timber off the road	
21	constructing this road. The Department of Natural Resources, 445-2	21	and power line right-of-way. In Alaska here we have some nice	
22	Bureau of Land Management, and US Army had on the northern	22	small sawmills. We have a good one here in Fairbanks, several	A45-3
23	intertie 12 inches of snow and 12 inches of frost to protect	23	of them, but we don't have pulp mills that can take any kind of	
24	the vegetative mat. That's, you know, a good idea. What I saw	24	wood fiber. And traditionally, DNR has used a forest service	
25	and experienced firsthand is, how do you determine what 12	25	application, which is 4-1/2 inch dbh, diameter at breast	
2522 (1410))))	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	7.2.004 (1.460-64	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	antonin de la calandar de la
23 24		intertie 12 inches of snow and 12 inches of frost to protect the vegetative mat. That's, you know, a good idea. What I saw and experienced firsthand is, how do you determine what 12 Liz D'Amour & Associates, Inc.	intertie 12 inches of snow and 12 inches of frost to protect 23 the vegetative mat. That's, you know, a good idea. What I saw 24 and experienced firsthand is, how do you determine what 12 25 Liz D'Amour & Associates, Inc. 10	Interd of Hand Hendgement, and the protect 23 of them, but we don't have pulp mills that can take any kind of Intertie 12 inches of snow and 12 inches of frost to protect 23 of them, but we don't have pulp mills that can take any kind of Intertie 12 inches of snow and 12 inches of frost to protect 24 wood fiber. And traditionally, DNR has used a forest service Intertie 12 inches of firsthand is, how do you determine what 12 25 application, which is 4-1/2 inch dbh, diameter at breast Liz D'Amour & Associates, Inc. Liz D'Amour & Associates, Inc. Liz D'Amour & Associates, Inc.

	April 30, 2003 Pogo Gold Mine Draft EIS Public Hearing Fairbanks, Alaska	April 30, 2003 Pogo Gold Mine Draft EIS Public Hearing Fairbanks, Alaska Page 60 1 Thank you.
September 2003	Page 59 1 height, as a merchantable piece of wood. My experience in over 2 0 years in the clearing and road building industry is that 3 it's not. And I think that we need to relook at this and see 4 what is merchantable that needs to be removed off that 5 right-of-way and salvaged, and what isn't. 6 And I would contend that we need to have something in 7 the 9 inch dbh and a 6 inch top. It doesn't seem like much 8 now, until you look at, you know, 7, 800 acres and how you've 9 got to handle this. There's many things the other wood can be 10 used for; it can be chipped, it can be used for slope 11 stabilization, but it should not be required to be removed if 12 we can't do anything with it. The firewood market is, you	2 MR. RILEY: Thank you. Danny Wood? 3 MR. WOOD: The Goodpaster Association is going to 4 submit in writing, so I'll pass right now. 5 MR. RILEY: Thank you. Next up then would be R.L. 6 Odsather. I'm not sure I pronounced that right. He does not 7 appear to be present, or else I've really botched that name. 8 Then we would proceed to Rudolph Vetter. 9 <u>Att</u> STATEMENT BY MR. RUDOLPH VETTER 10 MR. VETTER: I'm Rudolph Vetter. I think that there 11 been a good job done by the Teck people, and also by the state 12 agencies. I favor the Shaw Creek Hillside route; in fact, I <u>Att-1</u>
Appendix E Response to Comments on DI A. Public Meeting Comments	13 know, dwindled down to where people would rather plug in their 14 Monitors than go out and split wood, and I don't blame them, 15 you know, but that's natural gas coming in. 16 Those are some real important things. The other thing 17 that I see, and I don't quite understand, but I support the 18 preferred alternative route, but I'm wondering why we're 19 varying the power line and it doesn't follow the road all the 20 way along. And I think that you should reconsider that, that 21 it's a lot cheaper, it's better for access, and less impact to 22 the environment if we keep this power line right on the road 23 right-of-way. So most of my comments are technical tonight, 24 but I appreciate the time that you guys have put in and I think 25 that Teck has done an excellent job in presenting their plan.	 13 think I was probably one of the first people to suggest that. 14 I'm not going to say too much, because all of the things have 15 been talked about, about the economic conditions. We all know 16 that we need jobs and we need more development of our natural 17 resources. And I think what we should do is do the job and get 18 it done, do it now and as soon as possible, and don't place any 19 restrictions that might in the future prevent access, because 20 there's going to be a number of satellite deposits come there 21 in the very near future. 22 MR. RILEY: Thank you very much. Next up would be Andy 23 Miscovich, to be followed by Barry Donnellan. 24 <u>A17</u> STATEMENT BY MR. ANDY MISCOVICH 25 MR. MISCOVICH: My name is Andy Miscovich. I'm a
DEIS	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

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		Page 61	Page	52
1		life-long gold miner and born in Flat, Alaska. And it's a	1	would like to make a few philosophic comments. As long as
2]	pleasure to come to one of these meetings with such positive	2	there are people in the world, we're going to need economic
3	ł	testimony and the crowd. One can tell that they're for this	3	development, and as long as we have economic development, we're
4]	project. All the good points have been covered here so I won't	4	going to have natural resource development. We have natural
5		dwell a bit on them. I like the preferred route. I know an	5	resources here in the State of Alaska, and I believe it
6		oldtimer that had a hard rock mine up there 50, 60 years ago,	6	behooves the State of Alaska to foster development, and that
7	,	Carl Tweiten, and when this job come up he told me where the	7	can best be done by streamlining the permitting process. It
8		road should go, and you're following that route.	8	may be difficult for somebody sitting at a bureaucrats desk to
9		Anyway, I just wanted to say that it's been a learning	9	understand that delay translates into money to the mining
10	I	process, and I want to commend all the people involved in this	10	company, and let's also remember that the entire mining
11		permitting process. And as something that we should consider	11	industry is looking at the manner in which the State of Alaska
12		for the future, I would suggest that the length of the	12	conducts itself in this permitting process. Thank you very
13		permitting process should be shortened as much as possible.	13	much.
14		Now that you've learned the ropes on this project and you have	14	MR. RILEY: Thank you. Paul Barrett, to be followed by
15		Donna Creek and Rock Creek, and there's many other potential	15	Craig Gardner.
16		hard rock properties in Alaska that can be developed. And I	16	<u>Å47</u> STATEMENT BY MR. PAUL BARRETT
17		know our governor is for developing all mining properties.	17	MR. BARRETT: Thank you. My name is Paul Barrett. I'm
18		Well, that's about all I had to say, and just good luck on your	18	a resident of Fairbanks. I have no economic interest in the
19		project and it's certainly a good job.	19	mining industry, or the construction industry, or any other
20		MR. RILEY: Thank you. Barry Donnellan, to be followed	20	industry. But having said that, it's apparent to me that this
21		by Paul Barrett.	21	is a wonderful project. It clearly should go forward. It
22		<u>A48</u> STATEMENT BY MR. BARRY DONNELLAN	22	promises to bring a lot of economic opportunity to the area.
23		MR. DONNELLAN: I'm Barry Donnellan. The Rudy and Andy	23	But, you know, Alaska is a very special place in which to live.
24		show is a hard act to follow. I don't have any specific	24	There are a lot of places in the country that offer good
25		comments about the Draft Environmental Impact Statement, but I	25	economic opportunities, but Alaska is unique, because
		Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	Attraction of the second s	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

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April 30, 2 1 2 3 4 5 6 7 8 9 10 11 12 13	Fairbanks, Alaska Fairbanks, A	rage 63 449-2	Page 64 1 2 3 4 5 6 7		119- CONT
14 15 16 17 18 19 20 21 22 23 24 25	Interior right now, is that our population is growing, but recreational opportunities are shrinking. And we have more and more people competing for a smaller and smaller recreational pie, and it's deteriorating the quality of the recreational experience. And, you know, we see it in just lots of places. Not only will this be the first new road, this will be the first new river access opportunity since the lower end of the Dalton Highway was opened in about 1983, and, accordingly, this will be the first opportunity to add to the very small inventory of affordable float trips that people can take with their families without having to pay the horrendous cost of flying into some remote place.		15 16 17 18 19 20 21 22 23 24 25	about ten vehicles a day. I mean, on average, you could take a pretty lengthy nap on the centerline of this road without much concern of being disturbed. Furthermore, I also understand all the ore is going to be processed on site, so those of us that have been to Fort Knox Mine, and I'd suggest probably most of the people in this room, you have this vision of these huge ore trucks come rumbling down the road. That's not going to happen with this road; that's just not going to happen. There are lots and lots of very narrow roads, way inferior to this road, that are in daily use by sportsmen in the Interior. The Division of	

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1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22	provide some sort of use of that road for additional exploration on those state lands. Being somewhat involved in mineral exploration in the Goodpaster mining district, it's awfully expensive to sling those drill rigs up in that area. And if we can have staging areas where we can bring drill rigs can be brought in along that road, with the proper permits and restrictions, we can really cut the cost of doing additional diligent mineral exploration, and see if we can't find another Pogo deposit or two. To my knowledge, and I could be wrong, I don't think another Pogo has been found in that area, despite five or six or seven years of fairly intensive exploration, but there's always a chance of finding another one and to cut the cost of exploration. To really see if there's another high quality outstanding deposit like that, or something that's economically viable would be good for not only the mining industry, but good for the people of Alaska. We've already heard how it's going to generate hundreds of new jobs, high quality jobs, but that's just going to be good for the state; good for the Interior, good for the diversity of the economy of Delta Junction and Fairbanks. We all want just like Rudy said, there may be dozens up there,	Page 70 1 So, again, I compliment the federal and state ager 2 and also the mining company for doing an excellent job, 3 probably the best job ever in Alaska for putting together 4 draft EIS and getting all the players to be involved in th 5 thing so that the least impact is presented to the general 6 public. Thank you. 7 MR. RILEY: Thank you very much. Rex Fisher, to be 8 followed Ben Otis. 9 <u>A52</u> STATEMENT BY MR. REX FISHER 10 MR. FISHER: I'm Rex Fisher. I came to Fairbanks 11 years ago to teach American history at Lathrop High School 12 where I taught about 3,000 students in the '60s and '70s. 13 have also taught hundreds of University of Alaska students 14 the '60s and '70s, American history at Eielson and Wainwrf 15 I think that to really intelligently act on the 16 present, we need to know our history. And this past year 17 written a book called Dying for Alaska Gold, and it's got 18 double-edged meaning to it. People wanted gold when they 19 here, and, by the way, Fairbanks in 1902 and years followid 20 was the last major gold rush in the United States. And I 21 that there was a great social cost paid in those days for 22 mining. Between 1905 and 1916, a 12-year period, there was	a is e 40 , I in ght. I've a came found gold re 8:
23 24 25	but there may not be one more, but if we can find a few more, or get lucky enough to find another one or two, it would be good for the State of Alaska.	 miners who died here in the Fairbanks mining district, and includes 8 miners who died between the Salcha River and Tenderfoot Creek. Three died at Tenderfoot, three died at 	
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0	April 30	2003 Pogo Gold Mine Draft EIS Public Hearing Fairbanks, Alaska	Apri	1 30, 2003 Pogo Gold Mine Draft EIS Public Hearing Fairbanks, Alaska
En		Page 71	Pa	ge72 1 exploded and about 15 miners were killed in one incident. And
V	1	Caribou Creek, one at Flat Creek, in that area, and one at		l exploded and about 15 miners were killed in one incident. And
	2	Kogruk Creek.	2	2 the next day or two the Celtic Church had buried all the
	3	Also, this is a story of 400 miners who were injured.	3	3 Catholics, and they buried the Scandinavian miners, and the
Se	4	We had no mining inspectors in those days. And tonight I've	4	4 Serbian Church buried the Slavonians in Juneau. But that's an
	5	heard a lot about the environment, I've heard about safety on	5	5 untold story.
September 2003	6	the road, but I haven't heard a word about the most precious	6	And like I say, I know things have changed, but what
nbei	7	person involved here, and that's the worker. And I should say		7 are the dangers in this project and are they being addressed?
, 20	8	that of these 83 who died here in the early days and I	8	B I know they're a lot less, much, much less than they were then.
03	9	realize things have changed. Once hydraulics it was all		9 I'm also aware that when Fort Knox was first developed there
	10	placer mining. There was very little underground mining prior	10) were two men killed there in truck accidents, I believe, at the
	11	to World War I, a little bit here in the Fairbanks area, very	1:	l very beginning. So I'm not testifying for or against this
	12	little open cut mining above ground; it was almost all	12	2 project, because I think it's a foregone conclusion it's going
	13	underground mining. And it was frozen ground except at the	13	3 to happen, but I think everyone should always be aware of
	14	Ester area. They called that wet ground out there because	14	safety, and of these 83 men who died, 70 of them are buried $\frac{152-1}{152-1}$
	15	there wasn't a lot of permafrost then.	15	5 right over here next door in the Clay Street Cemetery. Thank
A A P F	16	There were about 22 miners who died in the Ester Creek	16	5 you.
Appendix E Respo A. Public Meeting	17	area; Ester Creek, Goldstream, Eva. And most of these miners	17	7 MR. RILEY: Thank you.
ic Iix ≺ ⊞	18	died from cave-ins and the drifts, the majority of them. And	18	MR. FISHER: And I brought a few extra copies. I think
: Re leeti	19	it was a little scary to me, too, to hear about the	19	9 the state agencies should have this and read it, though, and
ing o	20	gentleman here was from Juneau, and Juneau was established by	20) the Pogo Mine people. I'm selling it basically at cost for 10
Response to Comments eeting Comments	21	gold, too. I've been researching the other areas of the state,	23	1 bucks, so it's a bargain.
	22	and the Treadwell Mines in Douglas Island, Juneau area, it was	22	2 MR. RILEY: Next up is Ben Otis, to be followed by Ron
	23	a slaughterhouse for the miners down there. I've identified	23	3 Davis.
Ime	24	about 200 miners who died there in the underground mines, and	24	4 \$53 STATEMENT BY MR. BEN OTIS
nts on	25	often through dynamite blasts. There was one powder magazine	25	5 MR. OTIS: Hi. My name is Ben Otis and I go to Monroe.
on DEIS		Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678		MR. RILEY: Next up is Ben Otis, to be followed by Ron Davis. MR. RILEY: Next up is Ben Otis, to be followed by Ron Davis. MR. OTIS: MR. OTIS: Hi. My name is Ben Otis and I go to Monroe. Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

A-62	April 30,	2003 Pogo Gold Mine Draft EIS Public Hearing Fairbanks, Alaska	April 30, 2003 Pogo Gold Mine Draft EIS Public Hearing Fairbanks, Alaska
Appendix E Response to Cor A. Public Meeting Comments	1 2 3 4 5 6	Page 73 I'm in eighth grade. I plan to have a future in Alaska, pretty much like a lot of kids I know. If this did go through, I'd like to see it so maybe I could get a job. I don't know, it's going to help out 300 people. That's a good thing for Alaska and the Interior. Also, if this went through and the state got revenue for it, the oil isn't going to last forever, so this	Page 74 1 user. And I've been canoeing in Alaska for about 30 years and 2 have traveled most of the rivers of the Interior and some of 3 the Brooks Range. Some of those I've flown into. Most of them 4 are accessible by road. But by developing this road it would 5 seem to me it would give me and all the other recreational 6 users access both for hunting, fishing, and as for personal 7 was a float trip down that particular river that I really do
Comments on DEIS ents	7 8 9 10 11 12 13 14 15 16	<pre>would also be another way to generate money for Alaska. And then also the Goodpaster River and the people that use it and that road, it shouldn't be open to tourists, because people don't care. Those people from the south, they don't care about Alaska like we do, and they're going to put all of their trash and nobody wants to see that. We want to keep it a good place. That's all. Thanks. MR. RILEY: Thank you very much. Ron Davis, to be followed by Ivar Halvarson. AST STATEMENT BY MR. RON DAVIS</pre>	7 use, a float trip down that particular river that I really do 8 not have access to at this time. 9 When we think about the road itself, and some remarked 10 about the potential danger of accidents and things, I've 11 traveled the Steese Highway in the days when it was still just 12 a little twisty, windy road. I've traveled the Denali Highway, 13 the Fortymile Road, and now the Taylor Highway. And those of 14 you who have traveled the Taylor Highway know how twisty and 15 windy that road can be. I know there was a bus accident a few 16 years ago.
September 2003	17 18 19 20 21 22 23 24 25	MR. DAVIS: Hi, I'm Ron Davis. I'm a resident of Alaska for the last 50 years, having lived in Fairbanks most of that time, but I lived in the Yukon for a few years as well. And I'm certainly in support of the project as outlined here $154-1$ today, and of course the Shaw Creek Hillside access road as well seems to be the best alternative, as pointed out, and it seems to be favorable to everyone here and I favor that as well. I'm speaking to the whole project as a recreational $154-3$	17 But in terms of accidents, I would think with the 18 minimal amount of traffic that's being proposed after the 19 construction of the project, that we ought to be able to use 20 it. And I think it was mentioned by someone here, and it 21 occurred to me tonight as I heard people speaking, that maybe 22 we ought to consider some type of a permit system, because I 23 would agree with some people that spoke tonight that some of 24 the users of the road might be inexperienced people from 25 perhaps outside, or even within the State of Alaska, and
	kaong na dikende	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

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	1	for the fine testimony and participation, and we're adjourned.	1	TABLE OF CONTENTS
	2	Thank you very much.	2	OPENING REMARKS
	3	(Off record; 9:00 p.m.)	3	QUESTION AND ANSWER SESSION
	4	END OF PROCEEDINGS	4	PUBLIC STATEMENTS:
	5	* * * * *	5	Ms. Margery Kniffen
	6		6	Ms. Judy Fowler-Morris
	7		7	Mr. Ken Hall
	8		8	Mr. Clark Milne
	9		9	Mr. Wesley Nason
	10		10	Mr. Mark Anderson
	11		11	Ms. Jeanine St. John
	12		12	Mr. Steve Borell
	13		13	Ms. Cindy Mittlestadt
	14		14	Mr. Mark Huber
	15		15	Mr. Dan Kupiszewski
	16		16	Ms. Kara Moriarty
	17		17	Mr. Buzz Otis
	18		18	Mr. Bill Brophy
	19		19	Mr. Joe Beedle
	20		20	Mr. James Matthews
	21		21	Mr. Curt Freeman
	22		22	Mr. David Wright
	23		23	Mr. Orie Williams
	24		24	Mr. David Cruz
	25		25	
	2000000 Ilonoodo	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678	4 Theorem 1999 (1999)	Liz D'Amour & Associates, Inc. 330 Wendell St., Suite A, Fairbanks, AK 99701 (907) 452-3678

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1	TABLE OF CONTENTS		
2	Mr. Rudolph Vetter	60 2	CERTIFICATE
			UNITED STATES OF AMERICA)
3	Mr. Andy Miscovich) ss.
4	Mr. Barry Donnellan		STATE OF ALASKA)
5	Mr. Paul Barrett		I, Sharon D. Gaunt, Notary Public in and for the State
б	Mr. Craig Gardner		of Alaska and Reporter with Liz D'Amour & Associates, do hereby certify:
7	Mr. Tom Bundtzen	67	THAT this transcript, as heretofore annexed, is a true
8	Mr. Rex Fisher		and correct transcription from an audiotape recorded by me;
9	Mr. Ben Otis	72 8	
10	Mr. Ron Davis	73	THAT I am not a relative, employee or attorney of any
11	Mr. Kevin Krauklis		of the parties, nor am I financially interested in this action.
12		10	IN WITNESS WHEREOF, I have hereunto set my hand and
12	* * * *		affixed my seal this 12th day of May, 2003.
	* * * *	11	
13		12	
14		13	
15			Sharon D. Gaunt
16		15	Notary Public in and for Alaska
17			My Commission Expires: 09/03/04
18		16	
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	550 wendell St., Suite A, Pairbanks, AK 99701 (907) 452-3078		

COMMENT RESPONSE:

- A21-1 Kniffen, Margery: Thank you for your comment.
- A22-1 Fowler-Morris, Judy: Thank you for your comment.
- A23-1 Hall, Ken: Thank you for your comment.
- A23-2 Thank you for your comment.
- A24-1 Milne, Clark: Thank you for your comment.
- A24-2 Thank you for your comment.
- A24-3 Thank you for your comment.
- A24-4 Thank you for your comment.
- A24-5 Thank you for your comment.
- A24-6 Thank you for your comment.
- A25-1 **Unidentified:**The reader is directed to Sections 2.3.4 and 2.3.5.
- A26-1 **Unidentified:** The reader is directed to Section 2.3.4.
- A27-1 Unidentified: This issue will be considered by ADNR during its process of developing mitigation measures for reducing impacts on Shaw Creek Road as part of its final decision for issuance of the ROW, which will be issued after publication of this FEIS.
- Unidentified: There are no plans for the road to be open to the public A28-1 past Gilles Creek. If it eventually were to be opened after Pogo Mine closure, the Applicant would have no maintenance responsibility.
- A28-2 If a segment of the road were open to the public during mine operations, the State and the Applicant would develop a road maintenance agreement that would define to roles of both entities.
- A29-1 Unidentified: Non-public segments of the road would be available for other resource development purposes on a case-by-case basis that would include a public notice and review process conducted by ADNR.
- A30-1 Nason, Wesley: Thank you for your comment.
- A30-2 Thank you for your comment.
- A31-1 Anderson, Mark: Thank you for your comment.
- A32-1 St. John, Jeanine: Thank you for your comment.
- A33-1 Borell, Steve: Thank you for your comment.
- A33-2 Thank you for your comment.
- A34-1 Mittlestadt, Cindy: Thank you for your comment.
- A34-2 Thank you for your comment.
- A35-1 Huber, Mark: Thank you for your comment.
- A36-1 Kupiszewski, Dan: Thank you for your comment.
- A36-2 Thank you for your comment.

- A36-3 Thank you for your comment.
- A37-1 Moriarty, Kara: Thank you for your comment.
- A37-2 Thank you for your comment.
- A37-3 Thank you for your comment.
- A38-1 Otis, Buzz: Thank you for your comment.
- A38-2 Thank you for your comment.
- Brophy, Bill: Thank you for your comment. A39-1
- Thank you for your comment. A39-2
- A39-3 Thank you for your comment.
- A40-1 Beedle, Joe: Thank you for your comment.
- A41-1 Matthews, James: Thank you for your comment.
- Freeman, Curt: Thank you for your comment. A42-1
- A43-1 Wright, David: Thank you for your comment.
- A43-2 Thank you for your comment.
- A43-3 Non-public segments of the road would be available for other resource development purposes on a case-by-case basis that would include a public notice and review process conducted by ADNR. It would be impractical at this time to anticipate the laydown area or other needs of such speculative users.
- A44-1 Williams, Orie: Thank you for your comment.
- Cruz, Dave: Thank you for your comment. A45-1
- A45-2 These suggestions will be considered by ADNR for its final decision for the winter road permit, which will be issued after publication of this FEIS.
- A45-3 This suggestion will be addressed in ADNR's final decision for issuance of the ROW, which will occur after publication of this FEIS.
- As a result of this and two similar comments, the Applicant has decided A45-4 to reroute the power line corridor out of the Sutton Creek drainage and follow the road alignment across the Shaw Creek and Goodpaster divide.
- A46-1 Vetter, Rudolph: Thank you for your comment.
- A46-2 Thank you for your comment.
- A47-1 Miscovich, Andy: Thank you for your comment.
- A47-2 Thank you for your comment.
- A48-1 Donnellan, Barry: Thank you for your comment.
- A49-1 Barrett, Paul: Thank you for your comment.
- A49-2 Thank you for your comment.
- A50-1 Gardner, Craig: The reader is directed to Section 4.9.5.
- A50-2 Thank you for your comment.

()	A51-1	Bundtzen, Tom: Thank you for your comment.	
Viet	A51-2	Thank you for your comment.	
.	A52-1	Fisher, Rex: Thank you for your comment.	
	A53-1	Otis, Ben: Thank you for your comment.	
-	A53-2	Thank you for your comment.	
	A54-1	Davis, Ron: Thank you for your comment.	
	A54-2	Thank you for your comment.	
(0	A54-3	Thank you for your comment.	
Sept	A54-4	Thank you for your comment.	
emt	A54-5	Thank you for your comment.	
ber S	A55-1	Krauklis, Kevin: Thank you for your comment.	
September 2003			
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Appendix E Response to Comments on DEIS A. Public Meeting Comments			
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