



compared to the total Range, the harm likely to occur to wildlife and wilderness values there is vastly out of proportion to acreage figures.

The litany of measures proposed to protect the Range from pipeline construction is a testimony to scientific, technological, and management ingenuity. The applicant proposes to build that portion of the pipeline entirely in one winter, using only snow roads that vanish with the spring melt. We are skeptical about whether it could be done. The risks of failure are impressive and their consequences irremedial. Experience suggests that economic pressure to complete such a pipeline on schedule would not yield to the onset of spring and the wildlife that might stand in the way.

We must also note the widespread concern that such a gas line could invite an oil line and perhaps a permanent road, so as eventually to become a permanent corridor. A gas line across the Arctic Range and Northern Yukon to the MacKenzie Delta would invite the exploration of oil and gas that may well exist within the Range or in the Beaufort Sea. The future of the Arctic Range must lie in the permanent dedication of this rich and unique area to wilderness. This is also the conclusion of the State of Alaska and every environmental organization appearing at our hearings.

The wilderness and wildlife values of the Range, along with the pipeline route, also extend into Canada, to the MacKenzie Delta. Natives there, who constitute the majority of the population in the Northern Arctic, have vigorously opposed any pipeline either across the North Slope or up the MacKenzie River, fearing its effects on their way of life and its interference with their land claims settlement. Canadian Justice Thomas Berger, who investigated the social and environmental impacts of this route for the Canadian government, recommended that to protect these people and the environment on which they depend, no pipeline be built across the North Slope.

The *Fairbanks Alternative* corridor would largely follow existing transportation corridors, with no large-scale intrusion into wilderness areas or destruction of wilderness values. We find, in agreement with the Federal Power Commission, that it is the most environmentally acceptable of the three corridors.

But some of its environmental risks are still unknown. The preliminary state of the design effort suggests substantial uncertainty about fundamental concepts. Measures to deal with frost heave, thaw settlement, and summer construction, for example, are only roughly sketched. Still to be developed is site-specific information, such as stream crossings and additional workpad construction mileage.

On the other hand, it appears that the gas line could be safely constructed relatively near the oil pipeline across the existing workpad. The existing haul road along the oil pipeline would also be used, as would many of the existing campsites and other facilities. Further advantages can result from the availability of information on the geology, soils, stream characteristics, and wildlife, all of which would aid in controlling impacts of the Fairbanks Alternative as far as Delta Junction, where it would depart from the oil pipeline.

Social and growth impacts of both the Fairbanks Alternative and the Alaska LNG route will obviously be greater in Alaska than those of the North Slope/MacKenzie Valley corridor. Although no accurate measures of these impacts have been made, the Alyeska experi-

ence has prepared residents for what to expect. Many government, labor, and business interests as well as some Alaskan natives desire the growth effects of another pipeline project and believe its impacts can readily be absorbed.

A Canadian Inquiry headed by Dean K.M. Lysyk is now investigating the effects of the Fairbanks Alternative on the native claims settlement issue in the Southern Yukon. The report is intended to provide Canada with the social impact information needed to make a decision on this route.

The Alaska LNG alternative presents risks to the environment, to public safety, and to system integrity not present with the overland corridors. Its significantly greater consumption of energy should also be viewed as an environmental cost, and it would have the greatest impact on Alaskan fisheries. It is possible that the Alaska LNG corridor and technology can be environmentally acceptable. At present, however, we are faced with significant uncertainties about thermal impacts, seismic design, ultimate suitability of the LNG plant sites proposed in Alaska and southern California, and the safety risks of LNG tanker traffic. This system would be environmentally acceptable only on condition that more specific analyses of alternative LNG facility sites and mitigation measures are conducted prior to any certification.

Because the Alaska LNG pipeline corridor makes the most extensive use of the existing oil pipeline corridor, its social, economic, and environmental impacts in Alaska would be similar to those of the Fairbanks Alternative. In its last 43 miles, however, the corridor would cross the Chugach National Forest, a roadless area of great scenic beauty, to Point Gravina, where the gas would be liquefied, and from there transported by tankers to California, gasified, and sent to U.S. markets.

The most serious potential impacts of the LNG facility at Point Gravina are those associated with the seawater cooling system. According to the best evidence, the LNG plant as proposed would probably affect the marine ecology of Orea Bay substantially. Because the area is a valuable source of salmon and other commercial species, it could have profound effects on the local economy as well. But precise conclusions cannot be drawn because no substantial investigation of the Bay has been undertaken, and the water-related LNG plant systems remain undefined. Without this information it is impossible to determine whether the site at Point Gravina is environmentally acceptable or another is preferable. It seems likely, however, that an environmentally acceptable plant could be designed and constructed.

Similar problems arise with seismic design at the Gravina site. Earthquakes and resultant tsunamis present serious threats. The applicant asserts that a safe plant could be designed once Gravina conditions (e.g., the existence and depth of bedrock) are satisfactorily investigated. Although this assertion has not been successfully challenged, the necessary proof must await further site investigation and actual plant design.

From Point Gravina LNG tankers would leave for a California gasification site—Point Conception or Oxnard appear to be the current leading alternatives. Here complex land use, thermal discharge,

and safety issues must still be resolved by the state and federal governments.

LNG tanker accidents can have major consequences. Tanker collisions or ramblings and groundings could lead to vapor clouds, LNG pool fires, and accidents at the LNG facility—with possibly fatal effects. The analyses of LNG public safety risks on the record are inconclusive. Although it is not now possible to establish the level of public safety risk imposed by an LNG facility, it is possible to reduce substantially the consequences of events by remote location of facilities away from people.

The Alaska LNG system is therefore unique, and it is difficult to analyze because of the inherent uncertainties posed. Mitigation of its environmental impacts and safety risks will be possible, but only at considerable, heretofore unestimated, expense.

We must note that the environmental damage inflicted by any of these transport systems will be significant. Thus we recommend that the need for Alaska gas, the parts of the country that it would benefit, and the alternative energy supplies that they might receive now or at some later date be subject to the most careful scrutiny before a final decision is reached.

We have defined our environmental impact considerations as solely a function of corridor and technology, independent of the project sponsor. Although Alean has proposed the least environmentally risky corridor—the Fairbanks Alternative—its proposal is the least well-developed of the three. And although we find the North Slope/Mackenzie Valley corridor unacceptable on environmental grounds, we note that Arctic Gas has provided environmental analyses of a depth and quality clearly superior to those of the other applicants.

Our conclusion that the Fairbanks Alternative corridor is the least environmentally damaging route assumes the strict application of environmental criteria in a full interdisciplinary review during the engineering design, construction scheduling, and route selection process. We also assume that the federal government will establish coherent stipulations, terms, and conditions and stringently enforce the environmental and public safety conditions in the field.

It will not suffice to rely on the project sponsor's "quality control" to protect the environment or to ensure compliance with government-imposed conditions. Effective enforcement will require a central federal authority and a new organizational structure to resolve inter-agency conflicts over jurisdiction and policy. In any case, we believe that the public would be well served by a citizen monitoring capability, staffed and federally supported to observe and report on pipeline construction, and well coordinated with the government monitoring structure.

PUBLIC VIEWS PRESENTED TO THE COUNCIL ON ENVIRONMENTAL QUALITY

Witnesses found the environmental impact statements in compliance with the National Environmental Policy Act but several shortcomings were noted. Critics argued that the statements were too long and cumbersome and lacked explicit comparisons of the three corridors. Some also believed that the statements had omitted specific information or analyses, such as recent design and alignment changes

in two of the proposals, long-range effects of pipeline construction, and comprehensive information on impacts in Canada.

The issues of greatest concern to witnesses included:

Impacts on the Arctic National Wildlife Range.

Social and economic impacts in Alaska.

Impacts on Canada, especially on Canadian natives.

The net national economic costs and benefits of transporting Alaskan natural gas.

Regional distribution of Alaskan gas to the lower 48 states.

Implications for future resource development in the North.

Pipeline construction monitoring.

Other prominent issues were impacts on Alaska's fisheries and effects on coal gasification development.

Environmental groups testifying and the State of Alaska were unanimous in their opposition to the North Slope/MacKenzie Valley corridor; most environmental organizations strongly preferred the Fairbanks Alternative to the other corridors. Representatives of the State of Alaska and Alaskan business, labor, and local governments testifying favored the Alaska LNG route, believing it to hold the greatest social and economic benefits for the state. Many major Midwest, East Coast, and California gas distributors and transmission companies support the North Slope/MacKenzie Valley corridor. They believe the Arctic Gas proposal to be the most reliable and one that will ensure delivery of the greatest volumes of gas directly to markets.

MAY 9, 1977.

**REPORT OF JUSTICE THOMAS R. BERGER ON THE MACKENZIE VALLEY
PIPELINE INQUIRY**

"It will be for the Government of Canada, when my report and the National Energy Board's report is before it, to weigh Canada's need for frontier gas, and the impact of the construction of a pipeline on the north and on northern peoples, and then to decide if a pipeline should be built and, if it is to be build, then where and by whom it should be built. These are political decisions, to be taken by those who have been elected to make such decisions."

Thomas R. Berger. *Queens Quarterly*,
Vol. 83, No. 1, Spring 1976.

The Mackenzie Valley Inquiry was established on March 21, 1974 by Order-in-Council of the Government of Canada. The attached is the first of a two-volume advisory report to the Minister of Indian and Northern Affairs, prepared by the Commissioner of Inquiry, Justice Thomas R. Berger. In this first volume, Justice Berger addresses the overall social, environmental and economic impacts of proposed natural gas transportation systems on the Yukon and Northwest Territories. Specific emphasis is placed on the possible impacts of competing Mackenzie Valley pipeline projects sponsored by Canadian Arctic Gas Pipeline Ltd. and Foothills Pipelines Ltd. The second volume, scheduled for later release, will present recommended terms and conditions that might be imposed on the right of way if a pipeline is built.

The recommendations flowing from the Mackenzie Valley Pipeline Inquiry should not be construed as representing the policies of the Canadian Government or any Department thereof. It is common practice in Canada to establish Commissions of this kind to study policy options. While the Government is under no obligation to accept Justice Berger's recommendations, they will, of course, be given serious consideration.

The Berger reports, the National Energy Board findings and inputs from Government and public sources will all contribute to the review process leading toward final Government decisions.

**MACKENZIE VALLEY PIPELINE INQUIRY, COMMISSIONER,
MR. JUSTICE THOMAS R. BERGER**

OTTAWA,
May 9, 1977.

Berger Report: Northern Frontier, Northern Homeland.

Mr. Justice Thomas R. Berger's report of the Mackenzie Valley Pipeline Inquiry, tabled in the House of Commons today, recommends that, on environmental grounds, no pipeline should be built across the

Northern Yukon. It is, on the other hand, feasible, from an environmental point of view, to build a pipeline along the Mackenzie Valley to transport gas from the Arctic. However, construction of a pipeline along the Mackenzie Valley should be postponed for 10 years to allow sufficient time for a just settlement of native claims. The Judge indicates that on the basis of the evidence brought before the Inquiry, the alternative overland route to carry Alaskan gas to markets in the United States, along the Alaska Highway crossing the southern Yukon is environmentally preferable to the proposed crossing of the Northern Yukon.

Judge Berger's recommendations do not mean that Canadians "must renounce their northern gas and oil." The report said that if the Government of Canada accepts the recommendations contained in this report, Canadians can build "a Mackenzie Valley pipeline at the time of their own choosing, along a route of their own choice."

Judge Berger said that the decisions facing Canadians about the North

are not . . . simply about northern pipelines. They are decisions about the protection of the northern environment and the future of the northern peoples. . . . The North is a region of conflicting goals: preferences and aspirations . . . [where] the pipeline represents the advance of the industrial system to the Arctic. . . . The impact of a pipeline will bear especially upon the native people. . . . The conflict focuses on the pipeline. For some in Northern Canada, the North is a frontier, for others, it is a homeland, Judge Berger said.

Judge Berger set out the assumptions behind his recommendations:

I have proceeded on the assumption that, in due course, the industrial system will require the gas and oil of the Western Arctic, and that they will have to be transported along the Mackenzie Valley to markets in the South. I have also proceeded on the assumption that we intend to protect and preserve Canada's northern environment and that, above all else, we intend to honour the legitimate claims and aspirations of the native people. All of these assumptions are embedded in the federal government's expressed northern policy for the 1970s.

Two pipeline companies, Canadian Arctic Gas Pipeline L'd. and Foothills Pipe Lines Ltd., have proposed pipelines to bring gas from the Arctic along the Mackenzie Valley to consumers in the South. Arctic Gas proposes to bring Alaskan gas from Prudhoe Bay via the Northern Yukon, hook up with gas from the Mackenzie Delta and deliver to markets in Canada and the United States. Foothills proposes to bring Canadian gas south from the Mackenzie Delta.

The mandate of the Mackenzie Valley Pipeline Inquiry was to determine the social, environmental and economic impact of the construction of a gas pipeline and the cumulative impact of an energy corridor from the Arctic, and to recommend the terms and conditions that ought to be imposed on any right-of-way if such a pipeline were to be built.

This is Volume I of the report of the Inquiry. It deals with the broad social, economic and environmental impacts of the pipeline and

corridor. It contains basic recommendations to assist the Government in determining when a pipeline should be built, where it should be built and who should build it.

Volume II of the report is in preparation and will be available this summer. It will contain terms and conditions to be imposed if a pipeline is built.

Volume I includes an opening letter to Mr. Allmand, the Minister of Indian and Northern Affairs, which is a summary of Judge Berger's recommendations.

Key recommendations are as follows:

Judge Berger said: "I recommend that no pipeline be built and no energy corridor be established across the Northern Yukon along either route." This means that the report rejected both the Coastal and Interior Routes proposed by Arctic Gas to bring gas from Alaska to the United States.

Judge Berger said that if the pipeline is built along the Coastal Route and an energy corridor is established, "I foresee that, within our lifetime, the Porcupine caribou herd [one of the last great caribou herds in North America], will be reduced to a remnant." "The preservation of the Porcupine caribou herd is incompatible with the building of a gas pipeline and the establishment of an energy corridor through its calving grounds."

The Arctic Gas pipeline and energy corridor along the Interior Route in the Northern Yukon "would have a devastating impact on the people of Old Crow," Judge Berger said. "All the people in the village told me they are opposed to the pipeline. They fear it will destroy their village, their way of life, and their land."

The report recommended that a National Wilderness Park be established in the Northern Yukon contiguous to Alaska's Arctic National Wildlife Range "to protect the wilderness, the caribou, birds and other wildlife." "Oil and gas exploration, pipeline construction and industrial activity must be prohibited within the Park and the native people must continue to have the right to hunt, fish and trap."

Regarding the alternate proposal to carry Alaskan gas along the Alaska Highway Route across the southern Yukon, Judge Berger said:

Some of the concerns about wildlife, wilderness, and engineering and construction that led me to reject the corridor across the Northern Yukon do not appear to apply in the case of the Alaska Highway Route. It is a route with an established infrastructure. In my view, the construction of a pipeline along this route would not threaten any substantial populations of any species in the Yukon or in Alaska. But I am in no position to endorse such a route: an assessment of social and economic impact must still be made and native claims have not been settled.

Judge Berger views the Mackenzie Delta-Beaufort Sea area as a "major petroleum province in the making" and regards the pipeline as the trigger for expanded oil and gas exploration and development. He rejected the Arctic Gas proposed route across the Mackenzie Delta in order to protect the Delta's unique ecosystem, the birds and the white whales.

Judge Berger recommended a white whale sanctuary be established in west Mackenzie Bay to protect the calving grounds for the 5,000-strong white whale herd. "If the herd is driven from its calving area, it will die out," Judge Berger said. In the sanctuary, "oil and gas exploration and development would be forbidden at any time of the year."

Much of the oil and gas potential of the region is believed to lie offshore beneath the Beaufort Sea. The report recognized that it has been considered to be in the national interest to begin delineating the extent of these reserves but urged restraint in approving future exploration and development. "The greatest concern in the Beaufort Sea is the threat of oil spills," Judge Berger said: "In my opinion, the techniques presently available will not be successful in controlling or cleaning up a major spill in this remote [Arctic] area."

"Therefore, I urge the Government of Canada to ensure that improvements in technology for prevention . . . and clean-up of spills precede further advance of industry in the Beaufort Sea." In addition, Canada is "pioneering on this frontier and establishing the standards that may well guide other circumpolar countries in future Arctic drilling."

Another key recommendation is that "a period of 10 years will be required in the Mackenzie Valley and Western Arctic to settle native claims, and to establish the new institutions and new programs that a settlement will entail. No pipeline should be built until these things have been achieved." But solely from an environmental point of view, Judge Berger said, "I have concluded that it is feasible . . . to build a pipeline and to establish an energy corridor along the Mackenzie Valley, running south from the Mackenzie Delta to the Alberta border."

"The pipeline companies see the pipeline as an unqualified gain to the North," but "it is an illusion to believe that the pipeline will solve the economic problems of the North," the report said. The Arctic Gas project has been described as one of the greatest construction projects, in terms of capital expenditure, ever contemplated by private enterprise. The Arctic Gas pipeline would require 6,000 construction workers North of 60, a huge infrastructure of wharves, warehouses and airstrips, and fleets of aircraft, tractors, earth-movers, trucks and trailers. "The pipeline contractors and unions have made it plain that native northerners are not qualified to hold down skilled positions in pipeline construction." Once the pipeline is built there will be about 250 jobs, mostly of a technical nature, that will require qualified personnel from the South.

Judge Berger said:

I am convinced that non-renewable resources need not necessarily be the sole basis of the northern economy in the future. . . . A strengthening of renewable resource harvesting in the North—the fortification of the native economy—would enable native people to enter the industrial system without becoming completely dependent on it.

An economy based on modernization of hunting, fishing and trapping, on efficient game and fisheries management, on small-scale enterprise, and on the orderly development of gas and oil resources over a period of years—this is no retreat

into the past; rather, it is a rational program for northern development based on the ideals and aspirations of northern native peoples.

The report stated: "The social costs of building a pipeline now will be enormous, and no remedial programs are likely to ameliorate them." The great majority of the 1,000 witnesses that spoke to the Inquiry in the 35 community hearings expressed their fears of what a pipeline would bring: "an influx of construction workers, more alcoholism, tearing of the social fabric, injury to the land, and the loss of their identity as a people." Judge Berger said, "I am persuaded that these fears are well founded."

The report recommended that "the native people must be allowed a choice about their own future. If the pipeline is approved before a settlement of claims takes place, the future of the North—and the place of the native people in the North—will, in effect, have been decided for them." "It would therefore be dishonest to try to impose an immediate settlement that we know now—and that the native people will know before the ink is dry—will not achieve their goals. They will soon realize—just as the native people on the prairies realized a century ago as the settlers poured in—that the actual course of events on the ground will deny the promises that appear on paper."

The report pointed out that "the pipeline companies are obviously having trouble in designing their proposal to deal with frost heave" of the buried refrigerated pipeline. Judge Berger expressed his concern about construction scheduling too: "I am not persuaded that Arctic Gas can meet its construction schedule across the Northern Yukon."

Given such uncertainties "it seems to me unreasonable that the Government of Canada should give unqualified approval to a right-of-way or provide financial guarantees to the project without a convincing resolution of these concerns."

The report also recommended that the Government develop an independent body of knowledge on the northern environment, environmental impact, and engineering design and construction under Arctic and permafrost conditions to fill critical gaps in information and to provide government with the knowledge it will need in making an intelligent disposition of northern development proposals.

In the epilogue to the report, Judge Berger referred to the statements made at the Inquiry by native people who said they would be prepared to give up their lives to stop the pipeline if it were to proceed before there had been a settlement of native claims. He said: "I have given the most anxious consideration to whether or not I should make any reference in this report" to the statements made at the Inquiry about possible "violent reaction to the pipeline if it were built without a just settlement of native claims." "I have concluded that they cannot be ignored." "No one who heard them could doubt that they were said in earnest." "I do not want anyone to think I am predicting an insurrection. But I am saying there is the real possibility of civil disobedience and civil disorder that—if they did occur—might well render orderly political evolution of the North impossible.

Public Law 94-586
94th Congress

An Act

To expedite a decision on the delivery of Alaska natural gas to United States markets, and for other purposes.

Oct. 22, 1976
[S. 3521]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

Alaska Natural Gas Transportation Act of 1976.

SHORT TITLE

SECTION 1. This Act may be cited as the "Alaska Natural Gas Transportation Act of 1976".

15 USC 719 note.

CONGRESSIONAL FINDINGS

SEC. 2. The Congress finds and declares that—

15 USC 719.

(1) a natural gas supply shortage exists in the contiguous States of the United States;

(2) large reserves of natural gas in the State of Alaska could help significantly to alleviate this supply shortage;

(3) the expeditious construction of a viable natural gas transportation system for delivery of Alaska natural gas to United States markets is in the national interest; and

(4) the determinations whether to authorize a transportation system for delivery of Alaska natural gas to the contiguous States and, if so, which system to select, involve questions of the utmost importance respecting national energy policy, international relations, national security, and economic and environmental impact, and therefore should appropriately be addressed by the Congress and the President in addition to those Federal officers and agencies assigned functions under law pertaining to the selection, construction, and initial operation of such a system.

STATEMENT OF PURPOSE

SEC. 3. The purpose of this Act is to provide the means for making a sound decision as to the selection of a transportation system for delivery of Alaska natural gas to the contiguous States for construction and initial operation by providing for the participation of the President and the Congress in the selection process, and, if such a system is approved under this Act, to expedite its construction and initial operation by (1) limiting the jurisdiction of the courts to review the actions of Federal officers or agencies taken pursuant to the direction and authority of this Act, and (2) permitting the limitation of administrative procedures and effecting the limitation of judicial procedures related to such actions. To accomplish this purpose it is the intent of the Congress to exercise its constitutional powers to the fullest extent in the authorizations and directions herein made, and particularly with respect to the limitation of judicial review of actions of Federal officers or agencies taken pursuant thereto.

15 USC 719a.

DEFINITIONS

15 USC 719b.

SEC. 4. As used in this Act:

- (1) the term "Alaska natural gas" means natural gas derived from the area of the State of Alaska generally known as the North Slope of Alaska, including the Continental Shelf thereof;
- (2) the term "Commission" means the Federal Power Commission;
- (3) the term "Secretary" means the Secretary of the Interior;
- (4) the term "provision of law" means any provision of a Federal statute or rule, regulation, or order issued thereunder; and
- (5) the term "approved transportation system" means the system for the transportation of Alaska natural gas designated by the President pursuant to section 7(a) or 8(b) and approved by joint resolution of the Congress pursuant to section 8.

FEDERAL POWER COMMISSION REVIEWS AND REPORTS

Proceedings,
suspension.
15 USC 719c.
15 USC 717w.

SEC. 5. (a) (1) Notwithstanding any provision of the Natural Gas Act or any other provision of law, the Commission shall suspend all proceedings pending before the Commission on the date of enactment of this Act relating to a system for the transportation of Alaska natural gas as soon as the Commission determines to be practicable after such date, and the Commission may refuse to act on any application, amendment thereto, or other requests for action under the Natural Gas Act relating to a system for the transportation of Alaska natural gas until such time as (A) a decision of the President designating such a system for approval takes effect pursuant to section 8, (B) no such decision takes effect pursuant to section 8, or (C) the President decides not to designate such a system for approval under section 8 and so advises the Congress pursuant to section 7.

(2) In the event a decision of the President designating such a system takes effect pursuant to this Act, the Commission shall forthwith vacate proceedings suspended under paragraph (1) and, pursuant to section 9 and in accordance with the President's decision, issue a certificate of public convenience and necessity respecting such system.

(3) In the event such a decision of the President does not take effect pursuant to this Act or the President decides not to designate such a system and so advises the Congress pursuant to section 7, the suspension provided for in paragraph (1) of this subsection shall be removed.

Recommendation,
submission,
to President.

(b) (1) The Commission shall review all applications for the issuance of a certificate of public convenience and necessity relating to the transportation of Alaska natural gas pending on the date of enactment of this Act, and any amendments thereto which are timely made, and after consideration of any alternative transportation system which the Commission determines to be reasonable, submit to the President not later than May 1, 1977, a recommendation concerning the selection of such a transportation system. Such recommendation may be in the form of a proposed certificate of public convenience and necessity, or in such other form as the Commission determines to be appropriate, or may recommend that no decision respecting the selection of such a transportation system be made at this time or pursuant to this Act. Any recommendation that the President approve a particular transportation system shall (A) include a description of the nature and route of the system, (B) designate

a person to construct and operate the system, which person shall be the applicant, if any, which filed for a certificate of public convenience and necessity to construct and operate such system. (C) if such recommendation is for an all-land pipeline transportation system, or a transportation system involving water transportation, include provision for new facilities to the extent necessary to assure direct pipeline delivery of Alaska natural gas contemporaneously to points both east and west of the Rocky Mountains in the lower continental United States.

(2) The Commission may, by rule, provide for the presentation of data, views, and arguments before the Commission or a delegate of the Commission pursuant to such procedures as the Commission determines to be appropriate to carry out its responsibilities under paragraph (1) of this subsection. Such a rule shall, to the extent determined by the Commission, apply, notwithstanding any provision of law that would otherwise have applied to the presentation of data, views, and arguments. Rule.

(b) The Commission may request such information and assistance from any Federal agency as the Commission determines to be necessary or appropriate to carry out its responsibilities under this Act. Any Federal agency requested to submit information or provide assistance shall submit such information to the Commission at the earliest practicable time after receipt of a Commission request. Cooperation.

(c) The Commission shall accompany any recommendation under subsection (b) (1) with a report, which shall be available to the public, explaining the basis for such recommendation and including for each transportation system reviewed or considered a discussion of the following: Report, public availability.

(1) for each year of the 20-year period which begins with the first year following the date of enactment of this Act, the estimated—

(A) volumes of Alaska natural gas which would be available to each region of the United States directly, or indirectly by displacement or otherwise, and

(B) transportation costs and delivered prices of any such volumes of gas by region;

(2) the effects of each of the factors described in subparagraphs (A) and (B) of paragraph (1) on the projected natural gas supply and demand for each region of the United States and on the projected supplies of alternative fuels available by region to offset shortages of natural gas occurring in such region for each such year;

(3) the impact upon competition;

(4) the extent to which the system provides a means for the transportation to United States markets of natural resources or other commodities from sources in addition to the Prudhoe Bay Reserve;

(5) environmental impacts;

(6) safety and efficiency in design and operation and potential for interruption in deliveries of Alaska natural gas;

(7) construction schedules and possibilities for delay in such schedules or for delay occurring as a result of other factors;

(8) feasibility of financing;

(9) extent of reserves, both proven and probable and their deliverability by year for each year of the 20-year period which

begins with the first year following the date of enactment of this Act;

(10) the estimate of the total delivered cost to users of the natural gas to be transported by the system by year for each year of the 20-year period which begins with the first year following the date of enactment of this Act;

(11) capability and cost of expanding the system to transport additional volumes of natural gas in excess of initial system capacity;

(12) an estimate of the capital and operating costs, including an analysis of the reliability of such estimates and the risk of cost overruns; and

(13) such other factors as the Commission determines to be appropriate.

(d) The recommendation by the Commission pursuant to this section shall not be based upon the fact that the Government of Canada or agencies thereof have not, by then rendered a decision as to authorization of a pipeline system to transport Alaska natural gas through Canada.

(e) If the Commission recommends the approval of a particular transportation system, it shall submit to the President with such recommendation (1) an identification of those facilities and operations which are proposed to be encompassed within the term "construction and initial operation" in order to define the scope of directions contained in section 9 of this Act and (2) the terms and conditions permitted under the Natural Gas Act, which the Commission determines to be appropriate for inclusion in a certificate of public convenience and necessity to be issued respecting such system. The Commission shall submit to the President contemporaneously with its report an environmental impact statement prepared respecting the recommended system, if any, and each environmental impact statement which may have been prepared respecting any other system reported on under this section.

Transportation system recommendation, submittal to President.

15 USC 717w.

Environmental impact statement, submittal to President.

OTHER REPORTS

Comments, submittal to President.
15 USC 719d.

Public availability.

SEC. 6. (a) Not later than July 1, 1977, any Federal officer or agency may submit written comments to the President with respect to the recommendation and report of the Commission and alternative methods for transportation of Alaska natural gas for delivery to the contiguous States. Such comments shall be made available to the public by the President when submitted to him, unless expressly exempted from this requirement in whole or in part by the President, under section 552(b)(1) of title 5, United States Code. Any such written comment shall include information within the competence of such Federal officer or agency with respect to—

- (1) environmental considerations, including air and water quality and noise impacts;
- (2) the safety of the transportation systems;
- (3) international relations, including the status and time schedule for any necessary Canadian approvals and plans;
- (4) national security, particularly security of supply;
- (5) sources of financing for capital costs;
- (6) the impact upon competition;
- (7) impact on the national economy, including regional natural gas requirements; and

(8) relationship of the proposed transportation system to other aspects of national energy policy.

(b) Not later than July 1, 1977, the Governor of any State, any municipality, State utility commission, and any other interested person may submit to the President such written comments with respect to the recommendation and report of the Commission and alternative systems for delivering Alaska natural gas to the contiguous States as they determine to be appropriate.

Comments,
submittal to
President.

(c) Not later than July 1, 1977, each Federal officer or agency shall report to the President with respect to actions to be taken by such officer or agency under section 9(a) relative to each transportation system reported on by the Commission under section 5(c) and shall include such officer's or agency's recommendations with respect to any provision of law to be waived pursuant to section 8(g) in conjunction with any decision of the President which designates a system for approval.

Report to
President.

(d) Following receipt by the President of the Commission's recommendations, the Council on Environmental Quality shall afford interested persons an opportunity to present oral and written data, views, and arguments respecting the environmental impact statements submitted by the Commission under section 5(c). Not later than July 1, 1977, the Council on Environmental Quality shall submit to the President a report, which shall be contemporaneously made available by the Council to the public, summarizing any data, views, and arguments received and setting forth the Council's views concerning the legal and factual sufficiency of each such environmental impact statement and other matters related to environmental impact as the Council considers to be relevant.

Report to
President.

PRESIDENTIAL DECISION AND REPORT

SEC. 7. (a)(1) As soon as practicable after July 1, 1977, but not later than September 1, 1977, the President shall issue a decision as to whether a transportation system for delivery of Alaska natural gas should be approved under this Act. If he determines such a system should be so approved, his decision shall designate such a system for approval pursuant to section 8 and shall be consistent with section 5(b)(1)(C) to assure delivery of Alaska natural gas to points both east and west of the Rocky Mountains in the continental United States. The President in making his decision shall take into consideration the Commission's recommendation pursuant to section 5, the report under section 5(c), and any comments submitted under section 6, and his decision to designate a system for approval shall be based on his determination as to which system, if any, best serves the national interest.

15 USC 719e.

(c) The President, for a period of up to 90 additional calendar days after September 1, 1977, may delay the issuance of his decision and transmittal thereof to the House of Representatives and the Senate, if he determines (A) that there exists no environmental impact statement prepared relative to a system he wishes to consider or that any prepared environmental impact statement relative to a system he wishes to consider is legally or factually insufficient, or (B) that the additional time is otherwise necessary to enable him to make a sound decision on an Alaska natural gas transportation system. The President shall promptly, but in no case any later than September 1, 1977, notify the House of Representatives and the

Transmittal to
Congress, delay.

Notice to
Congress.

Senate if he so delays his decision and submit a full explanation of the basis of any such delay.

(3) If, on or before May 1, 1977, the President determines to delay issuance and transmittal of his decision to the House of Representatives and the Senate pursuant to paragraph (2) of this subsection, he may authorize a delay of not more than 90 days in the date of taking of any action specified in sections 5 and 6. The President shall promptly notify the House of Representatives and the Senate of any such authorization of delay and submit a full explanation of the basis of any such authorization.

(4) If the President determines to designate for approval a transportation system for delivery of Alaska natural gas to the contiguous States, he shall in such decision—

(A) describe the nature and route of the system designated for approval;

(B) designate a person to construct and operate such a system, which person shall be the applicant, if any, which filed for a certificate of public convenience and necessity to construct and operate such system;

(C) identify those facilities, the construction of which, and those operations, the conduct of which, shall be encompassed within the term "construction and initial operation" for purposes of defining the scope of the directions contained in section 9 of this Act, taking into consideration any recommendation of the Commission with respect thereto; and

(D) identify those provisions of law, relating to any determination of a Federal officer or agency as to whether a certificate, permit, right-of-way, lease, or other authorization shall be issued or be granted, which provisions the President finds (i) involve determinations which are subsumed in his decision and (ii) require waiver pursuant to section 8(g) in order to permit the expeditious construction and initial operation of the transportation system.

(5) After a decision of the President designating an Alaska natural gas transportation system takes effect under section 8, the President shall appoint an officer of the United States, with the advice and consent of the Senate, or designate a board (consisting of such an officer, so appointed with the advice and consent of the Senate, as chairman and such other individuals as the President determines appropriate to serve on such board by reason of background, experience, or position) to serve as Federal inspector of construction of such transportation system, except that no such individual or officer may have a financial interest in the approved transportation system. Upon enactment of a joint resolution pursuant to section 8 approving such a system the Federal inspector shall—

(A) establish a joint surveillance and monitoring agreement, approved by the President, with the State of Alaska similar to that in effect during construction of the trans-Alaska oil pipeline to monitor the construction of the approved transportation system within the State of Alaska;

(B) monitor compliance with applicable laws and the terms and conditions of any applicable certificate, rights-of-way, permit, lease, or other authorization issued or granted under section 9;

(C) monitor actions taken to assure timely completion of construction schedules and the achievement of quality of construction, cost control, safety, and environmental protection objectives and the results obtained therefrom;

Notice to
Congress.

Chairman,
appointment.

Joint surveillance
and monitoring
agreement,
establishment.

(D) have the power to compel, by subpoena if necessary, submission of such information as he deems necessary to carry out his responsibilities; and

(E) keep the President and the Congress currently informed on any significant departures from compliance and issue quarterly reports to the President and the Congress concerning existing or potential failures to meet construction schedules or other factors which may delay the construction and initial operation of the system and the extent to which quality of construction, cost control, safety and environmental protection objectives have been achieved.

(6) If the President determines to designate for approval a transportation system for delivery of Alaska natural gas to the contiguous States, he may identify in such decision such terms and conditions permissible under existing law as he determines appropriate for inclusion with respect to any issuance or authorization directed to be made pursuant to section 9.

(b) The decision of the President made pursuant to subsection (a) of this section shall be transmitted to both Houses of Congress and shall be considered received by such Houses for the purposes of this section on the first day on which both are in session occurring after such decision is transmitted. Such decision shall be accompanied by a report explaining in detail the basis for his decision with specific reference to the factors set forth in sections 5(c) and 6(a), and the reasons for any revision, modification of, or substitution for, the Commission recommendation.

Transmittal to Congress.

(c) The report of the President pursuant to subsection (b) of this section shall contain a financial analysis for the transportation system designated for approval. Unless the President finds and states in his report submitted pursuant to this section that he reasonably anticipates that the system designated by him can be privately financed, constructed, and operated, his report shall also be accompanied by his recommendation concerning the use of existing Federal financing authority or the need for new Federal financing authority.

Financial analysis.

(d) In making his decision under subsection (a) the President shall inform himself, through appropriate consultation, of the views and objectives of the States, the Government of Canada, and other governments with respect to those aspects of such a decision that may involve intergovernmental and international cooperation among the Government of the United States, the States, the Government of Canada, and any other government.

(e) If the President determines to designate a transportation system for approval, the decision of the President shall take effect as provided in section 8, except that the approval of a decision of the President shall not be construed as amending or otherwise affecting the laws of the United States so as to grant any new financing authority as may have been identified by the President pursuant to subsection (c).

CONGRESSIONAL REVIEW

Sec. 8. (a) Any decision under section 7(a) or 8(b) designating for approval a transportation system for the delivery of Alaska natural gas shall take effect upon enactment of a joint resolution within the first period of 60 calendar days of continuous session of Congress beginning on the date after the date of receipt by the Senate and House of Representatives of a decision transmitted pursuant to section 7(b) or subsection (b) of this section.

15 USC 719f.

(b) If the Congress does not enact such a joint resolution within such 60-day period, the President, not later than the end of the 30th day following the expiration of the 60-day period, may propose a new decision and shall provide a detailed statement concerning the reasons for such proposal. The new decision shall be submitted in accordance with section 7(c) and transmitted to the House of Representatives and the Senate on the same day while both are in session and shall take effect pursuant to subsection (a) of this section. In the event that a resolution respecting the President's decision was defeated by vote of either House, no new decision may be transmitted pursuant to this subsection unless such decision differs in a material respect from the previous decision.

(c) For purposes of this section—

(1) continuity of session of Congress is broken only by an adjournment sine die; and

(2) the days on which either House is not in session because of an adjournment of more than 3 days to a day certain are excluded in the computation of the 60-day calendar period.

(d)(1) This subsection is enacted by Congress—

(A) as an exercise of the rulemaking power of each House of Congress, respectively, and as such it is deemed a part of the rules of each House, respectively, but applicable only with respect to the procedure to be followed in that House in the case of resolutions described by paragraph (2) of this subsection; and it supercedes other rules only to the extent that it is inconsistent therewith; and

(B) with full recognition of the constitutional right of either House to change the rules (so far as those rules relate to the procedure of that House) at any time, in the same manner and to the same extent as in the case of any other rule of such House.

(2) For purposes of this Act, the term "resolution" means (A) a joint resolution, the resolving clause of which is as follows: "That the House of Representatives and Senate approve the Presidential decision on an Alaska natural gas transportation system submitted to the Congress on _____, 19____, and find that any environmental impact statements prepared relative to such system and submitted with the President's decision are in compliance with the Natural Environmental Policy Act of 1969."; the blank space therein shall be filled with the date on which the President submits his decision to the House of Representatives and the Senate; or (B) a joint resolution described in subsection (g).

(3) A resolution once introduced with respect to a Presidential decision or an Alaska natural gas transportation system shall be referred to one or more committees (and all resolutions with respect to the same Presidential decision on an Alaska natural gas transportation system shall be referred to the same committee or committees) by the President of the Senate or the Speaker of the House of Representatives, as the case may be.

(4)(A) If any committee to which a resolution with respect to a Presidential decision on an Alaska natural gas transportation system has been referred has not reported it at the end of 30 calendar days after its referral, it shall be in order to move either to discharge such committee from further consideration of such resolution or to discharge such committee from consideration of any other resolution with respect to such Presidential decision on an Alaska natural gas transportation system which has been referred to such committee.

"Resolution"

42 USC 4321
note.

Referral to
congressional
committees.

(B) A motion to discharge may be made only by an individual favoring the resolution, shall be highly privileged (except that it may not be made after the committee has reported a resolution with respect to the same Presidential decision on an Alaska natural gas transportation system), and debate thereon shall be limited to not more than 1 hour, to be divided equally between those favoring and those opposing the resolution. An amendment to the motion shall not be in order, and it shall not be in order to move to reconsider the vote by which the motion was agreed to or disagreed to.

Debate
limitation.

(C) If the motion to discharge is agreed to or disagreed to, the motion may not be made with respect to any other resolution with respect to the same Presidential decision on an Alaska natural gas transportation system.

(5) (A) When any committee has reported, or has been discharged from further consideration of, a resolution, but in no case earlier than 30 days after the date of receipt of the President's decision to the Congress, it shall be at any time thereafter in order (even though a previous motion to the same effect has been disagreed to) to move to proceed to the consideration of the resolution. The motion shall be highly privileged and shall not be debatable. An amendment to the motion shall not be in order, and it shall not be in order to move to reconsider the vote by which the motion was agreed to or disagreed to.

(B) Debate on the resolution described in subsection (d)(2)(A) shall be limited to not more than 10 hours and on any resolution described in subsection (g) to one hour. This time shall be divided equally between those favoring and those opposing such resolution. A motion further to limit debate shall not be debatable. An amendment to, or motion to recommit the resolution shall not be in order, and it shall not be in order to move to reconsider the vote by which such resolution was agreed to or disagreed to or, thereafter within such 60-day period, to consider any other resolution respecting the same Presidential decision.

(6) (A) Motions to postpone, made with respect to the discharge from committee, or the consideration of a resolution and motions to proceed to the consideration of other business, shall be decided without debate.

(B) Appeals from the decision of the Chair relating to the application of the rules of the Senate or the House of Representatives, in the case may be, to the procedures relating to a resolution shall be decided without debate.

(c) The President shall find that any required environmental impact statement relative to the Alaska natural gas transportation system designated for approval by the President has been prepared and that such statement is in compliance with the National Environmental Policy Act of 1969. Such finding shall be set forth in the report of the President submitted under section 7. The President may supplement or modify the environmental impact statements prepared by the Commission or other Federal officers or agencies. Any such environmental impact statement shall be submitted contemporaneously with the transmittal to the Senate and House of Representatives of the President's decision pursuant to section 7(b) or subsection (b) of this section.

42 USC 4321
note.

Submittal to
congressional
committees.

(f) Within 20 days of the transmittal of the President's decision to the Congress under section 7(b) or under subsection (b) of this section, (1) the Commission shall submit to the Congress a report commenting on the decision and including any information with regard to that decision which the Commission considers appropriate,

Report, submittal
to Congress.

90 STAT. 2912

PUBLIC LAW 94-586—OCT. 22, 1976

Hearings.
Report, submittal
to Congress.

Congressional
committee
hearings.

Waiver, submittal
to Congress.

and (2) the Council on Environmental Quality shall provide an opportunity to any interested person to present oral and written data, views, and arguments on any environmental impact statement submitted by the President relative to any system designated by him for approval which is different from any system reported on by the Commission under section 5(c), and shall submit to the Congress a report summarizing any such views received. The committees in each House of Congress to which a resolution has been referred under subsection (d) (3) shall conduct hearings on the Council's report and include in any report of the committee respecting such resolution the findings of the committee on the legal and factual sufficiency of any environmental impact statement submitted by the President relative to any system designated by him for approval.

(g) (1) At any time after a decision designating a transportation system is submitted to the Congress pursuant to this section, if the President finds that any provision of law applicable to actions to be taken under subsection (a) or (c) of section 9 require waiver in order to permit expeditious construction and initial operation of the approved transportation system, the President may submit such proposed waiver to both Houses of Congress.

(2) Such provision shall be waived with respect to actions to be taken under subsection (a) or (c) of section 9 upon enactment of a joint resolution pursuant to the procedures specified in subsections (c) and (d) of this section (other than subsection (d) (2) thereof) within the first period of 60 calendar days of continuous session of Congress beginning on the date after the date of receipt by the Senate and House of Representatives of such proposal.

(3) The resolving clause of the joint resolution referred to in this subsection is as follows: "That the House of Representatives and Senate approve the waiver of the provision of law () as proposed by the President, submitted to the Congress on , 19 ." The first blank space therein being filled with the citation to the provision of law and the second blank space therein being filled with the date on which the President submits his decision to the House of Representatives and the Senate.

(4) In the case of action with respect to a joint resolution described in this subsection, the phrase "a waiver of a provision of law" shall be substituted in subsection (d) for the phrase "the Alaska natural gas transportation system."

AUTHORIZATIONS

15 USC 719g.

Sec. 9. (a) To the extent that the taking of any action which is necessary or related to the construction and initial operation of the approved transportation system requires a certificate, right-of-way, permit, lease, or other authorization to be issued or granted by a Federal officer or agency, such Federal officer or agency shall—

(1) to the fullest extent permitted by the provisions of law administered by such officer or agency, but

(2) without regard to any provision of law which is waived pursuant to section 8(g) issue or grant such certificates, permits, rights-of-way, leases, and other authorizations at the earliest practicable date.

(b) All actions of a Federal officer or agency with respect to consideration of applications or requests for the issuance or grant of a certificate, right-of-way, permit, lease, or other authorization to which subsection (a) applies shall be expedited and any such application or

request shall take precedence over any similar applications or requests of the Federal officer or agency.

(c) Any certificate, right-of-way, permit, lease, or other authorization issued or granted pursuant to the direction under subsection (a) shall include the terms and conditions required by law unless waived pursuant to a resolution under section 8(g), and may include terms and conditions permitted by law, except that with respect to terms and conditions permitted but not required, the Federal officer or agency, notwithstanding any such other provision of law, shall have no authority to include terms and conditions as would compel a change in the basic nature and general route of the approved transportation system or those the inclusion of which would otherwise prevent or impair in any significant respect the expeditious construction and initial operation of such transportation system.

Terms and conditions.

(d) Any Federal officer or agency, with respect to any certificate, permit, right-of-way, lease, or other authorization issued or granted by such officer or agency, may, to the extent permitted under laws administered by such officer or agency add to, amend or abrogate any term or condition included in such certificate, permit, right-of-way, lease, or other authorization except that with respect to any such action which is permitted but not required by law, such Federal officer or agency, notwithstanding any such other provision of law, shall have no authority to take such action if the terms and conditions to be added, or as amended, would compel a change in the basic nature and general route of the approved transportation system or would otherwise prevent or impair in any significant respect the expeditious construction and initial operation of such transportation system.

(e) Any Federal officer or agency to which subsection (a) applies, to the extent permitted under laws administered by such officer or agency, shall include in any certificate, permit, right-of-way, lease, or authorization issued or granted those terms and conditions identified in the President's decision as appropriate for inclusion except that the requirement to include such terms and conditions shall not limit the Federal officer or agency's authority under subsection (d) of this section.

JUDICIAL REVIEW

Sec. 10. (a) Notwithstanding any other provision of law, the actions of Federal officers or agencies taken pursuant to section 9 of this Act, shall not be subject to judicial review except as provided in this section.

15 USC 719b.

(b) (1) Claims alleging the invalidity of this Act may be brought not later than the 90th day following the date a decision takes effect pursuant to section 8 of this Act.

(2) Claims alleging that an action will deny rights under the Constitution of the United States, or that an action is in excess of statutory jurisdiction, authority, or limitations, or short of statutory right may be brought not later than the 90th day following the date of such action, except that if a party shows that he did not know of the action complained of, and a reasonable person acting in the circumstances would not have known, he may bring a claim alleging the invalidity of such action on the grounds stated above not later than the 90th day following the date of his acquiring actual or constructive knowledge of such action.

(c) (1) A claim under subsection (b) shall be barred unless a complaint is filed prior to the expiration of such time limits in the United States Court of Appeals for the District of Columbia acting as a

Special Court. Such court shall have exclusive jurisdiction to determine such proceeding in accordance with the procedures hereinafter provided, and no other court of the United States, of any State, territory, or possession of the United States, or of the District of Columbia, shall have jurisdiction of any such claim in any proceeding instituted prior to or on or after the date of enactment of this Act.

(2) Any such proceeding shall be assigned for hearing and completed at the earliest possible date, shall, to the greatest extent practicable, take precedence over all other matters pending on the docket of the court at that time, and shall be expedited in every way by such court and such court shall render its decision relative to any claim within 90 days from the date such claim is brought unless such court determines that a longer period of time is required to satisfy requirements of the United States Constitution.

(3) The enactment of a joint resolution under section 8 approving the decision of the President shall be conclusive as to the legal and factual sufficiency of the environmental impact statements submitted by the President relative to the approved transportation system and no court shall have jurisdiction to consider questions respecting the sufficiency of such statements under the National Environmental Policy Act of 1969.

USC prec. title 1.

42 USC 4321
note.

SUPPLEMENTAL ENFORCEMENT AUTHORITY

Compliance order
or civil action.
5 USC 719f.

SEC. 11 (a) In addition to remedies available under other applicable provisions of law, whenever any Federal officer or agency determines that any person is in violation of any applicable provision of law administered or enforceable by such officer or agency or any rule, regulation, or order under such provision, including any term or condition of any certificate, right-of-way, permit, lease, or other authorization, issued or granted by such officer or agency, such officer or agency may—

(1) issue a compliance order requiring such person to comply with such provision or any rule, regulation, or order thereunder,

or

(2) bring a civil action in accordance with subsection (c).

(b) Any order issued under subsection (a) shall state with reasonable specificity the nature of the violation and a time of compliance, not to exceed 30 days, which the officer or agency, as the case may be, determines is reasonable, taking into account the seriousness of the violation and any good faith efforts to comply with applicable requirements.

Civil penalty.

(c) Upon a request of such officer or agency, as the case may be, the Attorney General may commence a civil action for appropriate relief, including a permanent or temporary injunction or a civil penalty not to exceed \$25,000 per day for violations of the compliance order issued under subsection (a). Any action under this subsection may be brought in any district court of the United States for the district in which the defendant is located, resides, or is doing business, and such court shall have jurisdiction to restrain such violation, require compliance, or impose such penalty or give ancillary relief.

Jurisdiction.

EXPORT LIMITATIONS

15 USC 719g.
15 USC 717w.

SEC. 12. Any exports of Alaska natural gas shall be subject to the requirements of the Natural Gas Act and section 103 of the Energy

Policy and Conservation Act, except that in addition to the requirements of such Acts, before any Alaska natural gas in excess of 1,000 Mcf per day may be exported to any nation other than Canada or Mexico, the President must make and publish an express finding that such exports will not diminish the total quantity or quality nor increase the total price of energy available to the United States.

42 USC 6212.

Presidential
finding.
publication.

EQUAL ACCESS TO FACILITIES

Sec. 13. (a) There shall be included in the terms of any certificate, permit, right-of-way, lease, or other authorization issued or granted pursuant to the directions contained in section 2 of this Act, a provision that no person seeking to transport natural gas in the Alaska natural gas transportation system shall be prevented from doing so or be discriminated against in the terms and conditions of service on the basis of degree of ownership, or lack thereof, of the Alaska natural gas transportation system.

15 USC 719k

(b) The State of Alaska is authorized to ship its royalty gas on the approved transportation system for use within Alaska and, to the extent its contracts for the sale of royalty gas so provide, to withdraw such gas from the interstate market for use within Alaska; the Federal Power Commission shall issue all authorizations necessary to effectuate such shipment and withdrawal subject to review by the Commission only of the justness and reasonableness of the rate charged for such transportation.

ANTITRUST LAWS

Sec. 14. Nothing in this Act, and no action taken hereunder, shall imply or effect an amendment to, or exemption from, any provision of the antitrust laws.

15 USC 719l

AUTHORIZATION

Sec. 15. There is hereby authorized to be appropriated beginning in fiscal year 1978 and each fiscal year thereafter, such sums as may be necessary to carry out the functions of the Federal inspector appointed by the President with the advice and consent of the Senate under section 7.

15 USC 719m

REPARABILITY

Sec. 16. If any provision of this Act, or the application thereof, is held invalid, the remainder of this Act shall not be affected thereby.

15 USC 719n

CIVIL RIGHTS

Sec. 17. All Federal officers and agencies shall take such affirmative action as is necessary to assure that no person shall, on the grounds of race, creed, color, national origin, or sex, be excluded from receiving, or participating in any activity conducted under, any certificates, permit, right-of-way, lease, or other authorization granted or issued pursuant to this Act. The appropriate Federal officers and agencies shall promulgate such rules as are necessary to carry out the purposes of this section and may enforce this section, and any rules promulgated under this section through agency and department provisions and rules which shall be similar to those established and in effect under title VI of the Civil Rights Act of 1964.

Discrimination
prohibition.
15 USC 719o

Rules.

42 USC 2006a
et seq.

REPORT ON THE EQUITABLE ALLOCATION OF NORTH SLOPE CRUDE OIL

Report to
Congress.
43 USC 1651
note.

43 USC 1651
note.

SEC. 18. Within 6 months of the date of enactment of this Act, the President shall determine what special expediting procedures are necessary to insure the equitable allocation of north slope crude oil to the Northern Tier States of Washington, Oregon, Idaho, Montana, North Dakota, Minnesota, Michigan, Wisconsin, Illinois, Indiana, and Ohio (hereinafter referred to as the "Northern Tier States") to carry out the provisions of section 410 of Public Law 93-453 and shall report his findings to the Congress. In his report, the President shall identify the specific provisions of law, which relate to any determination of a Federal officer or agency as to whether to issue or grant a certificate, permit, right-of-way, lease, or other authorization in connection with the construction of an oil delivery system serving the Northern Tier States and which the President finds would inhibit the expeditious construction of such a system in the contiguous States of the United States. In addition the President will include in his report a statement which demonstrates the impact that the delivery system will have on reducing the dependency of New England and the Middle Atlantic States on foreign oil imports. Furthermore, all Federal officers and agencies shall, prior to the submission of such report and further congressional action relating thereto, expedite to the fullest practicable extent all applications and requests for action made with respect to such an oil delivery system.

ANTITRUST STUDY

Report to
Congress.
15 USC 719 note.

SEC. 19. The Attorney General of the United States is authorized and directed to conduct a thorough study of the antitrust issues and problems relating to the production and transportation of Alaska natural gas and, not later than six months following the date of enactment of this Act, to complete such study and submit to the Congress a report containing his findings and recommendations with respect thereto.

EXPIRATION

15 USC 719 note.

SEC. 20. This Act shall terminate in the event that no decision of the President takes effect under section 8 of this Act, such termination to occur at the end of the last day on which a decision could be, but is not, approved under such section.

Approved October 22, 1976.

LEGISLATIVE HISTORY

HOUSE REPORT No. 94-1658, Pt. 1 (Comm. on Interstate and Foreign Commerce).
SENATE REPORT No. 94-1020 (Comm. on Commerce and Comm. on Interior and Insular Affairs).
CONGRESSIONAL RECORD, Vol. 122 (1976):
July 1, considered and passed Senate.
Sept. 30, considered and passed House, amended.
Oct. 1, Senate agreed to House amendments.
WEEKLY COMPILATION OF PRESIDENTIAL DOCUMENTS, Vol. 12, No. 44
Oct. 22, Presidential statement.

A REPORT OF THE UPPER TANANA REGIONAL FORUM
ON THE IMPACT OF CONSTRUCTION AND OPERATION OF THE
ALCAN GAS PIPELINE

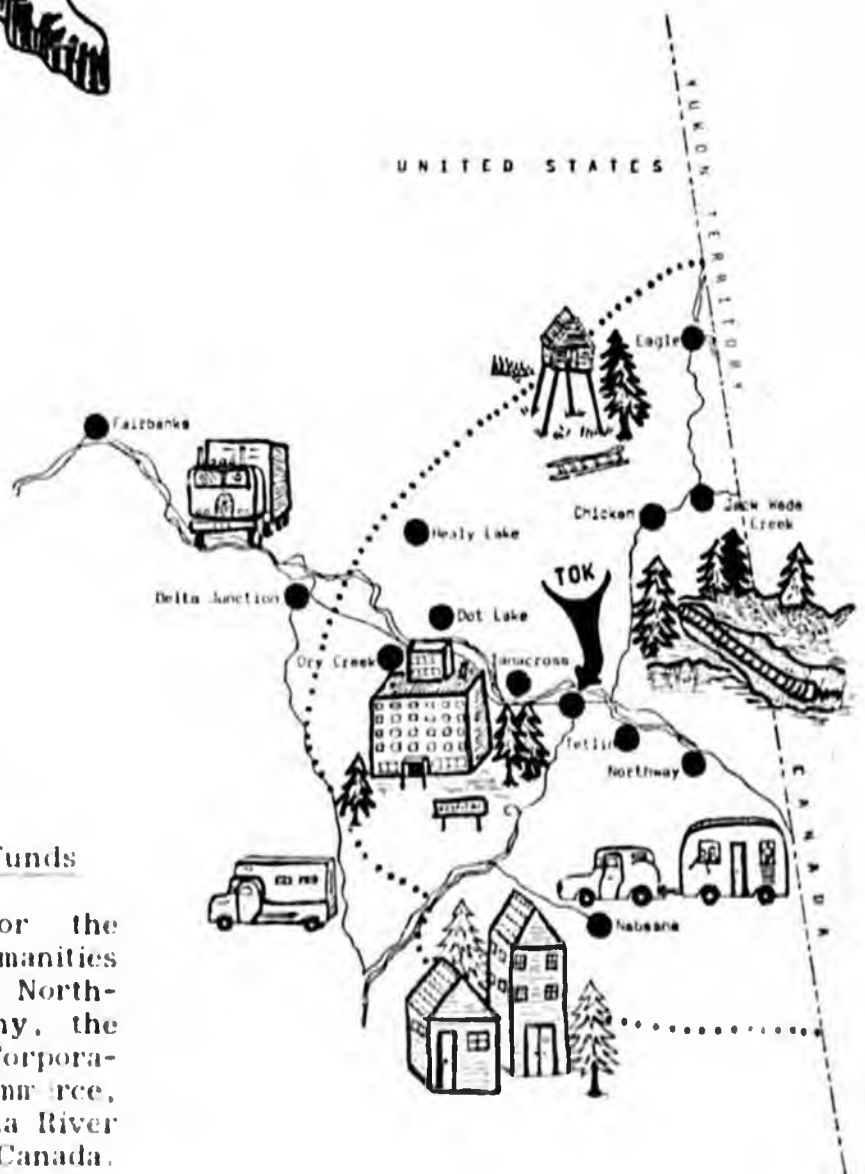


Held April 8-9, 1978 at the Tok School in Tok, Alaska

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Fairbanks Town & Village
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for
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To the Residents of the Upper Tanana River Basin:

At the annual Board of Directors meeting in December 1977, Mellie Terwilliger, representing the Tok community, asked for Board support for a forum to be held in Tok, Alaska to give residents in the area an opportunity to have a general discussion about the Alcan Gas Pipeline.

The Board agreed and authorized the Executive Director, Mr. Smetzer, to work with community leaders and with organizations in the region already active in discussions with gas pipeline officials to help set up a public forum.

Through the enthusiastic and capable effort of dozens of people in the area a forum steering committee was formed, topics selected, agendas established, publicity issued, people invited, and the forum conducted. The forum could never have occurred without the efforts of these dedicated people.

Funds for preliminary work and for the main costs of the forum were approved by the Alaska Humanities Forum and the National Endowment for the Humanities with supplemental travel funds for outlying villages supplied by Northwest Alaskan Pipeline Company. Funds for the preparation of this report were provided through the State of Alaska by means of a legislative appropriation initiated by the Upper Tanana region's representative in the Alaska Senate, Senator John Sackett.

Participation in the forum itself by residents in the region, by state and federal officials, by visiting Canadians, and by officials of Northwest Energy Company was well over 350 people.

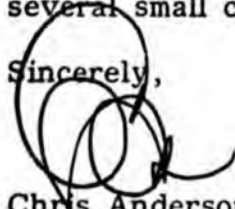
Both the staff of the Association and the many Board members who attended the forum in April 1978 were pleased to have had the opportunity to work with and to assist the people of Tok and the Upper Tanana in meeting with key gasline officials and in discussing the many, many, significant issues and problems which must be considered and resolved in the construction and operation of the project.

Though almost everyone at the forum expressed their pleasure with it, it is within this crucible of the project itself that the success or failure of the forum will be determined.

President Carter, speaking from Kansas City on July 15th of this year pledged the full resources of the federal government to assure early construction of the gasline. The federal Congress is considering legislation designed to provide impact assistance to areas like the Upper Tanana which must, ultimately, live with and deal with the human, social, economic, and political disruption and opportunity which accompanies such massive projects.

In view of these things, we believe this report is most timely. We sincerely hope it is also useful to those of you who live in Tok and the several small communities in the headwaters of the Tanana River.

Sincerely,

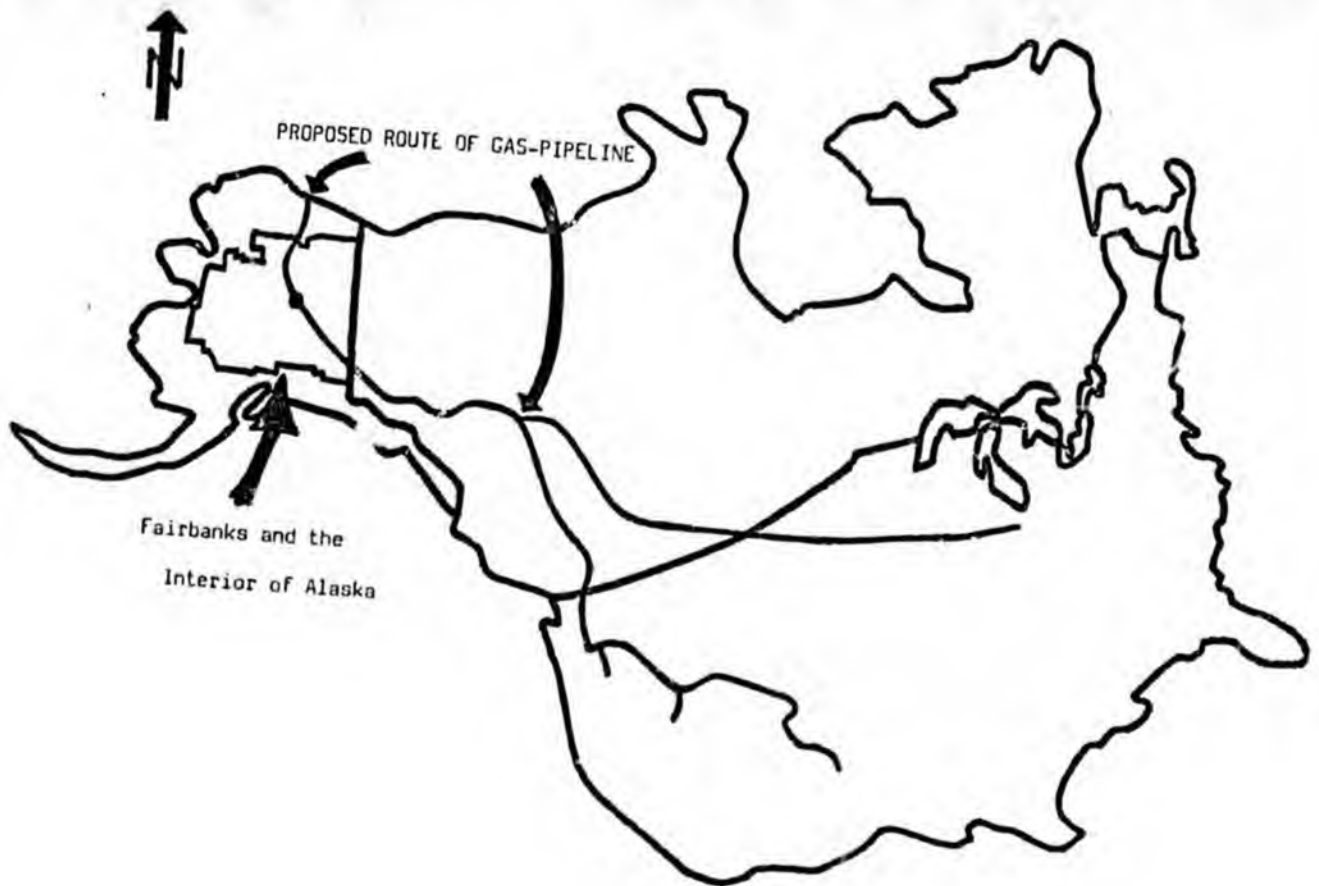


Chris Anderson, President
FTWAD Board of Directors

CA:JES:bjs

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Forum Co-ordinators: Su Emry; Chuck Marunde - Tok	
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Drawings: Marie Jewett - Fairbanks	
Layout: Roberta Fyten - Fairbanks	
Organization: Barbara Sepelak - Fairbanks	



PREFACE

Residents of the Upper Tanana Region are asking questions today about changes that will come about in their communities over the next three to five years with construction of the Northwest Alaskan Pipeline Project. Approximately 140 miles of the 731-mile Alaskan section of the gasline will pass through the region and close to the "highway communities".

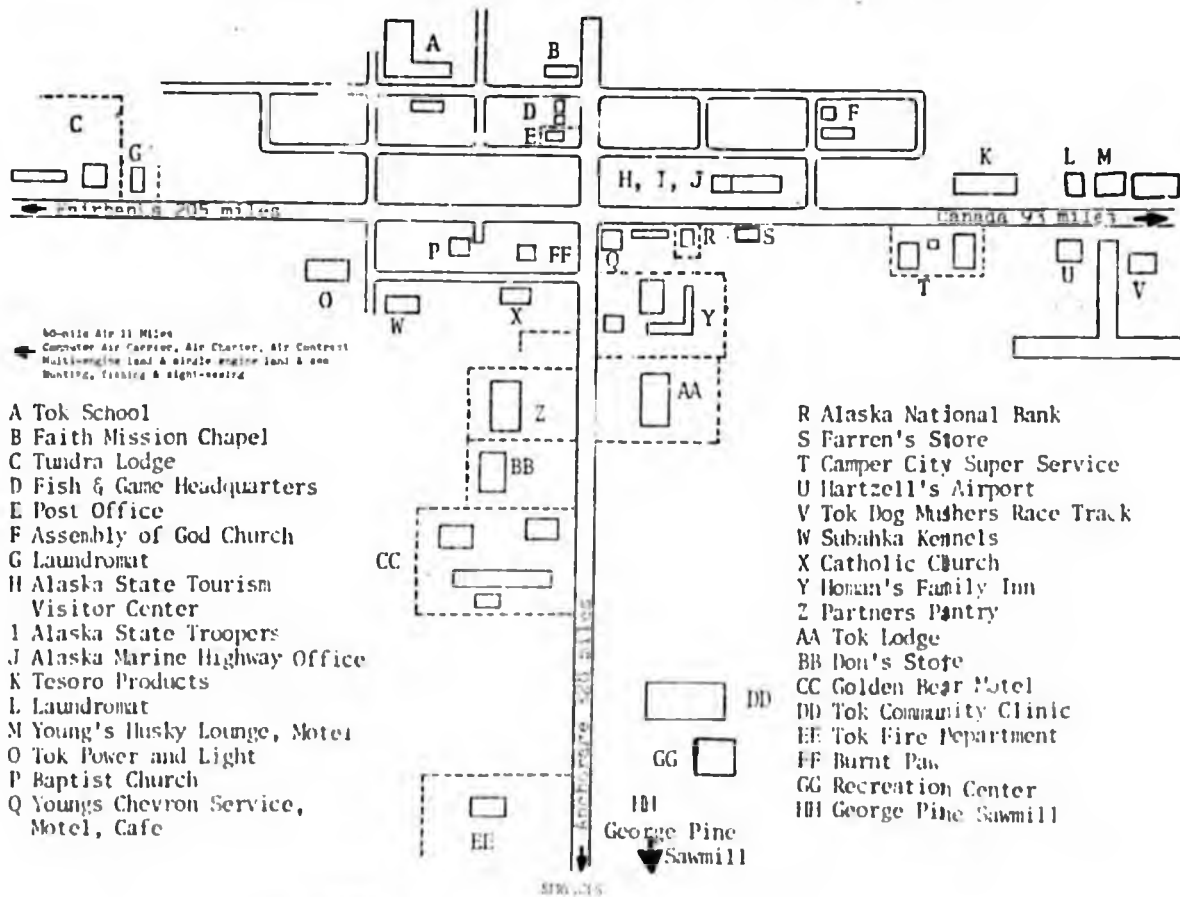
In order to prepare and plan for the activity to be generated by a project of this size, residents of the region need information. They had some questions they wanted answered:

- How many people will the project bring?
- Will there be employment opportunities for residents?
- How will it affect existing lifestyles in the area?
- Will it tap our existing resources and services and to what extent?

These questions were but a few raised at the Upper Tanana Regional Forum, held in Tok, Alaska, April 8 and 9, 1978. Nearly 400 residents of the area met to ask these questions of each other, gasline officials and resource people from state, federal and Canadian government agencies. The forum, sponsored by the Fairbanks Town and Village Association for Development, Inc., at the request and with the extensive cooperation of the Tok Chamber of Commerce, the Upper Tanana Development Corporation and many residents, and with financing through a grant from the Alaska Humanities Forum, provided as many new questions as it did answers. But those attending expressed in their evaluations of the two-day event, that it was an opportunity to begin the information exchanging process. It was a chance to identify areas of common concern and avenues of communication for making those concerns known to the parties who can do something about them.

This report is a summary of the meetings and discussions at the forum, and an update on gasline impact related activities in the Upper Tanana Region since the forum.

tok business district



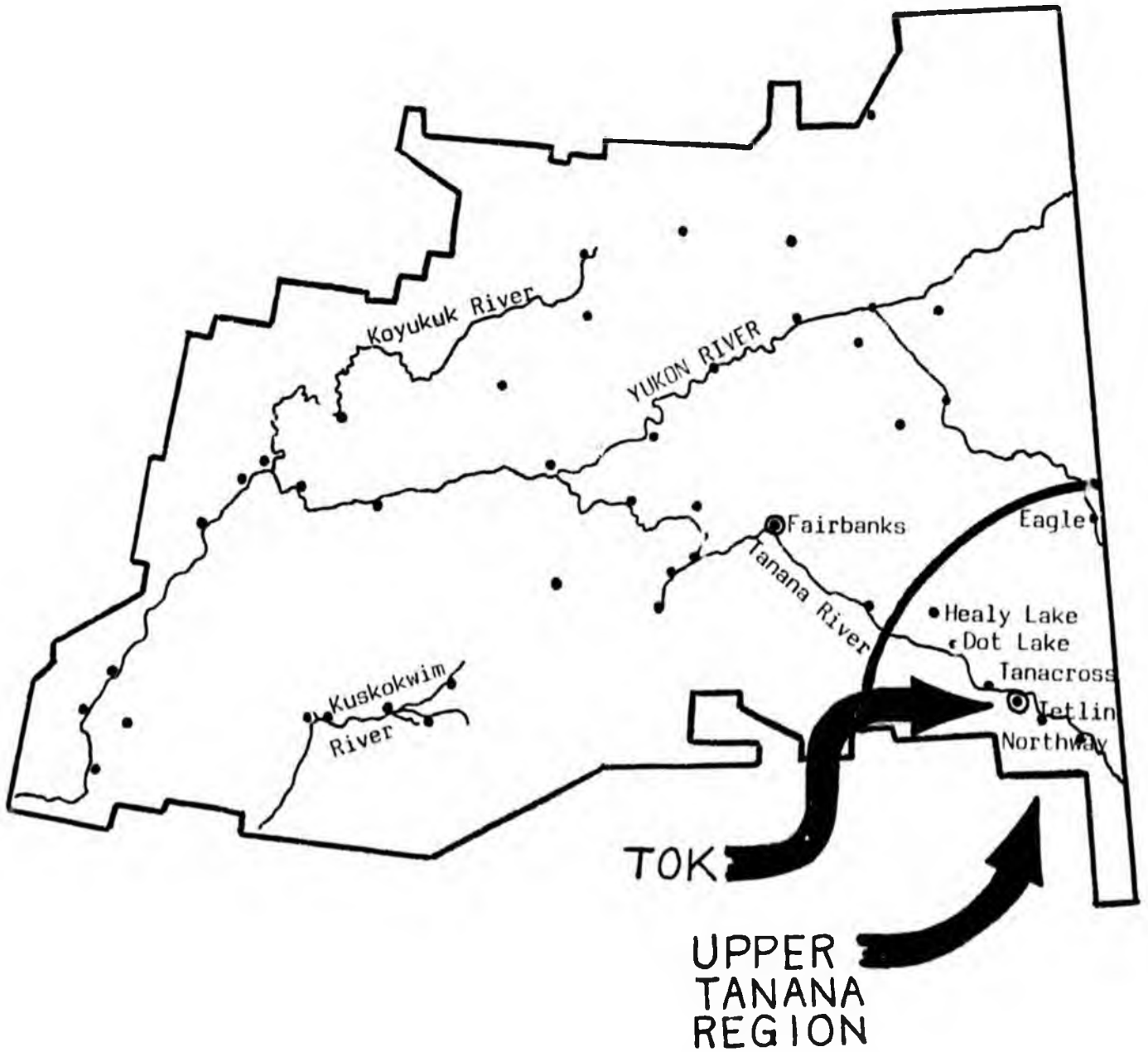
- A Tok School
- B Faith Mission Chapel
- C Tundra Lodge
- D Fish & Game Headquarters
- E Post Office
- F Assembly of God Church
- G Laundromat
- H Alaska State Tourism Visitor Center
- I Alaska State Troopers
- J Alaska Marine Highway Office
- K Tesoro Products
- L Laundromat
- M Young's Husky Lounge, Motel
- O Tok Power and Light
- P Baptist Church
- Q Youngs Chevron Service, Motel, Cafe

- R Alaska National Bank
- S Farren's Store
- T Camper City Super Service
- U Hartzell's Airport
- V Tok Dog Musers Race Track
- W Subarka Kennels
- X Catholic Church
- Y Homan's Family Inn
- Z Partners Pantry
- AA Tok Lodge
- BB Don's Store
- CC Golden Bear Motel
- DD Tok Community Clinic
- EE Tok Fire Department
- FF Burnt Paw
- GG Recreation Center
- HH George Pine Sawmill

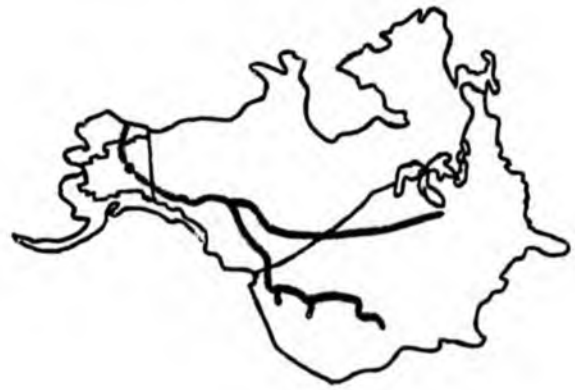
- Travel information
 - Bus service
 - Alaska Marine Highway
 - Ferry information office
 - Highway information
- Campgrounds
- Food and lodging
 - Excellent hotels and lodges
 - Fine restaurants
 - Cocktail lounges
- Churches
 - Roman Catholic
 - Methodist
 - Assembly of God
 - Faith Chapel
 - Chapel of the North
- Automotive service and repair
 - Auto servicing
 - Car wash
 - Auto parts
 - bodying
 - Auto body repair
 - wreck and towing service
- Local air charter flights
- 2 Newspapers, 1 AM local radio station, 1 AM local TV station
- Liquor stores

- Gift shops
- Lace shops
- Medical and ambulance service
- Post office
- Commercial bank service
- Hunting, fishing, photography
- Game service
- Charter flights
- Game coat curing and wrapping
- Fur dealer
- Recreation center and movie theatre
- Sawmill
- State operated services
 - Alaska State Troopers
 - Tourism facilities
 - Fish and Game office
- Locally sponsored government service organizations
 - Tanana Chiefs Conference
 - Boiler Crew and
 - Upper Tanana Development Corporation
 - Upper Tanana Societal Council on Alcoholism
- General merchandise
 - Clothing
 - Hardware
 - Shoemakers
 - Supplies and drug stores, etc.
 - Household goods and appliances
 - Camera equipment and supplies

UPPER TANANA REGION



100 MILES
Scale



INTRODUCTION TO TOK AND
THE UPPER TANANA REGION

INTRODUCTION

1. HISTORY AND GEOGRAPHY

The Upper Tanana Region lies in the southeastern corner of the Yukon River drainage of Interior Alaska. The area includes several early settlements of the Tanana and Nabesna Indians, a nomadic hunting, fishing and trading people who occupied the territory since before written history.

The oldest known archeological site in Alaska was found at Healy Lake and radiocarbon dated to 11,000 years ago.

Non-natives began settling in the area in the later 1800s in order to trade furs, and, near the turn of the century, to mine gold. The Forty-Mile area - Chicken, Jack Wade Creek, Nabesna - is mineral rich with approximately 505,000 ounces of lode and placer extracts recorded.

Permanent non-native settlement after Alaska statehood has always been marked by military interest beginning with the development of Fort Egbert at Eagle, Alaska. Eagle is also the site of the first incorporated municipal government in the Interior, and it continues to be the only municipal government in the Upper Tanana region.

With the beginning of World War II major developments began occurring in the region with the construction of the Alcan Highway and the lend lease exchange program with Russians. Most recently the Coast Guard has completed construction of a Loran C site at Tok thus continuing the military's active interest in the community.

Renewable resource potential is high in the area with several hydro-electric sites, arable lands for agriculture and potentially abundant commercial forests.

Continued uncertainty surrounding Alaska's federal lands have stifled development in the region as it has in the rest of Alaska.

2. PEOPLE AND ECONOMY

The region is primarily a trade and service center for overland transportation, including a strong tourist trade of visitors entering the state via the Alaska Highway. Many residents work construction trades during the summer months and trap and hunt during the winter. The primary employment of the region is in state or federal government or in service jobs catering to the tourist, transportation, energy and communications industries. Recently with the completion of a Loran C Navigation System operated by the Coast Guard Tok also has a large permanent military establishment.

Alaska Power and Telephone Company serves Tok and Tanacross; all other communities in the region generate their own electrical power. All water systems in the region are privately owned wells, and sewerage systems consist of septic tanks and cisterns. Solid waste disposal is managed at a landfill in the Tok area. Public safety is provided by six Alaska State Troopers: four in Tok and two in Northway. A volunteer fire department serves Tok, Tanacross and nearby residents. Medical services are available at a clinic in Tok, served by a physician's assistant, and first aid and preventive medicine services are provided through village clinics, staffed by health aides. One ambulance serves the entire region, with about six people trained as emergency medical technicians. Social services are provided through a variety of state and native corporation agencies. The Alaska Gateway School District operates schools in five communities for 434 students. Twenty-two students in Tetlin attend an eight grade school operated by the Bureau of Indian Affairs, and about 75 students are enrolled in correspondence programs. The University of Alaska has an extension office in Tok.

Location

Tok is located at the junction of the Alaska and Glenn Highways. It is 205 miles from Fairbanks, 328 miles from Anchorage, 555 miles from Juneau and 1577 miles from Seattle via the Alaska Marine Highway.

Population as of December 31, 1977*

Tok	735
Dot Lake	266
Mentasta	152
Northway	378
Tanacross	128
Tetlin	107
Eagle	150

In addition, the region is home to a few hundred "bush" residents.

* Source: Division of Public Health, Department of Health and Services, Tok Office.

Climate

Period	Average Temperature			
	Min.	Mean	Max.	
January	-27.8	-15.3		- 2.7
July	42.8	55.8		69.3
Annual	11.7	25.0		38.3

Average annual precipitation: 8.9 inches
Elevation: 1,635 feet

Local Government

Eagle, the oldest incorporated city in the region, was allowed by the U.S. federal government to incorporate at the turn of the century. The remaining communities in the region are unincorporated. None is in an organized borough. The region is served by six Alaska State Troopers.

Industry

Tok is the major overland point of entry from Canada. Another point of entry is located at Boundary, Alaska on the road from Dawson City, Yukon Territory. The region is primarily a trade and service center for overland transportation, including a strong tourist trade.

Regional Employment (Estimated Year-Round)

Agriculture	0
Construction	40-60
State & Fed. Govt.	73
Finance	4
Mining	10
Manufacturing/processing	20-30
Service	50
Trade	30
Transportation, communication	10
Education	47

Hunting, Fishing, Trapping

Many area residents are employed in construction industries during summers and trap and hunt for a living during winters. Over 170,000 acres in the region are traversed by traplines.

Military

The United States Coast Guard maintains and operates a Loran C station in Tok. The station transmits radio-navigational signals and services the Gulf of Alaska. The signal power of the transmitter is 1 million watts. Twelve people are attached to this full-time facility.

Regional Medical Facilities

One clinic, serviced by a physician's assistant; one Public Health Service nurse. Hospitalization is available in Glennallen, Fairbanks, and Anchorage. Tok has ambulance and emergency medical technician service.

Regional Educational Facilities

Rural Educational Attendance Area #16 operated schools with 35 classrooms for 434 students, 36 teachers, and 2 principals in Tok, Dot Lake, Mentasta, Eagle, and Northway. The Bureau of Indian Affairs operates an 8-grade school in Tetlin for 22 students and 1 teacher. Tanacross will have a school in September 1979. Completion of the new school is set for the second semester.

Transportation

Trucking: Lynden Transfer; K & W Trucking; Tok Distributors; Midnight Sun Distributing; Sea-Land; Weaver Brothers
Airlines: 40-Mile Air Taxi - charter service
Bus Service: Alaska-Yukon Motorcoaches - scheduled service
Taxi: Rapid Richard's Taxi Service in Tok serves communities within a 50-mile radius

Churches

Roman Catholic Assembly of God
Baptist Faith Chapel

Public Utilities as of Spring '978

Tok is serviced by Alaska Power & Telephone Company. Utility rates for private residences are:

First 100 kwh	\$.13/kwh
Second 100 kwh	.12/kwh
Next 800 kwh	.095/kwh
Over 1,000 kwh	.08/kwh

Telephone monthly rates are \$15 for businesses and \$12 for private residences.

Housing

1-bdrm. apt. rent: \$250/month
2-bdrm. apt. rent: \$350/month
3-bdrm. apt. rent: \$400/month

Communications

Radio Station: Armed Forces Radio Network, received locally
Television Stations: KTVF and KUAC, Fairbanks, received locally via repeaters
Newspapers: Mukluk News, published in Tok on first and third Thursdays of month; The Spieler, published in Tok on second and fourth Thursdays of month

Recreational Facilities

Tok: VFW Hall; Recreation Center and movie theater; gymnasium; hockey rink; dog-mushing trails; campgrounds

Dot Lake, Eagle, Mentasta, Northway: gymnasiums; hockey rinks

Recreation in the Tok region also includes hunting, fishing, hiking, snowmobiling, snowshoeing, cross-country skiing.

* * * * *

These facts were in part gathered by the State Department of Commerce and Development. Although for the Tok area, they are fairly representative of the entire region; Tok is the center of activity for the surrounding communities.

3. POLITICS AND GOVERNMENT

From the Native population to the Alaskan individualists in both the bush and town, Tok area residents seem to enjoy the status quo, with its freedom from governmental taxation. (All Alaska Weekly April 14, 1978.)

Eagle is the oldest and only incorporated city in the Upper Tanana Region. The remaining communities have no formalized local government and none is in an organized borough. Access to governmental agencies that provide services in the region is fairly open to residents who have some intermediary, such as a regional or village corporation, or an interest group such as the Chamber of Commerce. On an individual basis, some residents find communication with state agencies and pipeline officials a simple matter; others do not.

Within the region support for a concept of local or regional government to act as the representative for the interests of the area is mixed, and discussion of local government is heated.

"Interest groups" in the area who act, to some extent, as channels for information to and from residents with regard to impact include: Tanana Chiefs Health Authority, United Crow Band, Upper Tanana Development Corporation, Tanana Community Clinic, Tok Chamber of Commerce, Alaska Public Health Service, Alaska Division of Tourism; (Tok Visitors Center), Alaska State Troopers, Upper Tanana Regional Council on Alcoholism and other state and private agencies.

4. THE ALCAN GAS PIPELINE

Northwest Alaskan Pipeline Company is a subsidiary of Northwest Pipeline Corporation of Salt Lake City, and will be the operating partner of six major U.S. gas companies to construct a natural gas pipeline from Prudhoe Bay to the Canadian border.

The pipeline route will parallel the Alyeska oil pipeline for 539 miles to Delta Junction. It will then proceed southeasterly toward Canada along the Haines utility corridor and the Alaska Highway. The Alaskan section of the project will consist of 48-inch pipe.

Design and planning for the line have begun and will continue through 1980. It was anticipated that civil construction would begin in 1980, with pipeline construction start-up in 1981. Delays with financing, however, have pushed back the construction schedule at least one year, according to pipeline company officials.

The project is estimated to provide some 1,500 to 10,000 jobs in Alaska, with some permanent staff in Alaska after the pipeline construction is completed.

The State of Alaska has developed stipulations for a lease agreement with the pipeline company, and hearings have been held in Fairbanks and in Tok to gather public comment on the stipulations, which cover areas ranging from right-of-way and land acquisition to provision of impact information services by the company.

While many unanswered questions still exist with regard to the project, observers have noted the Northwest Alaskan Pipeline Company is gathering information from communities along the route at a much earlier time and in a much more comprehensive fashion that was done prior to construction of the trans-Alaska oil pipeline in 1974.

5. THE ISSUES

Gas Pipeline Employment

One of the most talked about issues regarding the gasline construction is employment. Some observers in the Upper Tanana Region have commented that they fear people in the region are counting too heavily on pipeline jobs to solve the area's unemployment problems, which are significant.

Exact unemployment figures for the Upper Tanana are difficult to come by because of the regional statistical boundary designations used to show workforce and unemployment used by the State Department of Labor (Tok, Tetlin and Northway are part of the "Fairbanks District" and the remainder of the region is lumped in with the "Upper Yukon District", which stretches from Boundary and Eagle to Fort Yukon). An informed source in the department suggested that a reasonable estimate for rural areas in the Interior would be triple the rate for the Fairbanks District unemployment figures. In July 1978, that figure was 14.1. According to recent Alaska Department of Labor statistics for March 1979 the Fairbanks rate is 15.5. This would put unemployment in the Upper Tanana Region, according to the informal formula, at more than 46.5%.

The Northwest Alaskan Pipeline Company has said it is committed to using qualified Alaskans as much as possible in the construction of the gasline, but there are still several problems associated with viewing the gasline as the employment panacea in the Upper Tanana Region:

- There will be an estimated 1,300 to 10,000 jobs on the total project, significantly fewer than on the oil pipeline;
- Many of the jobs available require skills that few people in the region have; and the laborer's jobs will be short-term at best;
- Training programs, though available through the University of Alaska extension in Tok, do not focus on construction employment. Training for construction jobs comes primarily through union apprenticeship programs;
- While the project will provide some permanent jobs, they will be of the type that require specialized skills that cannot be gained in short courses or on-the-job training in the period of time left before construction begins. In the 200-mile stretch between Delta Junction and the Canadian border, fewer than 50 permanent operations and maintenance jobs may be available;
- Even with local hire preference and job training, experience with the oil pipeline showed that people from rural areas could not afford to wait for dispatch from union halls in Fairbanks, and the time required for notification and travel from a village to Fairbanks often meant the job was gone by the time a worker got to the union hall.

State and Federal Government

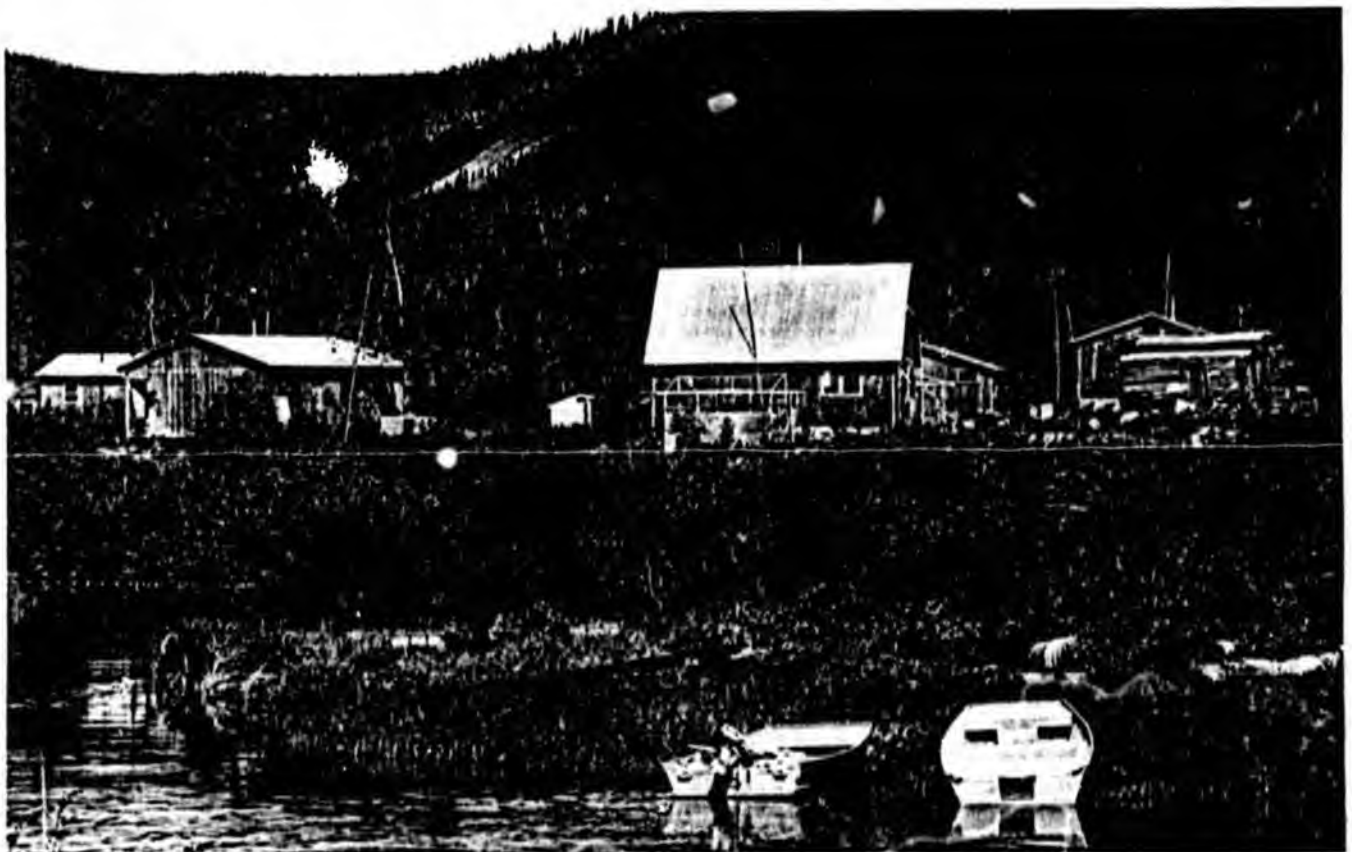
Residents of the Upper Tanana whether or not they choose to adopt some form of local or regional government will have to rely heavily on the sovereignty and public protection responsibilities of state and federal governments during the period of construction and operation of the gas pipeline to protect their individual and community interests.

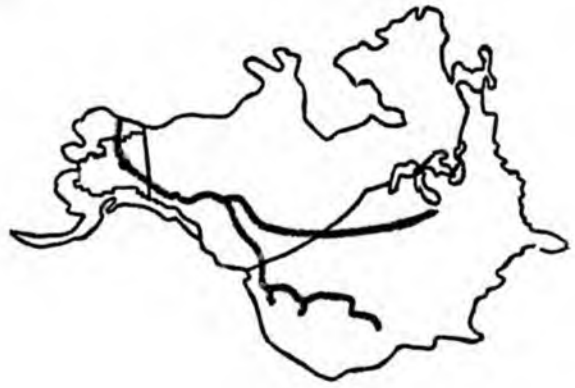
Despite expressions of concern and despite some isolated efforts to deal with the problems of "impact", neither the state nor the federal government have established either plans, programs, procedures or policies necessary for the exercise of those responsibilities.

In the 18 months since the forum, other than the work by the state's single socio-economic impact coordinator on stipulations - a position vacant since September 1 - there has been no significant effort by the state to examine the record of Trans-Alaska pipeline impact and to define its responsibilities to protect the public interest.

In order to anticipate problems similar to TAP which will surely accompany Alcan construction precious time is being lost which cannot be regained.

The federal government has progressed somewhat further on the issue in that the President has recommended and Congress is actively considering legislation to assist small communities in their efforts to cope with National Interest Energy Projects. There are some important concepts within the proposed federal legislation which it is in the state's interest to consider. However no such consideration is underway.





METHODOLOGY AND ORGANIZATION
OF THE FORUM

METHODOLOGY AND ORGANIZATION

The methodology and organization of the Upper Tanana Regional Forum was similar to the organization of a forum held in April, 1975 in Fairbanks and titled "Fairbanks and Interior Alaska; a one day community forum on growth."

The Fairbanks forum, like the Upper Tanana forum, was initiated by interested local groups and individuals who then asked for organizational and financing assistance by the Fairbanks Town and Village Association.

Early front-end financing - critical to the success of the two forums - was in both cases made available by the Alaska Humanities Forum with funds from the National Endowment for the Humanities.

Structurally, these forums steer away from a rigorous format with formal presentations by a series of prominent speakers. Rather, a flexible and dynamic exchange of opinions and information between various public and private officials, citizens and taxpayers under several loosely defined but generally recognized topics seems the best way to achieve the goals of the sponsoring organizations: to help local people figure out how these massive projects affect them as individuals in their jobs, their family affairs and their neighborhoods.

Basically the individual forum participant should be encouraged and should have every opportunity to formulate and express their personal concerns directly to the visiting officials who must sooner or later make decisions on those concerns.

From this fundamental principle followed the organization of both forums into about 10 general topics each conducted in separate rooms under the rather minimal authority of a discussion chairman or chairwoman.

Selection of topics, lists of people to invite, and general interpretations of what kind of issues and questions were most current in the Upper Tanana Region were the responsibility of a local steering committee representing several interested groups in the Upper Tanana Region.

The members of the committee included the following people:

Norman "Wally" Wallis:

President, Chamber of Commerce; Owner Tok Spieler; Runs State Manpower Office

Ron Taylor:

Board of Directors; Chamber of Commerce; Manager, Alaska National Bank of the North

Charlie Biederman:

Director, Upper Tanana Regional Council on Alcoholism, Inc.; Alcoholism and Recreation

Doug Euers:

Board of Directors, Chamber of Commerce; Owner, Douglas Excavating; Board Member, Fairbanks Town and Village Association

Mellie Terwilliger:

Director, Tok Chamber of Commerce; Secretary of the Board of Directors, Fairbanks Town and Village Association; Retired Storekeeper

Bob Lohr:

Executive Director, Upper Tanana Development Corporation, (Rural CAP)

The Committee met frequently to discuss these matters and to decide on topics and to establish the agenda for the forum. The topics selected and the people selected to chair the discussions were:

Business and Tourism:

Paul Smith

Highways and Transportation:

Harold Johnson

Public Utilities and Telecommunications:

Mark Springer

Education:

Carl Peterson

Job Training and Placement:

Dave Maxwell

Women's Concerns:

Mellie Terwilliger

Social Services (Housing, Health, Alcoholism)

Louise Griffin

Rural and Native Concerns:

Bob Brean and Glen Marunde

Public Safety/Legal Services/Fire Protection:

Dottie Eshbaugh

Land and Agriculture:

Bill Arpino

To help the discussion chairman or chairwoman keep the discussions at least somewhat relevant to the general topic, information packets were prepared, and each group was charged with identifying its own issues within the topic, exploring them and preparing a series of recommendations for resolving them.

These reports of each committee were presented to the assembled forum participants and, once they were typed and duplicated, they became the basis for the formal report of the forum.

Coordination, communications, publicity, preparation of materials, housing and transportation of forum participants, recording discussions, preparing follow-up materials and reports for both forums required two dedicated people full time for at least six weeks prior to the forum, and at least three weeks after. These two people, Chuck Marunde and Su Emry, were, in turn, backed by the enthusiasm and voluntary efforts of literally hundreds of people in the community.

Therefore, the committee reports in this document are preserved without editing in the same form as they were originally approved by the respective committees on the day of the forum. Since it has been over one year since the forum we have tried to update information and respond to some of the issues raised in the committee in the section titled "After the Forum."

The "After the Forum" section was developed during interviews with discussion chairmen and women during the summer and fall of 1978 and were reviewed with people in Tok during a meeting held on December 1 of that year.

We hope this document will be used in formulation of public policy and programs necessary for the preparation, construction and operation of the Alcan Gas Pipeline. Those who use it for that purpose, however, whether they be residents of the Upper Tanana Region, officials of state or federal government or industry spokesmen, should recognize that decisions on this project in this phase are highly fluid and dynamic. Fundamental assumptions relevant today can be rendered irrelevant and invalid tomorrow by national and international events far beyond the control of the residents of the Upper Tanana.

At the community level this problem, seldom acknowledged by public officials with mitigating responsibilities, is one of the worst and most disruptive of the "impact" problems. The lead time in advance of construction mobilization is the most precious resource people living and working in a small community have available to them. It is in this period where the public costs of impact assistance are least expensive and the potential savings of tax dollars the greatest.

Failure by government agencies to supply information, statements of policy, and decisions of responsible officials to interested local groups will be the most expensive failure of all and the one which is easiest and cheapest to avoid in this phase of project development.







COMMITTEE SESSION REPORTS

a. BUSINESS AND TOURISM COMMITTEE

DISCUSSION GROUP CHAIRMAN: Paul Smith

COMMITTEE ASSISTANTS: Terry Kirkendall
Carol Donnelly

Approximately 30 people attended the sessions of the Business and Tourism Committee. Concern was voiced on several topics. The concerns that the committee would most like to draw to the attention of Northwest Alaskan Pipeline Company, the State of Alaska, and the Upper Tanana region include:

1. One of the most widely discussed topics regarded the highway during the actual construction of the gas pipeline. Tourism is Tok's main business, and the people of the community feel that the gas line equipment could hinder the flow of traffic in the summer. The immediate effect, and the long-range effect, on our tourist trade is of major concern to the community. We would like to hear from Northwest and the State of Alaska concerning how they plan to ensure that tourists will be able to travel the highway unhindered during gas line construction. It was suggested that the State of Alaska and Northwest work jointly on this.
2. The committee discussed with Northwest representatives and the state representative the importance of providing training to local people for any permanent jobs resulting from the gas pipeline. The committee expressed the hope that all the jobs could be filled by local personnel, as there is a shortage of year-round employment in our region. At this point in time, most of the jobs are seasonal and tourist-related.
3. Small businesses in the region have a very difficult time in securing small business loans at this time. There was some concern expressed regarding the increased purchase of stock during gas pipeline construction. In order to ensure that local residents, tourists, and pipeline employees will be able to purchase supplies, it will require larger stock purchases and more storage area. Availability of loan funds, state or federal, and associated agencies to handle this need were discussed. The committee would like to know how Northwest handles payments of contracts to local vendors. There was some concern regarding delayed payments holding up resupplying.
4. Several people expressed an interest in small investors investing in the gas pipeline. They wondered if it would be possible that Northwest would make shares of common stock available to area residents.

Several other areas of discussion included impact on postal service, the local banks, the dump, additional local traffic, and highway safety. It was mentioned that shuttle buses might possibly be available. A question was raised regarding whether or not there would be a possibility of a gas line takeoff point at Tok.

Some recommendations made to the committee were to appoint a group of people to represent the community in dealing with Northwest and the state. It was also suggested that it might be beneficial to meet with the Chamber of Commerce in Delta Junction to discuss the problems that they had during the impact of oil pipeline construction.

AFTER THE FORUM ...

Business and Tourism

The greatest single concern expressed by committee participants was the unknown effect of gasline construction on the region's tourist industry.

Although Tok is the primary tourist center, it was felt that an overloading of the existing transportation routes would negatively effect all of the road communities, and increase travel hazards.

Central to this was consideration of motorist safety in moving along any pipeline service route. (i.e., With heavy equipment and pipe hauling trucks traveling the highway, the incidence of motor vehicle accidents would increase.)

Generally, the communities felt that while pipeline construction would be of overall benefit to the area, it was of greater import to retain the tourist and visitor function as a primary economic base.

A substantive recommendation that the State of Alaska and Northwest work closely in dealing with this problem was advanced, and is further dealt with in the Highways and Transportation section.

According to Business and Tourism Committee Chairman Paul Smith, these questions have been brought before the State Tourism Advisory Board, with the recommendation that the State and Northwest jointly undertake an information program nationwide to inform motorists of the potential problems, while encouraging vehicular travel.

The Business and Tourism Committee also underscored the desire for permanent local employment with the pipeline company, noting that most jobs in the Upper Tanana Region are seasonal, and tourist related.

A third, and relatively complex area, concerning small business operations was addressed. Local merchants and firms want to be in a position to provide materials, supplies and warehousing on a local vendor basis. However, existing state and federal small business loan practices make loan availability difficult.

The overall desire by local business people seemed to be for a "liberalizing" of state and federal loan policies, to encourage investment in these vendor operations.

Incidental to the above was a request for general information on how Northwest would handle payments to local vendors. The general implication was that during the trans-Alaska pipeline system project, small contractors had to wait for extended periods of time for payment, and this affected their reorder capacity.

According to Committee Chairman Smith, Section 4.2.3 of the Right-of-Way Stipulations agrees to conditions of prompt payment and submissions of orders of appropriate vendor scale.

Other areas of business concern were impacts on postal services, local banks, and community facilities such as the local dump.

The Alaska Congressional delegation has been approached on the postal service question and it is being examined at the federal level.

The remaining question of overload of business services remains unanswered at this time, and will probably not be resolved until such time as the gas project enters a "start-up" phase.

Some interest was indicated for a "gas take-off point" to be located at some point within the area. Representative Leslie R. Swanson had introduced legislation to provide such connections, and area residents wanted to know if they might qualify as a "take-off" area.

The question remains unanswered at this time, largely because the submitted legislation did not pass during the preceding legislative session.

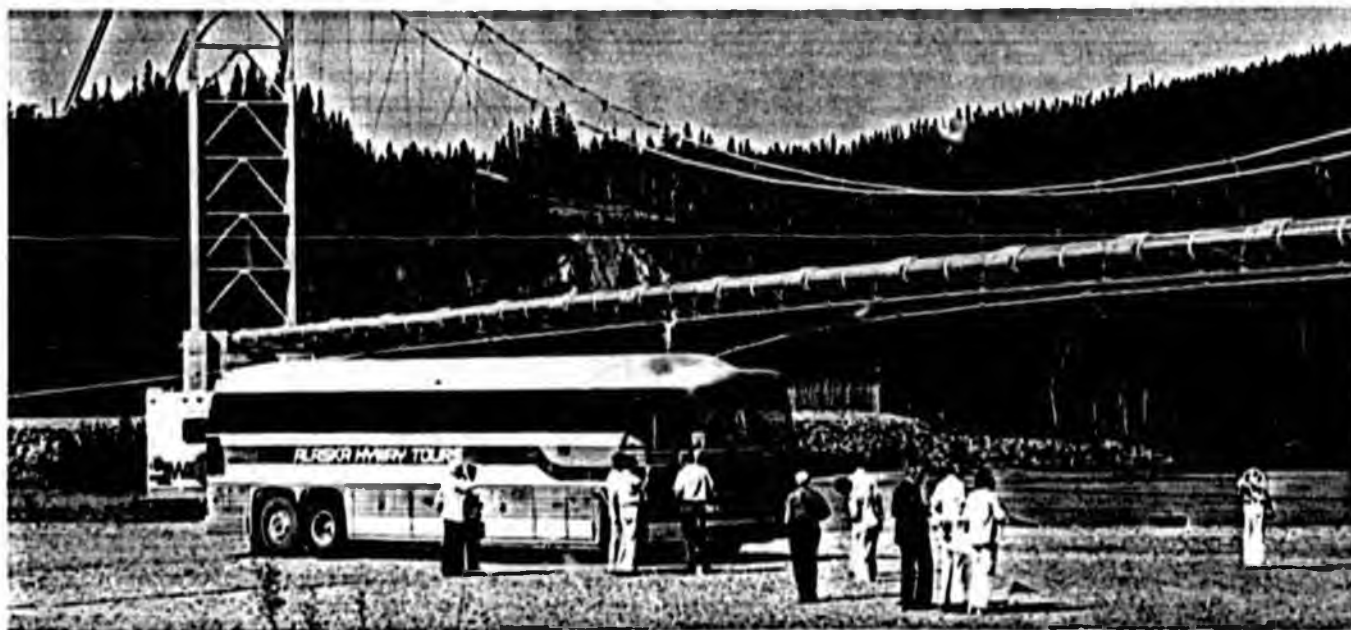
The largest unresolved issue which affects the region and subsequent impact planning is the matter of representation authority. Local residents feel a need for a pipeline impact and coordination office in the region, in order to improve communications with the State of Alaska and the pipeline company.

No uniform method of selecting the impact coordinator was set forth, but the desire for a "watch-dog" or ombudsman-like position is readily apparent.

The larger issue of representation and governance will be addressed elsewhere.

It should also be noted that the general concerns expressed by the Business and Tourism Committee were by and large Tok specific, and did not extend to most of the outlying towns and villages.

Despite this, there are clear indications that village native corporations in Dot Lake, Tanacross and Northway are making positive plans to enter the pipeline contract market, and compete openly with the Tok business community. Generally this may be viewed positively, but the long term effect of sub-regional competition remains unknown.



b. PUBLIC UTILITIES AND TELECOMMUNICATIONS

DISCUSSION GROUP CHAIRMAN: Mark Springer

COMMITTEE ASSISTANTS: Merritt Bartlett
Tom Donnelly

The Public Utilities and Telecommunications Committee had about 15-20 people, including Ben Agee, President of RCA Alascom, and Ralph Wilson and Merritt Bartlett of Alaska Power and Telephone Company. At the outset, let it be noted that despite the statement in the information packet that stated that APT is not an Alaska-based firm, their business is in Alaska, and it is actually a matter of economics (favorable to the consumer) that their office is in Port Townsend.

The major point brought out in discussions with the utilities is that they stand ready to provide a desired service. It should be noted that APT is looking toward permanent demand as its planning baseline, and they, for instance, do not want to be saddled with expanded generating capacity, when in fact it is needed for only a short time. The general tone of concern toward pipeline impact is modulated by the idea that pipeline construction and support-related impact on the public utilities will be short-term and that, whatever it is, it can be met.

RCA Alascom has potential facilities existing in the Tok station to provide any and all desired telecommunications services within weeks (if not days) of requests. Rate structures were discussed, and the general consensus was that public utilities are not the most profitable businesses in Alaska. In fact, times are tough.

The state representatives, Messrs. Rusnell, Miller, and Lowery, helped out during discussions of water and sewerage and contributed a few words about dumps. Once again, the impact was considered to be of a short-term nature. Tok is located atop a thick bed of gravel with underlying (40-60 feet) aquifers, which are the community's water supply. Sewerage disposal is primarily cesspools, septic tanks, or leach fields. The consideration postulated was one of housing density as the most impacting feature of population growth on the water table. The subject of sewerage water systems was considered as an option and, of course, should remain in the minds of everyone. Solid waste disposal remains a very real and current issue. Tok does not have a legal landfill dump because of a tremendous amount of bureaucratic lands-claim red tape. A compactor transfer system is considered to be a possible viable option; however, it would no doubt prove to be an expensive proposition.

On the subject of taking gas out of the pipeline, nobody knows too much about it. APT has the capability of powering their generator sets with natural gas. The entire matter of taking gas out revolves around the cost issue. And for serious planning to occur, firm cost figures and technical information are required.

RCA Alascom has 10 supergroups going east-west and west-east. They have two or three supergroups east-west and west-east potentially available. A supergroup is composed of 60 channels. DATA lines (voice grade) are presently in use in Tok. Telex service is available. RCA's main node in the Upper Tanana Valley is the TD-2 microwave path. A 4-ghz radio system is presently in use, and the option exists to add an entirely separate new microwave radio system.

There are eight (plus three and five to be hooked up) long-distance circuits in the APT switching office. It is a 1,000-line office. At the present time 200 lines are in use.

RCA says that a satellite TV broadcast earth station is available. They can also handle television channels on the microwave system. It would have to be a commercial venture.

APT is concerned with permanent facility planning. They could build a transmission line for \$2 million to hook up to the Golden Valley Electric Association from Delta Junction.

Both RCA and APT expressed a policy of being able to meet demand on any foreseeable scale. There is still uncertainty concerning the location of pipeline facilities.

AFTER THE FORUM ...

Public Utilities and Telecommunications

Generally reported consensus of Forum participants indicates that impact in the public utilities and existing communications areas will be relatively short-lived, and not beyond the present production capacity of locally owned utility providers.

Alaska Power and Telephone is presently operating a 1,000 line local telephone grid at approximately 20% of capacity, and does not anticipate any undue delay in providing direct service to customers. This is reinforced by RCA AlasCom's service facilities, which, according to AlasCom President Ben Agee, should meet community demands "within weeks, if not days". The RCA system possesses redundant

long-line channels, and voice grade data links are in use in the area. Further, Telex service is available, and an option exists to add an entirely separate new microwave radio system.

Current entertainment program capacity is available through a satellite TV earth station, and some entertainment programming is operating via microwave paths.

Power and electrical generation capacity, according to APT representatives Wilson and Bartlett, is capable of meeting any expected power demands. Further, the company does not wish to make any inordinate investments which will leave them with an excessive generation capacity after line completion.

The general attitude of the primary utility agencies is that the expected impact will not exceed existing capacity, and no major capitalization for facilities is required.

The issue of sewerage and water facilities is a continuing problem, but will not be readily resolved without a local agency to assume service responsibility. According to Alaska Department of Environmental Conservation representatives Rusnell, Miller and Lowery, the demand for service will be relatively short-lived, and the major considerations of consumption will be housing density in any given area.

Existing water and sewer systems are privately owned, with wells, cesspools and septic tanks predominating. Any large scale service system thus would exceed subsequent user capacity. No discussion of construction of public use laundromat/shower facilities was entered, but the idea would probably be met with resistance by local motel and campground operators.

There is a continuing problem in the Tok area and in the other villages with solid waste disposal. Tok does not have a "legal" landfill, ostensibly because of excessive governmental and administrative "red tape".

According to Utilities and Telecommunications Committee Chairman Mark Springer, the Bureau of Land Management has appointed an individual to supervise the existing land fill, but the facility is almost filled to capacity.

Subsequent resolution of this problem will hinge on solution of the Alaska lands issue, and possible development of a local governance structure.

The final area of discussion concerned the installation of a gas "take-off point" for local consumption. APT states that they have the capacity to utilize natural gas for energy production, but until a state position on gas use is established, the point cannot be directly addressed.

Again, it should be noted that the public utility and communications issues directly affect the Tok area, and do not generally reflect the concerns of the remaining road communities. This may be attributed to limited outlying participation, and a lack of clear understanding by conference participants of the legalities and ramifications of utility policies.



c. LAND AND AGRICULTURE

DISCUSSION GROUP CHAIRMAN: Bill Arpino

COMMITTEE ASSISTANTS: Doug Euers
Robin Brean

The Land and Agriculture Committee met on the afternoon of April. Approximately 50 people were in attendance, representing private citizens, landowners, contractors, the State of Alaska, federal agencies, Native corporations, environmental groups, and Canadian representatives.

The two general areas of concern were pipeline routing conflicts and area land use planning. In the Tok area there are definite problems with the proposed alignment:

1. It is too close to the community.
2. There are conflicts with present recreation trails and public roads.
3. There are conflicts with land usage by the local trap shooting club and by the Tok Dog Musers Association.
4. Historical sites may be impacted.
5. Private land and homes are located on the proposed alignment.
6. The gas line might be hazardous to residential and business concerns.

Northwest Alaskan Pipeline Company indicated that changes in the alignment are possible to accommodate local land usage. A willingness on Northwest's part to meet community needs in routing was indicated. Tok is not the only area of concern. There are possible conflicts along the highway at Delta Junction, Dot Lake, Riverside, Northway, and Lakeview.

The right-of-way over private land was discussed. Northwest would negotiate with landowners for easements, but they will have the right of eminent domain. Condemnation and just compensation would take place if negotiation was unsuccessful. This procedure would be used only for right-of-way acquisition and not for compressor station or construction camp sites.

Placing the gas line and the proposed railroad on the same right-of-way was discussed in general terms; this is a possibility that should be looked into to minimize disruptive activities.

A strong need was indicated for some type of central organization to represent Tok or the Tok area, which would be responsible for answering questions and inquiries relating to the gas line by any parties involved. At the present time there is no such organization that has the authority to speak for the area's population.

The consensus of the group was that there is a need for an area land-use plan. Some considerations to be included in the plan should be:

1. An inventory of existing trails should be compiled.
2. An inventory of present land usage should be understood.
3. How and in what direction, if any, should the town expand?
4. Should more state land be sold? If so, then where? What types and sizes of parcels should be considered?
5. Soil testing should be completed.
6. Agricultural land needs to be identified in order to become available.
7. The state timber disposal method should be changed.

The above-mentioned comments, concerns, and viewpoints were gathered in only two hours of good discussion. We have just scratched the surface, and more input is needed if the present and future needs of this area are to be met during gas pipeline impact.

AFTER THE FORUM...

Land and Agriculture

Participants in the Upper Tanana Regional Forum expressed substantial concerns over future land use and planning, on the part of Northwest and for agricultural development.

Generally, the areas residents felt that the proposed pipeline route was not satisfactory for the following reasons:

1. The proposed route is too close to the communities. (Especially important in Tok.)
2. The proposed route is in direct conflict with existing recreational trails and public roads.
3. There are conflicts by local sporting and dog mushing clubs over land to be used for the pipeline.
4. No adequate solutions to recovery or protection of historical and cultural sites has been advanced.
5. The proposed route will be over some private lands and homesites, and residents are concerned that right-of-way condemnations will not result in tendering of a fair value for selected lands.
6. The potential hazards to residences and businesses has not been dealt with adequately.

Northwest Pipeline indicated during the Forum that it would be willing to negotiate changes in the right-of-way alignment to accommodate local land use, to the extent possible. This action would apply uniformly to all communities along the corridor. In fact, modifications of the route, subsequent to the Forum have moved the route further north of town, and primarily onto State lands.

Further, it was Northwest's desire to build as far north of Tok, and away from the communities as possible, to further minimize hazards.

The issue of easements and condemnation authority was responded to by pipeline company officials who indicated that they would pursue individual negotiations where possible, but that condemnation authority would be sought, to resolve any unsuccessfully negotiated agreements. This authority will be further defined by the State of Alaska in subsequent right-of-way agreements with Northwest.

Pipeline officials stressed that the above procedure would not apply in the matter of setting up construction camps and compressor stations.

Panel discussions suggested that a future use of the pipeline corridor might include authorization for the Alaska Railroad in extending its operations to the Canadian border. The expected effect would be to minimize disruptions during future construction.

During the forum, area residents conceded a strong need for creation of a central organization which could assume a responsible information role with all groups in the region, and begin the process of land use planning. No organization presently exists, and models for such a structure are not uniformly accepted.

Group consensus for an area land use plan focussed on the following:

1. An inventory of existing trails should be compiled.
2. An inventory of existing land use patterns should be assembled and made understandable to all potential users.
3. How, and in what direction, if any, should Tok expand? (This question may be appropriate for any community located within the pipeline corridor.)
4. Should more state land be sold? If so, where? What types and sizes of land parcels should be considered?
5. Soil testing, throughout the region, should be completed.
6. Agricultural lands should be identified, in order to ensure their future availability.
7. State timber disposal methods should be modified or changed.

In a subsequent interview with Land and Agriculture Committee Chairman Bill Arpine, it was learned that some of the previously stated concerns may have been modified. Generally residents of the Tok area have settled into a "wait and see" attitude, and are less prone to see pipeline impact as a major event.

Land use planning and selection of a representative body are still under consideration, but no concrete action has been taken to date.

Further, Chairman Arpino indicated that the opening of an impact office, while desirable from a public relations standpoint, was not as essential as previously stated. He suggests that it would not be appropriate for Northwest to open such an office, but that a neutral third party could serve as a reliable information conduit, and be well-grounded in the affairs of the community by the time that actual line construction begins.



d. PUBLIC SAFETY

DISCUSSION GROUP CHAIRMAN: Dottie Eshbaugh

COMMITTEE ASSISTANTS: Bob Stuart
George Cole
Tony Conrad

The discussion groups in this committee varied from 10 to 30 throughout its sessions.

Alaska State Trooper staff and facilities were discussed. Tok Corporal Cole stated that there are presently four public safety officers stationed at Tok and two at Northway. An employee of the local alcoholism program stated that much of the area's present criminal activity is alcohol-related. Tok Trooper Stuart described the local trooper post as a holding facility with three bunks. He feels that the present facilities will be of adequate size (in most cases) if proper transportation can be arranged. Also needed to make this possible is good coordination with personnel working with alcoholics and juveniles.

Public Safety Deputy Director Sydnam stated that they know that there will be increased safety problems. He anticipates that at least one additional safety officer will be placed in Tok and that there are possibilities for getting constables in some of the villages.

Roy David of the Tetlin Village Council stated that cooperation between troopers and the village is needed. Having a constable in Tetlin would be good. They have seen that the constable in Northway did help that village. He anticipates serious problems during impact, since there are already serious ones involving both drugs and alcohol.

The alternate health aide and alcoholism counselor for Dot Lake stated that something should be done about the expected increase in alcoholism problems. Discussion followed.

A Northwest representative stated that the camps will not be dry but that beer halls will not be established in the camps.

It was felt that the Tok area recreation facility should be used to offer activities programs under good supervision.

The Tok Volunteer Fire Department stated that their greatest need is for another fire truck. Also, more training is needed.

Another concern previously discussed and acted on by members of the committee was the need to protect pedestrians. Specific recommendations have been made to build a bicycle path, or pedestrian overpass, and to lower and move the speed limit signs.

AFTER THE FORUM...

Public Safety

Considerations of public safety generally centered on the availability of enforcement officers, holding facilities and enforcement of speed and highway regulations for protection of pedestrians.

According to an employee of the Tok Alcoholism Center, most of the criminal activity in the region is alcohol related. This is a recurring problem in rural and Interior Alaska, and is not expected to change significantly.

Alaska State Trooper George Cole noted that the existing holding facility should prove adequate to local needs, providing adequate transportation can be arranged to move detainees to more secure locations (i.e. Fairbanks).

The Alaska Department of Public Safety is looking to increase staffing in the Tok region, and is re-examining the possibility of placing constables in the road villages.

Health aides and alcoholism counselors noted that an increase in consumption is to be expected, based on the Fairbanks experience, and some degree of pre-planning must be done to prepare for the accompanying criminal activity and welfare needs. This is coupled with statements by Northwest officials indicating the camps will not be dry, although beer halls will not be constructed or set up in the camp.

To some extent the social problems of construction impact may be modified through sound programs that could be established through the Tok Recreational Center.

Fire protection is generally deemed adequate in the Tok area, through the existing seven member volunteer fire department. Primary need by the VFD is another fire truck, and this problem is replicated in the remaining villages. Training is a continuing problem, but shared training between Northwest camps and the road communities may be an alternative to alleviate the potential costs of training.

Finally, pedestrian and bicycle traffic safety are major concerns of Tok residents, and increased emphasis on enforcement is desired.



e. EDUCATION

DISCUSSION GROUP CHAIRMAN: Carl Peterson

COMMITTEE ASSISTANT: Dave Maxwell

The following items were listed by the committee as concerns:

I. Education Training

A. Who?

1. Alaska Gateway School District
2. University of Alaska Extension Center

B. What?

1. Responsibility Training
2. Career Education and Counseling
3. Employment Information
4. Survival Skills (Personal and Employment)

II. Facilities

A. Existing Program

B. Anticipated Expansion

1. May not need additional facilities
2. Present facilities may well need upgrading
3. Obtaining needed expansion - state, local bonds
4. Facility maintenance

III. Recreation

- #### A. Swimming pool and maintenance and supervision
- #### B. Do we want to be in the recreation business?

IV. Types of jobs to prepare for:

- A. Security Occupations
- B. Building Maintenance Trades
- C. Office Occupations
- D. Hotel/motel Restaurant Management
- E. Communications
- F. Road Maintenance
- G. Laundry
- H. Transportation
- I. Vehicle Maintenance
- J. Health Care
- K. Child Care

The program of the University of Alaska, Tok Regional Center, was explained and its budget discussed. During this session, 103 students are being serviced in credit classes, 15 students in non-credit classes, and 17 students in public service classes. The committee was not optimistic about the budget's increasing. Grants are an unstable basis for funding. The Regional Center intends to offer as many vocational/technical programs as possible.

Ralph Rudzik, principal at Northway School, stated that there are no jobs in his area and feels that vocational skill education would be the best help. Rosemarie Maher of Northway noted that around 30 people have traveled to up to four training areas. They do not like city life. This is a difficult question. Some may be gone up to five years in order to gain necessary skills. Sharon Young, president of the regional school board, stressed the importance of survival skills needed for city life. The committee discussed the need for these skills, such as the need for a vocational counselor, education in filling out forms, guidance for people from smaller communities who have relocated to cities for training.

The committee mentioned the importance of training local people for permanent jobs. Training might not always result in the kinds of skills that unions need at a certain time. On-the-job training during construction of the oil pipeline resulted in almost 200 permanent jobs. We need to work to set up permanent positions. It was noted that many jobs will be in building maintenance trades. Are these the jobs that local people would like to have?

Don MacKinnon of the Alaska Department of Education mentioned that residents want to be assured of getting a job after they complete extensive training for a certain occupation. The committee discussed the problems of responsibilities that go with jobs and trying to eliminate high turnovers in personnel. It was wondered what part schools could play in responsibility training and encouraging people to stay in the area.

The committee noted that not many jobs that could result from pipeline construction are long-term jobs but that many benefits can come from lower-paying, longer-term jobs.

MacKinnon stated that the major responsibility is with the Department of Education. There is grant money available for hard-pressed areas. The Department is responsible for providing for long-term facilities. The department is connected with the Seward Skill Center. Development of curriculum is a local responsibility. Some kinds of vocational plans can receive extra funding. He predicted that this area could undergo a 10-15% increase in student population. (During pipeline construction, Valdez had a much higher increase in student population. Cordova experienced a 6% increase in student population.) It was noted that many workers and their families have stayed in Valdez.

The committee stressed that it is important to think about the post-construction period and who will remain here then. It was noted that many construction workers travel to larger communities to find work. A Canadian pointed out that it was difficult to control any kind of impact into a community.

A discussion of building needs and a swimming pool followed, and the cost of the support of a pool was questioned. The cost of maintaining the Cordova pool is \$120,000 per year. Fees bring in \$18,000 to \$20,000 per year. The remainder is funded by the school (\$50,000) and the city. Use of the recreational facilities at the schools was discussed. It was noted that the gas pipeline will be built by specialists who seldom take their families with them. During peak gas pipeline construction, the number of employees is expected to be one-half the number at the peak of oil pipeline construction. The overall effect of this on the educational system in the region is estimated to be 10% over present enrollment.

There are no final details yet concerning permanent positions to be generated by the compressor sites in the region. In the 200-mile stretch between Delta Junction and the Canadian border, fewer than 50 permanent operations and maintenance jobs may be available. Small contracts aside from the pipeline construction itself could include pipeyard, maintenance shop, and housing construction. Service contracts expected to become available before and during pipeline construction could include facilities maintenance, health service, and child care.

AFTER THE FORUM...

Education

The education Committee addressed the overall educational needs of the region, and spent a substantial part of its time discussing the overall employment and training opportunities available to area residents. Comments and concerns closely followed those addressed under Job Training and Placement.

Significant, however, was consideration in this committee of village needs and an understanding of their respective employment requirements.

Although some training and vocational education programs are established throughout the state, rural representatives have found them less than adequate for villagers. The major drawback, as expressed, is that the high concentration urban areas are not compatible with village life styles, and the combined effect of "culture shock" and high costs virtually insures failure by the rural area participant.

Don MacKinnon of the State Department of Education noted that there are grant programs available to hard-pressed, impacted communities to assist in local training programs, and that this area was of singular importance to the department.

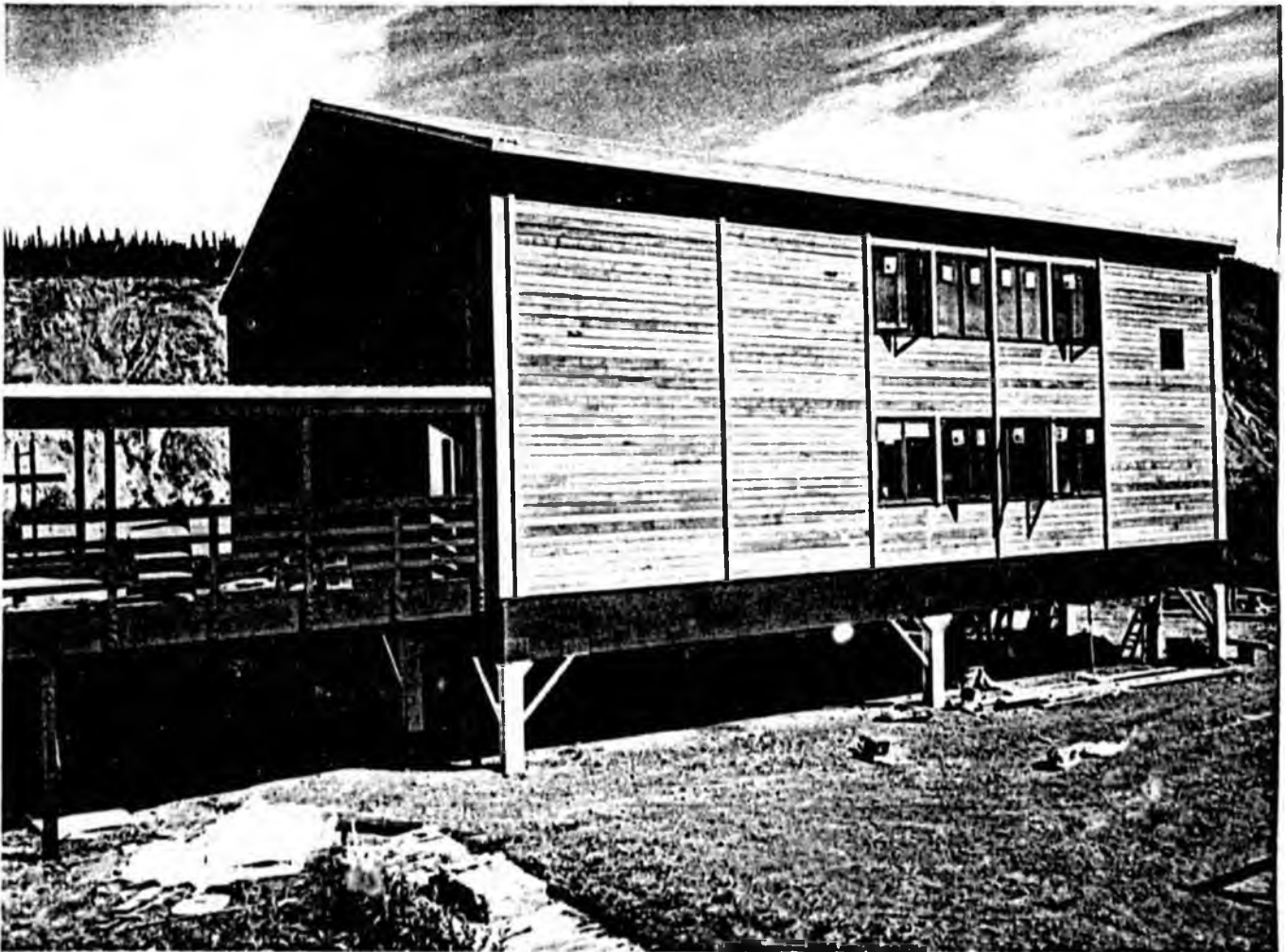
According to Gateway School District Superintendent Carl Peterson, no new school construction is anticipated, as existing facilities should handle any anticipated increase in enrollments. The construction of a school in Tanacross which is underway now is expected to relieve any pressure that might come to bear on the school in Tok.

Whether or not this remains the fact depends heavily on the population influx. MacKinnon noted during the proceedings that Valdez and Cordova saw a substantial student population increase during the oil pipeline construction, and predicted an approximate enrollment rise of 15% for the Tok area. On the other hand, school enrollments were the one impact pressure Fairbanks was prepared to handle, and enrollments never did increase to the level of predictions before construction. Without more hard data on the estimated numbers of jobs, the extent to which they will be filled by in-migrants, and whether those itinerant workers will bring their families, it is nearly impossible to predict what pressures construction will bring to bear on the Gateway School District.

Area building needs and desires were discussed, including construction of a double-duty swimming pool/water reservoir. Cited construction costs indicate that such a program for the Tok region would incur prohibitive maintenance and operating costs.

Superintendent Peterson stated that his major concern during the construction phase would be loss of skilled maintenance and clerical personnel to higher paying jobs. While some of the turnover could be handled from the existing labor pool, it would result in a destabilization of the administrative routine.

In summation, the overall educational and standard training needs can be handled through the existing structure, with a minimum need for new or special programs. However, local skill training for construction employment in all areas remains unresolved.



THE LOCAL DECISION MAKING PROCESS:

Comments by Forum Speakers

Comments submitted during the Upper Tanana Regional Forum by invited participants from the State of Alaska, Northwest Pipeline and related areas focused on the larger implications of pipeline development as it will affect the small communities of the Upper Tanana Region.

Tom di Zerega, Vice President for Northwest Pipeline Corporation, outlined the overall construction timetable for the project, and stressed the energy company's commitment to "...identify all cultural resources along the route so that we may take proper mitigating measures".

Di Zerega had outlined the construction timetables, noting that a 1983 completion deadline was expected, with various stages of construction start-up planned beginning in 1979.

Dr. Mim Dixon, keynote speaker and former Fairbanks Pipeline Impact Information Center Director, told conference participants that impact planning should begin at the earliest possible time. She urged the communities to "plan for what you want your community to be 10 years from now", and present these desires to the pipeline company.

She suggested the possibility that the construction companies might be willing to build facilities on a turn-key basis that would permit community acceptance of the buildings when the construction effort was completed.

No discussion of potential pipeline impact can be considered complete without a partial discussion of the net effect of local government structures on the impacted areas. Governor Jay Hammond addressed the issue by stating, "I'm not going to counsel you that local government is the way to go in this area, but..."

Hammond stated that he had previously voted against a local government structure for his home district, but subsequently modified his views when local residents discovered that borough power permitted residents to do things that "we wouldn't have been able to do without it".

The local government/representational issue is described by some residents as a "hot potato", which will not be easily resolved.

According to comments recorded in the All Alaska Weekly article on the forum, "In an attempt to fill the representational void, Bob Lohr, Executive Director of the Upper Tanana Development Corporation, warily tried to get the forum to discuss formation of a task force to follow through on the work so far accomplished.

"The subject was apparently too sensitive and ended with only one comment, terse and angry, from Rosemarie Maher, President of the Northway Native Association, who flatly opposed it.

"Maher feels that the natives from outlying villages were not adequately represented in the forum's work and therefore should not be put in a position to accept the task force only because they were absent."

Summary remarks by local residents in attendance indicated that the forum served a valuable role in initiating discussion on the future changes, but subsequent to the proceedings, according to local spokesman Glen Marunde, much of the enthusiasm had evaporated.

f. WOMEN'S CONCERNS

DISCUSSION GROUP CHAIRMAN: Mellie Terwilliger

This region is a classic example of rural Alaska. Immense areas of land, mountains, and water. Small clusters of people, 50 to 100 miles apart. Extremely long, extremely cold winters. We look forward to the gas pipeline for the jobs and business it will bring. We know that our Canadian friends down the line are in the same situation as we. And we know the end result will be good for the people of the Lower 48. We want to plan to make the best of things to come to our region.

We have some fears about the great influx of transient workers. We are already accustomed to a great influx of tourists every summer. Now, perhaps, we can have the means to plan to give comfort and strength to all the people of the region, to the tourists, and to the pipeline workers.

Women are a cohesive force in a wilderness. Women mean homes, children, schools, churches, clubs, stability.

It is difficult to deliver services to rural Alaska. To accomplish this we endorse the concept of sub-regional delivery of services of state and federal agencies, and industry with local hire.

We want to thank the Tok Chamber of Commerce, the Upper Tanana Development Corporation, and the Fairbanks Town and Village Association, especially its director, Jerry Smetzer, for the opportunity to air our concerns to those people able to help us women with them.

The committee also supports a regional pipeline impact office, day-care centers for working mothers, a regional labor union office, medical care and counseling for students, a swimming pool (which could be housed in a reservoir for fire protection), increased community services, a consumer protection agency office, support of an loans for marketable arts and crafts, expansion and strengthened financial support of the public health clinic, and the promotion of winter tourism (which could create more jobs).



8. RURAL AND NATIVE CONCERNS

DISCUSSION GROUP CO-CHAIRMEN: Bob Brean
 Glen Marunde

COMMITTEE ASSISTANTS: Roy David
 Rosemarie Maher

Participation in this committee exceeded that of any of the other committees. Although the largest room was selected for rural and Native concerns, there was little elbow space left. Several issues were covered. Some of them were: the protection of subsistence life style during construction of the gas pipeline; right-of-way, alignment, and access of pipeline; job training; minority hire and human rights; fish and game concerns; and individual access and input with regard to issues concerning the pipeline.

The subsistence life style issue consumed much conversation. It was decided that corridor restrictions would not be effective in protecting local life styles. There were not used in Glennallen's portion of the oil pipeline, and Tok is similar. There would be easy access to the corridor in the Delta-Border segment of alignment. One possibility to protect local subsistence hunting and fishing would be strict residency card requirements. The 30-day residency decision by the Supreme Court was discussed, and Governor Hammond stated that only through a constitutional amendment could that ruling be altered. Residence as a means to achieve solutions to several problem areas was discussed at length in regard to local hire, the taking of game, human rights, and so on. Another undesirable effect of subsistence protection through corridor restrictions is that villages like Dot Lake, Tanacross, and Northway, which lie on the pipeline, would find their freedom restricted. This was a major concern of Chief Andrew Isaac.

Right-of-way was covered by Northwest officials. Negotiation with private landowners on the right-of-way was brought up. Trapline rights will be negotiable, as stated by Morris Thompson. There was wide support for the Bureau of Land Management to get out of the picture as soon as possible on Native claims lands so that corporations and villages could be free to do their own negotiating without interference. Canadian representatives stated that many of the problems that we have with regard to residency requirements and land claims can be handled on a different basis in Canada, because our constitutions are not the same.

Job training specifically for pipeline-related jobs was well discussed. The possibility of the state's handling of a training school program was raised. A current Canadian project, Nortran, was discussed.

Minority hire and human rights seemed to go together and were discussed simultaneously. One of the human-rights resource persons stated that their office still has 300 human-rights violations relating to minority hire to process. The tools at their disposal are, at best, cumbersome. Spud Williams of the Tanana Chiefs Conference said that the Human Rights Office is basically a good vehicle to help to enforce minority hire but was very slow. Larry Means of the Department of the Interior explained that new regulations providing assistance to minority business related to pipeline activity were being drawn up. These plans were to be tailored specifically for the Northwest pipeline.

The fish and game session met in the afternoon. There was passive support for a bill being considered in the legislature that would decentralize the Department of Fish and Game by the creation of 12 regional fish and game boards to bring the decision-making process closer to the people. A requirement for all out-of-state hunters to use guides was discussed as a means to restrict hunting by pipeline workers. There may be questions of constitutionality in a previous Supreme Court ruling.

There is a strong concern about community, village, and/or individual input into the decision-making process used by state, federal, and Northwest officials in all matters pertaining to the gas pipeline. The use of the State Office of the Pipeline Coordinator as a clearinghouse between government, the prime contractor, and community and/or individual residents was discussed. Another suggestion was for the creation of an office for an ombudsman-type position for gas-pipeline-related problems only. Such a position may be incorporated into the pipeline coordinator's office. The need for safeguards to keep the expanded version of the pipeline coordinator's office from becoming too powerful was mentioned. Maximum use of local hearings was encouraged in access and input discussions.

AFTER THE FORUM . . .

The Political Issues

The Committee on Rural and Native Concerns was the most heavily attended, with the bulk of rural forum-goers concentrating in this area.

Central to all discussions was the absolute need to preserve indigenous subsistence rights during and after the construction effort. Incorporated also were issues of employment, training, the role of village corporations and tribal government, and the establishment of standards common for all impacted communities as opposed to the dominant population center.

The relative effects of residence preference were discussed, with an eye toward controlling non-Native and non-resident access to traditional use areas. Governor Hammond noted that such preferential resident use could only be addressed through a state constitutional amendment.

This restrictive use plan has been further complicated by the U.S. Supreme Court ruling striking down all provisions of the resident hire law. No subsequent formal resolution has been set forth.

There was a uniform desire to have the native lands issue resolved, to permit the affected villages to enter into private negotiations with the pipeline contractor and avoid the "meddling" of federal agencies. This is an issue whose solution again is postponed with the failure of Congress to pass any D-2 legislation this year.

Generally discussions joined on the Alaska Native issue recapitulated the continuing problem of the rights and prerogatives of the small communities in managing and ordering their own business affairs.

It is important to note that this committee provided the focus for many of the rural participants to express their sense of alienation and separation from the larger decision making process, and to vocalize their desire to have a more substantial say in subsequent planning and development schemes.

In post-forum interviews, Committee Co-Chairman Glen Marunde indicated that the issues addressed in the forum had been allowed to fall dormant by the committee participants. However, Chief Andrew Isaacs of Dot Lake indicated that the level of village involvement has not declined, but the major concern of the older native people is the right of full participation for their young people. In hearings on the lease stipulations for the pipeline, Isaacs commented that he really did not approve of the line going through traditional hunting and fishing areas, but that if the young people could no longer make a living at subsistence, they would have to earn money, and he hoped the pipeline was one way to do that.



h. HIGHWAYS AND TRANSPORTATION

DISCUSSION GROUP CHAIRMAN: Harold Johnson

COMMITTEE ASSISTANTS: Fred Pride
Arthur Warbelow

Discussion in this group covered many areas of interest with approximately 30 people in attendance.

It was brought to the attention of those present that the highway between Miles 75 and 83 of the Tok Cutoff is very narrow and needs repair before pipeline hauling begins. This is also true of the section between Miles 39 and 49 of the Tok Cutoff. Sections of the Alaska Highway that are narrow and in need of repair include Miles 1329 to 1362 (Dot Lake), 1362 to 1378, and 1235 to 1301 (Tetlin Junction). The possibility of emergency funds to be used on these sections was discussed. Without improvements on some sections of the highway, there would be a significant and generally unacceptable level of danger during pipeline activities.

The current location of the truck weight scale was discussed and a relocation was termed feasible in order to allow more room downtown at peak traffic periods. This also reduces the risk of automobile accidents and increases the safety factor for residents.

It was stated that the Northway road needs work and that bridges in that area will also need work with increased truck traffic.

There was discussion on the Tanacross airport and Rudy Hartsell's small airstrip. With increased air traffic in the area and likely increased use of these strips, would the users, such as Northwest, be willing to "foot the bill" for a portion of the maintenance expense? That question can easily be solved in the case of a private strip, but not so for Tanacross. There is no air traffic control to monitor air traffic.

The need for bicycle paths or walks in impacted areas such as Tok was considered.

AFTER THE FORUM ...

Highways and Transportation

Area residents generally felt the need for a broad range of improvements to the existing air and surface transport system.

Significant improvements to the road system are desired at the Johnson River, Dot Lake and Tetlin, with additional improvements sought at Northway. Discussion of bridge improvement and upgrading was also joined, and some concern was expressed over those stretches of road connecting with the Canadian leg of the construction project.

It should be noted that the State Department of Transportation and Public Facilities has added substantial requested monies for improvements on the Alaska Highway. Status of that funding is not presently known.

Tok residents also requested a relocation of the truck weight scales to a more remote location. The general argument is that such relocation will eliminate a fair amount of heavy vehicle congestion in the community, and thereby serve as a positive safety factor. No new location has as yet been agreed on.

The area of air transportation is largely unresolved. Questions were raised by Tok residents questioning whether Northwest could be induced to carry part of the costs of airport operation in Tanacross, despite the absence of any local airport operations authority. The issue is moot for use of private airstrips, but is not clear for the larger Tanacross facility.

1. JOB TRAINING AND PLACEMENT

DISCUSSION GROUP CHAIRMAN: Dave Maxwell

COMMITTEE ASSISTANT: Norman Wallis

State Commissioner of Labor Ed Orbeck discussed the state hire law with the committee. The National Labor Relations Board has accepted the Alaska local hire law. But even if the Alaska state statutes on local hire were determined to be unacceptable to the courts, the employer and the union could negotiate a local-hire agreement on their own.

Willie Lewis of Local 942 (Laborers) talked about minority hire. He also mentioned the possibility that his union may establish some sort of training facility in Tok with preference given to union members.

The suggestion was made that two people from a village might alternate in a job on the pipeline. This would not only help to assure local employment but would also allow more flexibility to employees from the villages.

It was brought up that several years from now (1980 or 1981) there would be many people who could claim that they were Tok residents for a year or two. It should be considered that what we need to realize is that if we are not careful, we could have many of the same problems that Delta Junction underwent in regard to local hire.

It is important to understand how many people, in Tok for instance, are interested in being foremen, powdermen, general laborers, cat operators, heavy truck drivers (to cite a few). This would be invaluable in realizing what kind of training programs to initiate in the area.

For the permanent compressor station jobs that will open up after construction, it was mentioned that there should be some sort of local-hire preference. There should be some preference for locals in the training programs or in the selection of personnel for these positions.

AFTER THE FORUM ...

Job Training and Placement

Closely related to the question of overall pipeline employment is the consideration of the nature and type of training that would be available to area residents, with positive guarantees of employment once training has been completed.

As previously noted, the Northwest Pipeline Company has expressed a desire to utilize as much of the local labor force as possible, but the ramifications of the U.S. Supreme Court decision in striking down "resident hire" may complicate that intent.

Nevertheless, the local awareness of the need for skill training and placement cannot be too forcefully stated.

Testimony by area residents during the Upper Tanana Regional Forum indicates that there is a high incidence of clerical and secretarial skills, but a shortage of trained workers in the construction and building trades. According to Job Training and Placement Committee Chairman Dave Maxwell, the Tok area has to import numbers of people to work on many local construction jobs and existing service jobs (hotel, motel and restaurant).

As a result, most of the local interest and desire is focused on jobs such as heavy equipment operation, heavy truck driving, vehicle maintenance or explosives handling to name a few. In most cases, the University extension center is not an appropriate setting for teaching of these skills.

Laborers Local 942 representative Willie Lewis stated during the forum that there is a possibility that his union would establish an "entry level and recertification" training center in Tok, but according to Maxwell, they have not made any followup moves.

No other craft or trade unions appear to have taken area training into consideration, and it is probable that any such programs would continue to be operated out of the Fairbanks center.

Area residents indicated a desire for vocational/ technical training either through the Gateway School District (REAA) or the University of Alaska Cooperative Extension Service or the community colleges. However, the consensus was that it was probably too late to organize such a program and that the UA/union liaison might be politically impossible to start up.

An additional note, according to Maxwell, is that the UA extension center in Tok has done some test marketing to schedule vocational/ technical training, but has been unable to get people to sign up

for classes. He cited as an example a course in commercial baking - a skill that could be marketed in a pipeline camp as well as on a permanent basis in the community. No one signed up.

The communities generally expressed a desire for on-going, postpipeline jobs, working in such areas as the Northwest compressor stations. This employment area will not generally provide much, as the expected number of permanent jobs will be around fifty. Further, there will be technical jobs for which local training efforts may not be adequate.

Job placement during the pipeline building effort may be a problem not only because of the court decisions on resident hire, but because of the concentration of hiring hall, contractors and support services in the Fairbanks area. Some discussions of consolidating labor halls in the Tok area has been advanced, and the Tanana Chiefs Conference has been exploring avenues to underwrite minority hire, but to date no substantial policies have been generated.

During the forum, some innovative recommendations were set forth to permit or encourage greater use of the labor force. One notable suggestion was to consider using two persons from a given village in one work position, thus giving the employee a greater personal flexibility to meet his/her needs, and extend the number of employable positions.

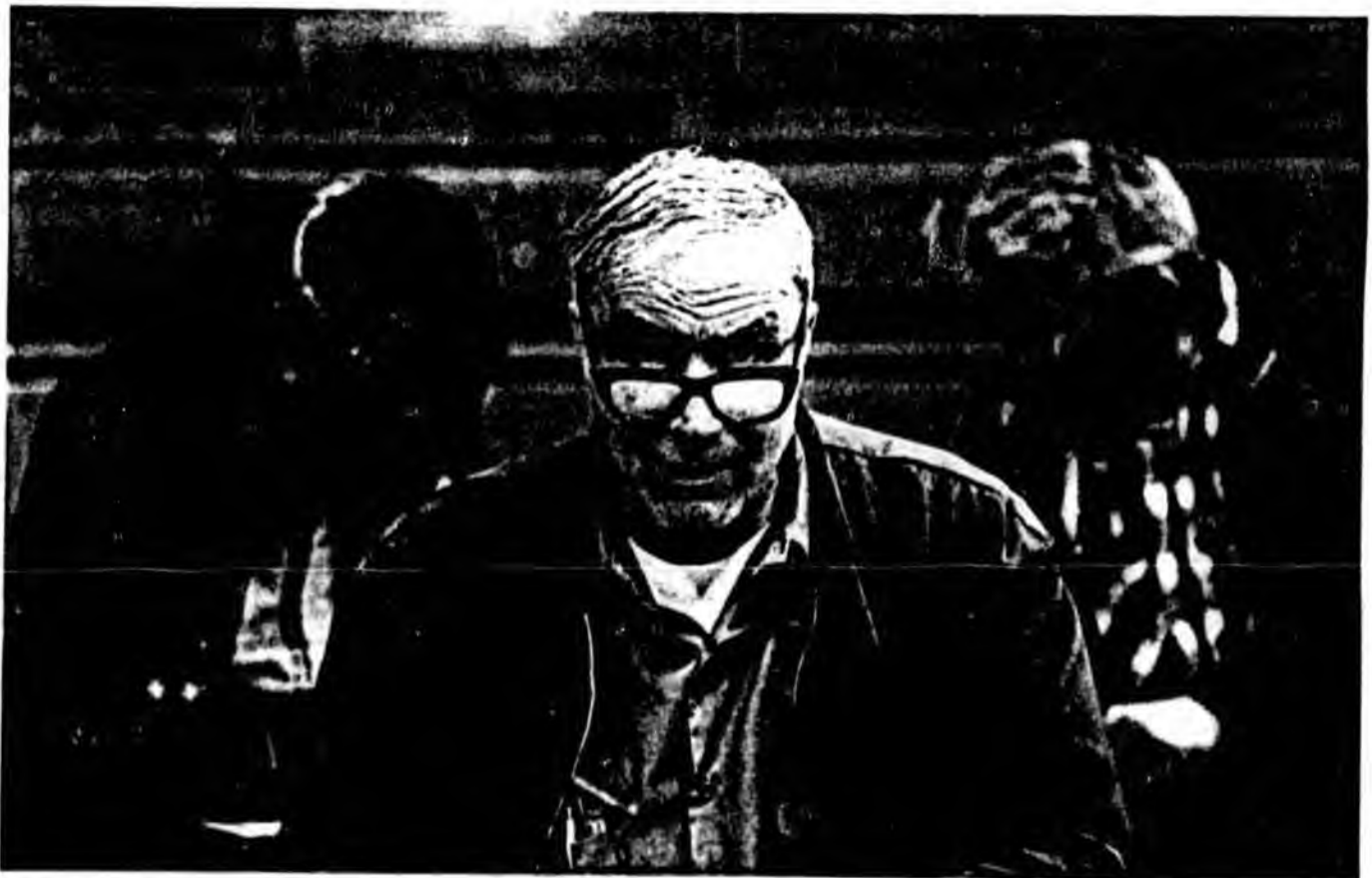
Another such suggestion was to eliminate the single 12-hour shift, with its attendant seven-day work week, and substitute two eight-hour shifts, again on a seven-day cycle. Such recommendations are of course speculative at this point, and will be the management prerogative of Northwest.

In summary, the training and placement questions continue to dominate, and are unlikely to be resolved until such time as the State of Alaska can re-examine its role in setting preferential hiring practices, and set up a coordinated, functioning program to support the Alaska Highway communities.

Further delays in resolution may be expected due to shifting community needs and perceptions especially if the local desire remains fixed only on direct construction employment.

Central to the entire discussion is the area's expressed wish for more substantive information than has been provided to date. The need for "more meat" (information) is a recurring theme throughout this report, and will be so addressed.

In a post-forum interview with Training and Placement Committee Chairman Maxwell, he noted that there had been an increase in demand for Emergency Medical Technicians through the Alaska State Troopers. He felt this was generated by the Upper Tanana Regional Forum, and that as discussions and impact planning continued, more such employment and training options might be generated.



J. SOCIAL SERVICES

DISCUSSION GROUP CHAIRMAN: Louise Griffin

COMMITTEE ASSISTANTS: Cathie Ipalook
Bob Lohr
John Klaus

Myra Jones of the Tanana Valley Community Clinic in Tok gave an overall report of the health services that are presently available in Tok and the surrounding area. A description was given of the clinic, health personnel on staff, and the ambulance service. The need for an expanded clinic was stressed. The clinic is not equipped to handle emergencies involving two or more people at one time. There is a space deficiency - no holding beds, no emergency room. It was stated that the Tok area needs a usable facility not only during the pipeline construction era but present and in the future.

Barbara Wihlborg - public health nurse, Tok itinerant - gave the boundaries that she covers and a summary of the services from her clinic with the emphasis being on prevention/education. She also gave an overall summary of the health aide program in the surrounding villages. It was very evident that additional personnel are needed in the Public Health Clinic.

The need for mental health services was discussed. It was stated that a proposal has been submitted to the state, asking for funding for a full-time clinical psychologist to be stationed in Tok, providing services to the surrounding area.

Jerry Taylor, ambulance coordinator, spoke on the ambulance service. One ambulance based in Tok covers the entire area (Border, Duffy's, Taylor Highway, Dot Lake, Johnson River). We have only three active emergency medical technicians and four or five drivers. There will definitely be an increase in auto accidents. Therefore, there is a need for another emergency vehicle, which should be based in Northway. Education and training for additional personnel should be available.

We have had very little contact with the state Emergency Medical Service program. More bush area representation is needed for this program. Ms. Wihlborg expressed a strong desire to serve on the state EMS program. Fred McGinnis, Deputy Commissioner of the Department of Health and Social Services, stated that he will request Mr. Scott, director of EMS, to visit Tok soon.

Governor Hammond stated that they are definitely concerned with health care budgets but that appropriate revenue is needed. Morris Thompson of Northwest stated that he was not prepared to say whether Northwest is planning on using our health-care facilities, equipment, and personnel, because the company is at present in the construction design phase. The company would negotiate with Tok. The company would have its medical experts and associates look at the local situation, facilities, and so on with the possibility of arranging contractual agreement.

Thompson was asked about the highway villages in regard to using facilities and health aides. He stated that this would all be taken into consideration. If Northwest used the local and village facilities, then there is the possibility of helping to provide equipment and helping Tok with the proposed clinic addition.

Dottie Eshbaugh of the local alcoholism program reviewed present program services and stated that they are barely keeping up with the problems now. Since there will definitely be added stress during pipeline activities, the alcohol program hopes to avoid some of the problems by being able to plan ahead. A suggestion was made to give local people addresses and contact names so that the Tok area can start its planning.

Discussion was held on the housing situation. A suggestion was made to meet with Glennal on the impact problems that they experienced. The local housing situation here at present was discussed. It was brought out that we really do not have excess or "any" housing available. Interest was expressed for what, if any, plans that the old RCA housing might have.

Also, it was suggested that people who have private wells here should make application to the Department of Natural Resources for a permit for water rights and have it recorded, because anyone can come along and use that water source (such as for industrial use).

It was suggested that a rent review board be established in Tok. Also, it was brought out that the peak demand for housing will cover quite a short period of time.

The Assistance to the Elderly Program was reviewed. It is felt that the elderly will get a lot of the costs of the pipeline and very few of the benefits. The program will be doing an on-going assessment of needs, planning for the cost of living rise, and so on.

It was suggested that the Alyeska camp facilities be looked into for uses such as clinic, housing, fire protection facility - whatever.

A suggestion was made that we should define whom our people are for contacts for possible future contractual agreements or referrals to the various existing businesses, agencies, and organizations, since at present there is no local government.

Discussion was held concerning the closure of the Office of the Division of Family and Children in Tok in 1976. The services now include only fee agents with the exception of Eagle; this is not sufficient. It was suggested that the State of Alaska reopen the local office with a full-time eligibility worker who can also issue food stamps. The time frame involving food stamp application through complete procedure involves at least six weeks. Elderly people especially need immediate help rather than delay. A medical eligibility worker who could issue coupons should also be included. It was mentioned that the Salvation Army (Anchorage) is talking about the possibility of setting up a place in Tok.

The possibility of a permanent impact information center was discussed.

The Social Service Committee also endorsed the idea of a permanent task force to follow up on the forum and to become a point of contact for gas pipeline related issues and problems.

The task force could include representatives of the communities in the Upper Tanana, village corporations and other interested local groups, as well as state, federal and Northwest representatives for communication purposes.

The Committee also recommended that an impact information center be established in Tok during the coming summer which would be operated in a manner similar to that of the Fairbanks Impact Information Center during the oil line construction and further suggested that a task force could act as an advisory board to the center.

AFTER THE FORUM ...

Population Growth

Central to all discussions of potential gas pipeline impact is an assessment of expected population changes, in whole numbers, as well as locale.

Because Tok is central to the proposed effort, it is logical to assume that any significant population increase will center there. This will probably include transient and non-pipeline people, plus families and others involved in secondary aspects of pipeline work.

No adequate numbers can be forecast, but it may also be expected that because the overall life of the construction project is significantly less than the trans-Alaska pipeline system, and because the total number of workers is less, that the route communities should see less of a population influx in real numbers.

Some aspect of community out-migration should also be anticipated, with the accompanying change in community cultural factors.

Although not specifically addressed, the potential populations of communities such as Eagle or Chicken may increase with the incidence of out-migration by older residents of some of the road communities.

It should also be noted that population growth estimates for Fairbanks, in its pipeline impact planning, did not take into account the fact that in-migrants seeking pipeline jobs did not bring families with them. While housing, utilities and traffic reflected pressure of population growth, services, particularly the schools, did not reflect the same pressures, because the worker population was mainly transient.

Health and Social Services

Primary concerns expressed during the Forum centered on provision of adequate emergency medical care, on a scale equal to impact; expansion of mental health programs; balancing social service delivery with accountability by Northwest, the effected communities and the State of Alaska.

The overwhelming consensus of community participants was that existing levels of medical care are far below present needs, in both facility and personnel provisions. With the advent of pipeline construction the number of motor vehicle accidents is expected to increase, in addition to attendant types of medical emergencies. It was pointed out the present clinic facility is capable of handling only two persons at one time, and any major traffic or industrial accident would be impossible to deal with.

Existing ambulance service is provided by a single vehicle and three emergency medical technicians over a route extending from the Johnson River Crossing to the Canadian border, and up the Taylor Highway. The need for an additional vehicle is self-evident, as is an increase in available staff. (Nine additional EMTs are available now after a training course offered through the University of Alaska extension service in Tok, and the Alaska State Troopers indicated in a post-forum interview that an additional ambulance would soon be forthcoming.)

Area residents stated that they have had little continuing contact with the State Division of Emergency Medical Services, and that this lack of contact has hampered development in the Upper Tanana Region. It is expected that the communications gap will be reconciled in the near future, particularly since a resident of the region recently has been appointed to the Emergency Medical Services Advisory Board.

Health care in the surrounding villages was deemed adequate with the exception that only one public health nurse is expected to serve the entire region. Additionally, residents pointed out the high costs of evacuation transportation and the relative lack of authority given to village health aides in determining what constitutes a medical emergency. This latter issue is being dealt with through the Tanana Chiefs Health Authority and will probably not measurably affect subsequent pipeline impact.

Health and Social Services Committee Chairwoman Dottie Eshbaugh stressed the need for improved and expanded mental health programs, based in part on the trans-Alaska pipeline experience in Fairbanks; the expected increase in alcohol-related problems; and the creation of unrealistic expectations of wealth and employment by local people seeking to benefit from pipeline construction. (In effect, many residents will be subjected to forms of "culture shock" which can only be addressed through a rounded mental health counseling program.)

A proposal to locate a trained clinical psychologist in the Tok area is being developed, but nothing has matured to date. It was pointed out that the psychologist for the Division of Mental Health located in Fairbanks and technically designated to serve Tok rarely visits the community. A request was sent requesting a resident psychologist for Tok.

It should be noted that Governor Jay Hammond expressed during the committee's deliberations the state's continuing concern over delivery of medical and mental health services, but said that appropriate revenue is needed to justify further capital outlays.

The community recently received an \$85,000 grant to expand the existing clinic, but this may not be enough to provide for facilities and equipment. Further, no programs presently provide for funding of additional physicians assistants, mental health counselors or public health nurses.

During the forum, Northwest Pipeline officials were unable to state whether they expected to interface with the existing health care delivery systems, or would generate their own, largely because pre-planning had not yet begun in this area. The company was only in the primary construction design phase.

Northwest Pipeline Vice President Morris Thompson stated that highway village use of camp medical facilities would be taken into consideration, and a reciprocal use agreement could be considered if Northwest utilized any of the area's medical services.

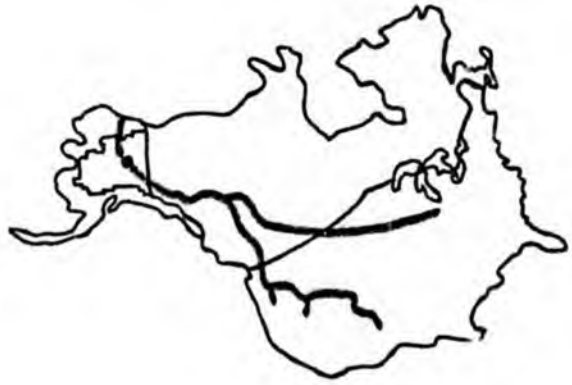
Additional discussion was entered on the availability of housing, with the observation that there is no "excess" housing in any of the areas along the proposed pipeline route. Some local construction is anticipated - in fact one apartment complex already is under construction in Tok - but consensus appears that supply will lag behind demand for housing.

Further areas of social concern are programs to assist elderly residents to offset the negative effects of construction induced inflation. On a larger scale, the committee suggested that it was appropriate to begin the pre-planning approach to monitor cost of living increases, needs assessments, etc.

Closure of the office of the Division of Family and Children's Services, food stamp eligibility programs and related welfare and assistance programs were also discussed, with emphasis placed on establishing a "fast response" process to deal with the more pressing human needs. Since the forum, the Division of Family and Children's Services has re-funded a position for a child protection worker in Tok. This person also provides family counseling and referrals.

Although the primary discussions in this committee centered on problems in the Tok area, concerns and programs suggested affect all communities within the construction corridor and their committee hoped their discussions will improve services throughout the Upper Tanana.





ANALYSIS & SUMMARY

THE PLANNING PROCESS AND ACCESS TO DECISION AGENCIES

Underscoring all aspects of the Upper Tanana Regional Forum were the unspoken fears of forced governmental organization and the concerns of small communities remote from the decision making channels.

It would appear that the communities are fundamentally divided on their approaches to the governmental function, in part because they have existed in relative comfort, free from the incursions of regulatory bodies. This attitude expresses itself in emotive terms of self-sufficiency; disregard for non-regional ideas of development and/or growth; and the characteristic provincialism of "We don't give a damn how they do it (outside/up the road/over there)".

In the reality of trying to make desires known to the state, the pipeline company or other decision making agencies, the attitude is carried out through factions and interest groups vying to make their voice heard as the representative voice of the community. In post-forum interviews, members of the community who had access to government through some group or agency found they had little or no trouble reaching decision makers. Individuals who had no such channel, such as a village corporation, felt powerless in the decision making process. They felt they had no access to state or federal agencies, and the best that could be hoped for was to avoid being affected too much.

In contrast to the groups and individuals who expressed a sentiment of anti-government "meddling", there are those in the region who, while they agree with their neighbors on the value of frontier self-sufficiency, turn to grant agencies, government funding and other government avenues to provide services and some capital improvements.

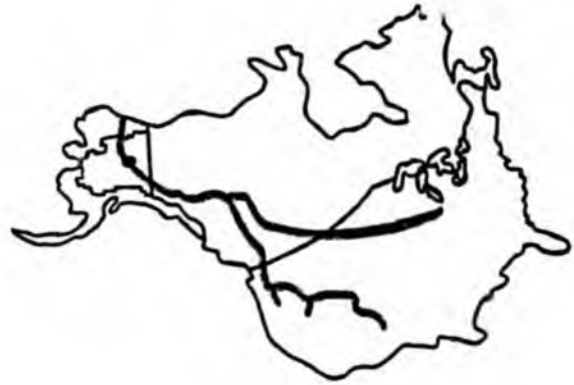
In questioning residents on the options for some representative voice that would transcend the factions and speak for the region as a whole (rural, urban, white, native, business, labor) there were many possible solutions, but no consensus. Alternatives varied from incorporation to town meetings; from a non-profit corporate structure to a third party ombudsman-like position established through the pipeline company.

There seemed to be agreement that there needed to be some means of communication with the state and the pipeline company, but little or no agreement on where it should come from. Perhaps this confusion on who or what should serve as spokesman for the region can be traced back to the fact that there are no clearly defined regional goals. Hence, interest groups or factions express their individual interests, which may or may not be the interests of their neighbors vis a vis the future growth and development of the region.

No clear picture of the potential future of the Upper Tanana Region can emerge from this initial forum, as the range of considerations has only just been addressed.

Clearly participants have expressed a need to initiate a planning process to anticipate the nature and type of change which is forthcoming, however, lack of consensus is forming this planning function seems to be traceable to the area's political differences.





MAJOR POLICY QUESTIONS
and
DRAFT RECOMMENDATIONS

Prepared by:
The Fairbanks Town and Village
Association, with Wordsmith's.

TWO MAJOR POLICY QUESTIONS

ONE:

Northwest Energy President John McMillan has asked the State of Alaska to consider investing one billion dollars of tax exempt bonding and one-half billion dollars in direct cash participation in the project.

The authors of these recommendations do not feel sufficiently qualified to make a recommendation on this fundamental policy question. Rather the individual residents of the Upper Tanana Region have much to gain or lose by the decision of the State of Alaska on McMillan's request. The issue is complex and any attempt to synthesize and summarize the current status of the project risks considerable misunderstanding in this kind of document. Therefore we will only list some recent events which should be of interest to residents of the Upper Tanana.

Recent Events:

Spring, 1978:

- Governor Hammond states that the Office of Pipeline Coordinator will be located in Fairbanks.

March, 1979:

- Governor Hammond names Avrum Gross, Bob LeResche, Charles Webber and Thomas K. Williams to study state investment in pipeline

March, 1979:

- Hammond orders State Pipeline Coordinator's Office opened in Fairbanks. "early summer '79". Mo Matthews resigns. Charles Behlke named to replace Matthews.

March 1, 1979:

- Northwest opens state headquarters in Fairbanks

March 3, 1979:

- Canada's new Prime Minister reaffirms Canadian commitment to the project.

April 2, 1979:

- President Carter asks Congress to consider a limited reorganization plan which will establish the Office of the Federal Pipeline Inspector. Congressional approval expected in late June.

May 1979:

- Financing for continued operation of the state Pipeline Coordinator's Office, dropped earlier in the Legislative session, is restored.

May 1979:

- FERC requires that Northwest prepare and disseminate an "informational handbook" describing the project and, among other conditions, a toll free telephone line for use by affected landowners along the route.

May 15, 1979:

- Alaska Legislature creates and finances joint special gas pipeline interim committee with Rep. Charles Parr, Rep. Joe Hayes, Rep. C.V. Chatterton, Sen. Bill Sumner, Sen. Frank Ferguson, Rep. Bill Miles, Sen. Mike Colletta and Rep. Terry Gardiner as members.

June 1979:

- White House nominates John Rhett as federal inspector and creates, by executive order, an executive policy board to provide federal policy for the gasline.

June 1979:

- Department of Interior grants provisional approval of gasline route.

June 14, 1979:

- Northwest request federal approval for gasline route generally 00-80 feet from trans-Alaska pipeline pad.

July 1979:

- President Carter, speaking nationwide on energy crisis, pledges full support for an expedited federal approval of the gasline.

August 1979:

- The Alaska Economic Report states:

State investment in the Northwest gas pipeline may not be possible due to a stepped up federal momentum and the failure of the Alaska Legislature to act in the recent special session.

Non-participation on the state's part may represent:

(1) Freedom from a questionable investment burden;

(2) A lost opportunity for the state for a significant investment and to be an internal participant in the gas transportation policy.

(3) Lastly, non-participation may mean a lost opportunity by the state to stake-out and command significant key position in what may be North America's "energy corridor" -- the Alaska Highway.

September 1979:

- Fairbanks municipal and business leaders propose that FERC change the location of the gas conditioning plant from Prudhoe Bay to Interior Alaska. FERC member Matthew Holden states that because of President Carter's instructions that all regulatory processing affecting the gas pipeline be expedited there is little possibility that the decision can be changed.

Legislation to provide the financing sought by John McMillan has been introduced in the Legislature and will be considered during the interim.

Residents of the Upper Tanana Region should communicate their feelings on the legislation directly to their elected representatives in the legislature.

Those are:

Senator John Sackett, Galena
Pouch V
Juneau, Alaska 99811
465-4928 in Juneau
279-3343 in Anchorage
789-8001 in Ruby

Representative Pappy Moss, Big Delta
Pouch V
Juneau, Alaska 99811
465-4928 in Juneau
895-4385 in Big Delta

TWO:

The second major policy question has to do with current efforts by the federal government to establish a program to assist small communities facing massive national interest energy developments such as the Alcan gas pipeline. Legislation has been developed by Congress with the support of the White House to establish this assistance program. However, the legislation (S-1493 "The Inland Energy Development Impact Assistance" Bill) is going through extensive hearings and amendments in Congress, and its fate is uncertain. Because of the Association's earlier work relevant to the impact of the trans-Alaska oil pipeline construction we have been active in trying to develop a bill which would provide assistance based on local interpretations by local people of impact problems at the local level rather than through the state-federal task force approach contemplated in the original bill.

S.1493 would have placed federal impact assistance authority in the Economic Development Administration of the U.S. Department of Commerce. However the crush of legislative business created uncertainty in the progress of the bill. In order to assure consideration in this session of Congress, Senator Gary Hart of Colorado, an original sponsor and a prime mover of the impact assistance legislation, offered an amendment to Section 601 of the proposed energy act currently awaiting final action in the Senate Energy Committee, chaired by Senator "Scoop" Jackson of Washington.

The amendment, if adopted by Congress would amend 601 to broaden the interpretation of energy impact in order to create and finance an impact assistance program similar in concept to that embodied in S.1493, but administered by the Farmers Home Administration of the U.S. Department of Agriculture.

FTVAD has reviewed the Hart proposal and will recommend that the Alaska Congressional delegation co-sponsor and support the Hart bill with some suggested minor amendments based on the following considerations:

FTVAD has offered formal testimony on the original inland energy impact assistance bill. The testimony was inserted into the hearing record on the bill on May 10, 1978 - one month after the Tok Forum - by Senator Gravel. Essentially our testimony supported a federal impact assistance program which provided "front end" impact planning funds directly to established local organizations at the earliest possible moment. FTVAD opposed the imposition of a predesigned federal impact assistance program on local people and opposed assigning federal authority and thus total control of the timing, pacing and amount of impact assistance funds and programs solely to the Office of the Governor.

Our position is unchanged. In order to assure a bill which fully reflects that position FTVAD will suggest amendments which authorize the governor allow federal impact assistance to flow directly from the federal government to competent local organizations in the "impacted" areas.

Though the policies and actions of the governor will be critical to the success of any federal impact assistance program, the State of Alaska does not have such policies established with which to guide the Governor's actions. Worse the state does not have any clear authority and responsibility established which would lead to the creation of such policies and to the development of programs, legislation and financing necessary to implement them in the Interior of Alaska in anticipation of the gasline.

At the staff level the State of Alaska has demonstrated little initiative in dealing with the complex human problems which result from the social, economic and political impact of massive energy development projects.

Even with a priority commitment at the highest level of state government such deficiencies cannot be overcome in less than a year ... a year in which regulatory processing of the gasline is being expedited by order of the President, and precious irreplaceable time for local and regional anticipatory planning is rapidly disappearing.

Given these facts, which become more urgent with each passing day, FTVAD believes an amendment to the Hart proposal which allows the governor - perhaps by executive order - to authorize federal impact assistance to flow directly to the areas affected is timely and necessary.



DRAFT RECOMMENDATIONS

1. HEALTH AND SOCIAL SERVICES

Establish a formal health services delivery program, in conjunction with the Tanana Chiefs Conference, to address medical emergencies; availability of disaster equipment and training; and initiate disaster preparedness training through the State Division of Emergency Medical Services.

Concurrently initiate discussions with Northwest Pipeline to address total package costs for joint use medical facilities.

Seek immediate funding to set up staff clinicians and social workers to deal with social and psychological problems. (Include those problems unique to the area, and those brought on by pipeline impact.)

2. LAND USE PLANNING AND AGRICULTURAL DEVELOPMENT

Land use planning should be accomplished by a locally based planning authority, and should incorporate a full inventory of available recreational and sport lands plus an evaluation of agricultural development plans for the entire region.

Concurrently this effort must incorporate local concerns for continuing subsistence land use, and provision for local control of non-resident hunters and sport fishermen.

3. EMPLOYMENT AND TRAINING PROGRAMS

Regional, local and private sector corporations should initiate discussions to assure some measure of resident hire during all phases of the pipeline construction effort. This may entail direct contact to statewide labor unions to discuss creation of a joint hiring hall in the Tok area; creation of uniform contracting, payment and dispatch procedures with the prime contractor; and generation of formal agreements with the Alaska Department of Labor and the University of Alaska to establish multiple level training and recertification centers for employees selected out of the Tok area. (See also recommendations of the final report of the Rural Impact Information Program.)

4. HOUSING DEVELOPMENT

The area will need to conduct a vacancy survey of existing housing, plus an areawide evaluation of anticipated new housing construction to include trailer parks, lodges and possible multiple-family dwellings.

5. TRANSPORTATION

In addition to the surface transportation needs addressed in the body of this report, all communities will need to examine their air transport needs to define existing and anticipated costs, regularity of service, and means of expanding existing services.

6. COMMUNITY FACILITIES

The Fairbanks Town and Village Association, through work conducted in its Rural Capital Improvements Program during 1978, found that communities in the Upper Tanana Region have expressed needs for a variety of basic public facilities. Many of these facilities were discussed at the Forum.

Because the project will begin as a massive construction project it is essential that, in the earliest stages of design, needed community facilities are recognized and understood by the pipeline builders. It will be essential that all major parties in the project, both public and private, be alert to opportunities to construct support facilities for the project which can be utilized by communities after construction.

A very significant missed opportunity on the trans-Alaska pipeline was the failure by Alyeska to design and construct its pump stations for the purpose of capture and utilization of waste heat. Waste heat from the pump stations is on the order of a million btu's a minute ... probably enough to heat 50 homes year round or a 20-30 acre greenhouse plus 20-30 acres of garden.

This kind of oversight in design should never be repeated.

7. STATE AND LOCAL GOVERNMENT

The communities in question will need to conduct an internal evaluation of expectation and desires for future governmental services. Existing state programs may prove inadequate to meet local needs, and in the absence of an accepted local or sub-regional governing structure the area may be at a con-

siderable disadvantage in dealing with state and federal agencies and the project sponsors. Such internal evaluation should be conducted by residents of the region with staff assistance and financing by appropriate agencies of state and federal government, and should investigate mechanisms for local administration of state and federal programs through quasi-public grant agencies and should be thoroughly explored as should service district concepts, shared responsibility structures (i.e., service districts, etc.).

Central to the question of future demands on governmental bodies should be straightforward public debates on the potential for organizing as a third class or home rule borough.

8. STATE OF ALASKA RESPONSIBILITY

The State of Alaska should open an impact office and finance an impact information and coordination office in or near Tok. The responsibilities of this office would be to:

- a. Advocate for the Upper Tanana Region in dealings with the state, federal pipeline officials, pipeline company management.
- b. Provide direct liaison from the Upper Tanana Region to the Office of the Governor, the federal pipeline coordinator, and Northwest Energy.
- c. Provide information to residents and seek resolution of issues and problems discussed at the Forum, outlined in these report recommendations and/or arising during the period of pipeline construction impact.
- d. Provide a central contact for residents of the region for all communications with state agencies regarding pipeline construction.

It is recommended further that this office operate under the direction of a local advisory committee made up of representatives from the communities in the Upper Tanana Region; that this advisory committee meet monthly, and that the meetings be provided for in a budget for the office.

A suggested first year budget for the committee and the office is \$150,000.

9. U.S. FEDERAL RESPONSIBILITY

The U.S. federal government should move quickly to pass legislation and provide financing for an impact assistance program geared toward the specific requirements of small communities which will be affected by pipeline construction.

10. THE RELATIONSHIP BETWEEN THE SMALL COMMUNITIES OF ALASKA AND THE UPPER TANANA REGION AND COMMUNITIES IN CANADA WHICH WILL BE AFFECTED BY THE GAS PIPELINE

The similarities in the problems of impact which will affect the residents of these small communities will far outweigh the differences which can be attributed to their national origins. In the experience of the Fairbanks Town and Village Association the Canadians have, in some important respects, progressed much further in the resolution of local impact problems than either Alaska or the U.S. federal government.

As a follow-up to the extensive participation in the Tok Forum by Canadians, both the state and the U.S. federal government should begin providing continuing opportunities and financial assistance for travel and discussions between residents of the small Canadian and small Alaskan communities which will be affected by the Alcan gas pipeline project.

RECOMMENDATIONS TO THE STATE FOR PREPARING FOR FUTURE "IMPACT" SITUATIONS IN RURAL AREAS

From the "Final Report of the Rural Impact Information Program", published June 1977 by the Fairbanks Town and Village Association For Development, Incorporated

Recommendation 1:

Data on conditions in rural communities should be gathered and published on a regular basis, not just during impact periods. Adequate planning for impact situations is not possible without an understanding of existing conditions. A meaningful analysis of impact is impossible without baseline data with which to make comparisons.

Recommendation 2:

State record-keeping should allow retrieval of information relating specifically to rural areas. Most state departments currently divide the state into regions containing at least one urban area, and regional reports make it impossible to differentiate between statistics for rural and urban areas.

Recommendation 3:

State departments should monitor the demands made upon their services as a result of impact and should evaluate the adequacy of their response to those demands. The monitoring effort should continue throughout the impact period and should not be limited to providing justification for increased budgets.

Recommendation 4:

Impact assistance in the form of grants or loans should be provided to communities early enough to allow for adequate planning and preparation. Funding should be continued throughout the impact period so that an evaluation process can be maintained and the accuracy of projected impacts can be confirmed or denied.

Recommendation 5:

Increase in population should not be the only criterion for determining a community's need for impact assistance. Some communities that do not experience population growth nonetheless experience indirect impacts such as loss of valuable manpower. Assistance to these communities might take the form of training of additional members of the community in vital skills so that the loss of one resident does not endanger the delivery of a community service.

Recommendation 6:

Planning for vocational training programs should be based upon a manpower skill survey of the resident population and an accurate assessment of manpower needs on the project. Training should begin early enough to allow completion of a course before actual work on the project begins, and the skills taught should be transferable to other jobs.

Recommendation 7:

A special effort should be made to provide rural communities with information on jobs and business opportunities resulting from the new development. Of particular importance are procedural manuals for joining unions and obtaining training and employment assistance.

Recommendation 8:

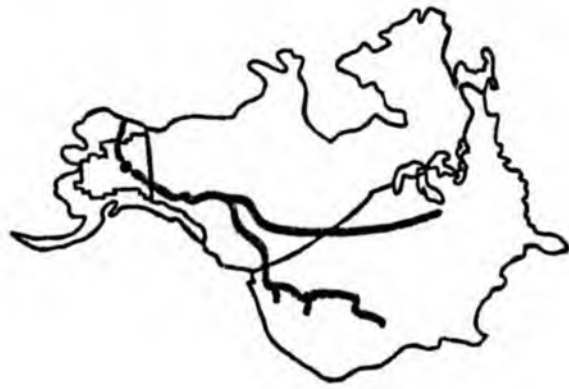
Employment and training assistance programs should be coordinated to avoid duplication of effort and to make maximum use of existing services and facilities.

Recommendation 9:

State regulated services such as transportation and communications should be monitored to ensure that services to rural areas are not curtailed because of new commitments to large industrial development projects.







PARTICIPATION: RESPONSE
AND EVALUATION

PARTICIPATION

DELTA JUNCTION

John Cheever
George Harris
Val Harris

Liz Leng
David Underhill
Jay Underhill

DOT LA.

Carl Charles
Darlene Charles
Ted Charles

Andrew Isaac
Maggie Isaac
Ron Liewer
Abraham Luke

EAGLE

Bessie Biederman
Archie Juneby
Jim Juneby

Florida Malcolm
Fred Stevens
Louise Waller

GAKONA

Nan Dooley
Jim Frey
Mary Frey

Debbie Olson
Al Reyerse
Donald L. Whiting

HEALY LAKE

Fred Kirsteatter
Dave Williams

NORTHWAY

Nettie David
Lorraine Felix

Rosemarie Maher
Della May Northway

Quana Northway
Ralph Rudzik

Avis Sam
Gary Thomas

TANACROSS

Bob Brean
Robin Brean
Jerry Isaac

Oscar Isaac
Amy Lohr
Bob Lohr

Mike Matthews
Bee Paul
Gnither Paul

Betty Thomas

TETLIN

Roy David
Bella Demit
Fred Demit

Smitty Jean
Lee Joe
Bentley Mark

Kathy Mark

TOK

Bus Afton
Bill Arpino
Nancy Arpino
Phil Bailey
Merritt Bartlett
Linda Beauvais
John Bridgers
Terry Brigner
Lee Broker
Angeline Brown
Rebecca Brown
Michael Buck
Frank DULlock
Nellie Bullock
Delores Burnham
John W. Burnham
George Cole
Dave Cramer
Cathy Crepin
Sam Crocker
Neil Curtis
Carol Donnelly
Tom Donnelly
Su Emry
Sue Entsminger
Dottie Eshbaugh
Doug Euers
Rita Euers
George Farren
Pat Farren

Patti Farren
Joe Gilliam
Bob Glidden
Frede Glidden
Vic Grillo
Nancy Higgins
Caroline Hoffman
Wayne Hoffman
Cathy Ipalook
Beth Jacobs
George Jacobs
Cal Jaeger
Diane James
Buddy Johnson
Harold Johnson
Myra Jones
Terry & Mike Kirdendall
Diane Kalwunder
Alice Lathrop
Ken Lathrop
Wes Lathrop
J. Leon Lawrence
Duke Marshall
John Martiniuk
Chuck Marunde
David Marunde
Dorothy Marunde
Glen Marunde
Glenie Marunde
Mac Matilla

David Maxwell
Fay Maxwell
John Mikesell
Paul Milanowski
Cathy Moline
Frank Moline
Sharon Moore
Bill Moreland
Herb Morgan
Kathy Morgan
Louis Morgan
Daisy Northway
Harley G. Olberg
Mike Olmsted
Monica Padgett
Robert Padgett
Tom Padgett
Elmer Parkison
Carl Peterson
Wendy Peterson
George Pine
Freddy Pride
Gary Ray
Sheryl Ray
Jo Roach
Deborah Roberts
Mary Roberts
Mike Roscovius
Kin Sanford
Laura Sanford

Mildred Sanford
Ralph Sanford
Jean Simmons
Jim Skaggs
Judy Skaggs
Luv Smith
Paul Smith
Mark E. Springer
Bob Steward
Gracia Stiefel
Roberta Stout
John Summar
Martha Lynn Summar
Jerry Taylor
Patsy Taylor
John Terwilliger
Mellie Terwilliger
Art Warbelow
Roger Whitaker
Barbara Wihlborg
Niki Wilson
Rene Wilson
Linda Wood
Nancy Wood
Ruth Woods
Dale Young
Lou Young
Sharon Young
Betty Zabielski
John Zabielski

This is a list of some of the government and industry officials who attended the forum. Entries under committee headings, unless noted, are residents of Tok. A few of the guests follow:

U.S. Federal Representatives:

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Lana Shea
Fish and Wildlife Service
U.S. Dept. of Interior

*Now Senator Betty Fahrenkamp
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State of Alaska Representatives

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Dept. of Administration
Juneau, Alaska 99811

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Diane LeResche,
Marcia Freer
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Juneau, Alaska 99811

Ray Morgan
Cooperative Extension Service
University of Alaska
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Ernst Mueller,
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Bill Copeland,
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Carl Gonder
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Dept. of Community and
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H.J. Sydnam
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U.S. Industry Representatives

Communications

Ben Agee, President*
RCA Alascom
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Anchorage, Alaska 99501

Ralph Wilson, President
Alaska Power & Telephone
Port Townsend, Washington

Paul F. Reitmeier*
Marketing and Sales
RCA Alascom
36th and Seward Highway
Anchorage, Alaska 99501

Lee Wareham, RCA Alascom*
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*With the purchase May 31, 1979 from RCA of the Alascom long distance system the new corporation, Alascom, is now owned by Pacific Power and Light of Oregon. All addresses are the same.

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Walfred Hensala
Environmental Affairs
Northwest Alaskan
Pipeline Co.
Salt Lake City, Utah

Kathleen Kelly*
Northwest Alaskan
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J.D. Bachman*
Vice President/General
Counsel
Northwest Alaskan Pipeline Co.
Salt Lake City, Utah

Tom diZerega
Vice President/Law and
Corporate Secretary
Northwest Alaskan
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Salt Lake City, Utah

Jo Vallely
Director, Public Relations
Northwest Alaskan Pipeline Co.
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* With the relocation of Northwest corporate offices to Fairbanks, the firm's new address is:

10th Avenue & Noble Streets
P.O. Box 60089
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** Resigned. Currently President of the Alaska Federation of Natives. Their address is:

670 West Fireweed Lane
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Executive Vice Pres.;
John K. Burrell, Vice
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Fort St. John,
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Detente Alaska, Inc.
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Victor Mitander
Government of the Yukon
Whitehorse, Yukon

George Matz,
Mark Baumgartner
Fairbanks Environmental Center
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Willie Joe
Yukon Native Brotherhood
Whitehorse, Yukon

David Porter
Yukon Futures Planning
22 Nisutlin Drive
Whitehorse, Yukon

Al Kapy
Trans-North Turbo Air, Ltd.
Whitehorse, Yukon

Dave Williams, Tim Wallis
Doyon, Ltd.
209 First Avenue
Fairbanks, Alaska 99701

Unions

Willie Lewis
Laborers International
Local 942
912 Third Avenue
Fairbanks, Alaska 99701

H. L. Brown
Teamsters Local
Teamster Building
Old Richardson Highway
Fairbanks, Alaska 99701

The Press

Fred Pratt
Fairbanks Daily News-Miner
Fairbanks, Alaska 99701

Moses Wassilie
KUAC, University of Alaska
Fairbanks, Alaska 99701

John Hilliard
KTVF-TV
Fairbanks, Alaska 99701

Dan Oldfield
Canadian Broadcasting Co.
Whitehorse, Yukon

Ray Unger
Yukon Indian News
Whitehorse, Yukon

Chuck Malley
Tundra Times, All-Alaska Weekly
Fairbanks, Alaska 99701



Following is a summary of 58 questionnaires returned after the Upper Tanana Regional Forum.

EVALUATION

What discussion groups did you attend?

No tally was taken of this portion of the survey.

THE DISCUSSION GROUPS

1. Did you have a chance to talk and express your opinion?

<u>YES</u> 56	<u>NO</u> 2	<u>NO</u> <u>RESPONSE</u>	<u>YES/</u> <u>NO</u>
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2. Did you learn anything new in the discussion group?

<u>YES</u> 53	<u>NO</u> 3	<u>NO</u> <u>RESPONSE</u> 2	<u>YES/</u> <u>NO</u>
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3. Was your discussion group leader fair to all points of view?

<u>YES</u> 52	<u>NO</u> 2	<u>NO</u> <u>RESPONSE</u> 3	<u>YES/</u> <u>NO</u> 1
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4. Do you agree with the final report of your discussion group?

<u>YES</u> 34	<u>NO</u> 5	<u>NO</u> <u>RESPONSE</u> 18	<u>YES/</u> <u>NO</u> 1
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5. Were the State, Federal, Canadian, and Northwest Alaskan Pipeline officials helpful? Did they have answers for questions raised by people in the discussion groups?

<u>YES</u> 41	<u>NO</u> 5	<u>NO</u> <u>RESPONSE</u> 6	<u>YES/</u> <u>NO</u> 6
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THE GENERAL ASSEMBLY

1. Did you meet and talk to new people at the forum?

<u>YES</u> 53	<u>NO</u>	<u>NO</u> <u>RESPONSE</u> 5	<u>YES/</u> <u>NO</u>
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2. What was good about the forum?

Exchange of views - future contacts established

A good start - what's the followup?

Everyone very helpful.

A beautiful opportunity to meet and talk with various people on areas of concern to them.

Meet new people and learn more experience and meet lots of people there.

All of it.

Good about the forum:

1. Good physical organization.
2. Excellent situations for meeting wide range of people in many fields of expertise, including locals.
3. Tok community residents put a good deal of energy and thought into questions on impact prior to meetings.

I thought the forum provided for an excellent exchange of information between the local people and state/federal/Northwest Alaska Pipeline Company representatives.

The opportunity to discuss problems with the people who will be involved with and responsible for the impact.

The fact that it was done and something positive started.

It seemed to me the ordinary townspeople both appreciated the opportunity to express their opinions and views to their government leaders and the pipeline officials. I also sensed they took pride in themselves that they could bring off a public discussion of this kind. Also the involvement of the Native people was heartening.

Chance to exchange ideas!

Diversity of topics and people. Good training for people to do another forum.

It got Tok and highway people talking and thinking seriously about what is going to happen to them. Healthy situation when a community has a planning period.

Good exchange.

Discussion information interchange. Excellent facility for forum (school). Atmosphere for discussion excellent. Everybody was in the right spirits (psychological not liquid). Resulting information interchange excellent.

Everything of vital interest was pretty well covered.

Presented true needs of community that might not otherwise ever be presented. Brought issues before Northwest that were vital for them to know - especially that pipeline was placed in a poor position.

Personally, it allowed me to meet new people and learn more about how Alaskans are reacting to the gas pipeline. Generally, it was a positive forum for communicating ideas and examining the future. Much, however, depends on the final report and what is done with it.

New communications with local and statewide people (getting to know people!).

It was a great opportunity to swap ideas concerning the pipeline, and to meet new people.

Very good. Very informative and enlightening. Interesting, giving a person an understanding of what's involved.

The effort by a community to plan for future.

Should have heightened awareness of potential impact.

1. The packets and the information they contained:

- a. They were thorough and helpful - good to have info on the meeting, on Tok, on the area - maps etc. Good to explain the issues and questions relating to the issues and the factual data. This was obviously lots of work - a job well done.
- b. Room reservations - care and feeding of attendees was well done. Thank you.

2. Having the Governor and so many commissioners so that people could be heard directly - also there were a great many sensitive, thoughtful, knowledgeable state agency people present - who really did want to listen to Upper Tanana residents! Creating an atmosphere to draw these people was what made the forum a success.

3. Leaving plenty of "free" time to attendees to talk amongst themselves and got a feeling for Tok.

This forum was organized in such a way that individuals could express their thoughts and needs; however, within the group sessions there was also another opinion, often, that permitted greater understanding of the situation. The leaders of the small groups possibly could have had a brief training session in structure of such a session; however, the two groups that I attended either had all variables present in the room or tended to bring in the necessary individuals.

Liked the fact both government and NW gas pipeline representatives were present.

I feel the forum raised many important issues, but the actual accomplishment of the committee session was very vague, or nothing actually was talked about on Sunday.

Chance for people to meet and discuss many issues - not just pipeline.

Gave some crucial answers.

Meeting people who had information we wanted - or knew people who had.

Local participation.

I meet with people and talking about concerns, lots of things.

Got the people thinking.

The concept of formalizing a forum of this nature is in itself highly commendable, and hopefully will set a precedent of public input and private/interagency interface that will be maintained throughout this gasoline endeavor. It certainly deepened my insights into certain local concerns by adding local perspectives I had not previously considered.

Met a lot of people and had opportunity to sit and discuss things informally. It was a good opportunity for many state agencies and interested citizens to come together and talk to each other.

Well organized, thorough, good representation from Canada, good representation by agencies, important to have had politicians present and held accountable. Presence of Mim Dixon was good, but useful only if experience is used to get impact projections as fast as possible from Northwest's earliest possible labor projections.

I feel that a lot of good came out of the forum. It gave all interested people a chance to ask questions to the various guests that will be involved in the gasoline. The forum was a good chance for many people (local) to make contact with people of state, federal, N.W., etc.

The local people did let the guests know what their concerns were. And how they thought they would be affected, service-wise as well as community-wise.

3. What was wrong with the forum?

No real solutions to expressed concerns were found.

Not enough meat.

I sense too much expectancy on local part to have gasoline solve some local economic problems.

Need more active in town. UTRCA, State Trooper, Public Safety and Fire Protection and good leadership.

Speaker system of low quality.

Wrong with the forum:

1. Poor deployment of resource people. Especially pipeline officials.
2. Objectives of workshops and forum not clear to participants.
3. Not clear what happens next.
4. Much of the forum was oriented too much to Tok and very little devoted to the regional towns and villages needs.

The lack of final answers to some problems and questions. Hopefully more information will become available to us as a result of this forum.

Acoustics in auditorium were quite poor. It was impossible to understand many of the speakers.

Nothing.

I thought the committee chairpersons could have been more dynamic and forceful in their presentations especially in the summaries.

Unevenness of authority levels among agency representatives. Two-day format might have been unnecessary if organization and preparedness had been a little tighter. Land and Agriculture committee had no feedback opportunity to assure representativeness of final report. This committee was most congenially and democratically run, but was (perhaps unavoidably) vulnerable to insertion of non-central matters. It is hard to see why "Land" and "Agriculture" were considered as of parallel importance, as the group's title suggests, especially in the absence of an agrarian social segment, and in the possible absence of an appropriate resource base.

Perhaps more local people could have participated considering the numbers and quality of guests and forum participants (state, federal, Canadian, etc.)

Not enough hard facts from NWAP available at this early date.

Lack of clear objectives for each committee.

Poor deployment of resource people.

Second day was not necessary under original agenda, as it turned out.

Bad acoustics except for last day.

Forum groups tended to be too large. Perhaps could have been more of an emphasis on making specific recommendations. Specific commitments to local concerns should have been sought from the pipeline company, i.e., re-routing of pipeline, compensation for trappers.

Generally, it was too loose.

Nothing.

Saturday session a bit long. Discussion groups and other events somewhat loosely organized. Acoustics in the gym poor - almost impossible to hear summarizations.

No direction to questions asked. Although categorized it sounded too general.

1. Though it was no one's fault and I have no ideas on how to improve it - there were not enough local residents speaking out - the public servants came to listen but not enough was said to them. Perhaps it got said in other ways than in the forum.
2. Some of the sessions could have been slightly more structured - but this is hard to do - there were lots of legal/technical questions that agency people did not answer thoroughly.
3. Some of the rooms did not lend themselves to discussions - the chemistry room was a terrible place to discuss anything.

Very little wrong - probably best meeting of this type I've attended; could have had more assembly structure.

Not enough local (esp. Native) vocal input.

Bad mike, P.A. system in main room difficult to hear.

Nothing wrong with it.

Needed more participation from areas outside of Tok.

Not enough input from local people.

Acoustics' accommodations were very bad. Much of the general assembly presentations were inaudible, strongly contributing to the paucity of general participation. There are some public misconceptions concerning feasible objectives of this forum at this point. There was some bitching about lack of concrete answers available to public comment by the relevant agencies. Concrete decisions are not available at this time, and attempts to provide them would be premature. Decisions have not been made or finalized and the goal of this forum was to allow opportunity for front-end public participation in the decision making, not to dictate what the decision/policies are.

The group workshops lacked direction and were not led to any goal or objective. Also the people who should have been here to answer questions did not attend. I think the workshop should have been structured better.

Discussion groups needed more direction and guidance as to level of detail to be discussed so recommendations for action could be made stronger. Need follow-up. Need more Native voice. Need better P.A. system. Need more emphasis on actual impacts (from out of region).

4. What issues were not discussed that should have been, in your opinion?

Where do we go from here? - was not addressed in any detail.

Potential ice fog problems from trucks, etc.

Tok need good leadership council; pride and cooperate together, that's my opinion.

What is to be done next (followup).

In the Rural and Native Concerns group it appeared to me there was an excessive amount of time spent on fish and game regulations and subsistence hunting. But on second thought this also indicated what is upper-most and important in the mind of the Native.

There was little opportunity to discuss what kind of land use planning was wanted by local people, and several people appeared to want planning in order to facilitate pre-conceived land-use developments, suggesting that the community as a whole either does not really want land-use planning, or wants it for the wrong reasons. Further discussion would help allow people to press for the planning approach which suits them, and allow them to discern between self-serving and people-serving approaches.

I think we heard them all.

I cannot identify any additional issue subjects.

What should be done in Tok to get a coherent viewpoint.

Environmental impact - fish and wildlife.

We should have had some input on what we could have done to answer some of these questions.

More about what could have been learned from Alyeska mistakes - maybe I just didn't get to enough workshops.

Telephone - RCA

More discussion on local government - pros and cons.

Not enough concern directed to long-term, post-construction impact.

Immediate tasks ahead for local people and groups. What form should information be submitted in to be most effective? Need an action mechanism for proposing specific government action and industry commitment.

OTHER COMMENTS:

Our group felt we had just scratched the surface and were pleased to be talking about things we never had a chance to.

I DON'T want an impact committee as suggested by Bob Lohr.

I believe there was by far more good than wrong with the forum. In fact the only wrongs I can think of were trifle and caused from or because this is the first time something of this sort has been done, at least in our area.

Many straight answers were asked for and answers received from those involved. Suggestions were given and received. The community was well represented. Too often a "very select few" are contacted or aware of issues. And "too" often these self selected have acted or not acted, usually in their own interest or strong opinion. Much work and effort was put forth by all. As a local I'll bet those people went away with bent and bruised ears. And from the looks of local bar business probably hang-overs.

Extremely well organized and represented. Many factors - outline of questions for committees was very good and well followed. Pertinent subjects were covered. Northwest officials very cooperative - Tok people very hospitable. Meetings on Sunday unnecessary - could have been accomplished in one day.

The forum raised many points to be covered and questions to be answered by Northwest.

Most areas were covered.

The only negative part of the forum was the impossibility to attend all committee meetings.

Problems:

1. Some workshops too large.
2. Topics too fragmented.
3. Too much focus on pipeline. Too little on more general planning that would have looked at p.l. as one of several things that will go on around here during next decade.
4. Native concerns, which seem very large and important, not given enough attention - e.g., lumped in with "Rural."
5. Perhaps not enough background on what happened to communities as a result of Alyeska.

But a good and useful forum and well worth attending.

I enjoyed attending and I've the forum was very informative in many ways. I would like to see a task force organized to carry on and keep ahead or informed on all our concerns.

The forum was a delightful rewarding experience. The people and organizations responsible deserve a lot of credit.

It was a revelation to see people of opposing factions sit down together and express opinions and concerns. Maybe there's hope for us yet.

Basically very good thing for the community, I think.

The situation of Native Alaskan participation will have to be dealt with in a more equitable manner in the future. With a due respect for Tok and its citizens, the area has more to it than the one community.

The rural peoples not only must be allowed, but must be positively encouraged, to speak up in defense of their own interests. It is no longer sufficient for the Indian people to sit silent, only to go away with the same frustrations.

Everything was fine.

Not enough local emphasis on the real situation involving controls, legal entities where state monies be distributed. Or in other words, although many good ideas and concepts were discussed, many people still believe that they can exert meaningful power and authority without troubling themselves in becoming an organized municipality or another form of government such as a borough. I think that the people here be enlightened or educated to the fact of its obligations should they become legal recipients of monies on a continuing basis from the state and federal governments. Realizing that the majority of people in the area do not desire organized government in the usual forms it should have been clearly brought out in all of the committees that in many categories, this may be an absolute necessity.

I believe relying on distribution of monies and general powers through organized Native associations is not enough.

If there is to a pipeline impact, then the area will almost practically be required to be organized to deal with it.

I heard Governor Hammond speak but he didn't say anything about Native concerns or didn't say anything about Native people in our region.

I think that more turnout from the Tok area should have been in order.

Where the pipeline is going to lay outside of Tok.

I think that the Northwest Alaska Pipeline Co. officials were not ready to answer a lot of the questions that were asked of them. I strongly feel that Tok needs a pipeline impact office.

I understand from talking to other people that some of the committees were not well organized and left many people unsatisfied.

I did learn a lot, met a lot of nice people and was thankful for the experience.

I would like to see some kind of follow-up and completion of ideas, suggestions and opinions, I don't feel an impact office in Tok is a good idea at this time. I think people need to think about it and later decide the best route to pursue.

The following is an analysis of data gathered from 71 questionnaires returned in response to a survey sponsored by the Tok Business and Professional Womens' Club.

UPPER TANANA REGIONAL WOMEN'S QUESTIONNAIRE

Tok, Tanacross, Dot Lake, Healy Lake, Mentasta, Northway, Tetlin, Chicken, Boundary, Eagle, and Highways

1. Your age is:

<u>AGE</u>	<u>RESPONSE</u>
15-25	12
26-35	20
36-45	19
46-55	14
55---	6

2. Number of years you have lived in Alaska:

1.5 to 70 years

3. Number of children in your family:

<u># OF CHILDREN</u>	<u>RESPONSE</u>
0	18
1	10
2	12
3	13
4	8
5	4
6	2
7	1
8	2
11	1

4. Number of children in school:

<u># IN SCHOOL</u>	<u>RESPONSE</u>
0	28
1	17
2	6
3	8
4	4
5	2

5. Do you feel a day care center is needed in your community?

<u>YES</u>	<u>NO</u>
48	22

6. Would you be willing to donate some time to the center?

<u>YES</u>	<u>NO</u>
25	39

7. Do you have any job training experience?

<u>YES</u>	<u>NO</u>
57	14

8. What skills can you offer:

Child Care	6	Waitress	6
Office	7	Cook	7
Nursing	5	Secretary	4
Teacher	3	Sewing	3
Clerk/Typist	-	Food Service	2
Pre-school	2	Social Work	2
Crafts	2	Music	1
Cleaning	1	Cashier	1
Baker	1	Manage Athletics	1
Native Crafts	1	Clerk	1
Fine Arts	1	Lab Technician	1
Library	1	Dental Assistant	1
Checker	1	Health Aide	1
Maid	1	Bookkeeper	1
Restaurant	1	Storekeeper	1
Lodge Work	1	Many	2
Health Education	1	None	2
Newspaper Editor/ Reporter	1		

9. If trained, which of the following occupations would you choose:

Sewing	15	Engine Repair	1
Teaching	14	Mechanics	2
Counseling	15	Office	
Child Care	12	Machines	9
Legal Services	5	Accounting	10
Cottage Work	7	Carpentry	1
Nurse	9	Athletics	1
Cook	7	Secretary	17
Waitress	4	Lumberjack	1

Others

Commercial Art
Ceramics
Art
Music Teacher

10. Would you like to see a job training program in your community:

<u>YES</u>	<u>NO</u>
63	8

11. Would you work in a craftshop or workshop?

<u>YES</u>	<u>NO</u>
46	21

12. Would you consider working out of you home in Cottage Industries?

<u>YES</u>	<u>NO</u>
35	29

13. How many hours a week would you prefer to work?

40 hours	20
30 hours	6
20 hours	5
4-80 hours	16

14. Income:

\$ - \$ 5,000	10
5,001 - 10,000	6
10,001 - 15,000	6
15,001 - 20,000	5
20,001 - 25,000	4
25,001 - 30,000	4
30,001 - 35,000	0
35,001 & above	4

15. Do you need more legal services?

<u>YES</u>	<u>NO</u>
35	29

16. Would you like to see more financial services?

<u>YES</u>	<u>NO</u>
41	25

17. Would you like to see more health services?

<u>YES</u>	<u>NO</u>
58	14

18. Should there be an SBA (Small Business Administration) office in your area?

<u>YES</u>	<u>NO</u>
44	23

19. You would like to see which of the following fulltime professionals in your area:

Doctor	50	Optometrist	20
Midwife	10	Pediatrician	30
Counselor	30	None of the	
Dentist	39	Above	5
		<u>Others:</u>	
Lawyer	3	Psychologist	3
Insurance	1	Veterinarian	3
Beautician	1	Hospital	1
Legal Service	1		

20. How many months in a year do you work?

0 months	5
1 to 3 months	7
4 to 6 months	3
7 to 9 months	5
10 to 12 months	36

21. Do you belong to any labor unions?

<u>YES</u>	<u>NO</u>
2	67

22. Would you like to see expanded road and air services?

<u>YES</u>	<u>NO</u>
51	36

23. You would like your community's economic and social growth in the next ten years to be:

Rapid	4
Average	36
Slow	20
Zero	10

24. Do you work and live in the same community?

<u>YES</u>	<u>NO</u>
60	8

25. What community is nearest your home?

Tok	39
Dot Lake	6
Tanacross	5
Eagle	4
Boundary	2
Chistochina	1
Mentasta	1

26. What is the highest grade you completed?

High School:		College:	
6th	3	13	6
8th	4	14	5
9th	2	15	3
10th	1	16	5
11th	2	16+	4
12th	34	Vocational Education	2

27. Would you like to see some womens' athletic programs?

<u>YES</u>	<u>NO</u>
54	14

28. What would you like to do in your spare time?

Sew	10	Read	5
Crafts	4	Sleep	3
Paint	3	Club Work	2
Ski	2	Art	3
Outdoors	2	Cook	2
Swim	2	Trap	2
Rest	2	Run Horseback Field Trips	1
Drama	1	Weave	1
Spin	1	Curl	1
Bowl	1	My own thing	1
Collect Artifacts	1	Beadwork	1
Hunt	1	Visit	1
Show Dogs	1	Picnic	1
Garden	1	Play with	
Embroider	1	children	1
Fly	1	Dance	1
Draw	1	4-H Club	
Knit	1	Work	1
Travel	1	Music	1
Everything	1	What spare	
		time?	1

29. With gasoline impact and the great influx of people into your area, would you like to see more law enforcement?

<u>YES</u>	<u>NO</u>
52	15

30. Does the idea of a local union office appeal to you?

<u>YES</u>	<u>NO</u>
35	31

31. Does your community need more insurance services?

<u>YES</u>	<u>NO</u>
45	21

32. Do you see a need for any of the following legal services:

Child and Spouse Abuse	20
Child support and alimony	14
Counseling	24
Consumer Protection (Agency)	29

33. Would you like a womens' credit union office?

<u>YES</u>	<u>NO</u>
32	34

34. Do you want more involvement in the arts (music, painting, treestries, etc.)?

<u>YES</u>	<u>NO</u>
54	16

35. Do you think that more women should serve in public office?

<u>YES</u>	<u>NO</u>
47	18

36. If there is a question in your mind that we have not addressed in this questionnaire, please write it down and answer it to your heart's desire.

In rural Alaska there are many housewives who could use a few dollars extra - spare some time in doing piecework, hand work - either at home or a few hours a day in a little warehouse, shop, manufactory, etc. Done on a region-wide basis supplies could be purchased in quantity and finished product sold by a regional marketing office. This plan would help households financially and greatly brighten the lives of women at home, especially during long winter months.

I would like to see some way to organize service agencies and manpower. Perhaps a local government is the best way to do this.

Question 34 answers No. 28 for me thank you for your consideration for having asked the community.

We need a CPA (Consumer Protection Agency) because we are tired of the big Tok rip-off in all goods and services. If not number one, they are a close second as being the highest in cost of food throughout the whole state (Dec. issue Alaska Magazine).

I don't look forward to more growth in the area. Population has already tripled since I moved here three years ago. What I would like to see - and I realize it is at cross purposes with no growth - is to have land made available so that people could live without worrying about hassles with bureaucracy - not this 40-160 acre deal, but something better than mining claims for those of us who don't wish to mine.

Will the Town and Village Assoc. sponsor or continue cooperation with local people throughout impact. Will same local leadership continue giving direction or guidance? Its been great! Congratulations and thanks!

BPW should advocate better local roads, we are not getting it from Juneau. We need better housing for the lowly taxpayer, who at present is certainly the minority.

If people desire all these extras, they should live in Fairbanks or Anchorage where they are already offered

Natives from the villages should get jobs on the pipeline also women.

Loose dog control. Protective signs for children and dogs crossing highway. Setting aside an area for a park for the town. Roadside stands allowed somewhere in Tok in summer to sell own handmade articles or produce.

A planning committee to guide the beautifying of our city. Preserving of trees, allowing for parks, fountains and memorial statuary. Also we should beautify our cemetery, family plots, etc. Business district and residential areas. Loose do, control. Allowing proper signs for businesses. Pervseve our individuality.

I think the local clubs function very well and with an addition of people will flourish. I don't think Tok needs any more give-away programs which benefit only a few. If people wish to be more involved, the opportunity is already here. Government sponsored programs in Tok have gone overboard and we don't need any more.

People who fill this out should mean what they say. Especially if there is job open.

I feel Tok needs many services, but I don't believe these services should be funded by the government. We need to get away from government subsidizing.

As we grow I'm sure other matters will appear to our needs.

Would like to see credit union office for everyone (not just women).

We don't need more regulations and government. If women would worry more about their children and families we won't need more social services.

The projects which you have in mind: are they to the benefit of all, to employ unqualified people, personal friends and so on.

I would only like to see law enforcement expanded if needed during pipeline impact. Our law enforcement agency is more than adequate. I am not in favor of any more government agencies in Tok. I am not in favor of a local government of any kind!!!

This questionnaire does not appear to be designed for persons from larger cities and therefore makes it difficult to answer your questions since we already have many of these services.

