

VEHICLE MANAGEMENT PLAN COMMENT DEADLINE LOOMS - HELP DCC MAKE A DIFFERENCE

Since DCC published our “Initial Reaction” to the National Park Service’s Vehicle Management Plan for the Denali park road we have had many conversations with our members, other concerned organizations, and the National Park Service. DCC board members are still working on our final comments, but we have identified several ideas that we feel are extremely important for NPS to incorporate in its final decision. DCC’s response is driven by four principles:

- Protection of the character of the road, the wildlife, and wildlife viewing opportunities is paramount.
- A viable, affordable, and enjoyable transit system is important for the long-term viability of the entire NPS strategy for managing the park road and its vehicles.
- The most important part of the plan is the determination and allocation of capacity. Capacity determinations for the park road need to be readily comprehensible and enforceable.
- The plan must be comfortably within NPS’s capacity to implement.

Based on these four principles, DCC offers the following thoughts to our members who are preparing their own comments.

1. Both action alternatives in this plan make the determination of Road Capacity too flexible, too vulnerable to manipulation, too confusing and academic for the public to readily understand, and too expensive over the long run. We do, however, support the use of adaptive management to develop a defensible numerical vehicle limit and to optimize traffic within that limit.



The Denali transit system should be affordably priced, to encourage all Americans to experience their shared natural and cultural heritage. *DCC photo*

NPS considered but dismissed an alternative that would have utilized adaptive management within the current regulatory limit. A minor variation of that alternative would save time and money and develop a defensible limit for vehicles on the park road. Components include:

- Utilize the information gained from adaptive management and the traffic model over a more limited timeframe (3-5 years) to define a new limit that fixes the flaws in the 10,512 seasonal cap and utilizes the new information generated by the Road Capacity Study.

continued on page 4

INSIDE

<i>From the Board</i>	2	<i>Eva Creek Impact to Birds, Wetlands</i>	8
<i>From the Community Organizer</i>	3	<i>Good Deal for Well Water Testing</i>	9
<i>Far from Nowhere</i>	3	<i>Underground Coal Gasification</i>	10
<i>Denali Borough Redistricting</i>	6	<i>Brief News & Views</i>	11

FROM THE BOARD

“Retreat” is the wrong word

Each year in November or December, the DCC board gets together for an entire weekend to review the goals we set the prior year and see how we did. We take stock of the organization, and talk about priorities for developing DCC’s capabilities. We set goals for the next year.

Typically, we have called this meeting our “annual board retreat,” but lately we have been doing anything but retreating. Last year we made the fateful decision to challenge the State of Alaska’s Best Interest Finding for Healy gas exploration in Superior Court, planned a new gas educational campaign for the spring, redoubled our support of the fledgling Friends of Stampede and their cause to create the Stampede State Recreation Area, mapped out a strategy for engaging NPS’s Vehicle Management Plan for the Denali park road, expanded the board of directors, and refined a committee structure for tackling issues and pressing organizational needs. All of this and more led to a tremendous amount of work over the past year.

We should call it the “annual board cavalry charge”

By whatever name, this year’s meeting is the weekend of November 12 and 13. Before we get together, it would be useful to hear from you. What’s on your mind? What would you like to see DCC do that we aren’t doing presently? What will be the most important issues of 2012? How can DCC be more effective? Your ideas and suggestions are invaluable to us – an engaged membership is our best asset. Contact any board member, or drop us an e-mail to mail@denalicitizens.org.

Sound the bugles! And could anyone get us some air support (very quiet planes only)? ☘



Alaskan Native Knowledge Network

CHARLIE LOEB, BOARD PRESIDENT

THANK YOU

NEW AND RENEWING MEMBERS SINCE OUR LAST NEWSLETTER

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Linda Paganelli

FROM THE COMMUNITY ORGANIZER by Julia Potter

This issue of *DCC News* features articles about change coming to the Denali area. The Vehicle Management Plan threatens to change the park road, the Eva Creek Wind Farm and proposed pipeline could change our scenic view, and exploration for gas and coal bed methane may change our neighborhoods. We can influence change through awareness and by choosing to be involved. Help DCC make a difference. ☞

FAR FROM NOWHERE by Erica Watson

In August, a short amateur film shown at the Murie Science and Learning Center as part of the Far North Conservation Film Fest documented the journey taken by a group of young men to the farthest point from a road in the contiguous United States. Their destination, in the Thorofare Wilderness of Yellowstone National Park, lies only 37 miles from the nearest road, a fact that my friend and I, after watching the shaky footage of these men stumbling through the backcountry discussing bear encounters and the pack straps chafing their shoulders, found hard to believe. “There must be somewhere farther,” we insisted, and hoping for some confirmation of our doubts, I Googled it. But alas, Yellowstone National Park’s website confirms the film’s claim, and states (or speculates) that “these areas have *most likely* endured the least amount of human impact over time, and *may* represent havens for animal species that are sensitive to human impact” (my italics).



Alaskan Native Knowledge Network

The uncertainty in describing those conditions is important, because of course unpaved does not mean untraveled, or unoccupied, despite the numerous accounts of similar journeys in Yellowstone or other comparable remote lands which label their setting as a figurative “nowhere” on account of its roadlessness. But for many people, on this continent and others, the geography of much of our lives is dominated by the geography of roads. Father Oleska (quoted by Hollis Twitchell in an article titled “Native People and Wilderness Values at Denali”) addresses the problematic relationship between a worldview which sees a road as “a social and economic pathway,” an opening up of the mythical “middle of nowhere,” and another which views the same road as a destructive intrusion into an ecosystem protected by its relative inaccessibility: As Father Oleska told Twitchell, “A road brings humans into an area they otherwise would not have access to, and therefore noise, disruption and, potentially, the destruction of the plant and animal species. A road scatters the game, drives animals from their natural home, and destroys their habitat.”

I am fascinated by the comparison of the map of Denali Park and the surrounding land that is perhaps most familiar to many of us, say, the one featured in the park brochure, and the map of the same geographical region marking the named places—mountains, creeks, passes—in five regional Athabascan dialects. In the first, the majority of the named places cluster along two corridors: the park road and the Alaska Range. In the latter map, the names are more numerous and more diverse, and suggest a very different way of traveling and experiencing the land.

Poet, philosopher, and advocate of exploring close to the ground—crawling when possible—Gary Snyder, wrote of his own travels in the Brooks Range “as remote a place as one could be in North America, no roads, and the trails are made by migrating caribou.” But he acknowledges that “this pass has been steadily used...as a trade route for at least seven thousand years.” He goes on to cite the work of Jim Kari, a linguist who mapped the named places around Denali as well, to show that the “hills and lakes of Alaska have been named in one or another of the dozen or so languages spoken by the native people...European mapmakers name these places after transient exploiters, or their own girlfriends, or home towns in the Lower 48. The point is, it’s all in the native story, yet only the tiniest trace of human presence through all that time shows.”

Many of us have chosen to live in a place where we have the privilege of choosing how we will move through our hills or rivers or roads, and are, perhaps, less likely to casually use phrases like “the middle of nowhere;” our personal maps might allow for the inclusion of a bit more history and experience. We are thoughtful enough to be wary of changes to those travel routes, whether changes come in the form of questionably accurate road signs, dammed rivers, or policy changes. ☞

VMP DEADLINE LOOMS *continued from page 1*

- Put the new limit, however it is expressed, into regulation and the General Management Plan while providing comparative information so that the public can understand at a glance how the limit has changed and how it will be reflected in the bus system's operations.
- Utilize the model and any additional adaptive management activity to optimize traffic patterns in succeeding years.

Our alternative would accomplish the NPS goal of creating a defensible capacity number while still retaining the enforceability of a regulatory limit, and would be much less confusing to the general public. It would not require annually revisiting the limit over an indefinite time period, a process which would be subject to political pressure. While we are in favor of monitoring impacts to wildlife and wildlife viewing opportunities, our alternative would limit the expense of these activities to a few years only, perhaps with less frequent follow-up monitoring. This limit can and should be developed within a fixed time period.

2. “Perceived value” is an inappropriate standard for insuring the affordability of basic transit service at Denali. The Denali transit system, and all national park fees, should be priced to encourage all Americans to experience their shared natural and cultural heritage. Denali has an added responsibility to provide affordable transit since it does not allow visitors other options for traveling the park road.

The plan defines an inappropriate standard for affordability. On page 45, the plan states “visitors’ perceived value of the transportation system will be assessed over time to guide decision making and ensure affordability of the system.” Flaws in this standard are obvious. As a hypothetical example, what about the person who values a trip to Eielson Visitor Center at \$40, but only has \$25 to allocate to the trip? What if the people being surveyed have income levels higher than the general public, and are willing to place a higher perceived value on the service than the general public might if given the chance? What about the people who decide not to take a bus because their perceived value of the ride – sight unseen – is less than the price of a ticket, even though their opinion would change if they actually took the trip?

“Perceived value” might be an appropriate standard for setting the value of tours, but transit is basic and – at Denali – required access. Typically in transit systems, standards for pricing would be rooted in making transportation affordable to those who can least afford it. Given that affordability is such a prominent goal of this plan, the plan needs to provide a clear and thoughtful standard for transit affordability and an analysis of its impacts. *The standard should be based on the principle that NPS will ask visitors to pay the minimum amount necessary to enable the transit system to operate.*



Shuttle bus is parked along the road near Stony Hill for the emblematic view of Denali. Shuttle would be renamed Transit in the VMP.

DCC photo

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VMP DEADLINE LOOMS *continued from previous page*

3. The Transit Priority must be strengthened. DCC supports the plan’s assertion that the “transit service would have priority” in allocating vehicle use. However, the plan needs to strengthen the tools to define and protect this priority.

“Hiker wait time” is the only tool in the plan that provides a sense of whether transit is operating at a sufficient level. Under the standard, up to 30% of hikers could have to wait up to 60 minutes (or more, for 5% of hikers) for a pickup in any given year, 25% averaged over 5 years. This is a lot of people potentially waiting a long time by the side of the road. The Hiker wait time standard should be tightened so that fewer people are waiting as long.

In addition to a “Hiker wait time” standard there should be a “Departure wait time” standard. How long does someone have to wait to get on a bus into the park if they wish to go hiking, picnicking, etc.? For Alaskans on a week-end trip into the park, the wait can’t be measured in days. In the end, overall vehicle capacity will trump departure wait time, but if transit is to truly have priority in allocations, then departure wait time is a crucial feature. Without this standard, how does NPS know when it needs to move

buses from tour to transit? It can always leave enough empty seats on whatever transit buses are available to make sure hikers aren’t waiting that long along the road. “Hiker wait time” doesn’t speak to whether transit riders are being turned away at the Wilderness Access Center because there aren’t bus seats available. This is not particularly an issue now, but it was within the past 20 years and it could be again.



Buses from concessioner and Kantishna businesses would have to carry GPS units under the Draft Vehicle Management Plan. *DCC photo*

4. The plan should protect the remote character of the Wonder Lake and Kantishna region

NPS should adopt the Wildlife Viewing Subzone 3 described in Alternative C, which would have more restrictive standards than the road east of Eielson. However, we believe this zone should be adjusted to extend all the way to the Old Park boundary rather than stopping at the Wonder Lake campground road.

We also support employing Commercial Use Authorization for Kantishna day tour business. These tours are not legitimate ANILCA access and are best regulated using CUAs. We support the specific language of Alternative B which restricts authorizations to a total of 4 per day for all lodges combined.

Please check our Vehicle Management webpage (<http://www.denalicitizens.org/denali-vehicle-management-plan/>) for more details and suggestions as we develop our detailed comments and recommendations. Remember, comments are due on October 31, 2011. ☞

DENALI BOROUGH REDISTRICTING PROPOSALS ON NOVEMBER BALLOT

VOTERS WILL CONSIDER TWO AT-LARGE VOTING PROPOSALS

by Jared Zimmerman

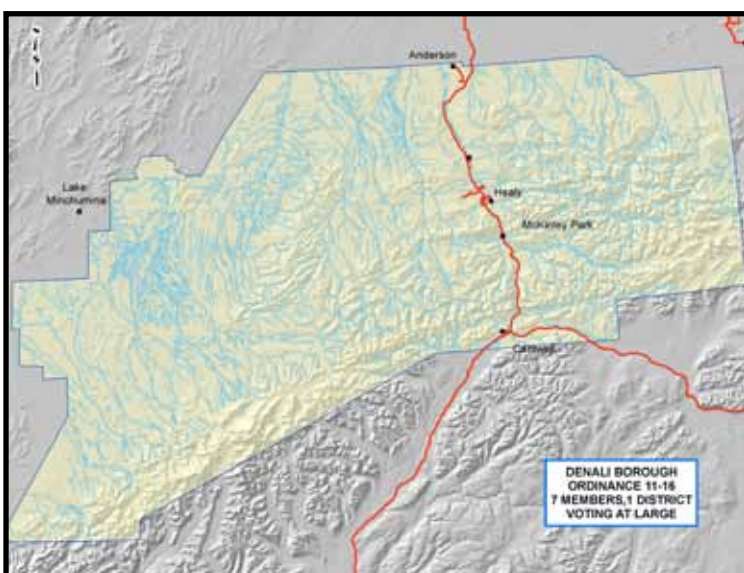
Denali Borough voters will have two redistricting plans to choose from on the ballot November 8th. New district boundaries have been drawn to reflect population changes documented by the 2010 federal census. In one proposal, the entire Denali Borough would be one large district, with 7 representatives chosen from anywhere in the district. In a second proposal, a new district would be created for the area including the Rex Bridge along the Parks Highway, Ferry, and residences along the Stampede Road. In both proposals, Assembly members would be chosen by all borough residents.

Both options on this year's ballot will be "at-large" voting. All Denali Borough voters will have the opportunity to vote for each assembly seat.

From the Denali Borough Website: *The Denali Borough Assembly selected and approved two separate reapportionment plans to be presented to the voters to reapportion the Denali Borough Assembly districts and seats. The voters are requested to approve one of the two reapportionment plans as set forth in the ordinances below:*

Ordinance 11-16: Reapportions the Denali Borough Assembly districts by eliminating geographical representative districts and reducing the number of assembly seats from nine (9) to seven (7). Ordinance 11-16 calls for at-large representation and at-large voting. The ordinance **does not require** that Assembly candidates reside in a particular district as the entire population of the Denali Borough would be represented as a single district.

Ordinance 11-18: Reapportions the four existing Denali Borough Assembly districts into five (5) new representation districts, but it also calls for at large voting, meaning that all residents of the Borough vote for all candidates. The number of Assembly seats would remain the same at nine (9) seats. The ordinance **does require** Assembly candidates to reside in one of five districts which are comprised of specifically identified 2010 U.S. Census blocks.



Map depicting proposed Ordinance 11-16 which would create one district in the borough and reduce the number of seats from nine to seven.

Map courtesy of Denali Borough website

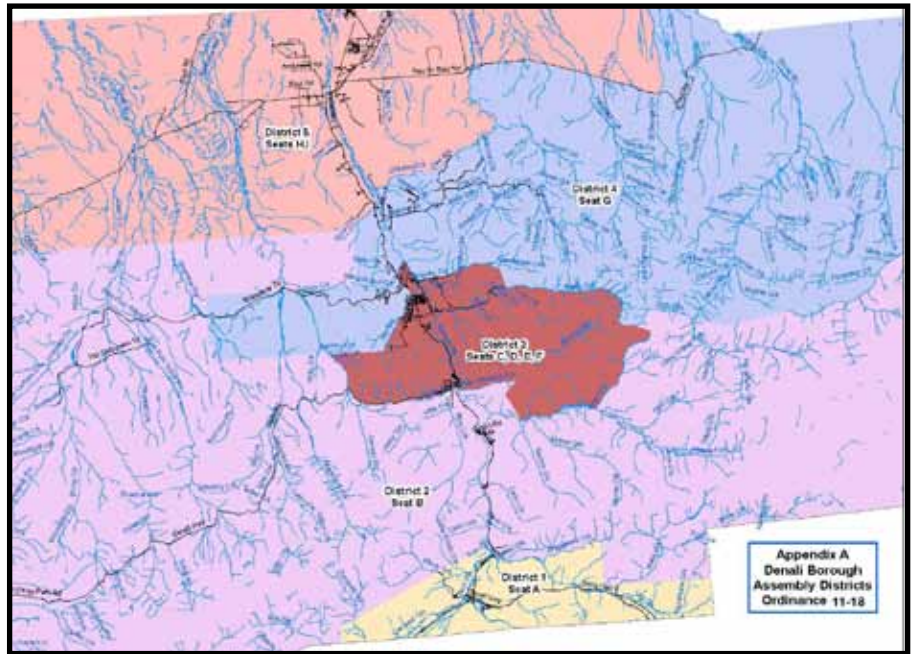
The Borough is required to adjust its district boundaries every ten years to incorporate new census data and ensure that voters are represented equally. After the borough assembly reviewed the new data it declared the borough malapportioned, a situation in which the number of residents of a district is disproportionate to the number of representatives. Currently, the northernmost district including Anderson has three representatives, but the population has declined so that only two are needed. The central district, which includes Healy, currently has four representatives, but its population demands five. Both proposals, creating one large district or five proportionate districts, would resolve this issue.

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REDISTRICTING PROPOSALS *continued from previous page*

The US Department of Justice will review any reapportionment plan the borough passes to ensure that the plan does not violate the federal Voting Rights Act. According to the Act, no changes to election practices may deny or abridge voting rights on account of race, color or status as a member of a language minority. The minority group must be large, cohesive and vote as a bloc. The Act also prohibits retrogression, which is drawing a district in a manner that worsens minority voting strength as compared to the previous district configuration.

The Native Community of Cantwell is protected under the Voting Rights Act, so Mayor Dave Talerico sought the advice of the borough’s attorney. In a letter to the Mayor, attorney Jim Gorski briefly analyzed the current voting demographics with regards to the Voting Rights Act, and advised that “The record seems to suggest that the racial demographics of the Borough are such that the at-large voting does not materially affect any groups’ rights to a fair and effective representational vote as guaranteed by the Alaska and federal constitutions.”



Map depicting proposed Ordinance 11-18 showing five districts in Denali Borough. Voting would be at-large for the nine seats on the assembly and school board.

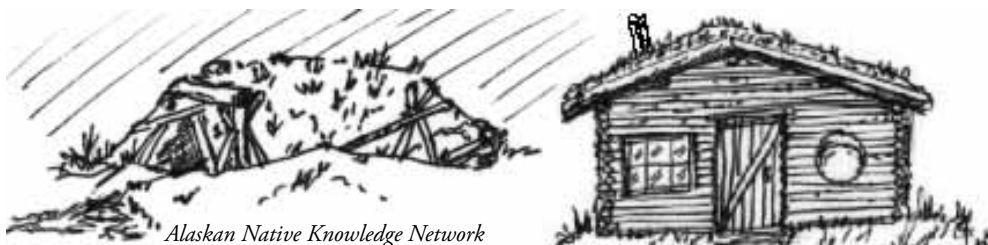
Map courtesy of Denali Borough website

Jeremy Johnson, Local Government Specialist for the State of Alaska, came to the Borough Assembly meeting in September in his capacity as an adviser to the borough. He stated “I am encouraging the borough to do two things, reduce the number of assembly seats and have all assembly seats be elected at-large as opposed to districts.”

Johnson continued, “Based on the population of the borough a nine-member assembly, nine-member school board, and nine-member planning commission are difficult to support. The population does not justify the number of elected officials; there is too great of a public service demand on the residents. Supporting this claim is the fact that the Assembly Advisory Committee which includes the Ethics Committee (5 seats), does not have members. The Denali Borough Trails Committee fails to get enough members for a quorum. It is been my observation that the Denali Borough has spread itself too thin.”

Mr. Johnson also cited in his letter the increased burden of maintaining multiple districts, such as preparing separate ballots and precinct registers at election time, as well as reapportioning the districts every ten years.

Since the Denali Borough was formed in 1990, voters from Anderson, Healy, and Cantwell have chosen representatives from among their own communities. The McKinley Village area was allotted its own representative after the 2000 census. ☞



GVEA CONCEDES EVA CREEK WIND FARM MAY IMPACT BIRDS, WETLANDS

STILL, "THE PROGNOSIS IS THAT IT'S NOT GOING TO BE A PROBLEM"

by Cass Ray

In constructing and operating the twelve towers of its wind farm near Eva Creek, about twelve miles north of Healy and near Ferry, Golden Valley Electric Association (GVEA) will strive to “minimize a take on any wildlife,” Greg Wyman, project manager, told the more than two dozen people attending GVEA’s project update session at the Tri-Valley Community Center in Healy on August 25. But Wyman quickly added that he was “not going to lie to you” and contend that some birds are not going to be injured or killed by the wind-power generation project.



Greg Wyman, GVEA’s project manager for the Eva Creek wind farm, updates more than two dozen people at an August 25 meeting at the Tri-Valley Community Center in Healy.

Photo courtesy of Cass Ray

The potential speed of the tips of the wind towers’ blades—160 miles per hour—was cited as a particular threat to large fowl. Nonetheless, said Wyman, “the prognosis is that [the wind farm] is not going to be a problem” for birds. GVEA began studying the Eva Creek area, as a potential site for the twelve wind-powered turbines in 1999, noted the project manager, so the utility has plenty of data on birds that frequent the area and is aware that there are two occupied eagle nests there.

One member of GVEA’s audience questioned the completeness of the utility’s data on wildlife, given that its “bird counters” are known to “light out” when the first snow flies and thus do not count, for example, all the migrating cranes. The expected impact of the project on nearby wetlands is “not net zero,” Wyman conceded. For every acre of wetlands impacted, he reported, GVEA contributes to a conservation fund.

Wyman’s report updated the one he provided fifteen months before, at a similar session also at the community center in Healy, when he noted the “number one issue” facing the Eva Creek project is its potential effect on birds. The Eva Creek site is the “ideal location” for both capturing wind power and having a minimum impact on migrating birds, GVEA has contended.

Largest wind-power project in Alaska

If GVEA is not allowed to pursue this type of project, the utility never will reach its goals for harnessing alternate energy, Brian Newton, GVEA’s president and chief executive officer, has said. The 24-megawatt wind farm will afford the utility the addition of a “significant amount of renewable energy to its mix—at a very affordable cost,” the utility’s website has claimed. Although a wind-power project is “expensive to build,” concedes the website, “once built, it is a very inexpensive source of power.”

The \$90 million project is reported to be the largest wind-power project in Alaska and the first by any Railbelt utility. Annual operating costs are expected to be \$1.5 million, and annual debt service costs are pegged at \$6,056,100. GVEA expected to order the turbines in October, and plans to finish construction of the wind farm in September 2012. ☘

A GOOD TIME - AND A GOOD DEAL - FOR GETTING YOUR WELL WATER TESTED

by Barbara Brease

The State of Alaska has issued an exploration license to Usibelli Coal Mine, Inc. to explore for gas within the Healy Basin which includes Healy, Ferry and the Stampede Corridor. Although DCC has submitted an administrative appeal of this license, local citizens should understand that drilling activities may occur on or near their property in the near future. These activities can impact water quality without obvious signs on the surface.

Hydraulic Fracturing or Fracking

Gas drilling now uses a process known as "hydraulic fracturing" also known as "fracking," which shoots millions of gallons of water, sand and toxic chemicals into the ground to break up rock and release the gas. Thousands of water contamination cases have been documented in lower 48 communities where gas drilling occurs and people and wildlife are getting sick.

Chemicals used in fracking fluids may include benzene, glycol-ethers, toluene, 2-(2-methoxyethoxy) ethanol, and nonylphenols. All of these chemicals have been linked to health disorders, including cancer, damage to immune systems and endocrine disruption.

Gas drilling can contaminate your water from:

- The seepage of fracking fluid or fracking wastewater into the groundwater as a result of spills or leaks.
- Gas migration from gas wells into nearby water wells. The methane gas will rapidly escape from the groundwater and may pose an explosion hazard in confined spaces.
- Surface contamination from accidental spills and leaky tanks, trucks, drilling pads, compressor stations and waste pits may allow gasoline derivatives such as benzene, toluene, xylene, along with other hydrocarbon chemicals to leach into streams, springs and water wells.

Get a base-line water test before drilling

As a homeowner in gas license area, you probably do not own your subsurface rights, but you do have the right to protect your resources. You should test your water prior to any drilling activity to establish your baseline water quality. In order to use a water analysis in any potential future legal action, there are several steps of the sampling process that have to be followed. Chain of custody proves that the sample was taken properly, stored and transmitted properly as well as analyzed in accordance with the testing methods set forth in the Safe Drinking Water Act.

Denali Citizens Council urges you to get your water tested. DCC has negotiated a reduced price with a state certified independent water testing lab. If you are interested in participating in this discount water testing opportunity, please contact DCC by calling 683-3396 or e-mailing us at mail@denalicitizens.org.

If ten or more households sign up for the test package that samples for volatile organics, hydraulic fluids and gasoline derivatives (pollutants associated with hydraulic fracturing and gas operations) the price for the test package for each home will be approximately \$330. If less than 10 households sign up, the price is \$356.

Please respond by November 23, 2011, to take advantage of this group deal. ☘



Alaskan Native Knowledge Network

UNDERGROUND COAL GASIFICATION IN DENALI BOROUGH

by Barbara Brease

Linc Energy, an Australian company, is hoping to follow through with its slogan to “Fuel the Future” by exploring on Alaska Mental Health Trust lands in the Denali Borough. If they find the right stratigraphy, Linc plans to use a process technology called Underground Coal Gasification (UCG) to make liquid fuels, an ultra-clean diesel or even jet fuel and gasoline.

Linc Energy has begun seismic testing over large areas within its license area. In January 2012, the company plans to begin drilling Underground Coal Gasification Stratigraphic test wells at two locations within the Borough. One test site will be located at the western base of Walker Dome, two miles north of Healy and two miles east of the Alaska Railroad, mile 366. A second test well will be drilled two miles east of Anderson. A total of 60,270 acres of land is within the exploration area in which the Alaska Mental Health Trust Authority is the owner of both the surface and subsurface rights.

Information is not available as to whether Linc Energy plans to use hydraulic fracturing to break-up coal in the drilling process. The company's application notes the use of drilling muds but does not indicate specifically what chemicals will be in those fluids.

According to Linc Energy's application for drilling, “a helicopter-supported drilling project is planned due to the lack of existing roads in the license areas. However, if existing roads are found that can be used to access drilling sites they will be used.”

What is Underground Coal Gasification?

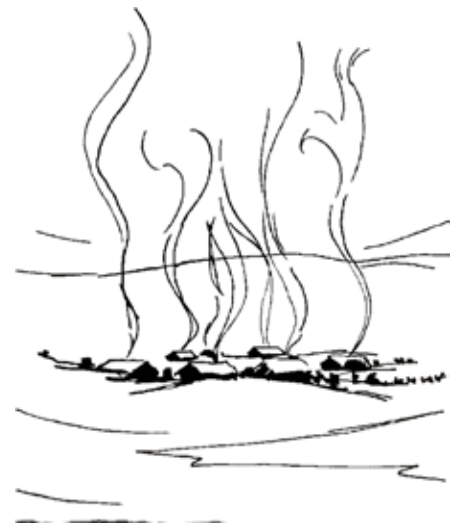
Underground coal gasification (UCG) involves igniting coal in the ground, heating it up, just short of burning it. This begins a chemical reaction. The gas that emerges is made up mostly of carbon monoxide, hydrogen, sulfur, and nitrogen compounds, plus smaller amounts of elements such as mercury. The gases are collected, through a second well, where they are refined and turned into products such as liquid nitrogen, naphtha, ammonia and ammonium sulfate and resins for wood products.

Pros and Cons

UCG has less impact and is different from coal bed methane. In coal bed methane development, natural gas is extracted from shallow coal seams by pumping out large amounts of groundwater to release the pressure holding the gas in place. UCG has fewer surface impacts and does not produce coal ash produced. The UCG process has been around for years. It fueled the German Luftwaffe in WWII. After World War II, the Soviets operated five industrial-scale UCG plants in the early 1960s.

Still, there are strong concerns about UCG. The US National Academy of Sciences (NAS) released a study on coal gasification that concluded UCG produces greenhouse emissions, per unit of energy, that are twice that of oil. Substances such as mercury and benzenes can leach into the groundwater. The overlying terrain can subside and the global warming impacts are great.

Linc Energy has big plans for its licenses in the Denali Borough. According to Linc Energy employee Mike Scales, the company hopes to run a pipeline or tie in from its leases to the ASAP pipeline to get their gas to market. Big changes may be in store for the Borough. ☘



Alaskan Native Knowledge Network

BRIEF NEWS & VIEWS

IN-STATE NATURAL GAS PIPELINE SEEKS TO TEMPORARILY USE DENALI BOROUGH LANDS

The Alaska Gasline Development Corporation (AGDC) discussed its Alaska Stand-Alone Pipeline (ASAP) plans for the Denali Borough at a Planning Commission meeting held September 20, 2011. AGDC hopes to begin geotechnical studies to “evaluate the feasibility” of burying the natural gas pipeline on Borough-owned lands southeast of the Nenana Canyon. To do so, AGDC has applied for a “Temporary Land-Use Permit” to drill two, seventy-foot-deep boreholes. These boreholes would be used to help AGDC determine how, or whether, AGDC could bury the proposed pipeline in this area. Permit documents were available for review at the meeting, and the Planning Commission passed a resolution of support. The Mayor approves the permit, as use of the land is less than one year. A state-wide right-of-way (ROW) application was approved in August, the first in a series of permits that will be necessary for the project. While much of this ROW uses existing state highway and railroad corridors (and is mandated by founding legislation to try to do so), the pipeline detours away from the Parks Highway to avoid a seven-mile stretch of the highway that passes through Denali National Park. This bypass of the park travels through Borough land before connecting with the Willow-Healy Intertie ROW (a major energy transmission line), and then rejoining the highway around Carlo Creek. AGDC will work separately with private property owners, Native Corporations, Borough governments, etc. to establish easements traveling through private property.

An Environmental Impact Statement (EIS) is anticipated in the next several months, a few months behind initial timelines. This document will identify potential impacts of the project, and provide an opportunity for public comment on topics such as safety, environmental concerns, and routing options. It will likely consider different routes around and through Denali National Park. Many questions have been raised about which option, if any, would be best for the area. Some feel that aligning the pipeline with the existing highway corridor would be better than traveling through state lands that a detour would include, such as the Yanert River Valley. Federal legislation introduced by Alaska Senator Lisa Murkowski, and supported by Senator Mark Begich, would allow the National Park Service to allow for a ROW that travels through the park. According to a press release by Senator Begich’s office and the National Parks Conservation Association (NPCA), the National Park Service and NPCA are both in support of this federal legislation. The Northern Alaska Environmental Center expressed concerns during the right-of-way permitting process about potential impacts in and around Denali, and pointed out that the EIS process should have been done before a right-of-way permit was considered. Other comments pointed out safety issues, including proximity of the pipeline to the Denali Fault, and to local residences. Visit our website for links to additional information. ☘

DCC NEWS

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Editorial Board

Nancy Bale
Julia Potter
Cass Ray

Contributors

Barbara Brease
Charlie Loeb
Julia Potter
Hannah Ragland
Cass Ray
Erica Watson
Jared Zimmerman

Letters to the editor and submissions are welcome:

P.O. Box 78, Denali Park, AK 99755
Phone: 907-683-3396
mail@denalicitizens.org

DCC Board of Directors

Nancy Bale
Anne Beaulaurier
Barbara Brease
Nan Eagleson
Charlie Loeb
J.J. Neville
Hannah Ragland
Erica Watson
Jared Zimmerman

Community Organizer

Julia Potter



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PO Box 78

Denali Park, Alaska 99755

www.denalicitizens.org

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___ Summit (\$125) City _____ State _____ Zip _____

___ Tundra (\$75) Phone _____ Email _____

___ Taiga (\$35) If you have a different address in winter/summer, please include both addresses. Make checks payable to Denali Citizens Council and send to the address below. Members receive our newsletter, other print material and email updates.

PO Box 78
Denali Park,
Alaska
99755

Denali
Citizens Council

www.denalicitizens.org