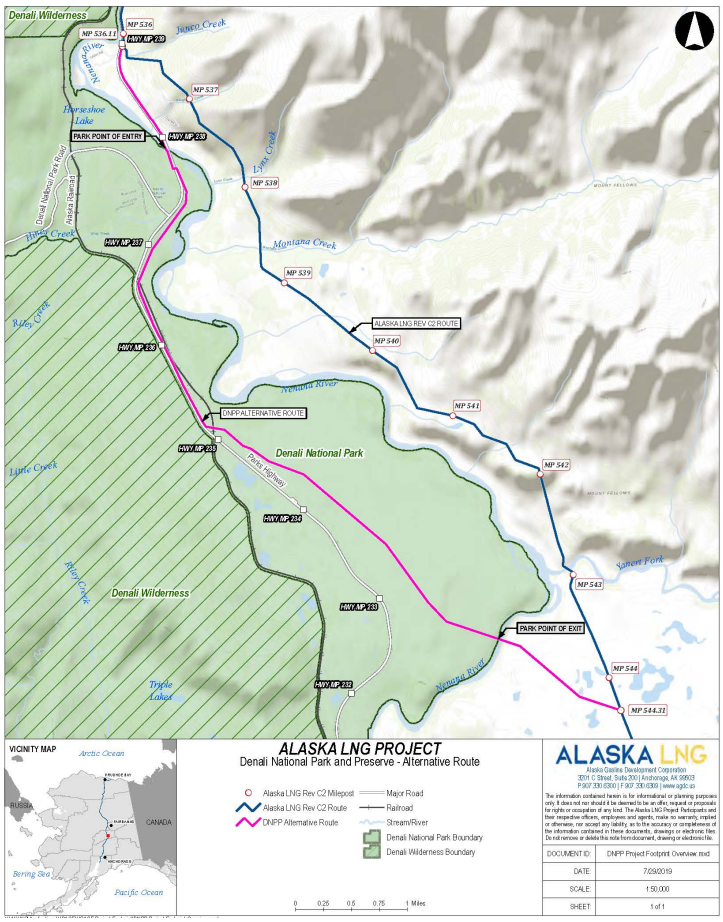
FACT SHEET

Denali National Park & Preserve (DNPP) Alternative

In the 2019 Federal Energy Regulatory Commission (FERC) Draft Environmental Impact Statement (DEIS) for the Alaska LNG Project, FERC analyzed a minor route variation, the Denali National Park and Preserve (DNPP) Alternative, which routes the Mainline through the DNPP. The DNPP Alternative, as shown in the attached figure, can be found in detail through the online Alaska LNG Project Interactive Map Viewer.



The DNPP Alternative variation begins at Milepost (MP) 536.1 near Junko Creek and proceeds south adjacent to the Parks Highway for about 1 mile.

South of this area, the DNPP Alternative crosses to the west side of the Parks Highway and crosses the Nenana River on an existing pedestrian bridge, entering a non-wilderness area of DNPP. The DNPP Alternative then crosses back to the east side of the Parks Highway and continues south.

For about 1 mile, the Alternative lies between the Parks Highway and the Alaska Railroad. The southern part of the DNPP Alternative departs from this transportation corridor to avoid crossing wetlands adjacent to the Parks Highway. Exiting DNPP, the Alternative crosses the Nenana River with an open-cut crossing, and then rejoins with the existing Mainline pipeline route at MP 544.3.

The DNPP Alternative was developed in coordination with the National Park Service (NPS), the Alaska Gasline Development Corporation (AGDC), and other stakeholders, as well as through comments received during the FERC scoping period. This Alternative through the DNPP, was found by the U.S. Army Corps of Engineers (USACE) to be the least environmentally damaging practicable alternative for the Alaska Stand Alone Pipeline Project.

Responding to FERC's request, and in coordination with the NPS, AGDC has conducted field investigations for biological, cultural, and visual resources along the DNPP Alternative including conducting geotechnical and recreational use impact evaluations of the DNPP Alternative.

As concluded in the DEIS, no significant features (e.g., unique habitats, cultural resources) were identified along the DNPP Alternative.

Legislative changes have occurred since AGDC filed its FERC application that have positive implications for construction of the Alaska LNG Mainline through the DNPP. Previously, potential issues included the need for necessary approval pursuant to Title XI of Alaska National Interest Lands Conservation Act (ANILCA), 11 USC 1101 et seq. However, on September 18, 2013, Public Law 113-33, the Denali National Park Improvement Act was enacted, which allows for:

> *A high-pressure natural gas transmission pipeline (including appurtenances) in nonwilderness areas within the boundary of Denali National Park and any distribution and transmission pipelines and appurtenances that the Secretary determines to be necessary to provide natural gas supply to the Park. Also, on March 12, 2019, Public Law 116-9—the John D. Dingell, Jr. Conservation, Management, and Recreation Act—added Section 3(d) to Public Law 113-33 which provided an exemption from the requirements of Title XI of ANILCA: A high-pressure gas transmission pipeline (including appurtenances) in a non-wilderness area within the boundary of the Park, shall not be subject to Title XI of (ANILCA).*

The DNPP Alternative qualifies for this exemption.

ALASKA GASLINE DEVELOPMENT CORP.

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Comparison of the Corresponding Segment of the Original Route to the DNPP Alternative

Environmental/Engineering Factor	Original Route	DNPP Alternative
Length (miles)	8.1	8.5
Length adjacent to existing right-of-way (miles [percent])	0 (0%)	3.9 (46%)
New access roads (miles)	2.7	0.8
Land disturbed during construction (acres) [a]	147	155
Active fault crossings (number)	1	1
Potential slope stability hazards (miles)	3.0	0.3
Streams with channel migration potential (number)	1	3
DNPP crossing (miles)	0	6.1
Residential or commercial buildings within 150 feet of the centerline (number) [b]	3	40
Forested land crossed (miles)	5.2	6.4
Wetlands crossed (miles)	2.6 [e,f]	0.6 [e,f]
Waterbodies crossed (number)	9 [e,f]	5 [e,f]
Waterbody crossings >100 feet in width (number)	0	2
Cultural resource sites within construction right-of-way (number) [c]	3 [d]	0
Threatened and endangered species affected (number)	0	0
Important Bird Areas crossed (number)	0 [e]	1

[a] Based on a 150-foot-wide construction right-of-way.

[b] Estimate based on aerial photography.

[c] Based on field surveys of route segments where access was granted.

[d] One of the three sites is recommended as eligible for listing on the NRHP. Does not include one NRHP-eligible site along an access road.

[e] Change from Table 3.6.2-1 of the DEIS.

[f] Based on field survey data.

AGDC incorporated the DNPP Alternative, as analyzed in the DEIS, into the proposed Mainline route and submitted a project description change notification to FERC on August 16, 2019. This decision was based on (1) the rugged terrain and steep slopes along the original Alaska LNG route segment in the DNPP area; (2) a lack of significant impacts to cultural, biological, and visual resources; (3) FERC's conclusion that the DNPP Alternative does not have a significant disadvantage over the corresponding route segment; (4) exemption of a high-pressure gas transmission pipeline in non-wilderness portions of the DNPP from Title XI of ANILCA, and (5) the lack of private lands crossed by the DNPP Alternative.

The existing Alaska Mainline route segment continues to remain a viable route alternative.

AGDC conducted a pre-application meeting with the NPS in July 2019 regarding the DNPP Alternative. A Standard Form (SF) 299 draft Right-of-Way (ROW) Application was presented and discussed at this meeting.

The input from these meetings, and subsequent dialog, served as a basis for AGDC to submit the formal ROW application to the NPS in October 2019.

As of December 2019, the NPS is reviewing AGDC's ROW Permit Application.