

ALASKA LEGISLATIVE COUNCIL / HOUSE / 2

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1 being helped to go to institutions like that.

2 MR. MCGINNIS: May I comment briefly? I was president
3 of the constitutional convention when this was discussed,
4 and I believe that the lawyers and even the Supreme Court
5 missed the major issue, but who am I to judge that? Every
6 discussion surrounding that had to do and the minutes of
7 the convention indicate that that had to do with children.
8 At no time was that ever designed to control higher
9 educational programs in the State of Alaska. It had to do
10 with elementary and secondary, the issue being that they
11 are forced to go to school by law. Every explanation
12 speaks to the children of the State and is never intended
13 for adults and never intended for higher education in any
14 event.

15 MS. FLEMING: What I hear you saying, Fred, is that
16 one of the things that we should perhaps recommend is a
17 challenge to that Attorney General's opinion.

18 MR. MCGINNIS: It is more than that now. The Supreme
19 Court has agreed.

20 MS. FLYNN: The development of new legislation which
21 would --

22 MR. DELISIO: New initiative.

23 MS. FLYNN: Or new legislation that is geared
24 specifically to higher education with the idea in mind that
25 you would be challenged and that you would have the minutes

1 of the U S Constitutional question, the U S Supreme Court's
2 tremendous amount of litigation in this area throughout the
3 country, and which for the most part higher education has
4 been left totally alone.

5 THE MODERATOR: Are you looking at something to be
6 added to a long list that should be added to a
7 Constitutional convention?

8 MS.FLYNN: Absolutely not, chiefly because I don't
9 happen to support a Constitutional convention. No, under
10 no circumstances. I am looking strictly as a piece of
11 legislation.

12 THE MODERATOR: Then go into court.

13 MS.FLYNN: Realizing that somebody is going to go to
14 court and challenge it.

15 Could I come back very quickly to another top
16 that I think was mentioned with regard to the improvement
17 of higher education right here in the State. I very
18 strongly support the improvement in the quality of
19 education. We've gone a great distance in this State
20 toward quantity and spreading out the available resources
21 throughout the State, and I most heartily approve of that.
22 But we have some very major areas in which we have begun to
23 develop things, but we have not put enough resources into
24 them, for example, developing the chairs in the various
25 departments, improving our library system very, very

1 significantly. It's great libraries and great teachers
2 that make great universities, that much I agree with. But
3 Mr. Merdes' suggestion that that somehow ought to be the
4 catch all that keeps all of our kids here I think is
5 absolutely the wrong notion to take. What you do is once
6 you have got the good system, you attract people -- I know
7 some of you don't want people from outside -- but you
8 attract very good minds from Outside to come to our schools.
9 The thought that we don't want to let any of our poor
10 children or adults head off to other schools is one of the
11 most parochial backward notions I have heard.

12 Why should we keep all of us here and not seeing
13 what goes on in the rest of the world? I think that's a
14 terrible trend, rather than attract people here and spread
15 what we've got to other places, too.

16 MR. DAVIS: Mr. Chairman, I think when I heard Mr.
17 Merdes's speech over this morning, he broke the educational
18 part into three parts, and one of them was education, the
19 other was cultural. And the other was --

20 MR. FISON: Spiritual.

21 MR. DAVIS: -- spiritual. If we talk about education,
22 we should look at it from that aspect. Education as I see
23 it today is all the western culture. We have learned all
24 the basic things about the western culture, but nothing
25 about our own heritage. I know nothing about my own

1 heritage because the system doesn't tell me about it. I
2 think that is discrimination as far as education is
3 concerned. If we don't recognize that now, our education
4 is going to be the same today and forever. It's going to
5 be pointed one way and denied any of my own heritage.

6 THE MODERATOR: Mr. Gibson.

7 MR. GIBSON: I have a number of things I would like
8 to say specifically to Mr. Davis. I would heartily support
9 as a rural Alaskan resident as a general Alaskan resident
10 anything we can do to enrich our total State's life with
11 the inclusion of the beautiful heritage that we are
12 ignoring. Whether that be formalized in an educational
13 process only, I don't think that's all of it. But that
14 certainly needs to be a part of it.

15 What I see here is that there seems to be a
16 consensus that there is more support needed for post-
17 secondary education for our own people within our own State,
18 both public and private. And we already have a program
19 going where people may leave and be subsidized; is that not
20 correct.

21 MR. MCGINNIS: Right, exactly.

22 MR. GIBSON: But we don't have anything here. And we
23 hear Constitutional questions. I think we maybe should
24 approach a broad statement here that every Alaskan citizen
25 has a basic right to so much post-secondary education which

1 may be supported by appropriate subsidies for a basic post-
2 secondary education, whether that subsidy is spent within
3 the State or without the problem of providing the quality.

4 THE MODERATOR: Could you stop right there? Can you
5 go back to his statement where he starts his statement by
6 saying, "The Alaskan citizen has a basic right to
7 education"?

8 (The reporter read as requested)

9 THE MODERATOR: That statement that you made there
10 could very well be a statement that this group would want
11 to consider.

12 MR. GIBSON: I would love to have it debated.

13 THE MODERATOR: As a policy. And I have to have it in
14 writing because I can't read my writing.

15 MR. MCGINNIS: Mr. McGinnis, I would like to clarify
16 one thing, because one matter Mr. Gibson made could be
17 misunderstood. The subsidy through loans is available to
18 students in the State and out of the State. A
19 disproportionate number seem to be going out of State, a
20 large number. And they can go to both public and private;
21 that is the difficulty. Whereas the loan proposed is
22 available both in the State and out of the State. The
23 drain of the WICHE students is by virtue of the fact that
24 they can go to public and private students out of the State,
25 but those programs are not available within the State. So

1 I thought that verification odd to be made.

2 MS. FATE: Madam Chairman, I disagree wholeheartedly
3 against speaking against our students leaving the State. I
4 think this is part of the problem being born and raised
5 here. Maybe we should have gone out of State earlier in
6 life when there was no type of education in State, I mean
7 for quality, and maybe our philosophy would be to be
8 competing in this modern society. So, therefore, we have a
9 right, and this includes the native and rural students, to
10 leave our State for any type of education, because we will
11 return. We are not going to go on a vacation or retire in
12 Hawaii or Florida. We will retire here. But I totally
13 disagree with anybody restricting a student or from any
14 type of higher education out of State

15 THE MODERATOR: I believe just this little section
16 that we've brought out is simply saying that the Alaskan --
17 I don't care whether they are polkadot, blue, yellow.

18 MS. FATE: I don't either.

19 THE MODERATOR: That's what we are saying here in
20 effect, my interpretation that each Alaskan citizen has a
21 basic right, a basic right to post-secondary education
22 which may be supported by a subsidy whether they stay here
23 or whether they leave. And I think this is -- you would
24 probably agree with that, that portion? Yes, sir.

25 MR. DAVIS: Madam Chairman, I really have a problem

1 with education. We want to talk about our secondary post
2 education. We are only talking about one university in the
3 State area. I have kids of my own. And I have sent out
4 two of them already, the two of them, to go out to a
5 spiritual college where they can understand the basic
6 principle of why America was born. And you can't get that
7 from the University of Alaska. I don't care what you say.
8 But the reason I sent them down there is I want them to get
9 ahold on what the first, our constitution says to us, the
10 freedom of worship. And if they understand that, you
11 cannot get it from the University of Alaska. Our
12 university here just only teaches the basic education. You
13 call it post-secondary; that's fine. But it's still the
14 western culture. If you don't break your services out, if
15 the three services, into education we are talking about, we
16 are not going to come to nothing. We have to address
17 ourselves to that, to the fact that we have to break it
18 down to three categories.

19 THE MODERATOR: Mr. Cooper?

20 MR. COOPER: I believe that Dr. McGinnis pointed out
21 the problem or the solution, and that is that we don't
22 specify where we have to go but that we make the necessary
23 adjustments in the education system to where we attract the
24 students -- I'm sorry, it was Mrs. Flynn that made the
25 statement. But we attract the students here. They want to

1 stay here because it's the best education they can get,
2 rather than trying to artificially force students to attend,
3 make the school good enough to where they are able to
4 select who they are going to allow in because of the over-
5 abundance of applications. And that will only come about
6 if the education being delivered by that particular campus
7 is good. And then all of the rest of our discussion can be
8 very academic. We are just going through an exercise in
9 debate.

10 THE MODERATOR: Did you have a question, Mr. Ekval?

11 MR. EKVAL: I wanted to respond about the basic right.
12 And I think I have trouble with the word right. We've
13 already got presumably life, liberty, and the pursuit of
14 happiness, and we have trouble defining those and deciding
15 what is happy for one person is breaking another. And
16 where do we stop for rights, right to health care? And
17 what does that mean in terms of social programs. My only
18 concern is I agree in thrust with what you are saying, but
19 my only question is: What does that mean in terms of
20 social policy? What does that mean in terms of
21 appropriations and allocations of money and so forth. I
22 would be really hesitant to advocate that people have a
23 basic right to post-secondary education?

24 MR. GIBSON: I would love to respond to that.

25 THE MODERATOR: Mr. Gibson?

1 MR. GIBSON: I think if you look in context of what I
2 said, they have a basic right to, as yet, an unspecified
3 amount of post-secondary education as the responsibility of
4 the State which may take the form of subsidy to be spent
5 either within or without the State. Now, this is almost as
6 radical as a proposition a few years back that kids had a
7 right to a primary education as the responsibility of the
8 State.

9 The quality and the content of such education are
10 separate here. But this gives people as a State policy
11 options that they may exercise at their discretion, but
12 that the State is on record as supporting a subsidy as
13 appropriate -- and I am not going to say what that should
14 be -- to obtain that. This might take the form of an
15 expanded WICHE program. It might take the form of a basic
16 educational grant for students who do enroll, not just by
17 bucks and say, go enroll, but bona fide enrolled students.
18 I want it to be a subject of debate, but it want it to be
19 clear that I am specific that the State recognizes a
20 financial commitment as well as glorified rhetoric.

21 MR. FISON: Mr. Chairman, I think there are two
22 issues. One deals with the State's recognizing the
23 responsibility perhaps for the financing the higher
24 education. The other is providing that staple subsidy so
25 that it can be used for private education.

1 MR. GIBSON: Exactly. But you are not subsidizing,
2 the way I see it in my statement, private, parochial, or
3 public secular. What I am saying is: We focus on the
4 individual's right and let him make, if he will, the
5 subsidy by the choice of how he expends this. The State
6 has its responsibility already by its post secondary system
7 to provide it. I say we have to go a little bit different
8 and give the student the subsidy to get it because it isn't
9 free yet.

10 THE MODERATOR: Further discussion on that one? It
11 isn't in the form of a motion. It's just a statement.

12 MR. GORSUCH: Lee Gorsuch

13 THE MODERATOR: Mr. Gorsuch.

14 MR. GORSUCH: Madam Chairman, I would like to make a
15 point that I think throughout the discussion, my fear is
16 that Alaska's wealth begins to corrupt our ability to do
17 things essentially on our own. And more specifically, I am
18 somewhat concerned about making so many services free,
19 because my feeling is once they become free, they become
20 partially wasted, inefficient, and in some cases even
21 squandered.

22 I think somehow trying to encourage individuals
23 in our society to work for, to invest something of their
24 own for their own human development is a very desirable
25 characteristic of the public system. I think when we talk

1 about trying to enhance people's capacities to take care of
2 themselves to pursue their own ambitions, we are talking
3 about something that doesn't hand them all rights without
4 having something invested of their own in terms of the
5 scholastic application, applying their intellect, or to
6 even some extent for those who can afford it, making a
7 financial contribution to their own development. So I
8 would hope when we consider issues like providing
9 educational services, I think Alaska is currently quite
10 progressive.

11 The student already is provided with very
12 substantial subsistence to student education. The
13 University of Alaska has probably the lowest state tuition
14 program in the country, and I would have just some concern
15 about trying to make rights associated with a total free
16 cost for pursuing whatever it is you want to pursue because
17 I don't think that you place the kind of value on something
18 that you do where you invest on your own rather than an
19 occasional attending of the class when no personal investment
20 is made. I think we should make our own individuals pursue
21 rather than society trying to make everything free. I
22 think this will apply to a whole bunch of issues come up.

23 But I think the danger of the State inheriting
24 wealth, we will become essentially unproductive. And we
25 will spoil ourselves, and I think we will ruin ourselves

1 for the future. Rather than facing the real word. You
2 have to compete with people outside, and you have to be
3 able to essentially compete in that market. I think we are
4 going to risk here if we try to provide everything free
5 instead of providing incentives. We may wind up providing
6 an inferior education and not a better education, simply
7 because it's free.

8 THE MODERATOR: This statement that we read just says
9 that the Alaska citizen or every Alaska citizen has the
10 basic right. I am not going for the freebies either. I
11 don't see -- and you can correct me if I am wrong -- but I
12 don't see anything that says freebies in the basic right.
13 I hope it doesn't say that.

14 MR. GORSUCH: It says those rights or guarantees,
15 irrespective of whatever, you have this guarantee that you
16 are going to get it. What I am saying I am not sure I am
17 willing to go to the point that you are guaranteed this if,
18 in fact, you don't study, if, in fact, you don't make a
19 commitment of your own, I think there has got to be quid
20 pro quo on the individual's part to really pursue the
21 purposes of an education.

22 THE MODERATOR: Mrs. Guess.

23 MS. GUESS: I agree with a lot of things that have
24 been said here and have some similar concerns, but I wonder
25 if we are talking about priorities and where we are

1 spending our educational dollar if, in fact, there is a
2 certain magic amount.

3 And I guess my goal for youngsters that are
4 educated in Alaska, whether they are born here, whether
5 they come here, is I think one of the most important things
6 is the very beginnings of education so they can want to get
7 to that post-secondary, so they can have motivation.
8 Frankly, if I were spending State dollars, I would say "Don't
9 you put 32 children in a first grade and expect 32 to learn
10 how to read," because they are not going to do it. Ten of
11 them won't even know what's going on. And two years from
12 now, they will have experienced failure every day in a
13 classroom and you are not going to have a productive
14 citizen who is going to have a desire for more education.

15 My priority: I agree with Lee on things being
16 free. I think if children are motivated to learn, and this
17 is in terms of the quality of life and all that we have to
18 offer, you have to give them the tools which means that I
19 would place my priority at the beginning of this system. If
20 the supports aren't in the homes and we know it's not in
21 many of the homes, and some of us are concerned that some
22 of these things are not addressed, the school doesn't do as
23 good of a job, but it can help.

24 THE MODERATOR: Okay, we've gone through 35 minutes
25 and we haven't come up with any type of policy statement on

1 anything. Any suggestions?

2 MR. CHAPADOS: I think that we can probably come to
3 some conclusions if we have a few more minutes, and I would
4 move that we extend the discussion for another 15 minutes?

5 THE MODERATOR: No problem.

6 MR. EKVAL: Second.

7 THE MODERATOR: I don't believe we have a limit yet.
8 Did we vote on a limit? No, so please feel free to go on
9 and debate. I just wanted to warn you that we have gone on
10 35 minutes.

11 MR. CHAPADOS: I would like to express my concurrence
12 on what Mr. Gorsuch said. I think he has been speaking to
13 the subjects that we have been discussion. I think we have
14 deviated from that, although the point is well taken. As
15 far as a follow up, I think we should be doing something
16 and I think we should recommend to the legislature that we
17 want and urge that there be upgrading in the higher
18 education that we have in the State of Alaska, that we
19 could attract Alaskan students to stay here and get their
20 education if the quality is there. I am not trying to be
21 critical of what we have today, but I think we can be a lot
22 better than we are.

23 MS. CROFT: It seems to me we need some sort of
24 specific ways to bring this out. I don't know whether
25 Carolyn Guess was willing or was wanting to promote that

1 you take part of the Public School Foundation Act and make
2 it broader so that it speaks for more of the needs that
3 Anchorage and the Anchorage School District has so that we
4 fund more of the basic, what are not necessarily called
5 basic needs. In my own idea when you are talking about the
6 right to an education beyond high school, you are talking
7 about perhaps tuition free community colleges. I really
8 would like to hear some specific, rather than some general,
9 some specific proposals put on the floor along that line.
10 And I would like to put out the idea of a free, or not free,
11 token tuition community college system where there is, as
12 Lee said, still a very low tuition, but nevertheless a
13 tuition, that we consider making the community college
14 system, ten, 15 bucks, a token, and not as many as
15 substantial as other.

16 THE MODERATOR: Wait a minute. Let me guess. Don't
17 tell me. Mrs. Carpenter.

18 MS. CARPENTER: Along those lines, I would like
19 to make a motion that the residents of Alaska be provided
20 with financial access to post-secondary education. I
21 believe that is a way that it can be stated.

22 THE MODERATOR: Can you read that back?

23 (The reporter read as requested)

24 THE MODERATOR: That motion, I need a second?

25 MR. HOFFMAN: She's not finished

1 THE MODERATOR: You are not finished, okay.

2 MS. CARPENTER: That the State support both public and
3 private post-secondary institutions to enable them to
4 achieve excellence.

5 THE MODERATOR: Okay, the rest of that motion is that
6 the State support both public and private post-secondary
7 institutions to enable them to achieve excellence, right?
8 Is there more to the motion? Is there a second.

9 MR. DAVIS: Second.

10 THE MODERATOR: Okay, the motion reads that residents
11 of Alaska be provided financial access to post-secondary
12 education and that the State support both public and
13 private first and secondary institutions to enable them to
14 achieve excellence.

15 I know your name, Mrs. Fleming.

16 MS. FLEMING: Miss Fleming or Ms. Would you define
17 what you meant by about financial access? There seems to
18 be some concern with "freebies." I would like to address
19 that perhaps to something along to line to what Mr. Merdes
20 suggested, continued finances would be available to kind of
21 give an incentive to show up at class, what kind of
22 financial access are we having?

23 MS. CARPENTER: May I speak to that?

24 THE MODERATOR: Mrs. Carpenter.

25 MS. CARPENTER: My point there was no one should be

1 denied post-secondary education because of lack of funds as
2 a policy that people should be able to have education. And
3 then, within that guide line provisions could be made for
4 payment of a certain amount for a satisfactory completion
5 of course work for attendance, et cetera. I think that's
6 going into more detail than we need for policies.

7 THE MODERATOR: Mrs. Guess.

8 MS. GUESS: I have a question. Are we assuming that
9 the financial access is not there now with the student loan
10 program. Are you assuming it's in there?

11 MS. CARPENTER: Yes.

12 MS. GUESS: I would like just to argue that it is
13 there, that the loan program, it may not be funded properly,
14 and the ceiling may need to be raised, but are we talking
15 about loans. To me financial access is the loan program.
16 Am I missing something?

17 MR. MCGINNIS: Yes, fundamentally.

18 MS. GUESS: Okay.

19 MR. MCGINNIS: Part of the financial under rooting of
20 the education is the taxpayer's money in the treasury which
21 has nothing to do with loans to the students, but which is
22 massive subsidies by virtue of the multi-millions, is now
23 poured into the university program. That is now beyond the
24 loan program, because even with the loan or without it, the
25 student does not begin to pay the cost of higher education.

1 I would agree with you that most people can,
2 indeed, find a way through this public support and through
3 the loan program to get by somewhere in higher education.
4 But I suspect that there are a great number of people who
5 simply cannot afford to, especially young women who do not
6 want at times to burden even themselves with tens of
7 thousands of dollars in loans not knowing how they are
8 going to pay it back or how their husband's will be able to
9 pay it back in marriage.

10 MR. DELISIO: Madam Chairman, this concerns me, and I
11 think this is a concern that we had in the Brookings
12 seminar, which was alleviated by the fact that we had four
13 weekends spread over four months of time to talk about
14 these various subjects, so we had more time in struggling
15 to find another consensus, that we have a trend here.

16 The trend is to get from the specific to the
17 general until it's almost so general that it's meaningless.
18 It may be that we need no statement at all, just the
19 opportunity to expose and exchange our views here.

20 My thinking is varied and altered as I have
21 listened to the way people have talked, that may be a
22 better result than coming out with a meaningless statement.
23 Certainly we should have a concept of whether we believe
24 that the State should be permitted and I think it would
25 necessary State a Constitutional amendment -- whether the

1 State should be permitted to financially assist private
2 education. You know, that would be a concrete specific
3 statement. If we were to talk about whether or not to make
4 free tuition in our public universities in Alaska or
5 something, that might be a specific thing that doesn't
6 exist now. But I think there is a real danger in passing
7 resolutions that are so broad that they just simply don't
8 mean anything.

9 THE MODERATOR: Ms. Fate.

10 MS. FATE: Madam Chairman, I can't vote on any issue
11 that's brought up now because I don't know if the State --
12 you are talking about the State to fund the building, the
13 staff, the faculty, the purpose of the private institution.
14 I am totally against funding a private institution if the
15 purpose is for a religious group who comes in with a
16 certain purpose and does not want to be dictated to, and
17 they have their own purposes, so therefore do their own
18 thing. How far are we going? If it's for building, ground
19 management, teachers, for tuitions. That's a different
20 story. I don't see where we are at now.

21 THE MODERATOR: Further discussion?

22 Several good points have been raised, we have
23 come from a very vague statement --

24 MR. COOPER: -- to a very vague statement.

25 THE MODERATOR: To a very vague motion. We have had a

1 statement. We didn't have a motion on that statement. It
2 was vague. Now you have a motion which is still a little
3 (pause) now we need something concrete. Harold Galliett.

4 MR. GALLIETT: I would like to ask a question that
5 clears some of the issues for myself, please, and that is:
6 What is precisely wrong with the loan program?

7 MR. MCGINNIS: Madam Chairman, I don't know whether or
8 not the loan program is sufficient to meet the needs. One
9 point I made earlier was that I believe the loan program
10 creates the inequity between students in State and out of
11 State in that the loan program, so-called loan program, is
12 a combination of the loan in the grant because with the
13 creation of certain conditions, it's a gift; it is for
14 giving. That is a grant to the State regardless of what
15 it's called. The policy of the State of Alaska now is that
16 a student can go to any private college in America with
17 those grant loan combination funds, but in the State they
18 cannot do so, see. And that's the inequity. Now, whether
19 or not the loan amount is enough to pay the tuition, maybe
20 that could be debated.

21 MS. COOKE: We talked about the loan program, perhaps
22 increasing the amount available making a recommendation
23 more be made available in this present program. We talked
24 about a tuition grant program which would necessitate
25 legislation for a Constitutional amendment or else

1 legislature putting that back on the ballot in a different
2 form. We have talked about -- I have talked about tuition
3 free community college or 14 years of free education in
4 Alaska, wherever you choose to go. I don't know exactly
5 how you want to word that.

6 And the other thing that was mentioned in the
7 papers that we got was the nontraditional correspondence
8 type or nonresident type of university which I assume we
9 could also talk about financial support for someone who
10 wants to take those kind of courses from the bush. We
11 might not have the money to do it or pay for it. I don't
12 know whether there are any others, but it seems to me we
13 could see whether we support each one of those and probably
14 what we would like to do with them, probably more other
15 than those four.

16 MR. GORSUCH: Madam Chairman, I think under the
17 circumstances that we are confronting, it's unlikely that
18 we would ever get the kind of information required to make
19 a specific recommendation on the amount for the student
20 loan program. I mean I haven't seen the actual amounts
21 that are currently available. That is getting fairly
22 technical. What I would suggest is rather than trying to
23 entertain specific recommendations for legislative action,
24 that the group might better expand its limited time in
25 coming up with statements of general purpose that regard

1 the educational system and that we try to address those.

2 As an example, implicit in the motion is what I
3 would regard as a general concern about the monopoly the
4 University of Alaska has over higher education in Alaska
5 and that the economic realities of Alaska are such that a
6 private, post-secondary institution, simply can't afford to
7 compete with the University of Alaska. A lot of the
8 students that go to the University of Alaska go there
9 because they can't afford to go outside of Alaska. They
10 are essentially captured by the existing system, and that
11 system is monopolized by the State University.

12 I would suggest, rather than trying to come up
13 with a specific recommendation, if the group felt that the
14 situation was intolerable, this we would come on record,
15 then, trying to suggest that alternative ways are explored
16 to come up with essentially more competition between the
17 post-secondary institutions into Alaska and not try to get
18 so specific about a specific recommendation for legislative
19 action.

20 You know, we all know that the issue in part of
21 Southeastern, Alaska Methodist and now Alaska Pacific
22 University. Some of those people ought to come forward and
23 make a suggestion rather than implicitly implying about one
24 or two institutions in the State. May be some would
25 transfer and have a different denominational character if,

1 in fact, that were a wish of a particular group.

2 I think we ought to try to stay at a generalized
3 level rather than trying to get so specific. And we are
4 never going to get the kind of information I think a group
5 would need to raising the loan program, lowering the loan
6 program, modifying the student foundation program, whatever.
7 Those are actions that the legislative committee spends a
8 great deal of time on. I think our concern is to provide
9 concerns and directions and let our officials iron out what
10 is constitutionally permissible, what is legally possible,
11 what is financially viable, what have you.

12 THE MODERATOR: Mr. Cooper.

13 MR. COOPER: It would seem to me that in all of the
14 conversation we have had on this particular subject that
15 Mr. Gorsuch and Mrs. Guess have pretty well summed up my
16 particular feeling anyway, and that is that first off, we
17 want quality higher education within the State regardless
18 of who provides this education; and second off, that the
19 loan program that is presently in effect, if, in fact, the
20 dollar limits on it aren't enough, maybe we should request
21 that those dollar limits be re-examined, but that that
22 would be just about the extent of it. We make the loans
23 available if the students have the interest and the
24 abilities to proceed but that we don't get off into "You
25 can take it whether you really want it or not," because

1 then we end up with problems in the colleges the same as we
2 have in high schools today. Probably a good share of the
3 high school problem is that we are forcing students in high
4 school that probably shouldn't be there, but are because of
5 the way society is dictating today.

6 THE MODERATOR: Okay, may I remind you that you do
7 have a motion on the floor. And that motion by Mrs.
8 Carpenter was that the residents of Alaska be provided with
9 financial access to post-secondary education and that the
10 State support both public and private post-secondary
11 institutions to enable them to achieve excellence. Now,
12 are you ready to vote on that motion? Is there any more
13 discussion on that particular motion?

14 MR. GORSUCH: Madam Chairman, I move to you divide
15 the motion in two.

16 MR. CHAPADOS: Second the motion.

17 THE MODERATOR: The motion has been made.

18 MR. DESILIO: Just ask if there is any objection.

19 THE MODERATOR: Are there any objections to dividing
20 the motion? Hearing no objections, we will have the first
21 vote as to the residents of Alaska be provided with
22 financial access to post-secondary education. Are you
23 ready for that question? Question.

24 All those in favor say aye.

25 (Complying)

1 THE MODERATOR: All those opposed?

2 The motion is passed.

3 The next is: the State supports both public
4 and private post-secondary institutions to enable them to
5 achieve excellence. All those in favor aye.

6 (Complying)

7 All those opposed nay.

8 (Complying)

9 All those in favor raise your right hand.

10 (complying)

11 Mr. Galliett and Mr. McGinnis cannot vote. Let's
12 try one more time. All those in favor raise your right
13 hand.

14 (complying)

15 All those opposed, same sign?

16 (complying)

17 Motion fails. We have one motion that passed and
18 that's on post-secondary education.

19 MR. DELISIO: Would the chair note the number of
20 people that sustained? I think it's probably significant
21 because I think the people probably didn't vote in this
22 room.

23 MS. FISHER: I abstained, because I had difficulty
24 with the word "private" as to what would constitute a
25 so-called private institution, whether it would be strictly

1 religious or whether it might be as I mentioned before,
2 somebody setting up something like a music school,
3 something in the cultural line or something in the
4 vocational line which we desperately need that would be, in
5 fact, a private school, you know. It gets to be rather
6 confusing.

7 THE MODERATOR: We are still on education. If we
8 could have those that would like to speak on the subject,
9 their basic, basic idea, very, very short, very, very brief,
10 we would go ahead and take that final. You've all had a
11 chance to talk to every one else. Have that final say and
12 see if we couldn't have staff make the composition, a list
13 of some sort, of all the ideas, and we could probably
14 tackle that first thing tomorrow morning and in 30 minutes
15 possibly go on to transportation.

16 Could I have your concurrence on that issue,
17 please? Are there any objections?

18 MR. FISON: You say staff would take this and do
19 something with it?

20 THE MODERATOR: Yes.

21 MR. FISON: I wonder why not, accomplishing the same
22 thing, but appoint some people that are members of the
23 group to do it rather than staff.

24 THE MODERATOR: That would be fine. That would be
25 fine. Would you leave that up to me to appoint? Okay,

1 let's go around with one last round the table. On
2 education, very, very, very brief. Mrs. Flynn.

3 MS.FLYNN: At the behest of a few other people of the
4 table, I would like consensus on this statement: The State
5 of Alaska has a continuing and increasing financial
6 responsibility for elementary and secondary education.

7 THE MODERATOR: Okay, once again, rather than vote on
8 anything thing.

9 MS.FLYNN: I didn't say vote.

10 THE MODERATOR: Would you just go ahead and have your
11 spiel and we could go ahead and maybe combine everything
12 into a policy statement for tomorrow.

13 Would you like to repeat that?

14 MS. FLYNN: The State of Alaska has a continuing and
15 increasing financial responsibility for elementary and
16 secondary education

17 THE MODERATOR: Thank you, next. Mr. Gibson.

18 MR. GIBSON: I should like to propose that the health
19 of both the University of Alaska and the Alaska community
20 college system will best be served and will best serve the
21 interest of the State if autonomy is granted to the
22 community college system

23 THE MODERATOR: Thank you. Ms. Fate.

24 MS. FATE: I would like to see an improvement of the
25 standard of education from preschool, primary, secondary,

1 post-secondary, the handicapped or gifted programs within
2 the State of Alaska, and also the teacher certification be
3 on our priority.

4 THE MODERATOR: Thank you. Mr. Ekval.

5 MR. EKVAL: Ekval, yes. I would like to state that
6 in education as in just about every endeavor -- what was my
7 thought?

8 MR. GIBSON: I move we table it.

9 (Laughter)

10 MR. EKVAL: Excellence in education as in anything
11 else thrives on competition and that the State should
12 consider means through which alternatives to the present
13 University of Alaska community college system can be
14 fostered or enhanced with a view to making them competitive
15 with the university system.

16 THE MODERATOR: Thank you. Miss Freeman.

17 MS. FLEMING: Fleming. I would like to suggest that
18 perhaps telecommunications would be a very useful tool for
19 increasing the quality of service to any people involved in
20 any educational program in Alaska.

21 THE MODERATOR: Thank you, Mr. Davis.

22 MR. DAVIS: Madam Chairman, I would like to make a
23 comment here: I think the motion that we passed here is to
24 continue the educational service in the State of Alaska as
25 it is now today. We are not developing any new policy.

1 And I really feel concerned about that, because we are
2 trying to develop policy for education in the State of
3 Alaska. What we have done here is we have adopted the same
4 old principals that we have always had in the past years.
5 And I don't think we should do that. We have already done
6 that. And I think we should try to develop new policies,
7 and that being to go ahead and try to get our kids educated
8 in the private institutions if they want it as long as the
9 parents agree to it.

10 THE MODERATOR: Mrs. Carpenter, did you have a
11 question?

12 MS. CARPENTER: No.

13 THE MODERATOR: Mr. Fison.

14 MR. FISON: Fison. That the student loan fund
15 program apply equally to institutions within Alaska,
16 private institutions, as it does to institutions outside of
17 Alaska.

18 THE MODERATOR: Thank you. Miss Croft.

19 MS. CROFT: That we try to come up with some specific
20 programs for backing up our support for education, for this,
21 whether it's increased scholarship loan or tuition grant;
22 that we put some teeth in our statement that we support
23 education beyond a secondary level.

24 THE MODERATOR: Mrs. Carpenter.

25 MS. CARPENTER: I propose that adequate resources be

1 provided to enable adults who have been unable to obtain a
2 basic education the opportunity for adult basic education
3 services; and second, that a nontraditional rural college --
4 a nontraditional statewide college be established to enable
5 rural students to obtain a four-year degree.

6 THE MODERATOR: Thank you.

7 MS. DAVIS: I'd like to say that I'd like to see some
8 special consideration given to minorities of the State of
9 Alaska in the area of finance so that money can be provided
10 to bring those students that are not functioning up to
11 grade level up to grade level. I know that's a great
12 problem here in Anchorage. Perhaps it's not in surrounding
13 areas, but something has to be done. We have students
14 coming out of school that can't even read. We know where
15 very well that there is a severe problem in the Anchorage
16 area especially with black and native students and I want
17 something to be considered in that area.

18 THE MODERATOR: Thank you. Anyone else?

19 MS. GUESS: I'd like to add to Mrs. Davis's statement.
20 I would like to see the re-examination of the existing
21 State funding formula for the delivery of educational
22 services, K through sixth grade.

23 MS. FLEMING: Carolyn, a question, why only K through
24 six.

25 MS. GUESS: I am prioritizing, Heather.

1 THE MODERATOR: Is there anyone else? Ms. Fate.

2 MS. FATE: Excuse me, the evaluation of teacher
3 system be established in the State, and also, if we could,
4 look into an exchange program where rural and urban
5 students can short term or whatever if there is a
6 feasibility of exchange in secondary education students.

7 THE MODERATOR: Thank you. Mr. Fairbanks.

8 MR. FAIRBANKS: Right. I suggest that we consider by
9 cultural and cross-cultural education to be supported by
10 this group at post-secondary level.

11 THE MODERATOR: Anyone else? Now, how many would like
12 to stay and write this up? I see no -- should I go ahead
13 and just volunteer?

14 MR. DESILIO: Madam Chairman, won't the court reporter
15 have this as a lift form that would be simple enough to
16 take it off there and make a lift of all those things, run
17 it off on a copier and hand a list to everybody? Everybody
18 said their statement the way they wanted to say them. If
19 we could get those and examine them and think about it a
20 little bit, then I think we might be in a position to. I
21 would suggest that rather than to go for strict votes and
22 technical vote, and so on, we can get kind of a consensus.
23 In other words, are there violent objections from a lot of
24 us to including some of these statements, even though I
25 might not agree to everyone that everyone that I am willing

1 to go into the report, but I don't have a violent objection
2 to it.

3 THE MODERATOR: Mr. Fison.

4 MR. FISON: I would like to see sort of a compromise,
5 that is use this wording that came out of discussion, but
6 somewhat condense that and put it together. There has been
7 some duplication and make a good definitive statement
8 rather than just have a series of statements made by
9 individuals, because this is going to be some kind of
10 report, and I think it would help to be well written.

11 THE MODERATOR: Mr. Gibson.

12 MR. GIBSON: May I suggest that we will have to have
13 the transcript before we can do anything, and that when the
14 transcript is received, the chair take action to see that a
15 coherent statement is made upon which we may pass, debate,
16 act, or whatever.

17 THE MODERATOR: Can we have the statement? Can we
18 have the transcriptions tonight?

19 (Discssion was had off the record)

20 Now, I know that there are some people who are
21 not able to stay past five o'clock or six o'clock, but
22 could I ask some of you to stay and help with this maybe
23 7:30, eight o'clock tonight? We have a banquet.

24 MR. FAIRBANKS: 7:45?

25 THE MODERATOR: We have to be out of here by 4:30. We

1 don't have to convene again until tomorrow morning. I am
 2 told that there is a tape recording of this last final for
 3 ten minutes. So we could go ahead on that. Would you be
 4 able to meet at five o'clock and work awhile on this?

5 MR. DELISIO: Madam Chairman, if we forfeit an hour
 6 and a half this afternoon from our discussions, I think we
 7 are doing really major damage to what little time we've got.

8 MR. VAN DOREN: Excuse me, for clarification, this
 9 group will adjourn at 4:30 today, period. There is no
 10 place for us to go.

11 MS. FISHER: Are we the only group that's adjourning?

12 MR. VAN DOREN: No, two groups have to quit today.

13 MR. DELISIO: Let's go down and sit in the lobby.

14 MS. CROFT: There isn't any other place that we go.

15 MR. FAIRBANKS: There is a motion made that there is
 16 a large-sized bar.

17 MS. FLEMING: Go in the bar and stand out in the
 18 lobby. Go on along the railing.

19 MR. FAIRBANKS: Also, not everybody needs input to
 20 this education. It seems like that there are nine or ten
 21 people that are really enthusiastic about it.

22 THE MODERATOR: Could I ask Mrs. Fate, Mr. Chapados,
 23 Mr. Ekval, Mr. Cooper, Mrs. Fisher, Miss Fleming, Abi, Mr.
 24 Gibson, Mr. Fison, Mr. Delisio, Mrs. Davis, Mr. Gorsuch,
 25 could you meet at five o'clock? I don't care whether it's

1 in the bar or the lobby or whatever.

2 MS. FLEMING: Lounge sounds good.

3 THE MODERATOR: Could you meet at five, take the
4 suggestions that this body has made, and try to incorporate
5 it into some type of statement, even if if you can't stay
6 for a long period of time. At least the longer you are
7 there, the better. All right. If so, can we now go on to
8 transportation?

9 And I believe there are people in the audience
10 who have asked for a few minutes. I think there is a Mr.
11 Swanson and a Mr. Woody Johansen who have asked for a few
12 minutes. So if you would like to go ahead and start your
13 discussion on transportation and give these gentlemen time
14 to go to the room or if they are ready now.

15 MR. GORSUCH: Madam Chairman, I didn't particularly
16 care too much for the survey question here, but I did find
17 it as a very useful listing of some of the issues that
18 obviously the State legislature is curious about. And I
19 would find it helpful to have a copy of the survey
20 available, since I know as in transportation, there were
21 several major questions.

22 It was just a fact, on one page, "What are your
23 priorities?" I didn't particularly like having to choose
24 the priorities. I didn't like any of them. But it was
25 helpful. I don't know what the other sense of the group is.

1 There was questions about education, questions about
2 transportation, and we were each asked to respond to them
3 individually. Maybe it would be more appropriate to
4 respond to them as a group. I would like to have a copy of
5 it, if possible.

6 THE MODERATOR: Mr. Swanson, would you --

7 MR. SWANSON: I have a map to go on the wall
8 outlining railroad systems because I am purposely for the
9 railroad through Western Canada, the United States, and
10 Alaska, the work that the legislature has done for the last
11 ten years. Now, I am not really sure what kind of a format
12 you people are looking for, whether you want to go over
13 that as to an opening for your discussion on that portion
14 of transportation or what you would really like to do,
15 because in 30 minutes, if you are going to take highways
16 and airports and railroads and whatever goes into
17 transportation. I am sure you are not going to do it in 30
18 minutes. Mr. Johansen who has worked with me closely on
19 the railroad system, probably as much as any man in the
20 State, and he has also written a paper on highway
21 transportation.

22 Perhaps to start you out fresh, it would probably
23 take between the two of us, with just questions from the
24 floor, would probably take more than your 30 minutes.

25 THE MODERATOR: Okay, may I just read off just a few

1 of how would you prioritize the following transportation
2 projects. Okay, first one is a full-year maintenance of
3 the North Slope Highway. Construction of railroad links,
4 from the interior to the midwest, outside, construction of
5 road links to create a linkage of Southeast. Improvements
6 of the existing inter-Alaska network, Alaska purchase of
7 the federally owned federal railroad and improvements to
8 the existing inter-Alaska community. Now, that's just
9 railroads. Now, do you want to tackle that particular
10 portion, or do you want to tackle ports and harbors, or
11 what do you want to tackle? What would you like?

12 MR. GORSUCH: Madam Chairman, I would suggest that we
13 seem to be having less time for transportation than
14 education, that we just follow the parallel format. Four
15 people in the committee expressed a concern. Have four
16 committee, try to subsidize that, that it be brought back
17 for a discussion, and see if we can reach a general
18 consensus just as we are doing education.

19 MS. CARPENTER: Second.

20 MR. GIBSON: I did not hear the previous speaker, and
21 I think I did not like his recommendations. And I think I
22 am going to object.

23 THE MODERATOR: He didn't make any type of -- he just
24 said that we would go ahead and discuss as we did with
25 education.

1 MR. GIBSON: I thought he suggested that we break up
2 into groups.

3 THE MODERATOR: No. Mr. Cooper.

4 MR. COOPER: My problem is that I think I would
5 rather make a good solid recommendation based on good
6 evidence on one issue and ignore all the rest than to give
7 a little bit of superficial consideration to a whole wide
8 range of problems. So personally, I would rather hear what
9 information there is available from the proposed speaker on
10 the rail system, so that at least that part of it I can
11 address with more intelligence than I can at this point.

12 THE MODERATOR: Mrs. Fisher.

13 MS. FISHER: We have a problem here as to whether we
14 are coming together for our ideas or to listen to someone
15 else's. I don't know that my ideas are all that important,
16 but I thought that was why I was here.

17 THE MODERATOR: Ms. Flynn.

18 Since I believe more in program than format, I
19 like Lee Gorsuch's idea. I will simply make a statement to
20 that. The transportation priority for Alaska shall be the
21 building and maintenance of small airports in Alaska.

22 THE MODERATOR: Thank you.

23 MS. FATE: Can I amend that? But that the acreage
24 not to be too large because, I mean if there is mountains,
25 I mean why go include a mountain? I don't know the minimum,

1 the acreage that the Department of Transportation is
2 requiring of small airports on private lands. It's a real
3 priority, concern.

4 MR. HOFFMAN: Yeah, this same thing came up at our
5 last session we had. And most of us come from the
6 Kuskokwin, and we are not interested in railroads which
7 some of you are. All we are interested in is airports, new
8 roads.

9 MS.FLYNN: I just stated one. Anybody else can go
10 for it.

11 THE MODERATOR: Mr. Hoffman, the suggestion was made
12 that we go ahead and just give us what you are interested
13 in because we are here because of you. We are here because
14 of us, so go ahead and tell us what you want.

15 MR. HOFFMAN: Madam Chairman, I listened to railroad,
16 Mr. Swanson there. We've got nothing to do up from ,
17 Anchorage by railroad. We want roads in our own bush that
18 we don't have no roads and we've got to get to. That's
19 what we are interested in. That's what we are sitting
20 right here for. You fellows got your own railroads already.

21 THE MODERATOR: Mr. Fairbanks.

22 MR. FAIRBANKS: I am not ready right now.

23 THE MODERATOR: Is there anyone else, Mrs. Carpenter.

24 MS. CARPENTER: A priority is a gravel road as !
25 delineated by Mr. Silides in his paper that would link the

1 Yukon and Kuskokwin Rivers in Western Alaska. This is of
2 great economic importance. A second priority is expansion
3 of the dock at Bethel and Dillingham. And third, of barge
4 tie up and offloading facilities for communities for whom
5 that is their only heavy freight linkage. That's it.

6 THE MODERATOR: Mr. Davis.

7 MR. DAVIS: Madam Chairman, my priorities where I
8 come from would be air transportation where I come from.
9 And the second priority would be water transportation. I
10 think those two makes the biggest impact on the State
11 today.

12 THE MODERATOR: Thank you, yes.

13 MR. CHAPADOS: Madam Chairman, I believe what we need
14 to do when we suggest to the legislature that they suggest
15 some sort of a program that they provide us with a plan for
16 integrated system for transportation in Alaska. And I
17 would include all modes of that and also capital
18 improvements that would serve those modes and that we
19 provide docks and harbors that wander through all the
20 communities. We need this system. Without some planned
21 approach to an integrated system, we are not going to be
22 able to properly take advantage of the development that we
23 would like to see here in this State. That would be my
24 recommendation at this point. I am involved in actually
25 participating in the transportation as an operator of a

1 transportation company. And I have quite a bit of
2 background in the problems that the industry has and not
3 the least of those I think are the system itself as far as
4 the highways and so on go. We need to have an improvement
5 in existing intrastate systems. But the industry itself
6 has many problems. And would be of the problems before the
7 legislature today is the matter of regulation of the
8 transportation business which I would be very happy to
9 discuss with anybody that's interested on our side of the
10 question. But I don't want to make that an item, you know,
11 of long discussion here. But it is important, and it also
12 plays apart in the type of service and what we will have in
13 the future that we will want to have in a type of
14 transportation that will assist in an orderly development
15 of whatever we want in future industry of the economic
16 situation.

17 THE MODERATOR: Thank you, Mr. Cooper.

18 MR. COOPER: I think Mr. Chapados pretty well voiced
19 what's coming out and that's we have a regional problem in
20 a lot of different regions, and those problems are not the
21 same. So if we try to plan a water system in one area and
22 a road system in another, and there isn't any integration
23 of or thought given to how one interacts with the other, we
24 are compounding and creating more problems. I would
25 strongly recommend that any discussion we have in regards

1 to transportation keep in mind that we are concerned not
2 with just our own particular area but that we are concerned
3 with transportation within the entire state. It's just as
4 important for people within the central area to be able to
5 receive supplies from the west as it is for the west to be
6 able to get supplies in for themselves.

7 THE MODERATOR: Mr. Carlson.

8 MR. CARLSON: Yes, Madam Chairman, I would like to
9 see the State make a very thorough study of some method of
10 equalization of the cost of travel in the State. It's fine
11 to talk about harbors and it's fine to talk about airports,
12 but the rapidly escalation of the cost of fuel, you can
13 have the finest airports in the world, but nobody is going
14 to travel in those airplanes. The Southeast was fortunate
15 enough. First it was unfortunate enough they couldn't
16 build roads. The State is subsidizing the system, and I am
17 in strong support of that. I think we are going to have to
18 take a look at some cost subsidy. If it's to pay for the
19 airline and pay for a reasonable fair for people to travel
20 in the remote areas, we would have to do that. But I would
21 your knowledge a thorough study of that? I think the cost
22 equalization is going to have to come about.

23 THE MODERATOR: Thank you. Mr. Delisio.

24 MR. DELISIO: I think that underlying my comments is a
25 basic social philosophy. I think we stand in great danger

1 whether we talk about transportation or education or
2 resources or finances or government services or any of that
3 sort of thing. The State stands in a very dangerous cross
4 road right now, that we could end up being the land of
5 lotus eaters, where everything is given to us, nothing is
6 expected of us, and then we have the life of Riley which,
7 of course, turns us into a bunch of worthless people.

8 I think there are desperate needs that need to be
9 served. But I would stress, I think the State ought to
10 examine ways of stimulating free enterprise, private
11 initiative, to deal with as many of these problems as
12 possible.

13 For example, in the area of mass transportation
14 in the larger communities, Fairbanks, for example, which
15 has a very grave pollution problem, part of which is
16 contributed to by use of private automobiles and so on.
17 Anchorage is having the same problems. Other areas in the
18 State are perhaps developing the same problems. I would
19 urge that the State develop incentives for private
20 enterprise to develop more efficient, better and more
21 desirable mass transportation systems within the heavily
22 populated areas. I think that the State, statement, should
23 be encouraging private enterprise to open up some of our
24 interior area to provide whether it be through railroad or
25 the keeping the North Slope Haul Road' Open, to keep

1 incentives to businesses, industries, mining, whatever it
2 happens to be, to undertake themselves the expansion and
3 development of those systems.

4 I am appalled at the idea of the State
5 substituting for the United States government as the owner
6 of the Alaska railroad. But the idea of expanding the
7 Alaska railroad to provide a more economic method for us to
8 get goods from other places and to get our raw materials
9 from Alaska to other places to make some of those mining
10 opportunities economically feasible is a great idea.

11 Something needs to be pursued. But it should be
12 pursued by private enterprise with encouragement, with aid
13 and assistance by government.

14 I think that we ought to be reducing regulation
15 of transportation modes to the minimum. Certain regulation
16 is necessary and desirable. But much of it is crippling
17 and it is economically disastrous for those of us who are
18 using it and those of us who are trying to provide it. And
19 again, we should be creating incentives, not disincentives,
20 for the private enterprise to try to be able to succeed
21 with these endeavors.

22 THE MODERATOR: Mr. Gibson.

23 MR. GIBSON: I would like to make kind of a general
24 statement that cannot be interpreted to each region
25 although it could be implied to all of us. I think that

1 the future growth and efficiency in this State has got to
2 be built on internal communications. Right now our water
3 transportation is based in Seattle. Our air transportation
4 is largely based in Seattle. And our railroad
5 transportation is based God knows where, but possibly
6 Washington.

7 I think I would suggest specifically that we do
8 have regional problems that can be met with regional
9 solutions and State problems that can be met with statewide
10 solutions. I would propose the legislature be established
11 in recognizing the legality of and make use of regional
12 transportation development councils which will be empowered
13 to use State moneys for their own area for their own best
14 interest to stimulate local productive economy.

15 I would like to mention the outer continental
16 development in the Bering Sea is putting pressure on those
17 ports in that area to the additional people that market the
18 bottom fish and the salmon there. If you can't move them
19 they rot and they amount to nothing. We definitely need
20 improved air fields and we need water transportation.
21 Let's send what is in Seattle back and have them send it
22 back to us.

23 I think we need mixed a State policy implemented
24 appropriately at a local level. I do feel that much of
25 power fuel problems can be met by, as has been suggested,

1 incentives to private enterprise for industry to develop
2 efficient public transportation.

3 THE MODERATOR: Mrs. Flynn.

4 MS.FLYNN: With regard to transportation in the urban
5 areas, to maintain the existing roads prior to building any
6 new roads, and I would like to second Mr. Delisio's
7 commentary regarding support of public transportation.

8 THE MODERATOR: Thank you, Mr. Fairbanks.

9 MR. FAIRBANKS: On something Mr. Gibson said about
10 regional transportation councils in that the Department of
11 Transportation now is kind of fostering the way for
12 transportation in that they now have three thousand miles
13 of proposed roads in Western Alaska which have not been
14 dictated to them by the people but has been dictated to
15 them by industry or private sector, but not the people.
16 And I think that this conference here is looking towards
17 the future, and all day we have been talking about short
18 term things like education and not setting goals and then
19 finding some way to reach those goals. But we are talking
20 about goals. And I would like this group to think about
21 transportation that might disrupt life in Western Alaska,
22 such as a road connecting rural and the urban area. The
23 people in the urban area are frankly afraid of the
24 Department of Transportation and the impact it would have
25 if we opened up that can of worms. And I think that we

1 need to make a statement. Are we going to have a road to
2 Western Alaska? Are we not going to have a road? Are we
3 going to let the Department of Transportation dictate to us
4 or will the people of that transportation area have a say
5 equal to big business?

6 THE MODERATOR: Anyone else on transportation?

7 MR. BROWN: My name is Stuart Brown and I am chief to
8 telecommunications in the Department of Transportation.
9 One of the things to realize is in Alaska you can't just
10 simply go in everywhere and put a road because of the
11 inherent natural factors that prohibit that type of
12 development. One of the things that I think we should
13 realize here that telecommunications can be used as an edge
14 or a supplement in some respects to transportation systems.
15 So I would just like to have the group keep
16 telecommunications in mind also as a potential substitute
17 for some of the things that we now utilize transportation
18 systems for.

19 THE MODERATOR: Thank you very much. We've got seven
20 minutes.

21 Mr. Gorsuch.

22 MR. GORSUCH: I would like to just express a concern
23 that the investments that are made in transportation have
24 some evidence that they can sustain those facilities in
25 their operation and maintenance in the future. My concern

1 is that the investment is going to be made in docks,
2 harbors, roads, railroads and we can't meet future
3 operation expenses of those, and I would like that to be an
4 expressed concern that there is some evidence that supports
5 what would be the potential cost of maintaining these
6 facilities in the future.

7 THE MODERATOR: Mr. Gibson.

8 MR. GIBSON: I would like to address that. And I
9 think it's a very real concern that we have to see an
10 immediate and measureable payoff when, in fact, the
11 investment may create things that we have not seen there
12 before. I am mindful of the businesses that have supported
13 private enterprise that have sprung up along transportation
14 corridors that were built when there was no justification
15 at the time for building them. And I feel if we say you've
16 got to have an immediate payoff, that you will impede the
17 economic development which depends upon certain basic
18 things like transportation and communication.

19 THE MODERATOR: Then what we are saying is we want to
20 know which is first, the egg or the chicken or whatever?
21 You want to know whether you are going to build roads
22 because industry is there or are you going to wait for
23 industry to come and then to build the roads. Are you
24 saying this?

25 MR. GIBSON: I am saying in many ways transportation

1 spells the success or failure of invention. I am thinking
2 of a mine that was once a highly productive mine. When
3 transportation costs moved up just a bit, when the price of
4 oil moved up just a bit, because it's only outlet of air,
5 it became much less economic to operate. Had we had an
6 alternative water system there for the movement of that,
7 then that would still be productive. What I am saying is
8 it's very difficult to realize that you can't run a
9 business without a telephone. And yet I can call more
10 easily and more cheaply to Peking, China than I can to one
11 of my neighboring villages and at less cost. So if we want
12 to develop regional economies that support the whole road
13 to the State, we are going to have to invest in and I use
14 that word advisedly, invest in the communications and
15 transportation within the region.

16 THE MODERATOR: I think there is a gentleman in the
17 back.

18 MR. PEGEURO: I think that, you know, the best
19 projects that can be done with the money from the permanent
20 fund and the other money, it is railroads, you know.
21 because railroad pays itself. Second, because in order to
22 open up the land in Alaska and to the centralized
23 population just from this center, just from Anchorage and
24 Fairbanks, we have to create another rail belt. I also
25 think that in order to make a lower cost of living in

1 Alaska, the transportation problem from here to the United
2 States -- to the Lower 48 -- have to be solved.

3 Because of those reasons and many more, I think
4 that we should endorse unanimously the building of that
5 railroad which, if you see, is very small the price. It's
6 one million dollars and 200,000 for now. There are many
7 other problems that we can keep down that railroad. And we
8 can go from the most remote part in the Lower 48 to get the
9 product down there from the south and bring it all the way
10 up to here quite fast. Also, we have to take into
11 consideration the new technology which, in which that
12 railroad will be based.

13 I am going to give you the example of the
14 Canadian National. At one time after the war was in very
15 bad shape. Right now, it's paying by itself. Now,
16 highways do not pay by itself and are extremely costly.
17 Dock facility and airports and other major transportation
18 are also subsidized. And the only one that it is not
19 subsidized is railroad, except passenger, then I think that,
20 you know, that was the way to go. That was what really
21 developed Alaska. And that was really who developed places
22 as far as Nome and Bethel and Bristol Bay. And I think
23 that, you know, it is the best, the best thing we can do.

24 THE MODERATOR: I'd like to thank you for your
25 testimony and advise you that we have run out of time

1 MS. FATE: Madam Chairman, I would just like to make
2 one more statement. The road to the Yukon I would like to
3 see open for commercial use to the river to the north and
4 to be maintained accordingly. Secondly, would I like to
5 say a lot of our airports in the interior is dangerous to
6 our health and to the life of our citizens, but I would
7 like to see an improvement and in-common sense by acquiring
8 that land by the Department of Transportation.

9 MR. DAVIS: Madam Chairman, I would just like to
10 reiterate my priority as far as transportation is concerned
11 and that is mainly air and water born transportation.
12 Those two transportations are not subsidized. The rest of
13 the transportation is subsidized by the State. You should
14 try to get the privates interested to improve services who
15 are not paid subsidy. I think that is a policy you try to
16 develop is the mode of transportation we use right now.

17 THE MODERATOR: I'm sorry we don't have enough time.
18 I'm sorry we don't have any room to go to. If those of you
19 that have willingly volunteered to write this statement
20 would we stay behind for just a minute because I don't know
21 where we are going to meet. See you tomorrow.

22 (RECESSED)
23
24
25

SCOMM

#30:8

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LEGISLATIVE COUNCIL, STATE OF ALASKA

Conference on Alaska's Future Frontiers

Friday, December 7, 1979

Sheraton Anchorage Hotel

Anchorage, Alaska

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Reported by: Pamela W. Rozycki

CSR

BETA MEETING PROCEEDINGS

(December 7, 1979, 9:55 a.m.)

1 THE MOLLATCH: Good morning. This morning we have a
2 big job and we have to get moving, so if I could recognize
3 Mrs. Carpenter, she has a suggestion that you might be
4 willing to follow this morning.

5 MS. CARPENTER: It's my feeling that we do not have
6 time to really argue or discuss things in depth, and I
7 would like to give, make it possible for everybody to have
8 a opportunity to express their priorities and concerns.
9 And I think one way we can do this would be by using the
10 chart paper, taking each subject area, going around the
11 room and everybody quickly stating in a concise form their
12 priorities in a certain area, with only an explanatory, a
13 short explanatory statement added to that if it's necessary.
14 And then nobody would argue against that at the time. Then
15 all those could be put up on charts. And then after it's
16 up there, if we could say okay, is there anything there
17 that you are strongly opposed to or are there any things
18 there that are conflicts. And if there aren't, then we
19 would leave that for the time being and go on to another
20 area and then at the end of the day, we can divide up into
21 committees and each committee could take one area and write
22 up a coherent statement that would embody the
23 recommendations for that area. I feel that the way we
24 should express our wants is by dividing them into two
25 sections, one would be needs and priorities, those would be

1 things that we want done. And the second area would be
2 concerns and guidelines, which would refer to policies and
3 process. And I think if we do that, we can kind of
4 separate where we are, and then the policy and process
5 statements could be an introduction or would become an
6 overall -- would become an overall philosophy and then
7 under that would go the priorities when it's written up.
8 And I think that would include both things and it would
9 give everybody a fair chance and I think it would go fast.

10 THE MODERATOR: Any problems with that suggestion?

11 Mrs. Guess.

12 MS. GUESS: I have had some concerns on reflecting on
13 the approach we took yesterday, and I agree with your
14 general concept. I was going to offer a little different
15 one. I am very concerned that what we are doing is giving
16 somebody a Christmas wish list, and I am not so sure that
17 that's the direction that I want to go. I think that we
18 should consider not only priorities but goals. My
19 particular approach, which is not that much different from
20 Mrs. Carpenter's would be with a modifying suggestion by
21 Toni Croft, that first of all, I think there are many too
22 many areas to adequately address when you go down through
23 here. We talked about some of ours areas of concern
24 earlier, and if you remember what they are, they break out
25 pretty well. But to go around and those of us who have

1 some knowledge and some real concerns in specific areas --
2 for instance, I don't, in every single one of them -- could
3 let the group hear and then break up into groups so that I
4 can have dialogue.

5 I frankly don't believe that with a large group
6 like this there is an opportunity for dialogue. There
7 isn't the give and take. Okay, you've got an interesting
8 position and my experience is this. And I see that as one
9 of the more important things to come out of this group. I
10 am really opposed to having, you know, my Christmas wish
11 list as I might call it, because I just don't think that is
12 why I am here.

13 THE MODERATOR: Okay, the suggestion has been made
14 that we would go ahead and try to outline, if you will,
15 with everyone participating. Yesterday we did make a list
16 of topics. The first one was education. We covered that
17 to some extent. Transportation was on our list, we
18 covered that. The next item that was of concern was health.
19 And the fourth was government services, which included
20 regional and local government's, communications, and law
21 and justice.

22 So at this time, if there are no objections, we
23 will go ahead and proceed this morning with health with the
24 recommendations as outlined by Mrs. Cuess and Mrs.
25 Carpenter.

1 MR. CARLSON: Didn't we have a vote yesterday on
2 priority.

3 THE MODERATOR: Yes, sir, that was a priority.

4 MR. CARLSON: Number 1 was education and you did it.
5 And number 2 was transportation and you haven't done it.
6 So where are we?

7 MR. DELISIO: I think we need to know that, too.

8 THE MODERATOR: Didn't we cover transportation
9 yesterday.

10 MR. CARLSON: You started, and my point being that
11 you let two experts sit here all day yesterday without even
12 recognizing them. Woody Johansen and Red Swanson. They
13 came up here to speak, and they didn't grab the microphone.
14 They waited to be asked as people normally would, and they
15 were not asked. I thought they were treated badly and I
16 don't think the group got the advantage of their knowledge.

17 THE MODERATOR: Mrs. Flynn.

18 MS. FLYNN: I don't think anyone around the table
19 yesterday intended to be rude to anyone else, but this is a
20 conference -- or at least I have been given to understand,
21 that we are provided with a certain amount of background
22 material. And the only reason that resource persons are
23 here is if the group determines the need to ask them
24 specific questions. I am only saying that I think that
25 Helen Fisher's comment yesterday was a very appropriate one,

1 that I would rather hear the goals and priorities of this
2 group than to hear a speech on somebody's particular pet
3 project, no matter how much an expert they might be.

4 MR. CARLSON: You mean you don't think this is pet
5 projects of yours, the educational thing, isn't that a pet
6 project.

7 MS. FLYNN: Not the university.

8 THE MODERATOR: Madam Chairman. Mr. Chapados.

9 MR. CHAPADOS: I think the discussion on
10 transportation certainly didn't go far enough to provide us
11 with any basis for making decisions and recommendations and
12 that we are not through with the subject

13 THE MODERATOR: Would you consider then moving to
14 consider transportation this morning.

15 MR. CHAPADOS: I was under the impression that we
16 would be continuing with that this morning. And I think
17 that perhaps transportation is a very, very important item
18 along with the others. As long as we haven't set certain
19 priorities, we ought to finish with it, or at least proceed
20 to the point where a small group could sit down who has
21 some expertise in that field and could come back with
22 recommendations.

23 THE MODERATOR: Are there any objections as to
24 continuing with transportation this morning? As we said
25 all day yesterday, this is your conference.

1 Mrs. Davis.

2 MS. DAVIS: I have no objection, but did the group
3 ever get together to complete what we were supposed to do
4 on transportation? Did the group get together as a small
5 group and complete it? Are we going to go back as a small
6 group?

7 THE MODERATOR: Yes.

8 THE MODERATOR: Without further ado, we will start
9 transportation, go around the table as it has been
10 suggested, we will outline the different categories, wishes,
11 break up into small groups at a later time, and come up
12 with some type of policy statement.

13 Mr. Cooper, would you like to start out?

14 MR. COOPER: With transportation?

15 THE MODERATOR: Transportation. Very, very briefly.

16 MR. COOPER: Yeah, I will start. It will have to be
17 a very broad statement. I think probably our problem
18 yesterday is we got too involved in specifics rather than
19 where we were wanting to be ten years from now or where we
20 want to try to be ten years from now. And I would suspect
21 that if we could continue to, to work towards and upgrade
22 all modes of transportation necessary to provide for an
23 integrated State. We have regions now. We have
24 regionalism. Part of that is because of lack of
25 interrelationship. I, for instance, have never been to the,

1 to the westward. I have to rely on news accounts or
2 someone else getting me the information. I think if we can,
3 cannot only provide for heavy transportation of goods and
4 services so that one area can supply the other, but also
5 being able to get goods and services to a market, but also
6 for people transportation to make it feasible to know what
7 the rest of the State is like. It will cover a lot of ours
8 problems that we generate within ourselves from lack of
9 knowledge in other areas.

10 THE MODERATOR: Thank you.

11 MS. CROFT: I have a question. What is the
12 Department of Transportation doing if they are not doing
13 that.

14 THE MODERATOR: Could I just interject once? And this
15 is where we are going to get in the problem. We will wait
16 until a later date, if it's with your approval, that we
17 break up. Let's get everyone's ideas first, broad, and
18 then break up in a later date and hash it out, and throw
19 the bad parts out and keep the good ones.

20 Mr. Carlson?

21 MR. CARLSON: Yes, ma'am.

22 THE MODERATOR: I'm sorry, the gentleman to Mr.
23 Cooper's right.

24 MR. CARTER: Carter, Ernie Carter. I would like to
25 see the State adopt a policy to have access roads to these

1 lands that they are supposed to be making available to the
2 public. In ours central area they have chosen to designate
3 lands for disposal to the public, they are sending them
4 completely unaccessible places. I don't mean a network of
5 subdivided roads, but at least access to parcels. Otherwise
6 the land disposal thing becomes a joke. I would like to
7 see the State adopt a policy of extending a road system
8 into areas that they intend to, I suppose, put roads in.

9 THE MODERATOR: Thank you.

10 MR. CHAPADOS: Frank Chapados. I am not sure that I
11 can give a real good resume of what I think about
12 transportation. As I think I said before, I have not been
13 involved in it in Alaska for a long time. The former
14 things that bother me in ours discussions that you here not
15 only here but in other places is the degree of economic
16 development that people are looking for to in Alaska. And
17 there seems to be -- this seems to be kind of a mushy
18 subject. You just can't seem to pin people down. I don't
19 think there is really a consensus in this State of what we
20 want in this regard. I think personally we should feel
21 that we have to control the economic development and that
22 we should provide a base here so that we have some
23 stability in ours economy and to relieve us from the ups
24 and downs that we suffer from time to time.

25 Any way, no matter what degree of economic

1 development you may want, I think there is an absolute need
2 to have a planned approach to an integrated system of
3 transportation. And I am not -- I am not in the trucking
4 business, but I am trying to feature that. All modes of
5 transportation have an important place. And in the
6 establishment of such a system I think you have to give
7 consideration to the various modes, because some will serve
8 the certain areas and needs of a State better than others.
9 My idea is to have this plan prepared and a study made. I
10 know studies are something that we all hesitate to support.
11 But at the same time, it's pretty involved in something
12 that needs to be done. And I am not suggesting that we go
13 to every little village of the road and that sort of thing.
14 I am saying let's establish the network, the State network,
15 the trunk lines that can be approached by the needs of the
16 various communities by building the access roads and so on
17 that need to go to the trunks. Establish the corridors
18 that are necessary. A question was asked, what is the D O
19 T doing. I think that is a good question, just what are
20 they doing. Maybe they are going to go ahead with such
21 plans. But I don't know what the public -- I certainly am
22 not aware of what they are doing. And I think that we
23 ought to know that.

24 I think what we have to do, our actions here
25 should indicate to the Legislature, there are some needs

1 today and there are going to be needs in the future. And
2 now that we have surplus funds and are in a position to do
3 it, we should upgrade ours air transportation, airports,
4 ours docks and harbors and all the necessary things, that
5 are necessary to establish a top level in such facilities.
6 Because if we are going to have a development at all, this
7 is going to play an important part in how this development
8 comes about and the official manner with which we can
9 transport goods and supplies and so forth. In other words,
10 we are not going to be competitive if we want to compete in
11 other world markets and other places.

12 I would like to make one more comment: The
13 transportation industry, 2 people that did not operate the
14 trucks and the railroads. They have a national problem.
15 There is a big trend to deregulate. Everybody wants to cut
16 out their regulations. And everybody get into the market
17 place. This is one thing -- whether or not we do take any
18 action in this respect, I think we ought to be very, very
19 careful before we do anything along the lines of regulating
20 system that has been in existence for probably 40 years and
21 it's universal throughout the United States, and it's
22 working. And I think the statistics will prove that also
23 as far as cost and productivity are concerned. But I guess
24 my recommendation would be at this point that we seriously
25 consider making some recommends to the Legislature about

1 how to use the monies that they have available. I am not
2 going to say that the Department of Transportation is not
3 doing the job because I don't know. They may be. If we
4 don't have the money to implement the programs they come up
5 with, we are not going to get the kind of system they look
6 for

7 I would like, and I think it would be a good idea,
8 to take and go along with Mrs. Guess's recommendation that
9 we later have a group get together on these various points,
10 where we can draw on the expertise, perhaps, that we have
11 had available in the room and do have to help us to answer
12 questions, perhaps, and to help us make something in the
13 form of a recommendation we can bring back for approval.

14 Thank you.

15 THE MODERATOR: Thank you, Mr. Chapados.

16 MR. DAVIDSON: I am Marvin Davidson. And I think in
17 the area of transportation there is four areas I would like
18 to cover closely. One is the area of assessment. Assess
19 very, very carefully what the needs are in terms of the
20 people and in terms of the economy. I don't like
21 generalized statements and generalized letter to the
22 Department of Transportation where we should do this and do
23 that.

24 I think in their work they should be involved in
25 a very, very careful assessment of actual specific and real

1 needs because they exist, but no they don't exist every
2 where. The other thing I thought we should look at is the
3 impact in terms of social. Transportation, in terms of
4 social impact, in terms of environmental impact. There are
5 a number of places in Alaska, also in the Lower 48, that
6 you open an area sometimes through transportation and there
7 can be tremendous impacts on the environment and I think we
8 are finding out in a lot of rural areas in Alaska, people
9 are saying, "hey, we don't want this much access. We don't
10 want this transportation. We don't want to be Anchorage's
11 backyard." So I think a lot of the recommendations we
12 might make to the Legislature we might consider in what
13 transportation has.

14 The other alternatives are the more conventional
15 means of transportation. Alaska is a little bit different
16 place, we've got different needs. I think we ought to look
17 at things like more rail transportation, more boat
18 transportation, river systems. And someone has even
19 suggested dirigibles as a means of moving agriculture and
20 forest products and things like that.

21 I am not an advocate of dirigibles, necessarily.

22 Another thing is: I think a fourth thing we
23 ought to look at recommendations for is how to get the
24 public involved. We are involved here today. But I think
25 when we get to specific types of transportation in specific

1 areas as the Department of Transportation does and the
2 Legislature does, you've got to really find good ways to
3 get the people in the areas in the local region involved in
4 examining the proposal, coming forth with their idea of
5 what they need, what they like to see and where they like
6 to see the road or the railroad go. It's a difficult thing
7 to do, get meaning for public involvement. But I think
8 that's something that has to be done, so I would encourage
9 those.

10 THE MODERATOR: Thank you very much. Sorry you
11 weren't here yesterday.

12 MS. COOKE: Margaret Cooke from Bethel. I am
13 interested in things, I think upgrading the transportation
14 systems we have, like upgrading the airport. And upgrading
15 the existing roads, not putting in any new roads, because I
16 think what we have -- we have a unique problem in ours
17 areas that people in ours area live off the land and 80 to
18 90 percent of their food is from subsistence on the road
19 and maybe other forms of transportation might kill off ours
20 livelihood. So that's one of the reasons why the people in
21 ours area are really against seeing a road, at least the
22 people I have talked to.

23 But I think transportation is a big problem and
24 even though we have airports, a lot of times they are not
25 usable . And I think sometimes there is all kinds of

1 transportation problems. And because of the size of ours
2 State, those different areas have different kinds of
3 transportation that are good for Southeast. What is good
4 for Southeast, won't be good for the Bethel area.

5 THE MODERATOR: Thank you. Mr. Delisio.

6 MR. DeLISIO: I would like to speak more conceptually
7 than specifically. First of all, it seems to me
8 philosophically what we should be aiming for is a symbolic
9 relationship between the private, which is you and me, and
10 the public, which is government, where we provide the ideas.
11 We are like the plant or our idea is like a plant that
12 grows into some sort of an ultimate useable thing. But
13 government can be a little bit like the fertilizer, maybe
14 doing a little bit of scratching out of some weeds or
15 tending it a little bit to help that idea grow into
16 fruition. I think that philosophy, in my mind is important
17 to the delegate of the whole of Alaska over the years. In
18 that concept, it seems to me that in the large populated
19 areas, we really need transportation. The individual
20 automobile transportation is wasteful. It's increasingly
21 dangerous and so on but the massive transportation simply
22 isn't spending millions of dollars to by buses and rail
23 ways and that sort of thing. The real answer is to
24 stimulate people in the private sector to do this ourselves.
25 To create economic incentives and loan systems and that

1 sort of thing.

2 In the State context, it seems to me as far as
3 statewide transportation, I think we need to be exploring
4 are alternative conflicts what those policies are beyond my
5 ability to predict. However, the transfer of the
6 hovercraft. They were here, in the early pipe line phase.
7 They are used extensively all over the world. In Britain
8 and, they have hovercraft that is almost as big as the
9 floor of this building, the single story of this building,
10 that haul automobiles across the English channels in tons
11 with a minimum of damage to the environment and so on.

12 Another area that perhaps we ought to be
13 exploring and maybe encouraging private enterprise to
14 explore for us or something for the nation is something
15 like a magnetic tube concept through the Oregon
16 transportation. We put oil through pipes and metal boxes
17 in storage, and from one end of the bank to the other and
18 flows in a vacuum. Why can't we put people, goods, in that
19 tube and shoot them around the countryside without a lot of
20 noise and without a proper amount -- without pollution and
21 so on. It takes quite a few alternatives. But we should
22 think in terms of those alternatives

23 Let's think in terms of things that service a
24 multiple dual or more capacities. We have talked about
25 making a cross way for the people of Anchorage to get over

1 to the Matanuska Valley quicker. So it's a convenience.
2 Then it was urged an economically feasible thing because it
3 approved the economic value of the land and the valley. It
4 would provide people with alternative life style and so
5 forth and so on. But consider this. If we built a causeway
6 across the inlet, across the Knik Arm, for example that was
7 designed to convert total energy into electricity. We have
8 the second highest tides in the world here. The movement
9 of this water is about seven or eight knots almost
10 continuously. I have been told, by hydraulics, 30 minutes
11 every half hour period of slow tide. And at all times it
12 is running at a very rapid pace and there is a tremendous
13 force involved. We can somehow convert that sources as it
14 passes through a causeway just like it passes through a dam.
15 We could create an energy horse source that could light up
16 the whole of Alaska for 100,000 years for the cost of
17 maintenance, even long after oil and gas is gone, or if it
18 turns out that solar energy isn't for us.

19 Another alternative idea, it's not related to
20 transportation. What about communities like Nome, you have
21 a high tidal activity, you have break waters that are built
22 for keeping the see from washing you away. Why not build
23 the break waters so they can generate electricity from the
24 force of the water that is slamming against them. kinds of
25 concepts seem to be the kind of philosophical approach I

1 would like to see.

2 Lastly, I would like to see government get out of
3 ours way as much as possible. I don't believe we can live
4 in an archive. I don't believe we can live without
5 government. But it seems to me we can live a lot better
6 with a hell of a lot less government than we've got. If we
7 can reduce regulation to a bare essential minimum, not by
8 bureaucrats who want to keep their jobs and not by people
9 who want to protect a monopoly, but we are told what is the
10 only way or what is the minimum, for example, you can't
11 allow people to take contaminated food and put it back on
12 the market. You can't allow people to fly planes that are
13 going to break up in the air and kill everybody on board.
14 There is a certain regulation that is necessary. But the
15 majority of the regulation whether it exists in
16 transportation or otherwise is just a bunch of bull. And
17 it's there for economic best interests. It's there for
18 vested interest groups and it's there for the sake of
19 bureaucrats. I wonder to what extent it truly services the
20 people. We ought to, being a new society in a sense, and
21 certainly fresh and not as bound by institutions than most
22 are. We should find it easier to break those bonds than
23 most are.

24 THE MODERATOR: Thank you.

25 THE MODERATOR: Your name.

1 MS. DEGNAN: Francis Degnan from Coast Sound. I
2 missed out on your discussions yesterday. But as far as
3 transportation in Alaska, I think it's very important that
4 we now, everyone in the general public access to the areas
5 that they go into, and can get into the areas they want to
6 get into. Meaning if you are in the rural areas to get to
7 be able to get into the urban areas and to have that access
8 be safe. Currently Margaret mentioned earlier about
9 airports not being safe and not being kept up to standard
10 and that sort of thing. it's an ongoing thing. And people
11 travel wherever they wish to go provided they've got the
12 dollars and the wherewithall. I think we are -- we are
13 thinking of terms that make sure that legislature by people
14 and local community involvement, that they have access to
15 these program development, in programmed ideas, that in the
16 rural areas if roads are not feasible and they are not
17 wanted and what we have available is either water
18 transportation or air transportation, and the facilities
19 are not there, but your safety factor depends on your pilot
20 a lot of times. And so I think the general public needs,
21 number 1, safety and access.

22 THE MODERATOR: Thank you.

23 MR. DAVIS: My name is Larry Davis, and I am from
24 Homer. Yesterday I stated my priorities on transportation
25 system. They still remain the same this morning, that is

1 the air transportation and the water-born transportation.
2 Those two are the most transportation that has the greatest
3 impact within the total State of Alaska. They are used by
4 almost all the states here.

5 And I don't think the State should try to get
6 into the business of trying to compete with private
7 industry. Let the private industry provide the mechanical
8 means to get from one place to the other. The State's
9 responsibility should be to take care of facilities and
10 upgrade facilities wherever they are at.

11 THE MODERATOR: Thank you.

12 MR. EKVAL: Eric Ekvall. I share some of the same
13 concerns that Art Davidson spoke to earlier. I remember a
14 number of years ago, there was a lot of discussion about
15 what the -- I guess it's still going on, the social and
16 cultural impacts of television on rural Alaska or on ours
17 country as a whole. And I think transportation systems
18 have very, very similar kinds of repercussions.

19 When I hear talk about transportation planning, I
20 sometimes hear or seem to hear more transportation for
21 transportation's sake, access for access sake, and not so
22 much what these systems are going to be used for or what
23 the purpose of putting a transportation plan or roads or
24 railroads into a place would be.

25 I am thinking in particular of a number of

1 projects which have been discussed for a long time, a road
2 to Nome, a road from Cook Inlet to Bristol Bay through
3 Iliamna to Dillingham, and those areas.

4 And if the purpose for building roads to far,
5 spread out places in the State is to bring the cost of
6 transporting food stuffs or commodities to these places, or
7 bring these costs down, there might be much cheaper ways of
8 doing that by upgrading ports, barge tie ups, and things of
9 that nature.

10 I have heard it repeated very often in my travels
11 that people want improved transportation within a region of
12 a road from Saint Mary's to -- what is it? Mountain
13 village, yes. Improved roads in the Dillingham area to
14 connect the villages there. And I hear a lot of very, very
15 strong operation to roads which connect the big magnets of
16 the State, Anchorage and Fairbanks, to the outer parts of
17 the State. And I think it's important to listen to these
18 things not as nostalgic, kind of an acronistic attitude,
19 but keep the things the same and not change it. When we
20 witnessed the changes in the State in the last ten years,
21 in Anchorage alone, we think of ourselves as a fairly
22 sophisticated urban population, the changes that have hit
23 us here and the changes that have hit urban-rural Alaska,
24 it might make a lot of sense in terms of the manifold human
25 impacts to really stop and consider of what the effects of

1 building spokes out from the urban centers to the rural
2 centers are.

3 Off the top of my head it would seem to me we
4 should give greater consideration to improving the
5 intraregional transportation systems and allow people
6 within regions as they identify their needs to build
7 systems within the regions further, so that a gravel pit
8 which is situated between two communities can be used by
9 both those communities, so there would be cooperation
10 sharing, and perhaps some economic development between
11 smaller communities before the pace of the indiscriminate
12 development of transportation from urban Alaska to rural
13 Alaska.

14 But I think it's important to identify what the
15 uses of these transportation systems will be. If it's to
16 transport food or transport people or transport tourists or
17 what, we have a lot of examples to draw on, the road to
18 Ninto we have a lot of mistakes. We have a lot of
19 successes. We have a lot of failures in terms of human
20 impacts and economic impacts on the State, and I think we
21 can learn from them and I think we can listen to the people
22 who have submitted to them or pushed them.

23 THE MODERATOR: Thank you. Laura Fleming.

24 MS. FLEMING: Yes, rather than echo Art Davidson and
25 Mr. Delisio and Mr. Ekval here, I would like to few

1 specific remarks I have to be kind of considered in light
2 of things that they have to say. I am from Juneau and I
3 don't have too much experience with roads, there is not too
4 many places to go on the roads in Juneau. With regard to
5 roads, it seems that the cost of maintaining a road, not
6 the cost of building it, but maintaining it is astronomical
7 in this State. I would like to see upgrading of the
8 existing modes of transportation, not just airports and
9 aircraft. We are using obsolete aircraft in some places in
10 the State. In some cases I think it's dangerous to people
11 who are using -- who have to rely on that form of
12 transportation.

13 The marine highway System, places like Tenakee,
14 places like one road and no cars, they rely on those
15 systems heavily for not just freight but for getting around
16 and receiving information and getting supplies. The cost
17 of the Marine Highway System is pretty high, too, because
18 they are using these huge vessels. And I would like to see
19 some smaller designs used. It's ridiculous to be running a
20 huge boat around with ten people on it. It would be nice
21 if these smaller communities could have more frequent runs
22 with smaller vessels suited to the needs that's there,
23 large freight space and smaller passenger space. Water
24 transportation is the cheapest form of transportation
25 available. In it's in terms of moving freight. And at

1 some time in the State I would like to see rail links to
2 places where water transportation is used as a link there.
3 It would be an infrastructure as a necessary thing for
4 industry, all kinds of industry, timber, agriculture,
5 fisheries, mining, all those independent industries will
6 require a means of transporting to their products, to the
7 Lower 48 or whatever. I would consider it cost effective
8 where transportation would pay for itself. It's a real
9 danger. Let's go, we've got the money. I think there is a
10 danger to create programs that aren't going to pay for
11 themselves, but would require continuing support. There is
12 going to be a time when we don't offer that, and we are
13 going to have to retract some of our initial agreements
14 that we have made or contracts with the public. I would
15 like to see a development program to pay for themselves in
16 those areas. That's all I would like to say.

17 THE MODERATOR: Thank you. Ms. Fate.

18 MS. FATE: I am Mary Fate, and I would like to
19 confirm with Frank Chapados and Mrs. Degnan. My dad
20 carried mail through Rampart, Eureka, and all mining camps
21 to trappers. And I had gone along with him. So, we also
22 used air, boat and road. Now because of legislation
23 nationally and State, we have to have roads on State and
24 private grounds with regional input or the owner's input.
25 So we have this tool if we would just use it, local control.

1 And that, I really appreciate and respect, is the local
2 plans.

3 Now, put yourself in ours spot in the interior,
4 43 small villages without roads. And I worked for an
5 airline for several years and I am for air transportation,
6 but it is sad what we have in the interior. It's dangerous,
7 and I really appreciate what Francis said. It's not only
8 dangerous for the survival of the individual, for the owner
9 of the aircraft, but sometimes you keep your fingers
10 crossed getting in and out. And I have to go back and
11 forth to my village many times a year, and I can't really
12 give you how terrible it is at some points, depending upon
13 the season. When you get to the airport, there is no house,
14 even an outhouse, really. Or if you have medication, you
15 protect it with your body heat, because it will freeze, if
16 you are taking it there to the village for someone to
17 survive. If you have food, it's usually frozen, so eat it,
18 if you may, because some of the stores do not carry that
19 much produce or meat or fish.

20 And ours seasonal river, you say, is cheap, if
21 you can get in and out, if you can in the river. Ours
22 Kenai River, you can't really beach a boat sometimes on it
23 because of the wind. Good luck. It's so shallow it,
24 itself, moves the river every year. And you really don't
25 know unless you was born on that river.

1 So again, we have this tool. Let's plan with
2 ours local input, but keep in mind the ten years from now,
3 the 20 years from now. Again, we have small villages. We
4 have small businesses. Very, very, small corporations, so,
5 so small per capita, that ours overhead is so great in
6 transportation we will not survive under this type of
7 overhead. And what Eric said, he didn't finish his
8 statement. He said, "Look at Minto." And I said, "What do
9 you mean, look at Minto?" The road there. It's easy for
10 us looking at those people and staying look at Minto the
11 terrible things that are happening or whatever. I am
12 trying to read into what you are trying to finish. But do
13 look at Minto. They have a gas station there. If they
14 don't make money in that gas station for their corporation
15 that hopefully will go to the future of their residents and
16 youngsters, they will have to go bankrupt. And they can't
17 just make money with that gas station from Snow-Gos and
18 boat fuel. So let's really respect the input of that area,
19 which we have to.

20 That's all I have to say.

21 THE MODERATOR: Thank you. Your name.

22 MR. CROW: My name is J B Crow. Since I am the
23 guilty one in this whole bunch by being provincial in my
24 mind and earning a living by exploiting a natural resource,
25 I yield to the professionals in the conceptualization in

1 moving greatly forward. I pass.

2 MR. GIBSON: But so elegantly, Bruce.

3 MR. CROW: I thought about it.

4 MR. FAIRBANKS: Being so provincial.

5 THE MODERATOR: Mrs. Carpenter.

6 MS. CARPENTER: The concerns in ours area are for
7 some exploitation of resources, but in ways that are
8 appropriate. And I believe, too, that a transportation
9 system should not be just for nothing. It should be for a
10 purpose. We do have needs for economic development, for
11 development of a tax base in Western Alaska. Our group
12 concurs with recommendations 3, 4 and 5 in Mr. Selites'
13 (phonetic) report on page D 44 and probably himself on 9
14 and 10. I am not familiar with the others.

15 We are dealing with high freight costs that
16 discourage local processing. We have resources there,
17 fisheries, agricultural potential, timber and mining
18 that will provide jobs in villages. We would like those
19 resources developed in ways that do provide jobs to local
20 people that are not big, massive, high impact technologies
21 and developments, but appropriate development that are
22 appropriate for the area. And for those reasons, we do
23 need improved local airports. We need barge tie ups; we
24 need improved dock facilities. We need ways of lowering
25 freight costs. And we also need these systems developed in

1 ways that involve local people in the planning. One of the
2 main links that we need is a road between the Yukon and the
3 Kuskokwim. That would provide low cost freight service to
4 the middle Yukon area that has now served at a very great
5 expense. It would also enable them to produce products for
6 market and develop an economic market in the area that is
7 not based solely on government services and employment.
8 That's all.

9 THE MODERATOR: Thank you, Ms. Fisher.

10 MS. FISHER: I am Helen Fisher and I am a 17-year
11 veteran of the lousy roads on the Kenai Peninsula. In
12 thinking about those past 17 years, one of the big things
13 that comes to mind is if they can put a man on the moon,
14 why can't they build a highway that will last beyond one
15 season. I have seen parts of the road continually repaired.
16 And by repaired, I mean a chunk taken out and something
17 else done, only to find by the next spring it's a pot hole
18 mess.

19 So I would suggest as a pressure, perhaps, of
20 issuing contracts, that the contractor be able to give of
21 indication that they know how to build a road in Alaska.

22 I think in all of the things that have been said,
23 and I agree with many of them, there seems to be one main
24 thought that I think of, as it comes out, that we should
25 care to what happens in the transportation areas. In my

1 particular job, I see women coming in from the bush and we
2 know that their trip has been horrible.

3 I would hope that there would be some way that
4 better and cheaper commuter transportation be made to these
5 areas, because it really is difficult. If they come in
6 because of medical attention, any of the services that have
7 to be offered in a large area, it is really insurmountable
8 at sometimes. So I think mainly we ought to care about
9 what happens to each other.

10 MS. ELSON: I, also.

11 MS. CROFT: Also, Mr. Chapados, if he hasn't got a
12 sensible plan, I think it's very necessary that they do
13 have a coordinated plan. I thought they were trying to
14 come up with something, but perhaps they have not. And
15 finally, I would support personally some sort of possible
16 subsidy for either mass transit or some sort of support for
17 not necessarily huge roads, for mass transit, but some sort
18 of support for mass transit so mass transit between the
19 villages are easier.

20 THE MODERATOR: Thank you, Mrs. Davis.

21 MS. DAVIS: Transportation is not an area that I have
22 a lot of expertise in, but from listening to what you have
23 said, I feel that there was quite knowledgeable people that
24 I know that we should not put all the responsibility on the
25 government. Yet on the other hand, I think we should be

1 encouraging the government to contact. And when I say
2 government, I mean all areas, the local, State and federal,
3 to come together, to come up with some kind of design
4 that's going to be helpful for the whole state of Alaska,
5 not just one area, the whole state, and come up with
6 reasonable solutions for transportation system problem that
7 we know we are going to have in the '80s. If we have a
8 problem now, we know it's going to be greater. And one of
9 my main concerns is that we also do something to alleviate
10 the person that has no money and cannot afford a car and
11 would need public transportation. Especially in Anchorage,
12 there are a few buses running around, and there are people
13 who cannot afford cars and need that transportation. I
14 know we will have a greater need in the '80s for that.

15 I am pushing for massive public transportation.
16 Or maybe they will look at some other areas, monorails or
17 different things. Things for people that are available to
18 large groups of people, and also include the private sector
19 to be involved by giving them some incentive to create
20 these mechanisms for improving the transportation system,
21 and not put all the costs on the State, or the other areas
22 of government.

23 THE MODERATOR: Thank you.

24 Is it Mr. Gazeway.

25 MR. GAZEWAY: Most hearings that have occurred to me

1 have been at least partially covered by other speakers with
2 the perhaps one exception. That is, I would like to see
3 any consideration given to reducing taxes or fees or
4 licenses or so forth, that would be applied to -- I mean
5 the same consideration and more be given to reducing such
6 things as a fuel tax or possibly license and so forth, as
7 it relates to transportation. And I feel it perhaps would
8 be worthwhile to say would be, too, or reiterating. I am
9 glad to see we are all concerned with attempts to minimize
10 transport calls while improving the services in both rural
11 and urban areas, and particularly in the rural areas
12 because I am of the feeling we haven't seen anything as far
13 as calls are concerned, as to what will be cause for
14 concern, as to what we will be seeing in the next two or
15 three years.

16 MS. GUESS: Carolyn Guess. In trying not to repeat
17 anything that I said, it would only be to add that I think
18 you cannot consider the transportation needs, the
19 transportation assessments and the transportation needs in
20 a vacuum. I think they have a direct relationship to
21 energy.

22 And I think when you think about that, you need
23 to consider the availability of energy today. The
24 president has issued his plan for gas rationing. I think
25 you have to consider the efficiency of the energy. And I

1 think you have to consider the costs of the energy when you
2 are concerning yourself for the transportation field.

3 THE MODERATOR: Thank you, Mr. Gibson?

4 MR. GIBSON: Bob Gibson. I have taken the liberty of
5 sparing a lot of things that I want to say bypassing it out
6 in this paper.

7 A couple things occurred to me, though, that if
8 we as a group are to say something to the legislature, I
9 think we should say that we recognize the need for
10 statewide planning and development. But the particular
11 form that that takes should be recognized as a local
12 concern. We need intra-Alaska transportation. But I think
13 that the areas effected should have something to say about
14 that.

15 There has been a concern in the part of Alaska
16 that I come from, that if we have a road from a major
17 population center, we will soon be ankle deep, I mean even
18 deeper than that, in Winnebagos and beer cans, and that
19 ours game will be shot and ours streams polluted.

20 On the other hand, 25 cent pound air freight, is
21 right around the corner. So perhaps a mix is appropriate,
22 with due concerns for the areas effected.

23 Now, some specific things: We have an example of
24 a State maintained, federally financed road in Bethel,
25 which connects the airport to the communities. This is a

1 good thing. We need this access. But it is a road built
2 to inappropriate standards and is hardly maintainable at
3 any cost, but could be a lot more easily maintained, if it
4 was not mandated that it be blacktop, which is hazardous in
5 the summer, deadly in the winter, and breaking a good part
6 all the time. So local knowledge does play a part there.

7 I should like to reiterate the absolute necessity
8 ours region of the Yukon-Kuskokwim Road. It does not have
9 to be a blacktop super highway. A maintainable gravel top
10 could be just beautiful. And certainly saves costs on
11 maintenance. I think anything else I have would be
12 submitted to you in the copy I passed out. Are there any
13 questions?

14 THE MODERATOR: Mrs. Guess was concerned about
15 the energy potential and costs that evolved therewith.

16 Mr. Fairbanks.

17 MR. FAIRBANKS: I have lived in Western Alaska
18 for six years now, and one of the main things, if I could
19 say I've studied anything, would be transportation and the
20 threat of roads to rural Alaska. I have gone to many
21 villages, many people, trying to get a consensus from
22 people about how they feel about it. The consensus I have
23 from the local level is one of fear.

24 People have said in this room just the Department
25 of Transportation have plans at this moment. Yes, they

1 have plans, they always have shelves full of plans to do
2 many things. Right now they have plans for about 3,000
3 miles of roads in western Alaska, roads which have not been
4 mandated by the people, but which have been pushed by
5 special interest groups, the majority of them not being
6 Alaskan.

7 Just two things about the consensus that I felt:
8 One, the regional areas should be the major planners of
9 transportation, into their regions and in their regions if
10 that they know what they want and they don't know what they
11 don't want.

12 I've just got so many pent up feelings about this
13 thing, that we've got so many different people in this room
14 wanting so many different things, and we've got to make
15 sure we make the right decision, because if we don't, we
16 are not going to have Alaska any more. We are going to
17 have L A, anything. If we make a decision, instead of
18 making it right now, let's wait. Let's wait until the
19 technology is there that won't screw up the environment.
20 And the people of the bush are just worried about this.
21 They are worried that they are going to be mandated or
22 something that is going to screw it up. So that's about
23 all I can say about it.

24 THE MODERATOR: Thank you.

25 Abi Dickson.