

ALASKA LEGISLATURE SPECIAL COMMITTEE/SUBJECT FILES 8672

2845 SCOMM 124: HOUSE SPEC. COMM. EC. DEV. TRADE & TOURISM 2001-02

609

CORRECTION

**THE FOLLOWING DOCUMENT(S)
HAVE BEEN REFILMED TO
ASSURE LEGIBILITY OR PAGINATION**



Central Microfilm Services
Department of Education & Early Development
State of Alaska



Pacific NorthWest Economic Region

January 18, 2002

Infrastructure Interdependencies Exercise “BLUE CASCADES” Overview

The Pacific NorthWest Economic Region (PNWER) will hold BLUE CASCADES, an infrastructure interdependencies-focused tabletop exercise in the spring of 2002. This exercise will be the second in a series of activities that are elements of a unique initiative — the Partnership for Regional Infrastructure Security — launched by PNWER in late 2001. (The first activity was the Partnership kick-off meeting on Nov. 30 in Spokane, Washington, attended by over 120 private and public sector organizations from the five states and three provinces that comprise PNWER.)

Background

More than other areas of the country, the Pacific Northwest is interdependent with our neighbor Canada: The two countries have a vital trade relationship, interconnected infrastructure and common border issues; for example, more than 80% of the region's natural gas supply flows south from Canada to the U.S.

On November 30, the Pacific NorthWest Economic Region (PNWER) sponsored the first bi-national, multi-state regional meeting of both public and private stakeholders in North America. The meeting, called the 'Partnership for Regional Infrastructure Security' successfully began a process whose goal is to develop a cooperative preparedness strategy using a risk-based approach to enhance the security of critical systems region-wide.

Discussions based on both geography and infrastructure similarities and interdependencies were held. PNWER's challenge now is to build on the momentum generated on November 30, to encourage each state and province to engage the private sector stakeholders in similar forums and exercises, and to move toward a regional 'disaster resistant' preparedness plan.

Blue Cascades is the second phase of a larger, multi-year effort to help the region determine which assets must be protected and how to enhance recovery and mitigate the effects of disruptions, be they natural disasters or terrorist acts. It will be important for the Partnership to provide resources for disaster resistance planning, including defining a basis for a common "language" or format for vulnerability assessments in the region so that the next step can be taken in creating a critical path analysis to clarify interdependencies, and determine where the crucial nodes for each technology are located and where they overlap.

In the case of any large-scale emergency, response will require very close communication with border officials and our Canadian infrastructure partners. Working out these scenarios in advance and developing clear lines of communication and action plans will greatly enhance the economic security of the Pacific Northwest.

Exercise Focus

Consistent with the concept of the comprehensive preparedness plan stated above, the tabletop exercise will be both multi-jurisdictional and cross-border in scope. BLUE CASCADES will focus on the linkages between and among infrastructures that could make a region vulnerable to cascading impacts in the event of an attack or disruption, and which could complicate expeditious response and recovery. Critical infrastructures include energy (electric power, oil, natural gas), telecommunications, transportation, water supply systems, banking and finance, emergency services, and government services.

BLUE CASCADES is intended to help the PNWER jurisdictions assess the current state of stakeholders' understanding and preparedness, particularly from the perspective of infrastructure interdependencies. It also will be designed to provide a baseline for identifying their needs, priorities, and resource requirements. This information, along with the lessons learned from the exercise, will help sensitize public and private-sector decision makers to infrastructure security issues and provide the impetus to prioritize and implement activities that will ensure the reliability and security of critical infrastructures in the post-September 11 world.

Purpose

The purpose of BLUE CASCADES is to identify what needs to be done to develop a "disaster resistant" region and to provide a model for holding interdependencies exercises in other locations within the PNWER region, contributing to, and validating implementation of a comprehensive preparedness approach for the eight PNWER member jurisdictions.

Objectives

The exercise will have several objectives:

- ❑ Raise awareness of infrastructure interdependency issues.
- ❑ Identify ways to make infrastructure providers aware of the extent and duration of disruptions.
- ❑ Identify and focus attention on the most important vulnerabilities that result from infrastructure interdependencies.
- ❑ Promote a mutual understanding of infrastructure service restoration priorities, challenges, and time lines, given the nature and scope of the region's infrastructure interdependencies.
- ❑ Identify and highlight roles, responsibilities, and authorities (local, county, state, federal) for responding to and recovering from infrastructure disruptions.
- ❑ Determine ways to foster a more effective interface and information sharing among public and private-sector service providers and local, county, state, and federal officials in developing and implementing infrastructure protection, mitigation, response, and recovery options.
- ❑ Identify preparedness shortfalls.
- ❑ Identify cross-border challenges to U.S. and Canadian abilities to cooperatively prepare for and deal with attacks and disruptions that impact the Pacific Northwest.

Intent

BLUE CASCADES will allow participants (players) to discuss the impacts of attacks and disruptions on the infrastructures that they represent. It will also provide a setting to become more informed about other infrastructures and to learn about the potential for cascading effects that could result from interdependencies.

All participants will be encouraged to think out loud and "outside the box". Doing so will maximize the opportunity to discuss issues freely in a no fault setting. The exercise will involve minimal interaction with the facilitators.

Scenario

Scenario development will be the responsibility of a small group of stakeholder volunteers representing key infrastructures and state and local government organizations. The scenario will reflect those threats that the exercise participants are most concerned about — both deliberate and “non-deliberate” (e.g., natural disasters, systems failure, human error). Infrastructure operational information will be solicited from utilities in the region to incorporate into the scenario to make it as realistic as possible. The scenario will be crafted to provide a framework for participants to discuss infrastructure interdependencies and infrastructure protection, mitigation, response, and recovery requirements across government agencies and the private sector. Participants will be asked a series of questions to enable them to explore how a complete disruption or a service curtailment in one infrastructure could cause cascading effects on other infrastructures and how infrastructure interdependencies could exacerbate repair and restoration efforts.

Exercise Structure and Dynamics

The tabletop exercise will be approximately six hours in duration and include a working lunch. To maximize the benefits of the exercise, all participants will be located in the same room. The number of participants and observers will be limited only by the allowed capacity of the room selected. Every attempt will be made to ensure the inclusion of stakeholders who would play a role in a regional emergency.

The principal participants will be organized into approximately 20 infrastructure-specific and functional areas. Observers from other PNWER jurisdictions and relevant external public and private sector organizations will be invited to attend and provide input as needed. The facilitators will control the progression of the scenario, verbally and by using one or two large screens for displaying scenario progression and key issues for discussion. Maps and other visual information aids also will be displayed.

BLUE CASCADES will be divided into three sections: (1) orientation, (2) exercise moves (scenario progression), and (3) a “hot wash” immediately following the end of the exercise. The purpose of the hot wash will be to capture feedback and lessons learned. A follow-on meeting will be held to discuss the feedback and lessons learned in greater detail and to plan next-step activities that will be part of an overall comprehensive preparedness plan for both the area that is the focus of the exercise and the collective eight PNWER jurisdictions.

Work Plan and Budget

Pre-exercise informational workshop

- ☐ Develop agenda, invitation for the workshop. Set up venue, administrative arrangements, arrange for presentations, prepare and deliver briefings.
- ☐ Facilitate workshop.

Table Top Exercise

- ☐ Develop scenario, invitation, background package, questions and presentational materials for exercise. Collect information from infrastructures for injects, provide mps, graphic and other visual aids; develop participant and observer invitation list, send out ad follow-up on invitations.
- ☐ Facilitate exercise and prepare "Lessons Learned" report.
- ☐ Draft Action Plan.

Period of Performance and Estimated Costs

Duration of work: three months.

Cost: \$50,000 (Includes effort of five staff and travel)

THE WALL STREET JOURNAL.

© 2001 Dow Jones & Company, Inc. All Rights Reserved.

VOL. CCXXXVIII NO. 115 WEFW ★★ ★

WEDNESDAY, DECEMBER 12, 2001

WSJ.com

\$1.01

REGIONAL REPORT

States Join to Prepare for Disasters

By ROBERT GAVIN

Staff Reporter of THE WALL STREET JOURNAL

STATES ARE joining forces to prepare for the regional impact of potential disasters.

In the Northwest, a group of five states and three Canadian provinces two weeks ago launched an initiative to develop a regional protection, preparedness and response plan for dealing with emergencies under the auspices of the Pacific Northwest Economic Region, a Seattle-based organization of government and business officials.

And today, the Energy Department is meeting to discuss security with officials of 12 strategically located states that have high concentrations of "critical infrastructure" on which other states depend.

'Horrible Circumstances'

"We need to start thinking much bigger, about much more horrible circumstances," says Tamara Doherty, acting director of the Federal Emergency Management Agency's Northwest region, based near Seattle.

Ms. Doherty met with the Northwest officials in Spokane, Wash., on Nov. 30 to discuss their initiative. She views it as a model for other states and regions to bridge the gaps in an emergency-management system that traditionally has relied on the federal government and individual states.

"Because of the interdependencies, you have to look beyond a single state and think on a regional basis," says Paula Sealingi, former director of the U.S. Energy Department's Office of Critical Infra-

structure Protection and now a consultant who advises government and industry on infrastructure security.

States have long cooperated in disaster assistance—39 states have reciprocal agreements with their neighbors, according to FEMA—but the terrorist attacks are prompting a closer examination of how intricately states are tied by, and how much they depend on, wires, pipes and computer networks. At today's meeting in Washington, D.C., the Energy Department will impress upon state officials the interdependency of infrastructure—in other words how a disruption in natural-gas supplies can disrupt the production of electricity which in turn can shut down computer networks and bring an entire region to a halt. This phenomenon is known as "cascading failure."

The goal is to help these 12 states—and eventually all—identify the most sensitive segments of their infrastructure, and put in place plans to protect and restore systems, which, if they fail, are most likely to spark cascading failures. For example, a telecommunications switching station that handles Internet traffic might require extensive security because power plants and pipelines are computer-operated through Internet connections.

"What you have is a complex system of systems on which the U.S. depends," says Sam Varnado, head of the Energy Department's energy infrastructure assurance program. "Everything's hooked to everything. You've got to understand what happens when a pipeline crosses the [state] border."

In the Northwest, political and busi-

ness leaders are trying to understand just that. Officials from Alaska, Idaho, Montana, Oregon and Washington and the Canadian provinces Alberta, British Columbia and the Yukon Territory will spend the next four months working with industries that own much of the critical infrastructure that crisscrosses the region. They will inventory dams, transmission facilities, pipelines and the like, assessing vulnerabilities, security and the adequacy of response plans. In addition, government and industry officials will assess how an attack on one sector might bring cascading failures across other sectors.

In March, the officials will reconvene to compile the information to begin developing a regional plan for protecting critical infrastructure and responding to disasters. Among the possibilities: using the data to build a computer model so, for example, emergency-management officials in Oregon could project the impact in their state of a pipeline explosion in Montana, and prepare accordingly.

Ripple Effect

Jeff Morris, a Washington state legislator and president of the Pacific Northwest Economic Region, says the recent western energy crisis, which saw power shortages in California drive up electricity costs throughout the West, has also helped underscore how events in one state can ripple through an interconnected region.

"We have a transmission system that we can barely keep up under commercial pressure," Mr. Morris says, "let alone a terrorist attack."

THE SPOKESMAN-REVIEW

Saturday, December 1, 2001

REGION

NW officials nervous about terror

Region's infrastructure vulnerable to attacks, experts say

By Bill Morlin
Staff writer

The infrastructure in the Pacific Northwest, like that elsewhere in North America, is incredibly vulnerable to terrorism, experts said Friday in Spokane.

There's a shopping list in the Northwest for would-be terrorists: gas pipelines, hydroelectric dams, nuclear plants, electric transmission lines, telecommunication facilities, rail and transportation systems and agricultural crops shipped around the world.

Only now are issues such as vulnerability and system recovery being seriously addressed, the experts said at the first international meeting of its kind since the Sept. 11 attacks.

Infrastructure expert Jim Peerenboom of the Argonne National Laboratory said an attack on a natural gas pipeline would cause a ripple effect, eventually affecting people's lives and business.

Electric generators powered with natural gas could face shutdown, and the lack of natural gas and electricity could affect people and industry, he said.

"Telecommunications and (computer) information systems underpin our infrastructure," said Peerenboom, considered one of the nation's foremost experts on the topic.

There are "fundamental gaps in our ability" to identify vulnerabilities to the infrastructure and develop response plans, Peerenboom said.

"We need to develop an understanding of how degrading one infrastructure affects others," he said.

Barry Penner, a member of the British Columbia Legislature, said \$1 billion a day in trade between Canada and the United States is proof that infrastructure security should be of mutual concern.

That should include examining how caring for mass casualties could be affected by an infrastructure damaged by terrorism, Peerenboom said.

The infrastructures of the United States and Canada, particularly dealing with the power grid and natural gas production and transmission, are closely related.

Barry Penner, a member of the British Columbia Legislature, said \$1 billion a day in trade between Canada and the United States is proof that infrastructure security should be of mutual concern.

Security consultant Paula Scalingi said private companies can't afford everything they need for improved security, so they must develop "a risk-based approach."

"Guards, guns and gates aren't the only answers," she said.

"Your creative terrorist is going to find a way around a lot of the protection measures," Scalingi said. Therefore, she said, the emphasis should be placed on mitigating losses, improving response plans and developing "disaster-resistant regions."

Right now, she said, there's plenty to worry about.

"We have significant vulnerabilities in our infrastructure in different parts of the country," said Scalingi. Until October, she was the director of the Department of Energy's Office of Critical Infrastructure Protection.

Tamara Doherty, the acting regional director for the Federal Emergency Management Agency, agreed and said the time was overdue to "develop partnerships between the public and private sector."

Private companies that are part of the infrastructure — telephone and natural gas transmission companies, for example — frequently are reluctant or unwilling to share business information with competitors.

In examining vulnerabilities, companies must discuss proprietary information about their equipment, customers and usage volumes.

Those barriers now must be set aside as the country addresses terrorism-security issues, Doherty said.

The 1995 Oklahoma City bombing, which claimed 168 lives, used to be the model for discussions about the impact a terrorist act has on the infrastructure, Doherty said.

"That was about as big and bad we could think of until Sept. 11," she said. "Now, we need to be thinking much bigger."

"We do need to be thinking of much more horrible circumstances," the FEMA official

said.

And the only way to be prepared, she said, "is to combine our resources, combine our planning and begin working together."

Bill deLaat, director of Canada's Office of Critical Infrastructure Protection and Emergency Preparedness, said the Sept. 11 attacks leave those responsible for infrastructures with "a feeling of nervousness."

The speakers were among 150 security experts, government agency officials and political leaders from the United States and Canada gathered for a two-day conference, "Partnership for Regional Infrastructure Security." It concludes today with a discussion about security and other issues involving the U.S.-Canadian border.

The Friday morning session was open to the media, but reporters were prevented from attending an afternoon session.

"We don't want to impede any candid discussions," Scalingi said.

The conference was co-sponsored by the Pacific Northwest Economic Region, a regional planning organization set up by the states of Washington, Oregon, Idaho, Montana and Alaska, and the Canadian provinces of British Columbia and Alberta, and Yukon Territory.

A co-sponsor was the Northwest Power Planning Council, a policy body that oversees electricity needs and production in Washington, Idaho, Montana and Oregon.

■ Bill Morlin can be reached at (509) 459-5444 or by e-mail at billm@spokesman.com.



Oregon Considered

OPB Radio's news magazine airs Tuesday-Friday afternoons at 4:30

Pacific Northwest Leaders Examine Where Region is Vulnerable -

Kristian Foden-Vencil

November 30, 2001

Listen! 

Politicians and business leaders from all over the Northwest are meeting in Spokane, Washington today. Their goal is to identify weak links in the region's power supply and communications systems and to come up with ways to protect them from possible terrorist attacks. The meeting is called the Partnership for Regional Infrastructure Security and as Kristian Foden-Vencil reports, the governments of the U.S. and Canada have turned to an unusual source to organize the event.

The Pacific Northwest Economic Region is a quasi-governmental group that usually focuses on greasing the wheels of commerce among Oregon, Washington, Idaho, Montana, Alaska, the Yukon, Alberta, and British Columbia. Following

Oregon Considered

November 30, 2001

Oregon Recession
Deeper Than Predicted

More Oregon Cities
Refuse Ashcroft
Interview Request

Pacific Northwest
Leaders Examine
Where Region is
Vulnerable

Bill Lunch 

LEARN MORE!

**Want to listen to
OPB news stories on
the Web?
Download RealAudio **

the September attacks, however, board members were approached by the U.S. and Canadian governments to look into the vulnerability of the area's transmission lines, power plants, telecommunication systems, and fuel pipelines. Washington state Representative Jeff Morris, who is also the President of the Pacific Northwest Economic Region, says his organization jumped at the chance and have already identified a few problems.

Morris: In particular, we've got an infrastructure system for electricity that's built up by the private sector, so it was built up for efficiency and not redundancy or excess capacity. What that means is that right now we can't bearly keep the electrical system up underneath commercial pressure, let alone purposeful acts of terrorism, domestic or international.

Morris says the Northwest economic group plans to adopt a three phase approach to the problem. First they will assess the various systems and try to identify their weakest links. Second, using super computers they will simulate assorted terrorist attacks and disaster scenarios. Finally, when they have a list of potential problems, the group hopes to deliver a protective recommendations to U.S. and Canadian authorities. Morris says if the group's efforts are successful, emergency managers should be able to predict the local effects of a

Comments?



disaster anywhere in the Pacific Northwest.

Morris: So in essence, if a volcano blows up in British Columbia your emergency management officer in Oregon will be able to say we're going to run out of natural gas in three days or the electrical grid is going to go down in four days and actually know about a disaster before it happens.

The Northwest Power Planning Council is required by law to ensure a reliable and adequate electricity system. The agency's Tom Carrie says the organizations and companies at the meeting seem well informed about their own security. But Carrie says it's essential all sectors be able to share information.

Carrie: The electric industry needs to know how secure the gas fields are in Alberta and in British Columbia, and that's something that will be developed as this planning continues.

Businesswoman Paulus Scalingi used to run the Office of Critical Infrastructure Protection for the U.S. Department of Energy. She now runs her own security firm and says the main challenge in protecting the region is that the systems are interdependent.

Scalingi: You have a dependence among these infrastructures, such that if you have an attack or a disruption

you can cause cascading impacts through a region that can literally paralyze it. Looking at what happened to California over this past year gives you an idea of these interdependencies and how important they are.

The Partnership for Regional Infrastructure Security will hold meetings throughout the next several months before making any recommendations to the U.S. and Canadian governments.



OPB

Copyright 2001 © Oregon Public Broadcasting, Inc. All Rights Reserved.

SCOMM

124:6

ALASKA STATE LEGISLATURE

REPRESENTATIVE
JEANNETTE JAMES
PO Box 56622
North Pole, Alaska 99705
(907) 456-1546
FAX (907) 488-4271



While in Juneau
State Capitol
Juneau, Alaska
99801-1182
(907) 465-3743
FAX (907) 465-2381

Majority Leader
House of Representatives
House District 34

JOINT HOUSE COMMITTEE on CONSTRUCTION OF A TRANSPORTATION/UTILITY CORRIDOR TO CONNECT ALASKA WITH THE REST OF NORTH AMERICA

February 20, 2001
10:30 a.m.-12:30 p.m.
House Finance Committee Room

AGENDA

- | | |
|------------|--|
| 10:30 a.m. | Call to order; introduction of participants, other legislators present. 10:30 a.m. (Gavel in Joint House Committee, including Yukon legislators: MLAs Mike McLarnon, Scott Kent and Cynthia Tucker.) |
| 10:30 a.m. | Bill Woolf, speaking for Senator Frank Murkowski from Washington, D.C. |
| 10:45 a.m. | Jim Kubitz, Alaska Railroad |
| 11:00 a.m. | Scott Kent, Yukon MLA, speaking for Premier Pat Duncan from Whitehorse, YT. |
| 11:15 a.m. | Dr. Milt Wiltse, Power Point presentation: East Central Alaska Geologic Resources and Access Corridors |
| 11:30 a.m. | Dr. Paul Metz, University of Alaska Fairbanks |
| 11:45 a.m. | Larry Bagnell, Yukon MP, from Ottawa, Ont. |
| 12 noon | Tom Brigham, speaking for (Alaska Department of Transportation and Public Facilities) Commissioner Joe Perkins |
| 12:15 p.m. | Colin Chapman, for Congressman Don Young, from Washington, DC. |
| 12:30 p.m. | Gavel out. |

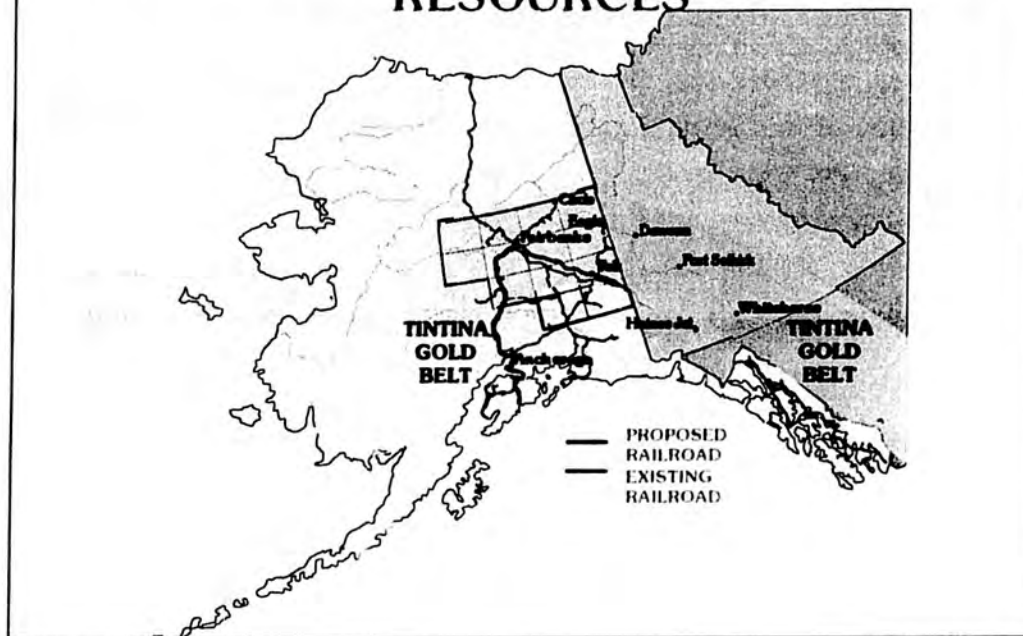
**EAST CENTRAL ALASKA GEOLOGIC
RESOURCES
AND
ACCESS CORRIDORS**

ALASKA DIVISION OF GEOLOGICAL AND GEOPHYSICAL SURVEYS

JUNEAU, ALASKA

FEBRUARY 20, 2001

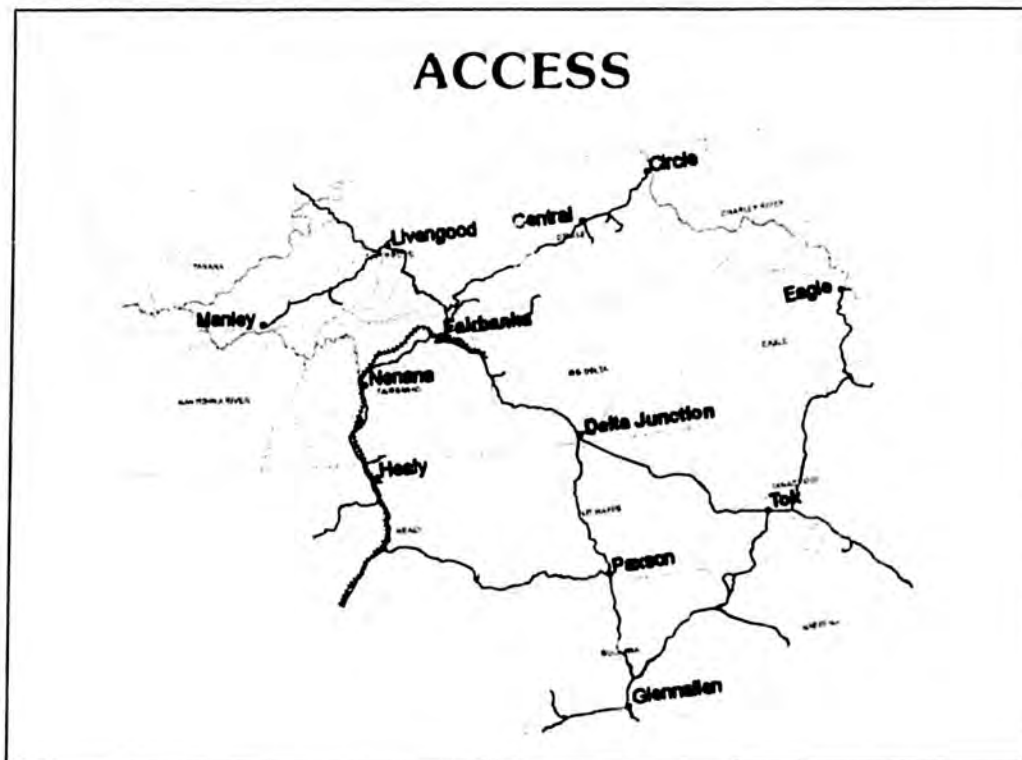
EAST CENTRAL ALASKA GEOLOGIC RESOURCES



East Central Alaska includes the central portion of a regional international United State - Canada mineral trend that informally has acquired the designation of "Tintina Gold Belt"

Gold is not the only mineral commodity within the "Gold Belt." This region also contains significant coal deposits, and copper, lead, zinc, nickel, and platinum group metal prospects.

The proposed extension of the Alaska Railroad is located within a highly mineralized portion of the Tintina Gold Belt.



The area shown in the following graphics represents about 78,000 square miles. As an indication of scale, it is about 100 miles (165 km) between Fairbanks and Delta Junction.

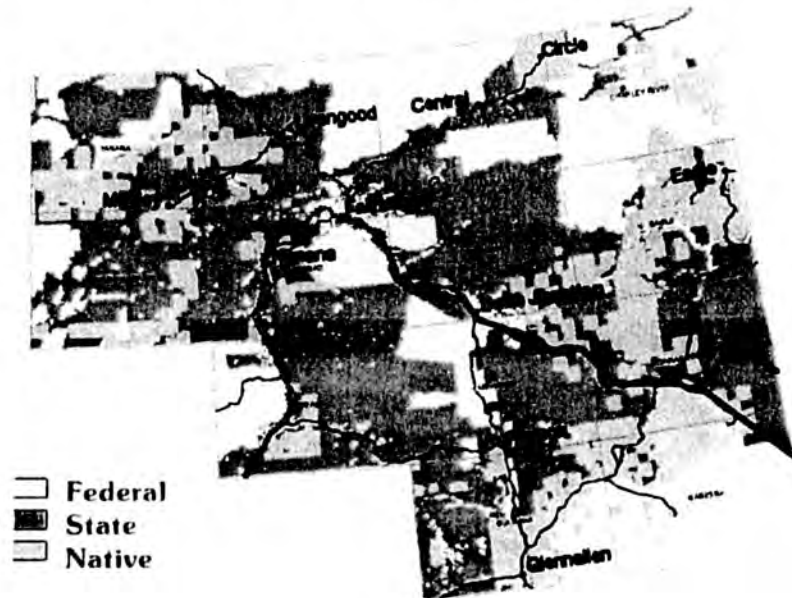
The existence of a road and railroad transportation network has been a significant positive factor in fostering mineral exploration and development in East-Central Alaska.

The Fairbanks commercial center; serviced by the Alaska Railroad, the Parks Highway, and the Alaska Highway; disburses equipment, supplies, and services to regional towns and villages that serve as staging areas for mineral exploration and development ventures.

Fairbanks is a world-scale mining center. Delta Junction is the terminal supply point for developing the recently discovered Pogo gold deposit. Tok serves the Fortymile and Delta mineral districts. The town of Healy supports the states largest active coal mine and is a local supply center for mineral exploration in the Bonnifield and Chulitna district.

A large percentage of East Central Alaska lies within fifty miles of an existing road.

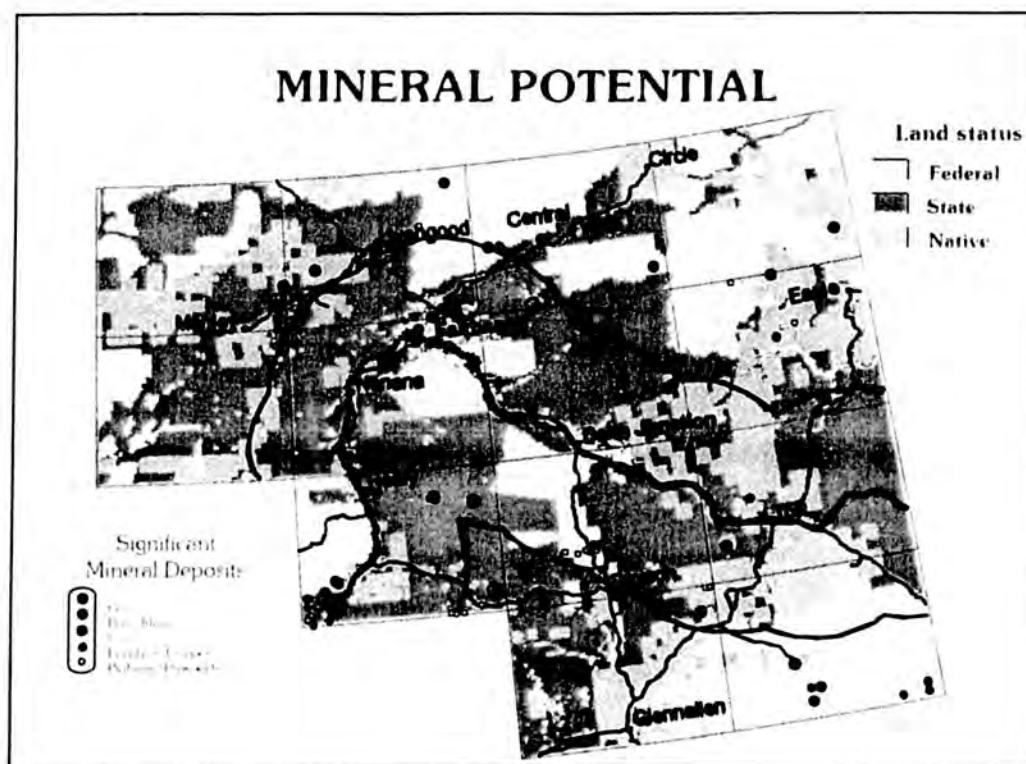
LAND OWNERSHIP



There are three major classes of land owners in Alaska: 1) the federal government; 2) the state of Alaska; and 3) Alaska Native Regional- and Village-Corporations. Other private land owners are a small minority when measured by acres in private fee-simple ownership.

The majority of known significant mineral deposits in East-Central Alaska are located on state or Native controlled land.

Much of the land selected by the state of Alaska and the Native Corporations was purposely chosen because of perceived high mineral potential. In spite of the existence of several known significant mineral deposits, these lands are under-explored. A fact amply demonstrated by the discovery of a gold deposit by sampling the road cuts of the Alaska Highway near Tetlin Junction last summer



A majority of the most valuable known mineral deposits of East-Central Alaska are located within fifty miles of the proposed or existing Alaska Railroad, e.g., Usibelli Coal Mine (1.4 billion tons), Fort Knox Gold Mine (6 million ounces), Pogo Prospect (5.2 million + ounces), True North Prospect (1.3 million ounces), Ryan Lode (0.8 million ounces).

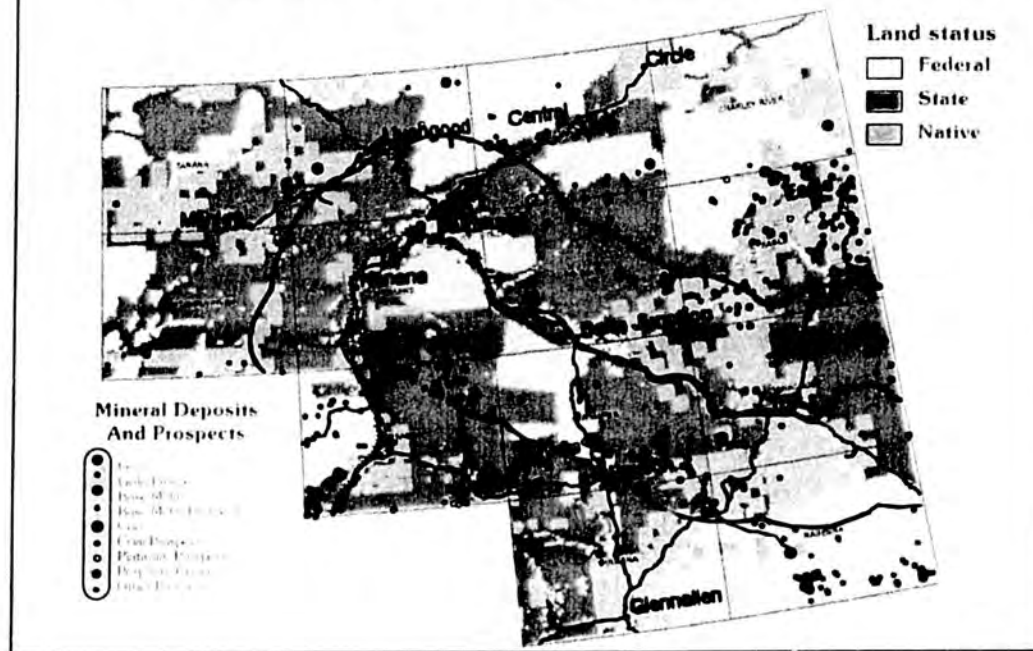
The region hosts several other significant prospects and mineral districts, e.g. the Bonnifield gold and massive sulfide copper-lead-zinc district east of Healy; the copper-lead-zinc Delta District southwest of Tok; the Richardson gold district northwest of Delta Junction.

There is growing interest in a series of nickel-copper-platinum group metal prospects north of Paxson.

There are brief references for some of these deposits in the appendices of the *Alaska Mineral Industry - 1999* annual report published by the Alaska Division of Geological and Geophysical Surveys.

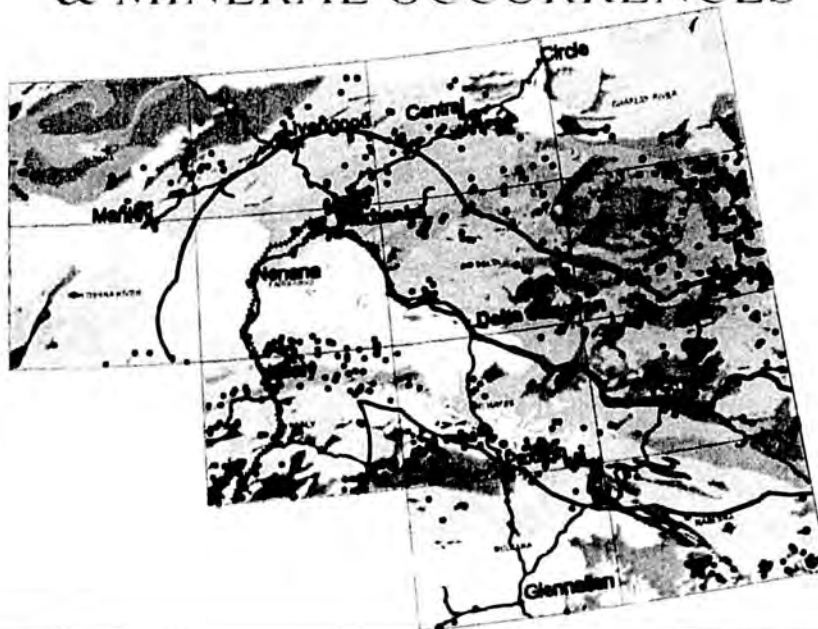
Using a non-quantitative definition of "significant," there are about thirty significant mineral deposits or prospects within the existing and proposed 100-mile wide rail-belt corridor.

EXPLORATION & DEVELOPMENT



In addition to these "significant" deposits, there are scores of lode gold, base metal massive sulfide, copper porphyry, and nickel-copper-PGM, tungsten, and tin prospects within the rail-belt corridor and many others surrounding the corridor.

GEOLOGIC FRAMEWORK & MINERAL OCCURRENCES



Placer gold deposits and districts have proved effective in identifying areas hosting significant lode deposits of several mineral commodities. If placer gold occurrences are added to the lode occurrences already shown, one gets a feel for just how widespread indications of mineralization are within East-Central Alaska.

Both lode and placer occurrences exist within a framework of varied and complex geology. By world standards, this geology is very poorly understood. We really have only crude initial hypotheses for most of the East-Central Alaska area. Most of this country has not been geologically mapped at scales useful for detailed mineral exploration.

Much of the geologic mapping that does exist is derived from regional scale (4 mile to the inch) maps that were generated from field data collected between 1950 and 1975.

RECENT GEOPHYSICAL SURVEYS & CANDIDATE TRACTS



Beginning in 1993, the state of Alaska has sustained an annual airborne-geophysical/geological ground-truth geologic mapping program in an effort to improve the general knowledge of the geology and mineral resource potential of state lands.

The airborne-geophysical/geological mapping programs are centered on historical mining districts or on lands nominated by various members of the Alaska geological community because of their perceived high mineral potential.

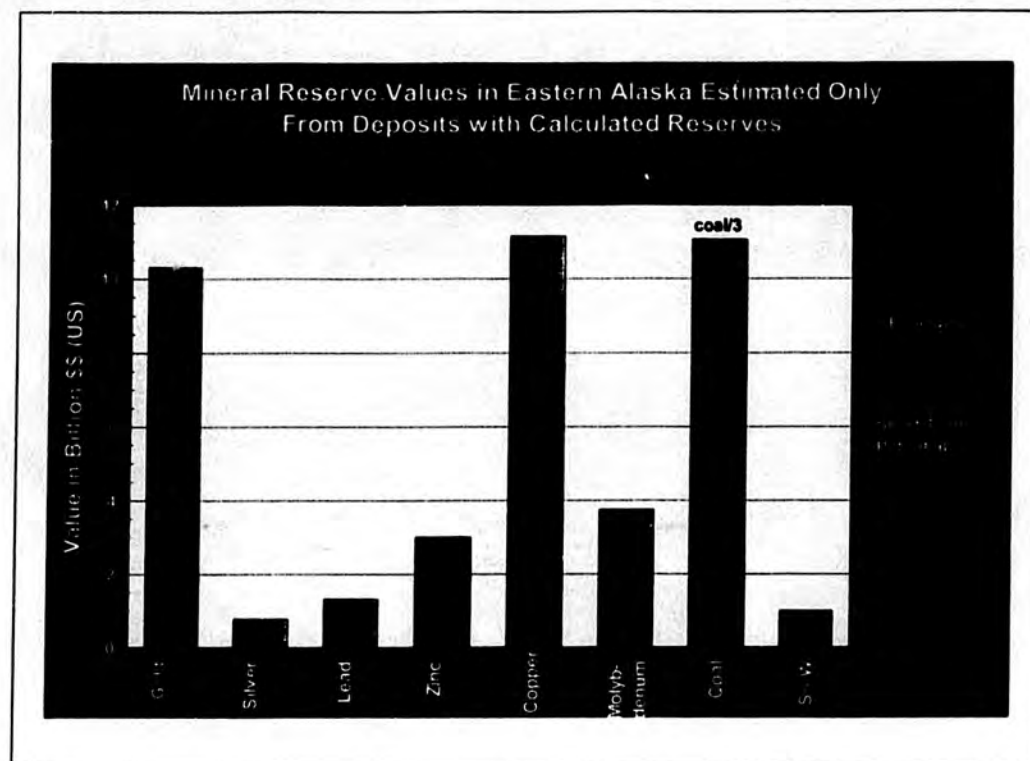
To date, nine tracts have been geophysically surveyed within East-Central Alaska. Modern ground-truth geologic maps at a scale of 1:63,360 (1 inch = 1 mile) are available for six of these tracts. The Fortymile mining district is currently being mapped.

There are 4441 square miles of airborne-geophysical surveys represented by the gray polygons shown in this figure

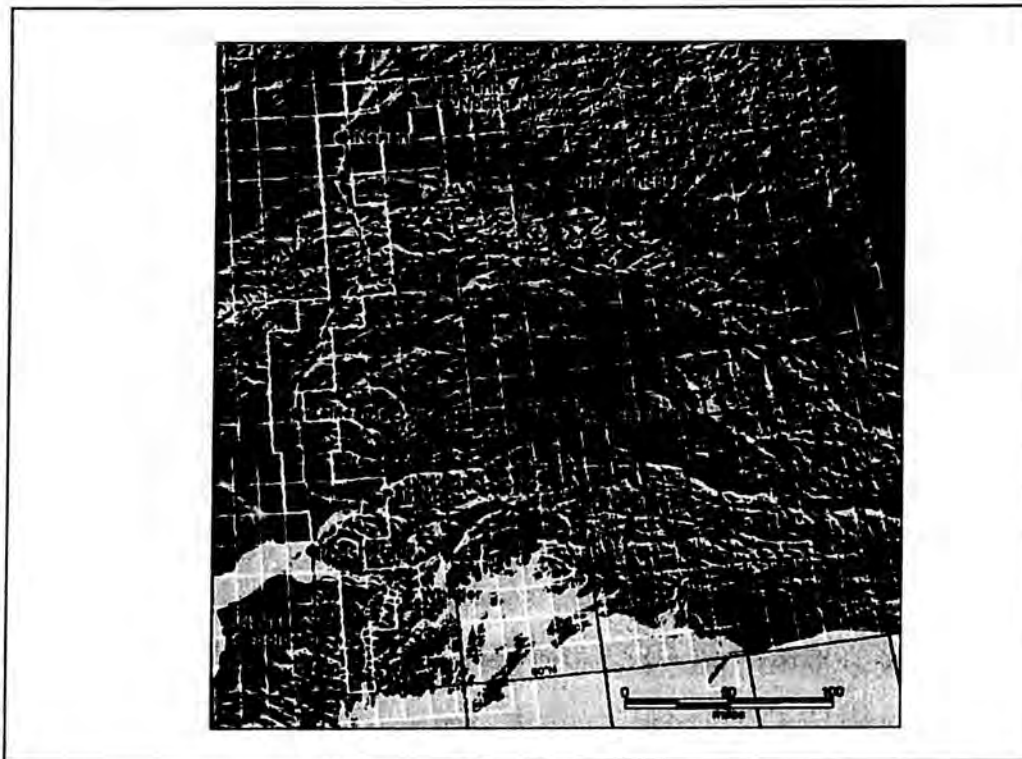
These new geophysical and geological data have catalyzed a tremendous private sector investment in mineral exploration and development within East-Central Alaska.

In addition to the nine tracts already surveyed, the proposed rail-belt corridor includes all or portions of eight additional candidate areas: Steese, Salcha, southeastern-Pogo, Sixty-mile Butte, Ladue River, Delta, Mentasta Pass, Broxson Gulch, and Bonnifield.

Completing the remaining surveys is contingent upon special annual appropriations.



From a global perspective, the Tintina Gold Belt has recently been recognized by the mineral industry as an "emergent district." That is, a region in which additions to reserves are expected to follow regularly with continued exploration. This is a young exploration region with a limited knowledge base. There is still a lot of room for success.



There is no doubt that the general corridor of the proposed extension of the Alaska Railroad passes within less than fifty miles of many significant mineral deposits. A useful and responsible next step in developing the railroad extension would be to conduct a full technical corridor analysis in order to optimize the alignment for the extension. Because the corridor for the railroad approximately coincides with the corridor for the proposed natural gas pipeline from Fairbanks to the Yukon border, one analysis could serve both projects for the Alaska portion of the railroad and pipeline.

DNR has submitted a proposed gas line supplemental project that includes some preliminary aspects of a true corridor analysis. DGGs has also worked with the NASA through the Alaska SAR Facility at the University of Alaska Geophysical Institute to acquire a detailed digital elevation terrain model for this corridor. That terrain model will probably be completed by next October. A true corridor analysis requires many layers of data beginning with corridor-wide engineering geology data at a scale of at least 1 inch=1 mile, definitive land status, geologic hazards assessment, and more information on construction materials and other geologic resources. Corridor analyses are routinely conducted for major construction projects in the Lower-48 to maximize project efficiency and minimize adverse impacts. We could benefit from following this strategy in Alaska.

The existing Alaska Railroad and railroad extension would intersect a road network providing access to about 78,000 square miles of land.

Much of that land is in nominal control of the state of Alaska or Native Corporations.

Much of the land within East-Central Alaska that is state or native corporate land was selected because of its perceived high mineral potential.

The validity of the perception of mineral wealth in East Central Alaska is being demonstrated by new discoveries resulting from an improving geologic database and private sector investment in mineral exploration.

Gold is currently the commodity of greatest interest, but East Central Alaska has potential for copper, lead, zinc, nickel, tungsten, tin, and platinum group elements.

A full technical corridor assessment of the region through which the Alaska Railroad extension would pass is a logical and beneficial next step to guide the development of this international project.

The existing Alaska Railroad and railroad extension would intersect a road network providing access to about 78,000 square miles of land.

Much of that land is in nominal control of the state of Alaska or Native Corporations.

Much of the land within East-Central Alaska that is state or native corporate land was selected because of its perceived high mineral potential.

The validity of the perception of mineral wealth in East Central Alaska is being demonstrated by new discoveries resulting from an improving geologic database and private sector investment in mineral exploration.

Gold is currently the commodity of greatest interest, but East Central Alaska has potential for copper, lead, zinc, nickel, tungsten, tin, and platinum group elements.

A full technical corridor assessment of the region through which the Alaska Railroad extension would pass is a logical and beneficial next step to guide the development of this international project.

Scott Kent

Deputy Caucus Chair

Deputy House Leader

Deputy Chair of the Committee of the Whole House

MLA - Riverside

Yukon Liberal Party



Scott Kent was elected as the MLA for Riverside in the general election on April 17, 2000.

Mr. Kent has been a Whitehorse resident since 1973. He attended Selkirk Elementary School and F.H. Collins Secondary School as well as the University of Calgary.

He has been the president of the Yukon Broomball Association since 1997 and is the president of the Whitehorse Flag Football League. He is part owner of a local business and a holding company.

He was most recently the sales and purchasing manager for Whitehorse Distributors, where he worked for the past 10 years.

E-mail: scott.kent@gov.yk.ca

Mike McLarnon

Deputy Speaker

Chair of the Committee of the Whole House

MLA - Whitehorse Centre

Yukon Liberal Party



Mike McLarnon was elected as the MLA for Whitehorse Centre in the general election on April 17, 2000.

Mr. McLarnon is a life-long Yukon resident, born and raised in downtown Whitehorse. He is a former board member of the Yukon Sourdough Rendezvous Society, the Tourism Industry Association and Heritage North.

He is a winner of the Conference Board of Canada "Award of Excellence for Youth Employment" and was a host for the Yukon Pavilion at Expo '86.

He was most recently the owner and operator of the Whitehorse Airport Gift Shop and all visitor services at Parks Canada's S.S. Klondike.

He is married to Jeannette McLarnon.

E-mail: mike.mclarnon@gov.yk.ca

Cynthia Tucker

***Government House Leader
Caucus Chair***

***MLA - Mount Lorne
Yukon Liberal Party***



Cynthia Tucker was elected as the MLA for Mount Lorne in the general election on April 17, 2000.

Ms Tucker has been a property manager for commercial, residential and special-use facilities and a small business owner.

She has experience in mediation and negotiation, conflict resolution training, land use planning and zoning and urban land economics. She was a member of the Yukon Horseman's Association and the Yukon Agricultural Association, a Canadian Ranger and a founding member of the Carcross Ranger Patrol.

She was most recently the manager of the Whitehorse Housing Authority and the Chair of the Hamlet of Mount Lorne Council. She was a board member of the Association of Yukon Communities and the Community Training Trust Fund.

Ms Tucker, who is married to Harry Kern, lives in the Robinson subdivision outside of Whitehorse.

E-mail: cynthia.tucker@gov.yk.ca



State of Alaska Legislature

* please distribute * → Lou Caputo

Please enter my testimony into the record to the

HF IN Committee in regard to the
(Committee Name)

Transp. Corridor to No. Am. on 2-20-01
(Bill/Subject) (date)

I AM VERY MUCH AGAINST THE PROPOSE ROUTE
OF THE RAILROAD EXTENSION WHERE IT LEAVES
THE AK HWY CORRIDOR AND FOLLOWS THE LADUE
RIVER. THAT INVADERS SENSITIVE WILDLIFE,
HABITAT THAT IS USED BY 2 CARRIBOU
HERDS, MOOSE + OTHER WILDLIFE. IF YOU
HAVE TO HAVE A RAILROAD, FOLLOW THE AK HWY
ALL THE WAY THRU AK + CA

SIGNED AL KEECH
(PLEASE PRINT)

POB 362 TOK, AK 99780
ADDRESS AND PHONE NUMBER

I HAVE NOT HEARD ONE WORD SAID ABOUT
WILDLIFE OR HABITAT SPOKEN. ???

Northwest Alaska Transportation Plan

Tom Brigham
Planning Director
Alaska Department of
Transportation

Vision Statement

- ◆ Multi-modal: air, land & water
- ◆ Community/resident needs, and
- ◆ Mineral/energy needs
- ◆ 20-year horizon
- ◆ Extensive public participation
- ◆ Tied to implementation plan

Regional Boundary



Resource Transportation Analysis

- ◆ Prepared by CH2M-Hill and subcontractors
- ◆ Focused on:
 - ◆ understanding of road/rail/marine options for accessing and transporting energy and mineral resources
 - ◆ how to make these commodities viable on world markets



RTA Consultant Team

- ◆ CH2M-Hill - Project Consultant
 - ◆ Sandwell Inc. - international mineral/coal transport engineers
 - ◆ HDR Alaska - environmental and land status
 - ◆ Northern Economics - economics
 - ◆ Army COE and AIDEA are working closely on RTA

RTA Funding and Timelines

- ◆ Phase I - Data gathering and alternatives identification - nearing completion
- ◆ Phase II-A Alternatives Review and Shortlisting - 12 months
- ◆ Phase II-B Select Final Alternative and prepare implementation plan - 6 months

CORRECTION

**THE FOLLOWING DOCUMENT(S)
HAVE BEEN REFILMED TO
ASSURE LEGIBILITY OR PAGINATION**



Central Microfilm Services
Department of Education & Early Development
State of Alaska

Northwest Alaska Transportation Plan

Tom Brigham
Planning Director
Alaska Department of
Transportation

Vision Statement

- ◆ Multi-modal: air, land & water
- ◆ Community/resident needs, and
- ◆ Mineral/energy needs
- ◆ 20-year horizon
- ◆ Extensive public participation
- ◆ Tied to implementation plan

Regional Boundary



Two Related, but Different Efforts

- ◆ Part 1: Community and resident transportation
- ◆ Part 2: Resource Transportation

Community Transportation Analysis

- ◆ Conducted by DOT staff
- ◆ Focused on:
 - ◆ aviation
 - ◆ inter-community roads and trails
 - ◆ riverine and coastal freight



Community Transportation Analysis Update

- ◆ Public meetings in villages Nov 00-Feb 01 arranged and conducted through regional non-profit corporations
- ◆ Focused on:
 - ◆ local needs
 - ◆ local concerns with RTA



Resource Transportation Analysis

- ◆ Prepared by CH2M-Hill and subcontractors
- ◆ Focused on:
 - ◆ understanding of road/rail/marine options for accessing and transporting energy and mineral resources
 - ◆ how to make these commodities viable on world markets



RTA Consultant Team

- ◆ CH2M-Hill - Project Consultant
 - ◆ Sandwell Inc. - international mineral/coal transport engineers
 - ◆ HDR Alaska - environmental and land status
 - ◆ Northern Economics - economics
 - ◆ Army COE and AIDEA are working closely on RTA

RTA Funding and Timelines

- ◆ Phase I - Data gathering and alternatives identification - nearing completion
- ◆ Phase II-A Alternatives Review and Shortlisting - 12 months
- ◆ Phase II-B Select Final Alternative and prepare implementation plan - 6 months

RTA Timeline



Phase I
Sep. 2000

Phase II-A
Mar. 2001

Phase II-B
Mar. 2002



✕ Data & develop
list of alternatives

✕ Detailed review
of alternatives

✕ Final alternative
refine implementation.

RTA Vision

- "Provide a long-term strategic assessment of the value of surface transportation access to concentrations of petroleum, natural gas, coal and mineral deposits in the Northwest and Arctic Region.
- Suggest a system design, routing, and partnered financing structure which would make such a system economically feasible for industry and the state, compatible with the social and environmental values of the people of Alaska."

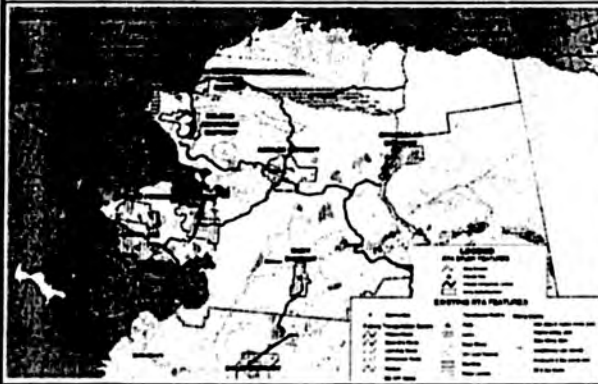
Resource Transportation Analysis Phase I-Program Definition

- ◆ Collect existing studies,
- ◆ interview industry representatives and local leaders,
- ◆ identify potential mineral/ energy resource sites,
- ◆ identify potential transport corridors and
- ◆ identify potential port sites

Resource Transportation Analysis Phase I (continued)

- ◆ Develop preliminary program requirements,
- ◆ identify a "long-list" of alternative solutions
- ◆ define regional transportation goals and objectives to assist in evaluating options and constraints

STUDY AREA AND CORRIDORS



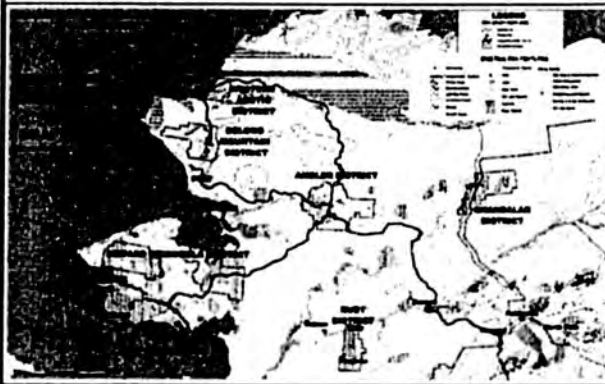
Resource Transportation Analysis Phase I (continued)

- ◆ Produce a Phase I RTA Report
 - ◆ Executive Summary
 - ◆ 1. Introduction
 - ◆ 2. Existing & Potential Resource Developments
 - ◆ 3. Existing & Potential Tidewater Ports
 - ◆ 4. Overland Transportation
 - ◆ 5. Existing Links
 - ◆ 6. Mapping of Potential Corridors
 - ◆ 7. Initiatives for Resource Transportation

Resource Transportation Analysis Phase I (continued)

- ◆ Produce a Phase I RTA Report (continued)
 - ◆ 8. Marine Transportation
 - ◆ 9. Development Schedules
 - ◆ 10. Project Constraints
 - ◆ 11. Selection Process
 - ◆ 12. Information Gaps
 - ◆ 13. Conclusions
 - ◆ 14. Recommendations for Next Phase

WESTERN ARCTIC DISTRICT



Corridor Advantages and Challenges: Western Arctic to DeLong Mountains Transportation System (DMTS)

- ◆ Advantages:
 - Relatively Short Corridor – 114 miles
 - Links to Existing Port Facility
- ◆ Challenges:
 - Lack of Capacity at DMTS Port

Corridor Advantages and Challenges:
Western Arctic to Seward Peninsula,
Northern Route

◆ Advantages:

- Deeper Water Port Site with Longer Ice-free Season
- Complements Ambler Development
- Access to NPRA Resources

Corridor Advantages and Challenges:
Western Arctic to Seward Peninsula,
Northern Route

◆ Challenges:

- Overall Length of Corridor – 616 miles
- 129 Miles through CSU's
- Presence of the Western Arctic Caribou Herd
- Crossing the Brooks Range
- Need for Port Development
- Major River Crossings: Colville, Noatak and Kobuk River Crossings

Corridor Advantages and Challenges:
Western Arctic to Seward Peninsula,
Southern Route

◆ Advantages:

- Deeper Water Port Site with Longer Ice-free Season
- Complements Ambler Development

◆ Challenges:

- Overall Length of Corridor – 636 miles
- 136 Miles through CSU's
- Need for Port Development
- Major River Crossings: Noatak and Kobuk Rivers

Corridor Advantages and Challenges:
Western Arctic to Nenana
Northern Route (to South-central)

◆ Advantages:

- Link to Alaska Railroad
- Access to Deepwater, Ice-free Port
- Access to NPRA Resources

Corridor Advantages and Challenges:
Western Arctic to Nenana
Northern Route (to South-central)

◆ Challenges:

- Overall Length of Corridor – 733 miles
- Local Access & Subsistence Issues
- 66 miles through CSU's
- Western Arctic Caribou Herd
- Crossing the Brooks Range Major River Crossings:
Colville, Noatak, Kobuk, Koyukuk, and Yukon Rivers

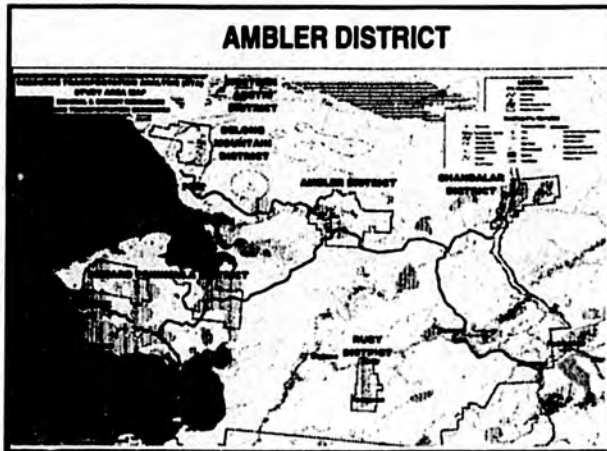
Corridor Advantages and Challenges:
Western Arctic to Nenana
Southern Route (to South-central)

◆ Advantages:

- Link to Alaska Railroad
- Access to Deepwater, Ice-free Port

◆ Challenges:

- Overall Length of Corridor – 753 miles
- Local access & Subsistence
- 81 miles through CSU's
- Major River Crossings: Noatak, Kobuk, Koyukuk and
Yukon Rivers



Corridor Advantages and Challenges: **Ambler to DMTS**

- ◆ Advantages:
 - Links to Existing Port Facility
 - Shortest Route to Tidewater – 243 Miles
- ◆ Challenges:
 - 75 Miles through CSU
 - Noatak River Crossing
 - Lack of Capacity at DMTS

Corridor Advantages and Challenges: **Ambler to Seward Peninsula**

- ◆ Advantages:
 - Deeper Water Port Site with Longer Ice-free Season
- ◆ Challenges:
 - 63 Miles through a CSU
 - Need for Port Development
 - Major Crossing of the Kobuk River

Corridor Advantages and Challenges: **Ambler to Dalton Highway**

◆ **Advantages:**

- Link to Existing Highway
- Relatively Short Corridor – 211 miles

◆ **Challenges:**

- Local Access & Subsistence Issues with a Surface Connection to the Dalton Highway
- 14 Miles through a CSU
- Major Crossing of the Kobuk

Corridor Advantages and Challenges: **Ambler to Nenana (to South-central)**

◆ **Advantages:**

- Link to Alaska Railroad
- Access to Deepwater, Ice-free Port

◆ **Challenges:**

- Overall Length of Corridor – 397 miles
- Local Access & Subsistence Issues
- 6 Miles through a CSU
- Major River Crossings: Kobuk, Koyukuk and Yukon Rivers

NORTHERN BROOKS RANGE



Corridor Advantages and Challenges: **Northern Brooks Range to Dalton Highway**

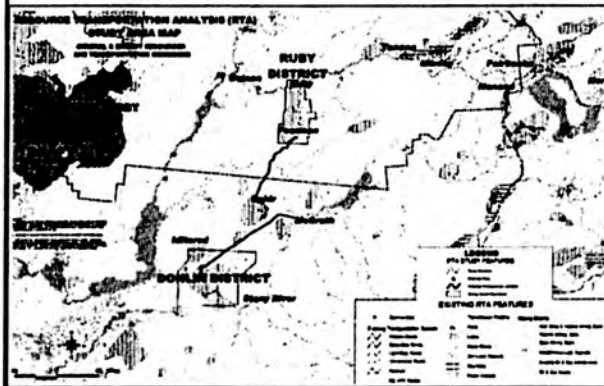
◆ **Advantages:**

- Link to Existing Highway
- Access to NPRA Resources

◆ **Challenges:**

- Local Access & Subsistence Issues
- Major Crossing of the Colville River

RUBY & DONLIN DISTRICTS



Corridor Advantages and Challenges: **Donlin to Manley (to South-central)**

◆ **Advantages:**

- Links the Donlin District to the Yukon River and the Highway System

◆ **Challenges:**

- Yukon River Connection (dual modes of transportation)

**Resource Transportation Analysis
Phase IIA-Evaluation of
Transportation Options**

- ◆ Refine selected alternatives,
- ◆ develop preliminary cost estimates,
- ◆ identify project constraints ,
- ◆ develop a preliminary schedule,
- ◆ conduct a market evaluation and
- ◆ perform an economic feasibility analysis

**Resource Transportation Analysis
Phase IIB-Regional Transportation
System Master Plan**

- ◆ Develop regional transportation system master plan,
- ◆ estimate contribution to economic development,
- ◆ develop a financial plan ,
- ◆ define public and private sector tasks and
- ◆ produce the Resource Transportation Analysis component of the Northwest Alaska Transportation Plan

Project Funding-I

- ◆ DOT&PF will select and prioritize project needs for which it has direct responsibility.
- ◆ While all DOT&PF related projects will be identified it is important to realize that not all projects will move quickly to construction.
- ◆ Highest priority projects in each category will be constructed first.
- ◆ DOT&PF will favor joint funding opportunities for any projects identified in the plan.

Project Funding-II

- ◆ Some identified projects will not be eligible for DOT&PF funds.
- ◆ This plan will help bring them to the attention of agencies or organizations that can fund them.

How to Reach Us

- ◆ Toll Free Voice 1-888-Plan DOT
- ◆ Toll Free Fax 1-888-Plan FAX
- ◆ Internet <http://www.dot.state.ak.us>
- ◆ Email first_last@dot.state.ak.us
 or
 planning_comments@dot.state.ak.us

SCOMM

124:7

From the office of . . . Senator John J. Cowdery

State Capitol Building, Rm #101

Juneau, AK 99801

907-465-3879 phone

907-465-2069 fax

MEMORANDUM

DATE: March 21, 2001

TO: Senator Leman, Senator Therriault, Senator Austerman, Senator Lincoln, Senator Olson, and Senator Donley

FROM: Senator John J. Cowdery *JJC*

RE: (S) WTSFR / (H) EDTT Committee Meeting

CC: Representative McGuire, Chair, Economic Development Trade and Tourism

The Senate **World Trade and State/Federal Relations Committee** will be meeting in a joint meeting with the House Economic Development Trade and Tourism on:

Tuesday, March 27, 2001

8:30 – 10:00 AM

House Finance Rm 519

Northwest Territories Delegation Presents:

Partnership Opportunities for Economic Development with the Northwest Territories

Members from the Senate and House Resources, Transportation and Oil/Gas committees will also be invited to attend. The Northwest Territories delegation has a ~~new~~ presentation planned on arctic construction, water/sewer treatment, and economic development. They would like our ideas on oil & gas development.

Please also note that a dinner is planned for this delegation. It will be on **Monday, March 26th, 7:00 PM at the Breakwater**. This will be a dinner to share stories, and take some time to become more acquainted on a personal level. Your spouses are also invited to attend. Please RSVP to Annette in my office at 465-4823.



Northwest
Territories Legislative Assembly
Office of the Speaker



By Facsimile

**REPRESENTATIVE BRIAN S. PORTER
SPEAKER OF THE HOUSE**

**SENATOR RICK HALFORD
PRESIDENT OF THE SENATE**

Invitation to Visit Alaska - March 27-28, 2001

It is with regret, that I write to decline your kind invitation to visit Alaska next week.

Due to a number of scheduling conflicts, I am unable to arrange a visit that would coincide with the Cold Comfort Housing Conference being held in Anchorage on March 27-28, 2001.

Our Legislature shares your desire to continue discussions that would formalize the relationship between our northern jurisdictions. I agree that we have a great deal to offer each other through future cooperative efforts.

In an effort to confirm arrangements for a future visit, I have asked my staff to contact your offices and determine a mutually convenient time in the coming months for us to further these discussions. I am hopeful we will be able to set some dates in the next week or so.

I look forward to visiting your beautiful state in the near future and wish you an enjoyable spring.

Sincerely,

**Hon. Anthony W. J. (Tony) Whitford
Speaker**

P.O. Box 1320
Yellowknife
Northwest Territories
X1A 2H9
T: (867) 644-2233
F: (867) 673-0273
www.government.nt.ca

Good morning Ronda. After a number of discussions with Speaker Whitford, I can confirm his decision to decline the kind invitation to travel to Alaska next week. As I mentioned to you on the phone, he is very interested in visiting your beautiful state, but I think it boiled down to a conflict in his schedule.

We will be formally responding to Speaker Porter and Senator Halford later today.

In an effort to confirm arrangements for a future visit, the Speaker has given me three windows of opportunity over the coming months during which he would be available to travel. I will lay these dates out and request that you provide us with an indication of what would work on your end.

1. May 21-30
2. June 18-27
3. July 3-10

I apologize for the lateness of this response. I am not sure whether Ross Bowring may have already given you a heads up on this decision, but I hope it is not so late that it causes you any great inconvenience.

I know the Housing Conference will be a huge success. I hope to see you again in the coming months as I know we will be in touch. Take care.

Doug Schauerte
Deputy Clerk
NWT Legislative Assembly

DRAFT

MOTION BEFORE THE JOINT COMMITTEES

to adopt a
**Regarding the Statement of Intent on Cooperation between the
Government of the Northwest Territories
And the government of Alaska known hereafter as the 'Statement'**

Reference Article II of the Statement

which reads, both governments agree to establish a joint coordinating committee to participate in future timely and meaningful consultations with the goal of signing a Memorandum of Understanding within the period ending July 1, 2001 or when Speaker Anthony J. Whitford and Minister Joseph Handley are able to come to Alaska to sign this joint document.

Also, that Ronda Thompson, Special Assistant on International Trade Policy for the Alaska Legislature and Doug Schuarte, Deputy Clerk of the Northwest Territories Assembly be instructed to present draft language to both governments for discussion and mutual agreement at the next joint meeting of both Governments

AMENDMENT #1

*referred back
to Rules*

✓

HCS SJR 10 (MLV)

By Representative Gary Stevens

Offered House Floor

Add:

On Page 3

Line 3

After Representatives;

Honorable Norman Y. Mineta, Secretary of Transportation; Vice Admiral Ernest R. Riutta, Commander, U.S. Coast Guard Pacific Area;

Alaska State Legislature



Official Business

State Capitol
Juneau AK
99801-1182

AGENDA

**PRESENTATION OF THE NORTHWEST TERRITORIES
Before the
JOINT HOUSE & SENATE SPECIAL COMMITTEES ON ECONOMIC
DEVELOPMENT & TOURISM AND WORLD TRADE STATE/FEDERAL
RELATIONS**

March 27, 2001

**8:30am – 10:00am
House Finance Committee Room**

- I. Opening remarks & introductions**
- II. ✓ Opening statement and overview of Northwest Territories**
The Honorable Roger Allen, Member of Legislative
Assembly, Minister of Municipal & Community Affairs (MACA)
- III. ✓ NWT Water-Wastewater programs**
Dennis Marchiori, Manager of Policy & Planning,
MACA
- IV. ✓ NWT Housing Corporation**
Ross Bowring, Business Development Manager, NWT Housing
- V. ✓ NWT Department of Resources, Wildlife & Economic Development**
Cal Brackman, Senior Resource Economist, Division of
Minerals, Oil & Gas,

Legislative Assembly

OF THE NORTHWEST TERRITORIES

Members of the Assembly

The Members of the 14th Legislative Assembly

Michael McLeod
Deh Cho MLA

Leon Lafferty
North Slave MLA

Charles Dent
Frame Lake MLA

Hon. Vince Steen
Nunakput MLA

Bill Braden
Great Slave MLA

Sandy Lee
Range Lake MLA

Paul Delorey
Hay River North MLA

Hon. Stephen Kakfwi
Sahtu MLA

Hon. Jane Groenewegen
Hay River South MLA

J.M. Miltenberger
Thebacha MLA

Floyd Roland
Inuvik Boot Lake MLA

Steven Nitah
Tu Nedhe MLA

Hon. Roger T. Allen
Inuvik Twin Lakes MLA

Hon. Jake Ootes
Yellowknife Centre MLA

Hon. Tony Whitford
Kam Lake MLA

Brendan Bell
Yellowknife South MLA

David Krutko
Mackenzie-Delta MLA

Hon. Joe Handley
Weledch MLA

Hon. Jim Antoine

Nahendeh MLA

Speaker

Hon. Tony Whitford

Members of Cabinet

Hon. Stephen Kakfwi

Premier

Chairman, Executive Council

Minister Responsible for Intergovernmental Affairs

Minister Responsible for the NWT Power Corporation

Hon. Jane Groenewegen

Deputy Premier

Minister of Health and Social Services

Minister Responsible for the Status of Women

Minister Responsible for Seniors

Hon. Roger Allen

Minister Responsible for the NWT Housing Corporation

Minister of Municipal and Community Affairs

Minister Responsible for the Public Utilities Board

Minister Responsible for Youth

Hon. Jim Antoine

Minister of Aboriginal Affairs

Minister of Justice

Hon. Joseph Handley

Minister of Finance

Chairman, Financial Management Board

Minister Responsible for the Workers' Compensation Board

Minister of Resources, Wildlife and Economic Development

Hon. Jake Ootes

Minister of Education, Culture and Employment

Hon. Vince Steen

Minister of Transportation

Minister of Public Works and Services

Consensus Government

The Northwest Territories is one of only two federal, provincial or

territorial jurisdictions in Canada that operates under the consensus system of government rather than the more familiar system of party politics.

Within this system all 19 Members of the Legislative Assembly (MLAs) are elected as independents in their constituencies.

Once elected, the MLAs travel to the Legislative Assembly where a territorial leadership meeting is held. The first order of business is the election of the Speaker of the Legislative Assembly.

After the election of the Speaker, Members turn their focus to the election of the Premier. In the 12th and 13th Legislative Assemblies, Members voted to move the selection of the Premier into a public forum.

In the last selection process candidates were nominated, they were given 20 minutes to present their platforms, and then the floor was open for questions from MLAs. Each MLA was restricted in the number of questions he/she could ask of the candidates vying for Premier. Once all questions were asked a secret ballot vote was held. The candidate who garners 50 per cent plus one of the votes is selected Premier.

The election of five Cabinet Ministers is next on the agenda. Again candidates are nominated and given an opportunity to outline their platforms before a secret ballot vote is held.

The consensus system of governing is more in keeping with the way that aboriginal peoples have traditionally made decisions. Unanimous agreement is not necessary for decisions to be made, motions passed, and legislation enacted. A simple majority carries the vote.

Ordinary Members, those who are not on Cabinet, become the "unofficial opposition" in the House. They are responsible, through questioning and through Standing Committees, for making the Government accountable and responsive to the people of the Northwest Territories.

Legislative Assembly

OF THE NORTHWEST TERRITORIES

MLAs - Roger T. Allen



The Honourable Roger T. Allen

Minister of Municipal and Community Affairs

Minister Responsible for NWT Housing

Corporation

Minister Responsible for Public Utilities Board

Minister Responsible for Youth

MLA, Inuvik Twin Lakes

Web Site: <http://www.permafrost.com/rogerallen/>

Roger T. Allen was elected as the first Member of the Legislative Assembly for the electoral district for Inuvik Twin Lakes on December 6th, 1999. In January 2000, he was elected to Cabinet, and was later appointed by the Premier to serve as the Minister Responsible for the Northwest Territories Housing Corporation, Public Utilities Board and Youth. He was born in Aklavik, Northwest Territories on May 5, 1952.

Prior to his election to the 14th Assembly, Mr. Allen had considerable experience in municipal politics serving as the Mayor of Aklavik from 1991 to 1993 and a Councilor in 1990. He also served as a member of Inuvik's Town Council in 1988 and was the President of the Committee for Original Peoples' Entitlement.

Mr. Allen was the contract administrator and operator of the open custody group home in Inuvik prior to being elected as the MLA for Inuvik Twin Lakes.

Mr. Allen was a member of the Canadian Junior National Cross-Country Ski Team from 1968-70. He was also a member of the Canadian Senior National Cross-Country Ski Team from 1970-72.

He competed in the Junior World Nordic Championships in Bad Gosau, Austria in 1970 for Canada. He competed for Canada at the World Nordic Championships in Vysoke Tatry, Czechoslovakia in 1970.

In 1972 he was a member of the Canadian National Ski Team competing in the Winter Olympic Games in Sapporo, Japan.

After the Winter Olympics he was a member of the University of Colorado Buffalo's NCAA Ski Championship team from 1972-73.

Mr. Allen took the Legal Studies/Commercial Law course from the Athabasca University in 1996 and also attended the University of Colorado where he took the first year of the General Arts and Science program. Mr. Allen graduated from Samuel Hearne Secondary School in Inuvik in 1971.

Mr. Allen and his wife Vanessa have four children and one grandchild.

Legislature Office:

P.O. Box 1320
Yellowknife, NT X1A 2L9
Phone: (867) 669-2399 or toll-free 1-800-661-0784
Fax: (867) 873-0169

< < [back to MLAs](#)

STATEMENT OF INTENT ON COOPERATION
BETWEEN
THE GOVERNMENT OF THE NORTHWEST TERRITORIES
AND
THE GOVERNMENT OF ALASKA

WHEREAS both Governments recognize the mutual advantage in preserving existing trade and economic relations;

AND WHEREAS both Governments wish to develop greater trade and economic ties and relations:

Both Governments have reached the following understanding:

ARTICLE I

To work towards developing a Memorandum of Understanding detailing their future bilateral relations and dealing with the areas of trade, economic development and intergovernmental cooperation, as well as other issues of mutual interest and concern. The Memorandum of Understanding will focus on, but not be limited to, facilitating discussion in the areas of:

- Oil and Gas exploration and development
- Construction
- Housing
- Transportation systems
- Tourism
- Wildlife Co-management
- Education
- Culture

ARTICLE II

Both Governments agree to establish a joint coordinating committee to participate in future timely and meaningful consultations with the goal of signing a Memorandum of Understanding within the period ending April 1, 2001.

This Statement of Intent becomes effective upon the execution of this document.

NORTHWEST TERRITORIES MISSION TO ALASKA

Delegation Listing

March 26-29, 2001

- 1) The Honorable Roger T. Allen, Minister of Municipal & Community Affairs, Government of the Northwest Territories (GNWT) Housing Corporation, Public Utilities Board and Minister Responsible for Youth. Prior to his election to the 14th Assembly, Mr. Allen had considerable experience in municipal politics as Mayor of Aklavik and a member of Inuvik's Town Council in 1988. He was a member of the Junior and Senior National Cross Country Ski Teams and is very involved in the Arctic Winter Games. He was host to the Alaska Legislature Delegation at the village of Wha Ti in September, 19, 2000.
- 2) Dennis Marchiori, Manager, Policy & Planning, Municipal & Community Affairs, NWT. Mr. Marchiori is a long time northerner, having lived in the Northwest Territories since 1975. He completed his post secondary education at the University of Calgary in 1994 and since graduation, has been employed with the Government of the Northwest Territories. Dennis worked six years with the Department of Health and Social Services as a Consultant for Board Operations in Yellowknife and as the Assistant CEO of the Keewatin Regional Health & Social Services Board in Rankin Inlet. In 1999, Mr. Marchiori joined the Department of Municipal and Community Affairs as the Manager of Policy & Planning.
- 3) Tom Williams, Executive Assistant to MLA Roger Allen (details forthcoming).
- 4) Calvin Brackman, M.A., Senior Resource Economist, Minerals, Oil & Gas for the Resources, Wildlife and Economic Development Department. Mr. Brackman serves Minister Joseph L. Handley in this capacity. He has worked for the GNWT for over three years and was formerly with the Federal Energy Department in Ottawa, Canada.
- 5) Tom Beaulieu, President of Northwest Territories Housing Corporation, which has completed a five plex of affordable housing for seniors in Stebbins Alaska, under a joint project with US HUD and Alaska Housing Finance Corporation. Five more projects are underway scheduled for production in the North Slope Borough and Western Alaska which involve training and education for locals in each region of construction.
- 6) Ross Bowring, Manager, Business Development for the NWT Housing Corporation. Ross has 11 years of experience with the GNWT, the last 6 with the housing corporation. Prior to that he worked in the private sector for 12 years with a multi-national financial services corporation. He completed his post secondary education at the University of Saskatchewan in 1979 with a Bachelor of Commerce degree. Ross now assists community governments in the NWT, provides community infrastructure services to Nunavut and Alaska, and assists clients to help them increase local capacity and improve employment levels in a cost effective manner.



**Northwest Territories
Housing Corporation**

Introduction

- Housing and the NWT
- Corporate Overview
- Empowering Communities
- Alaskan Projects - Stebbins



**Northwest Territories
Housing Corporation**

The NWT Picture

- In 2000 the total NWT population was 42,000;
- The NWT population projection to 2006 is for 49,184 persons;
- There are 13, 405 occupied dwellings across the NWT;
- In the NWT, some 49.3% of dwellings are owned; and
- The total future core need demand projection is for some 3,258 units across the Territory.



**Northwest Territories
Housing Corporation**

Housing in the NWT

- The NWT HC maintains 2279 public housing units across the NWT;
- In 2000, a total of 7,366 persons, representing 18% of the total NWT population, lived in public housing;
- Over 92% of tenants are Aboriginal; and
- Over 85% of NWT persons in core need are Aboriginal.



**Northwest Territories
Housing Corporation**

Corporate Overview

- The NWT Housing Corporation was established in 1974;
- It was established as a Crown Corporation through the NWT Housing Corporation Act;
- The mandate of the Housing Corporation is to assist communities to assume the role of providing housing to their residents and to contribute to Northern economic development. This is achieved by providing mentorship and support to communities in the areas of technical research and services, financial support, information sharing, training, and economic development.



**Northwest Territories
Housing Corporation**

Core Business Functions

The Corporation operates in four main business areas:

1. Public Housing;
2. Home Ownership;
3. Business Development; and
4. Government of the NWT – Staff Housing.

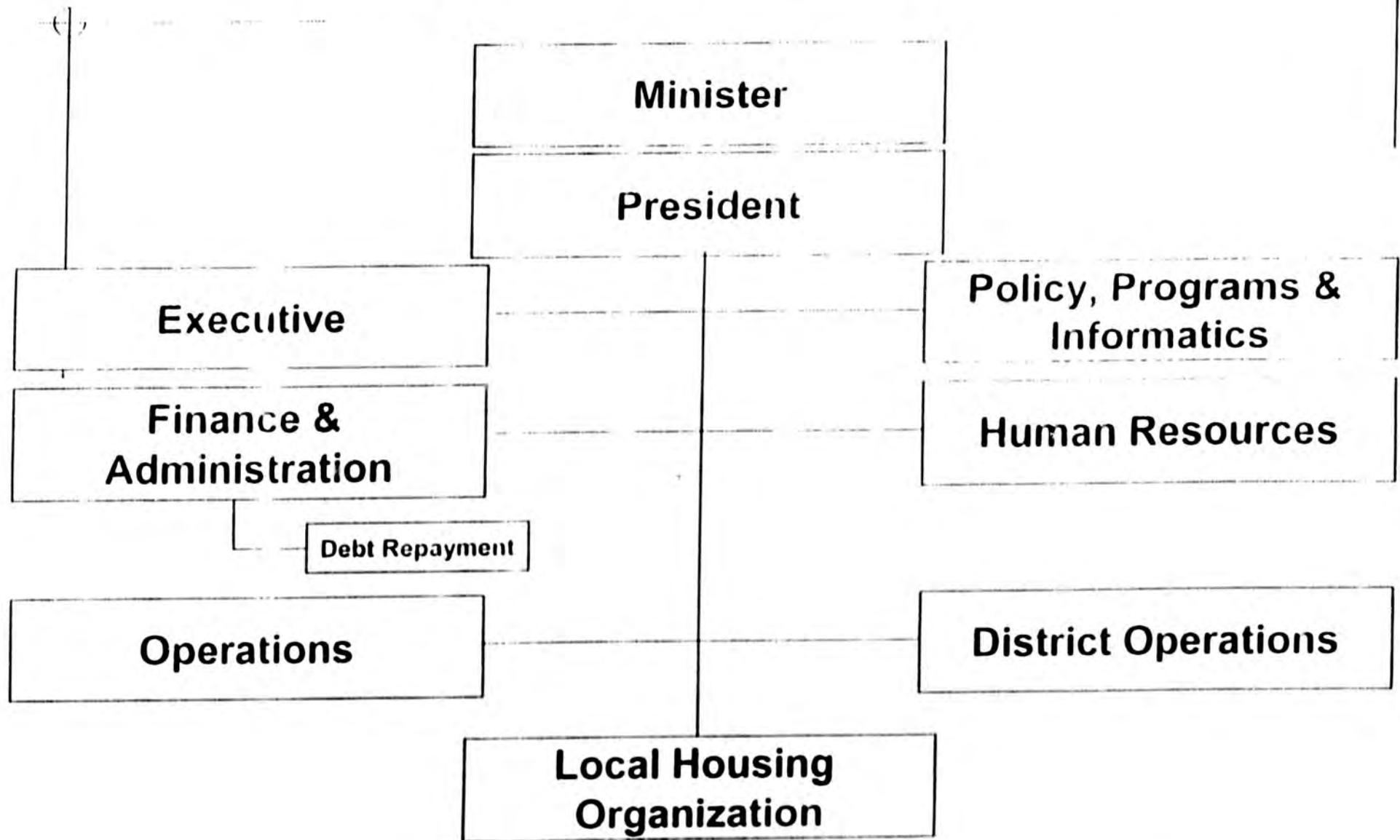


**Northwest Territories
Housing Corporation**

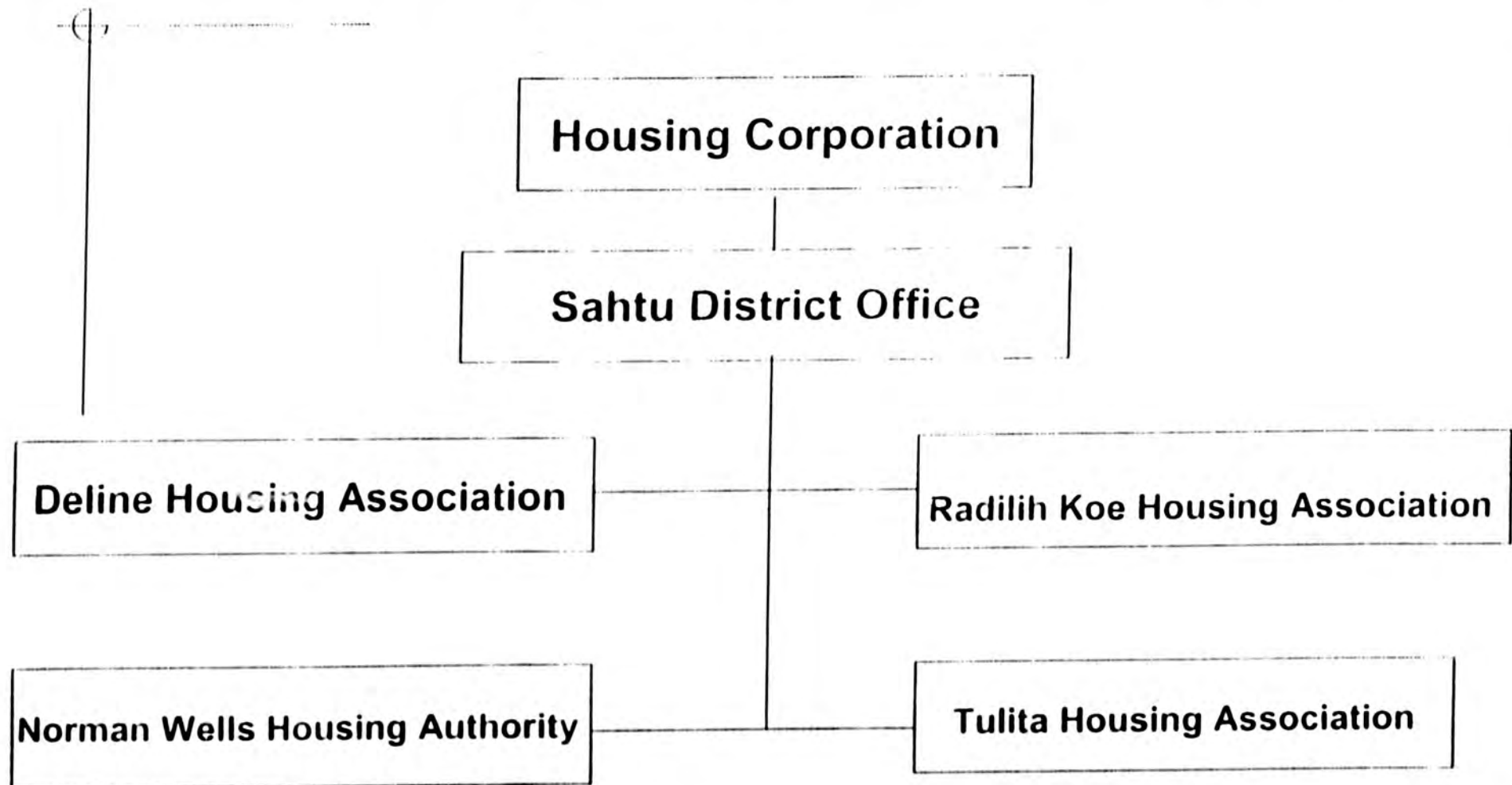
Vision

- ◆ Partnership with communities;
- ◆ Communities responsible for their own choices in housing; and
- ◆ Working together to provide homes that support a healthy, secure, independent and dignified lifestyle.

Corporate Structure

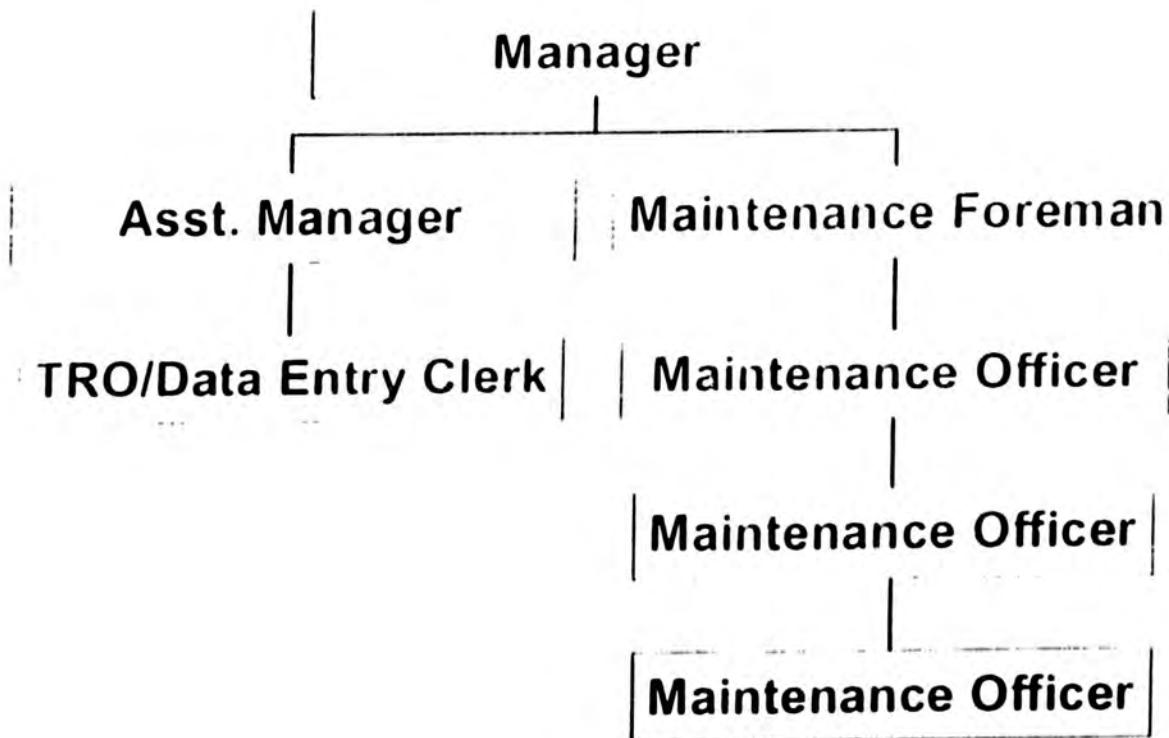


Delivery Chart Example



Local Housing Organization Structure (Deline Housing)

Deline Housing Association





Empowering Communities

Building Community Capacity

- ◆ District staff, Local Housing Organizations (LHOs), community governments work in partnership;
- ◆ Assist people with programs;
- ◆ Work with community partners to identify needs; and
- ◆ Build Capacity at the Community level.

Services to Communities

- ◆ Consult with community governments and groups to identify appropriate housing construction;
- ◆ Providing training to local people;
- ◆ Stimulate economic development.

Community Initiatives in Housing

The Fort Good Hope Projects

- ◆ Community-led initiative;
- ◆ Partnership between NWT Housing Corp. and Aboriginal group;
- ◆ \$500,000 grant contributions to build seniors' four units; and
- ◆ Community Development Corp. uses its own capital.

Community Initiatives Stebbins, Alaska

- ◆ Community-led initiative;
- ◆ Partnership between NWT Housing Corp. and Housing and Urban Development;
- ◆ Pilot project supported by Alaska Housing Finance Corporation;
- ◆ NWT HC provided project management and training opportunities.

Stebbins, Alaska (continued)

Community Benefits

- ◆ Local residents were trained to build their own seniors' multiplex;
- ◆ Maximum financial benefits stay in community;
- ◆ Less reliance on outside contractors;
- ◆ Reduces unemployment and improves the social fabric of community.

Stebbins, Alaska (concluded)

- ◆ Project received *Simply the Best Award* from Housing and Urban Development and;
- ◆ HUD wants to expand delivery method to 5 Alaskan communities this year;



THE END