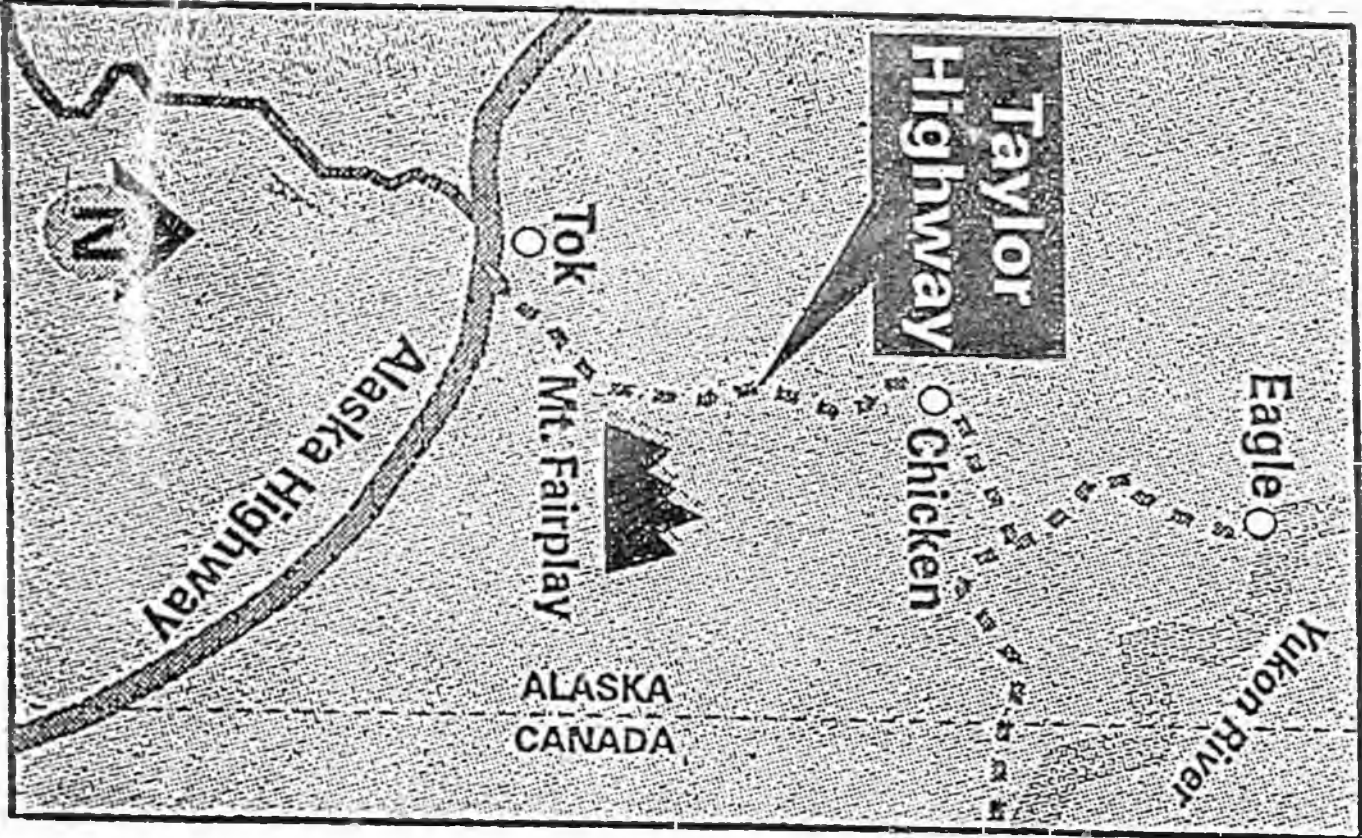


Oversight:

Seasonal

Road

Openings



ALASKA STATE LEGISLATURE

CO-CHAIR
COMMUNITY AND REGIONAL AFFAIRS

VICE-CHAIR
LABOR AND COMMERCE
TRANSPORTATION

SPECIAL COMMITTEE
ECONOMIC DEVELOPMENT AND TOURISM



REPRESENTATIVE ANDREW HALCRO

District 12

STATE CAPITOL, ROOM 418
JUNEAU, AK 99801-1182
(907) 465-4939
FAX (907) 465-2418
1-800-465-4939

INTERIM
716 WEST 4TH
ANCHORAGE, AK 99501
(907) 269-0244
FAX (907) 269-0248

March 4, 1999

Mr. Joe Perkins
Commissioner
Department of Transportation
3132 Channel Drive
Juneau, AK 99801

Transmitted by Fax
(907) 586-8365

Dear Commissioner Perkins:

The House Committee on Community and Regional Affairs has scheduled an oversight hearing on the decision by the Department of Transportation to not open the Taylor, Denali, and Copper River Highways, the McCarthy Road, and the road from Nome to Teller and the three roads from Nome.

The residents of these areas depend on these seasonal roads for access. Many of these people have planned their food, fuel, and supply purchases based on the timely opening of these roads. With transportation in these areas already severely limited, I am concerned about how this decision will affect the people of these rural communities.

I would appreciate it if you, or someone from the Department of Transportation and Public Facilities would be available to answer these questions at the hearing scheduled on this matter for March 9, 1999 at 8:00 am.

Please let me know as soon as possible who from your Department will be available for the hearing.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Andrew Halcro".

Andrew Halcro

File

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Office of the Commissioner

TO: James R. Ayers
Chief of Staff
Office of the Governor

DATE: February 17, 1999

TELEPHONE NO: 465-3901
TEXT TELEPHONE: 465-8652
FAX NUMBER: 586-8365

FROM: *Perkins*
Joseph L. Perkins, P.E.
Commissioner

SUBJECT: Delay of Road Openings

The recent FY99 budget reductions for DOT&PF were allocated with a priority for continuing the current maintenance level of school bus routes and heavily traveled roads. Reductions were targeted to areas which will have the minimum impact on the citizens of the state. The following is a listing of state roads (no winter maintenance) which will have delayed openings this spring. Roads listed will be allowed to thaw naturally with no DOT effort for early opening. Exact date of opening after natural thaw is dependent on the weather but we have included our best estimate below. The projected cost savings for FY99 is \$316,000.

<u>Road Name</u>	<u>Projected Opening</u>
<u>Interior District</u>	
Taylor Highway (Mile 0 - 160)	June 1, 1999
Boundary Spur (Mile 0 - 13)	June 1, 1999
Eureka Road (Mile 0 - 2)	June 1, 1999
Denali Highway (Mile 60 - 129)	June 1, 1999
Tofty Road (Mile 0 - 15)	June 1, 1999
Fairbanks Creek Road (Mile 0 - 8.3)	June 1, 1999
Nome Creek Road (Mile 0 - 7)	June 1, 1999
<u>Southcentral District</u>	
McCarthy Road (Mile 0 - 60)	May 24, 1999
Denali Highway (Mile 0 - 60)	May 24, 1999
Copper River Highway (Mile 17 - 49)	June 1, 1999
<u>Western District</u>	
Teller Road (Mile 0 - 72)	June 30, 1999
Council Road (Mile 0 - 75)	July 15, 1999
Kougarak Road (Mile 0 - 84)	July 10, 1999
Glacier Creek Road (Mile 0 - 21)	July 10, 1999
Dexter Bypass (Mile 1/2 - 5)	June 30, 1999

All mining roads along the Steese Highway have routinely been left to melt open in the past.

cc: Annalee McConnell, Director, Office of Management and Budget
Ron Clarke, Staff Assistant, Office of the Commissioner
Debbie Sedwik, Commissioner, DCED
John Shively, Commissioner, DNR
Pat Pourchot, Legislative Director, Office of the Governor

<u>Highway/Road</u>	<u>Cost Savings</u>	<u>Discussion</u>
1. Taylor Highway a. Taylor Highway / Eagle	\$132,000	Connects town of Eagle with Alaska Highway. Numerous mines along route. Agreement made to commit \$50,000 to open road in early March for miners to haul fuel. Road will be open for one week in early March to the South Fork of the 40 mile River. Fairly heavy tourism in area. Is connector to Canada (Dawson) from both Eagle and Alaska Highway. Tours start in mid-May. Part of loop route for tours. Dawson to Eagle by water - out of Eagle by road.
b. Boundary Spur (Top of the World Highway)	\$ 10,500	Connects Alaska Highway and Eagle with Dawson, Yukon Territories. Accesses mines and used for tourism. Concern with opening expressed by Yukon government and major tourism companies.
2. McCarthy Road	\$ 8,700	Connects town of McCarthy with Alaska road system. Access for residents and tourists. New bridge across Kennecott River is foot bridge. Fuel and other bulk supplies usually cross river ice to town. Delayed opening will increase cost of delivery of supplies as foot bridge will be only access. State owned airport is on McCarthy side of river.
3. Nome - Teller Road	\$ 35,700	Connecting road from town of Teller to Nome. Supplies for Brevig Mission usually cross ice from Teller in spring. Will delay access for citizens of Teller and Brevig Mission to Nome. Construction materials to reconstruct store destroyed by fire in Brevig Mission need to cross ice. Some tourism impact Mining along road.

4.	Denali Highway (MP 0 - 82)	\$ 13,000	Road connects commercial lodges at Tangle Lakes, MacLaren River, and Gracious House. Will impact visitors whose trip are already booked.
5	Nome / Council Road	\$ 34,700	Road connects Nome to community of Council. Mostly summer activities in Council. Mining along road, bird viewing and subsistence activities impacted.
6	Glacier Creek / Nome	\$ 10,100	Probably most active mining area in Nome. Road accesses active gold mines. Impact on mining.
7	Denali Highway (MP 82-129)	\$ 7,500	Opens a through route for tourist loop from Fairbanks-Cantwell-Paxton-Delta-Fairbanks (many alternatives)
8	Copper River Hwy. / Cordova	\$ 15,000	Road accesses important fish count station for Copper River fishing near Million Dollar bridge. Tourism access to Miles and Childs Glaciers, and the Million Dollar Bridge. Accesses Carbon Mountain Road under Construction.
9	Fairbanks Creek Road; Tofty Road / Manley; Eureka/Rampart	\$ 3,950	Accesses active gold mines.
10	U.S. Creek	\$ 1,850	Accesses White Mountain National Recreation Area.
11	Kougarok Road / Nome Dexter Bypass	\$ 43,000	Recreation area, active mines, Pilgram Hot Springs, subsistence

Anchorage Daily News

Thursday, March 4, 1999

Tour operators fume as state delays opening of some roads

The Associated Press

FAIRBANKS - The state Department of Transportation and Public Facilities says it can't cover the cost of opening roads - including the Taylor and Denali highways - before breakup this year.

That announcement has angered tourism operators, miners and residents from Eagle to Tok.

"It's not just Tok, it hurts the whole state," said Dianne Jenkins of the Tok Chamber of Commerce.

"All these people coming up and down (the Taylor) highway are headed to Fairbanks or Kenai or Anchorage," she told the Fairbanks Daily News-Miner on Tuesday.

The agency usually has the Taylor Highway opened by mid-April and the Denali Highway ready by the end of April. Those roads now will be opened after the spring thaw - probably around the first of June.

Other major land routes affected by the decision are the McCarthy Road, part of the Copper River Highway, and roads leading from Nome to western villages.

"The (DOT) commissioner was looking for something that impacted the fewest people we could, and still keep heavily traveled routes open without impact and keep the school buses running," said Ralph Swarthout, director of maintenance and operations for the agency's northern region.

The problem is that the agency recently sustained a nearly \$1 million cut in its current operating budget because of impacts from low oil prices.

Eliminating the early road openings will save \$316,000, the Northern Region's share of the statewide cut, said Dennis Poshard, special assistant to the DOT commissioner in Juneau.

Another higher-profile austerity measure will be extending Southcentral ferry service by only two weeks instead of a month as originally planned, for a savings of just over \$100,000.

Other operational savings around the state will come from such in-house reductions as less department travel and materials purchases, Poshard said.

"I think the majority of the rest are being absorbed in a way the public is not going to really notice automatically," Poshard said.

Local tourism operators bemoaned the decision Tuesday at a monthly meeting of the Fairbanks chapter of the Alaska Visitors Association. Brett Carlson, secretary of the local AVA chapter, told those there to call the agency about their concerns.

"Delayed (Taylor) maintenance until June 1 will very likely force the cancellation of established tours to Eagle and serious delays for visitors entering Alaska from the Yukon on the Top of the World Highway," said a "Call Today!!!" handout distributed at the meeting.

Holland America Westours recently spent \$4 million for a new boat to transport 110 people during each Yukon River trip between Eagle and Dawson.

Starting May 19, the tour company plans to drive visitors from Fairbanks to Eagle via the Taylor Highway. There, they will board the riverboat for a cruise upriver to Dawson City in the Yukon, a package tour that runs about \$500 per person, said Ken Bechtel, division manager in Fairbanks.

"We're looking at a \$50,000 to \$60,000 impact each day," he said. "If we can't get the people there, they can't get on our ship."

Expressions of concern were not limited to the Taylor Highway. Owners of lodges along the Denali Highway also were concerned about their early-season business.

The Mile 0 to Mile 60 portion of the Denali is expected to be open around May 24, with the rest of the highway ready June 1.

"I'm sure it will hurt our business something fierce," said Karen Eldridge, owner of the Paxson Inn and Lodge at the junction of the Richardson and Denali highways.

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Budget crunch to keep roads shut until breakup

Wednesday, March 03, 1999

By SEAN COCKERHAM
Staff Writer

The Alaska Department of Transportation says it cannot afford to open roads, including the Taylor and Denali highways, before breakup this year, a declaration that has upset tourism operators, miners and residents from Eagle to Tok.

"It's not just Tok, it hurts the whole state," said Dianne Jenkins of the Tok Chamber of Commerce. "All these people coming up and down the (Taylor) Highway are headed to Fairbanks or Kenai or Anchorage."

DOT usually has the Taylor Highway opened by mid-April and the Denali Highway by the end of April. Now those roads will be opened after thaw, likely the first of June.

Other major roads affected by the decision are the McCarthy Road, part of the Copper River Highway and the roads leading from Nome to western villages.

"The (DOT) commissioner was looking for something that impacted the fewest people we could, and still keep heavily traveled routes open without impact and keep the school buses running," said Ralph Swarthout, director of maintenance and operations for DOT's northern region.

The problem is that DOT was recently hit with a nearly \$1 million reduction in this year's budget in response to low oil prices.

Eliminating the early road openings will save \$316,000, the Northern Region's share of the statewide cut, said Dennis Poshard, special assistant to the DOT commissioner in Juneau.

Another higher-profile austerity measure in the state is to expand Southcentral ferry service by only two weeks instead of a month as planned, for a savings of just over \$100,000.

The other cost savings around the state will come from in-house reductions, such as less department travel and purchasing of material, Poshard said.

"I think the majority of the rest are being absorbed in a way the public is not going to really notice automatically," Poshard said, adding that they will have long-term impacts.

The public is certainly taking notice of the plan to not open the roads before breakup.

Local tourism operators bemoaned the decision Tuesday at a monthly meeting of the Fairbanks chapter of the Alaska Visitors Association. Brett Carlson, secretary of the local AVA chapter, told those present to call DOT with concerns.

"Delayed (Taylor) maintenance until June 1 will very likely force the cancellation of established tours to Eagle and serious delays for visitors entering Alaska from the Yukon on the Top of the World Highway," said a "Call Today!!!" handout at the meeting.

Holland America Westours just spent \$4 million for a new boat to transport 110 people during each Yukon River trip between Eagle and Dawson.

Starting May 19, the tour company plans to use the Taylor when driving visitors from Fairbanks to Eagle. Then, they will board the riverboat for a cruise upriver to Dawson City in Canada, a package tour that costs about \$500 per person, said Ken Bechtel, division manager in Fairbanks.

"We're looking at a \$50,000 to \$60,000 impact each day," he said. "If we can't get the people there, they can't get on our ship."

Eagle Mayor Jerry Nelson cited the tourism loss to his community in a Tuesday phone interview. People in the isolated community are also concerned about shipping in building materials to take advantage of the short building season, he said.

In addition, the mayor said, if the road is allowed to thaw naturally, the melting ice will wash out the road.

"So they are going to have to spend the money later as now, is our contention," Nelson said.

DOT officials say they do expect some road damage, but they always send maintenance crews out to the roads to get them ready.

"We are just going to be doing that later and it may be slightly worse," said Poshard, adding that the \$316,000 in savings includes such considerations.

DOT will make a push to allow fuel to be delivered to miners on the Taylor Highway from Tetlin Junction to the south fork of the Fortymile River. That southern half, Mile 0 to 75 of the Taylor, will be opened for traffic from March 25-31.

DOT has heard complaints from miners about not opening the road.

"It would have a very serious impact I would think," said Curt Freeman, a mining consultant with Avalon Development. "Mineral activity along the Taylor Highway has picked up drastically the last two years."

Worries are not limited to the Taylor. Owners of lodges along the Denali Highway are concerned about early-season business. Mile 0 to 60 of the Denali is expected to be open around May 24, with the rest of the highway coming on-line June 1.

"I'm sure it will hurt our business something fierce," said Karen Eldridge, owner of the Paxson Inn and Lodge at the junction of the Richardson and Denali highways.

Some, like the mayor of Eagle, think DOT will go ahead and open the roads early in the end.

"I've been here well over 20 years," Nelson said. "This stuff has come along a dozen times . . . always at the last moment they do something."

Staff Writer Patricia Jones contributed to this report.

This little piggy went to market...



Taylor Highway may be closed until June

A Whitehorse Star Archive story originally published February 25, 1999

By Jason Small

Dawson City may have no connection to Alaska into June this year.

The Alaska government has announced it will not clear snow from the Taylor Highway in May, as it normally does, and as is done on the Canadian side, the Top of the World Highway.

The Alaskans said that due to budgetary restraints, they will hold off the usual clearing and let the gravel road melt off on its own. This will see the American side of the highway probably remaining closed until at least June 1.

Klondike MLA Peter Jenkins of the Yukon Party implored Transportation Services Minister Dave Keenan in the legislature yesterday to do something about the problem.

The minister replied that he has already sent a letter to his counterpart in Alaska.

The letter Keenan sent to the Alaskan Commissioner of Transportation and Public Facilities, Joseph Perkins, dated Feb. 22, asked the Alaskan government to reconsider opening the highway at its usual time of early May.

If the state cannot do it by then, the minister asked that it open the road by May 15, the usual time for the launch of the George Black ferry on the Yukon River between Dawson and West Dawson.

In the letter, Keenan points out that opening the road on time would help continue the growing tourism trade in the area.

"It's a little bit perplexing," Keenan said in an interview Wednesday of the Alaskans' decision not to clear off the road.

"This would be very much to the detriment of both jurisdictions," the minister said.

One man who is worried about the situation is Denny Kobayashi, executive director of the Klondike Visitors Association in Dawson.

"We have serious, serious concerns of this," said Kobayashi, who was shocked when he first heard of Alaska's decision.

Kobayashi fears that if the road is not open in time, many American tourists will not even stop in the Yukon except to get gas in Haines Junction.

"This decision is going to cost the Yukon thousands of (visitors) and hundreds of thousands of dollars out of the Yukon tourism economy," he said.

There has been considerable work to extend the length of the summer tourism season in the area from just being three months long, he noted.

"This decision reverses all of that work and throws it away," he said.

Kobayashi is afraid that the extended closure will cause problems for the Yukon Queen boat which takes people between Eagle, Alaska and Dawson. The boat usually starts in May, but if the Taylor Highway isn't open in time, the buses which take people from Fairbanks to Eagle to get on the vessel will not get through.

Recently, both the Top of the World Highway and a portion of the Taylor Highway were chip sealed, to improve the road. As well, another part of the Taylor was widened.

Kobayashi thinks leaving the snow to melt off itself will deteriorate the road and undo some of the repairs that have gone into it.

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Daily News - Miner*"Independent in All Things . . . Neutral in None"*

Established in 1903

CHARLES L. GRAY
*Publisher Emeritus*PAUL J. MASSEY
*Publisher*KELLY BOSTLAN
*Managing Editor*MARILYN ROMANO
*General Manager*SAM BISHOP
*Editorial Page Editor***Don't abandon roads**

The state's budget may be tight, but it's not so tight that we must start abandoning our road maintenance. The administration and, if necessary, the Legislature, should find some way to get the snow off our summer-only highways so they won't be damaged by melt water this spring and so people who rely upon them are not severely inconvenienced.

It's too late to announce that the state will not peel back the drifts this spring on highways such as the Denali and Taylor. Individuals and businesses have commitments based on the availability of those roads. The state shouldn't even consider keeping the plows at home to save \$300,000.

If we need to save some money next year, the Legislature should be talking about spring plowing in budget subcommittees now. But for this year, the state needs to keep its promises.

Department of Transportation officials say they realize that leaving the snow on the roads will cause some damage that will cost money to repair, and they have worked that into their calculations of the savings.

However, people along these roads are justifiably skeptical. They've seen what one small melting snow drift, even plowed to one side, can do to a relatively dry road surface in just a few days. If the road bed has been soaked from snow left on its surface, as will happen if it's not plowed, the erosion will be even greater. If the roads are then driven upon before drying sufficiently, the damage can be compounded.

Debating the relative costs is speculative, though. The most important issue is the state's previous commitment.

If nothing else, the Legislature should obtain a supplemental appropriation for this work. The state must keep its promises to the people and businesses who have been relying upon the road's open status. Failing to do so will not only erode the road but also the state's reputation.

Anchorage Daily News

Sunday, March 7, 1999

Road cuts

Symptom of a graver malady

By Daily News editorial staff

Folks in the tourism business are upset with the state. The Department of Transportation and Public Facilities has withdrawn some \$316,000 that would have been used to open roads in the Interior and western Alaska before breakup. The Taylor and Denali highways were on the list, as well as the McCarthy Road. The three provide access to major tourist destinations, including Dawson in the Yukon Territory.

Tour operators and those who depend on road traffic for their livelihood can't fathom DOT's decision. It seems shortsighted, even punitive, given that tourists begin to arrive in numbers as soon as the snow disappears. Why wait until the Midnight Sun is casting a golden glow to get out the road maintenance equipment?

The answer is simple: Budget cuts. As DOT Commissioner Joe Perkins says, "I have been here five years, and I have been cut every year."

Lawmakers and the governor don't have the money they had, and so far, the Legislature shows no interest in raising taxes. Gov. Tony Knowles' proposed gas tax, which would deliver an additional \$25 million annually for roads, hasn't even had a hearing.

We are not going to have the roads, facilities and services we have enjoyed since Prudhoe Bay began pumping if we don't spend new money - whether from taxes, Alaska Permanent Fund earnings or the body of the fund itself.

The tour operators and others who are unhappy are just like the rest of us: They have grown accustomed to the state taking care of business at little or no cost to the people. This notion - that citizens are entitled to a vast array of services without paying a penny - is fantastic to people who live in New Jersey, Minnesota and California, where serious taxes are the norm. Eventually, it will become fantastic to us too.

The budget debate in Juneau may seem abstract, even unreal. It's not. The effects are palpable, as this road tale demonstrates, and it's a tale that will be told, in many forms, over and over.



Interior scraping along with below-normal snowfall

Tuesday, March 02, 1999

By **TIM MOWRY**
Staff Writer

While the Cold Snap of 1999 ended three weeks ago, the Snow Drought of 1998-99 continues in the Interior.

With only 26.2 inches of snow at the Fairbanks International Airport, this winter will rank No. 3 on the all-time list of lowest seasonal snowfalls if no more snow comes. And the experts don't expect much more.

"Unless we get a meteorological miracle it does not look like there's going to be much change," said meteorologist Ted Fathauer at the National Weather Service office in Fairbanks.

"It's not looking good," said Fathauer, an avid downhill skier. "Based on the law of averages, we'd be lucky to get 2 or 3 inches of snowfall."

Snowfall typically drops off starting in March. Temperatures in the north Pacific Ocean and Bering Sea are at their coldest, resulting in very little evaporation. The air circulation pattern pushes clouds out of the Tanana Valley rather than drawing them in.

Fairbanks has received between 1 and 2 inches of snow since the weekend, but that will probably be the last snow for a while. The band of clouds that brought the snow is moving northeast out of Alaska, and dry northeasterly winds out of the Yukon Territory will soon make their presence felt in the form of colder-than-normal temperatures.

"That's a bad scene for snow up here," Fathauer said.

In an average year, Fairbanks gets almost 6 feet of snow -- about 70 inches -- and most of it has fallen by this time of year. The average snowfall for March is about 7 inches, and April's average snowfall is about half of that.

Comparing seasons through March 1, this winter ranks No. 8 on the low snowfall list. Of the seven winters with less snow on that date, six rank among the lowest 10 seasonal snowfalls on record.

"The statistics are pretty deathly," Fathauer said.

The winter of 1918-19 ranks as the year with the lowest snowfall ever recorded, with only 12.0 inches, of which 10.8 had fallen as of March 1. Only 22.9 inches of snow fell in the winter of 1952-53 and 19.8 inches was on the ground by March 1. No. 3 on the all-time low snowfall list is 1926-27, with 31.3 inches.

"We're going to have to climb to get that," Fathauer said.

While the Interior's snowfall has been below normal, that's not the case in other parts of the state.

Anchorage has had more than 5 feet of snow. Juneau has had almost double that. Nome has almost 6 feet, ranking this winter among the top 10 heaviest snow years in the Bering Sea coast village. Even down in Valdez, where the season snowfall is 6 feet below normal, almost 16 feet of snow -- 190.8 inches to be exact -- has fallen this winter.

Everywhere there is snow, it seems, except the Interior. Nonetheless, few in the Interior are really complaining.

Cross-country skiers started skiing on groomed trails in October, though it was marginal skiing for another month. Two of the area's three downhill ski areas have been open since December, only a week or two later than normal, and the third opened last month.

"This is the time for spring skiing," said Steve Birdsall at Mount Aurora Skiland on Cleary Summit. "We're hoping for some more snow."

About 2 inches of new snow fell at Skiland over the weekend, and it was still snowing Monday afternoon. "When we're used to getting an eighth of an inch, 2 inches feels like a real storm," Birdsall said.

With more daylight and warmer temperatures, March is the busiest month of the winter for downhill skiing and snowboarding. More snow means more business.

"We've got enough snow to get through," Birdsall said. "Even if we don't get any more snow, we're probably good for three or four more weeks."

"If we get some snow we could be open through the end of April," he said.

Mushers and snowmachiners haven't had the greatest trail conditions to travel, but they've been able to get around. There was plenty of snow for both the Yukon Quest International Sled Dog Race from Fairbanks to Whitehorse and the 1,971-mile Iron Dog Gold Rush Classic snowmachine race, which finished in Fairbanks on Saturday.

Trails in the White Mountains National Recreation Area north of Fairbanks are rougher and have more ice and overflow than normal, but snowmachiners, skiers and dog mushers are still lining up outside the Bureau of Land Management offices to reserve one of the area's 10 public use cabins for spring break, said recreation planner Randy Goodwin.

Some of the 200 miles of trail in the million-acre area are marginal, Goodwin said. "Lots of ice. Overflow. Thin snow cover," Goodwin said in summing up trail conditions.

The lack of snow cut down on use early in the season, especially for snowmachiners, Goodwin said. But with enough snow to get around now, cabins are almost filled up for the spring break in 1[1/2] weeks. Spring break is traditionally the time of year when use in the White Mountains peaks.

Goodwin said some new snow would make the spring break trips a lot more enjoyable -- and smoother.

"It would sure help the trails," he said. "We're only doing marginal grooming now because the trails are so hard packed. There's not much snow you can scrape up."

This marks the fourth straight winter Fairbanks has had below-normal snowfall, though none of the previous three comes close to this one. There was 56.1 inches in 1995-96, 67.2 inches in 1996-97 and 46.0 inches last winter.

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Holland America Line
Westours Inc.

March 5, 1999

The Honorable Carl Morgan
Alaska State Capital
Juneau, AK 99801

RE: Taylor Highway Maintenance

Dear Mr. Morgan,

It is my understanding that maintenance will be delayed on the Taylor Highway until June 1. This delay in maintenance will have a strong economic impact on our operation. We have operated on the Taylor Highway for several years and depend on this road being maintained for the safe passage of our motorcoaches from Tok to Eagle. We have planned our tours and itineraries according to how the Taylor Highway has been maintained in previous years. It was a surprise to learn that maintenance this year was going to be delayed until June 1.

This year we will begin our operation on the Taylor Highway May 19. Our capacity for this tour is 110 passengers in each direction. If the Taylor Highway is inaccessible we will be forced to fly passengers between Tok and Eagle. With the cost of chartering aircraft to fly 220 people between Tok and Eagle at \$15,000 per day, we are looking at a total cost of \$195,000. If in the future we could not depend on the Taylor Highway being maintained as in the past, and we were forced to cancel operations until June 1 our company could see a potential revenue loss of \$1,478,620. This figure was calculated assuming 220 passengers traveling each day between Fairbanks and Dawson from May 19 to June 1. The price of the tour between Fairbanks and Dawson is \$517 per person.

I thank you for your time and appreciate any effort to support funding for the maintenance of the Taylor highway as it has been maintained in the past.

Sincerely,

A handwritten signature in cursive script that reads "Ken Bechtel".

Ken Bechtel
Fairbanks Division Manager

**1999
COORDCOMM**

PRESIDENT

Kathy Helfrick

Captain Bartlett Inn

452-1888

fax: 452-7674

cbi@ptialaska.net

1ST VICE PRESIDENT

GOVERNMENT RELATIONS

Frank Rose

Alaska Lodging Management

474-8555

fax: 474-8557

akdn@ptalaska.net

2ND VICE PRESIDENT

DESTINATION FAIRBANKS

Debbie Tilsworth

Riverboat Discovery

479-6673

fax: 449-4613

discovery@ARllnc.com

COMMUNITY RELATIONS CHAIR

Bill Bubbel

Pumphouse Restaurant

479-8452

fax: 479-8432

pumphse@ptialaska.net

EDUCATION CHAIR

Emily Howk

Fairbanks Convention & Visitors Bureau

451-1734

fax: 452-2867

Info4fbks@eagle.ptalaska.net

TREASURER

Ken Bechtel

Gray Line of Alaska

451-6835

fax: 452-8321

Fairbanks_wtmc@hahw.com

SECRETARY

Brett Carlson

Northern Alaska Tour Company

474-8600

fax: 474-4767

brett@alaskasartuc.com

IMMEDIATE PAST PRESIDENT

Kathy Hedges

ChenaHot Springs Resort

452-7867

fax: 456-3122

chenahts@ptalaska.net

ALASKA VISITORS ASSOCIATION - FAIRBANKS

06 March 1999

House Committee on Community and Regional Affairs

Alaska State Legislature

State Capitol, Room 418

Juneau, AK 99801-1182

Dear Committee Members:

The Alaska Department of Transportation [DOT] recently announced plans to delay the opening of the Taylor and Top of the World Highways until June 1st. In making this announcement the DOT stated that the Taylor and Top of the World Highways were targeted for a delayed opening because the action would have a "minimum impact on the citizens of the state". Alaska Visitor Association - Fairbanks [AVA-Fairbanks] is a trade association representing the interests of the Fairbanks/Interior visitor industry. Since the DOT's announcement, AVA-Fairbanks has received a strong message from both its small and large business members that a delay in the opening of the Taylor and Top of the World Highways will have significant short and long-term impacts on the economic well-being of their businesses.

Specific concerns in regards to the delayed road opening include the following:

The traditional summer visitor season in Alaska has always been a short one. In recent years, significant monies and energies have been expended by visitor industry businesses, the Fairbanks Convention & Visitors Bureau, and the State of Alaska to expand the traditional summer visitor season earlier into May and later into September. These "shoulder season" visitors bring critical incremental revenues to visitor industry businesses at a time of year when their attractions and their accommodations would otherwise be empty. Delaying the opening of one of only two "gateway" highways into Alaska does nothing to help Fairbanks/Interior visitor industry businesses convert their significant marketing investment into visitor industry dollars.

The delayed highway opening puts at risk a strong and positive visitor industry marketing partnership between Fairbanks/Interior and Dawson City/Yukon that has been years in the making. Currently, the Klondike Visitors Association [Dawson City] and Tourism Yukon [Yukon Territory] spend millions of dollars each year promoting the Gold Rush heritage of the far north. Nearly all the visitors who are successfully persuaded to visit Dawson City continue their travels into Alaska via the Top of the World and Taylor Highways. Each of these visitors contribute important dollars to the highway communities of Eagle, Chicken, Tok, Delta Junction, and North Pole before arriving in Fairbanks. If the opening of the Taylor and Top of the World Highways is delayed until June 1st, on May 15th the George Black Ferry will begin ferrying visitors across the Yukon River who will then embark on their journey toward Alaska only to find Alaska "closed for business".

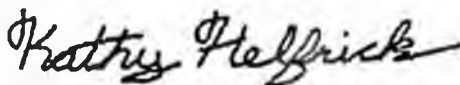
Alaska has become a truly world-class visitor destination, and Alaska's visitor industry has become one of the major players in an increasingly diversified Alaska economy. Remaining a world-class visitor destination requires delivering the Alaska visitor a superlative experience that will in turn result in increasing numbers of repeat and word-of-mouth visitors. Thousands of visitors have already finalized a May/June 1999 Alaska travel itinerary that includes May travel on the Taylor and Top of the World Highways. These same visitors have already made reservations and paid deposits to reserve lodging and attraction space throughout Alaska, and thus do not have the flexibility at this late date to switch their travel on the Taylor and Top of the World Highways from the inbound portion of their Alaska itinerary to the outbound portion. Does Alaska, as a world-class visitor destination, believe it's acceptable to invite visitors to Alaska who will arrive in Alaska only to find that a closed highway has rendered their pre-planned and pre-booked Alaska travel itinerary useless?

A major tour operator, currently bringing tens of thousands of visitors to Fairbanks each summer, has invested over 4 million dollars to build a 110-passenger boat that will travel between Dawson City and Eagle this summer. A new dock facility has been built in Eagle to accommodate the new boat. Beginning May 19th the tour operator plans to operate two coaches per day on the Taylor Highway, as it tours guests on a route between Eagle, Chicken, Tok, Delta Junction, and Fairbanks. The delayed opening of the Taylor Highway will result in significant negative financial implications for the major tour operator, adversely impact the many small Eagle, Tok, Delta Junction, and Fairbanks businesses that cater to the operator's customers, and disappoint thousands of Alaska visitors who have dreamed about, planned for, and saved for the vacation of a lifetime. The long-term implications are equally ominous --- a major tour operator has boldly invested millions of dollars in infrastructure and millions more in marketing to bring visitors to Fairbanks and Interior Alaska during the critical "shoulder season" --- will this major tour operator continue to make this investment? --- if not, the long-term economic impacts to Fairbanks/Interior visitor industry businesses will be severe.

In a state where the Governor proudly and repeatedly declares the state "open for business", one would hope for a recognition on the part of the Administration and the DOT that the existence of a stable operating environment is an important requisite for companies to make significant investments in the state of Alaska. Each year, hundreds of millions of dollars are invested by the visitor industry in Alaska to construct infrastructure and fund marketing efforts. These investments are made only when the industry is confident that the state will not rashly or suddenly take actions that put the investments at risk. Closing a previously opened road with no public input and mere months of prior notice clearly qualifies as a rash and sudden action.

AVA-Fairbanks and its visitor industry members, like all Alaskans, recognize and appreciate the difficult funding decision faced by the DOT. Further, AVA-Fairbanks accepts that DOT has attempted to target for funding reductions those areas that it believes will have "minimum impact on the citizens of the state". Yet, the AVA-Fairbanks has heard loudly and clearly from its many Fairbanks/Interior members, who depend on the visitor industry to put food on their table and a roof over their head, that delaying the opening of the Taylor and Top of the World Highways until June 1st will have significant negative economic impacts that will last far beyond June 1st 1999. On behalf of its membership, AVA-Fairbanks urges members of the House Committee on Community and Regional Affairs to work with the DOT to restore the maintenance funding for the Taylor and Top of the World Highways necessary to ensure the highways are "open for business" in the spring of 1999.

Sincerely



Kathy Helfrick
President, AVA-Fairbanks

cc: Interior Delegation
Department of Transportation and Public Facilities

CALL TODAY!!!

1999 Spring Maintenance Deleted For Taylor Highway And Top Of The World Highway

As part of the proposed budget cuts, the State Department of Transportation and Public Facilities (DOT&PF) has eliminated maintenance on the Taylor Highway and the Top of the World Highway until June 1, 1999. This delay means that residents and tourism businesses will be unable to travel the road until much later in the season. Call the people below or send an email or fax to let them know this road needs to be open. The state administration needs to hear from you and your friends now!

Discussion points are offered below to assist you in your effort. Thank you!

THE ISSUE

DOT&PF's normal maintenance on the Taylor and Top of the World Highway includes thawing culverts and moving large snow patches to ensure a passable road by early May. Thawing culverts helps avoid road washouts and clearing the road early helps it dry out (takes about 2 weeks) before many vehicles start to use it. Drying out the road helps avoid ruts and potholes, which requires additional maintenance. Maintenance must be moved up in time to ensure the highway is passable and dry by May 15. The Taylor Highway needs to be open from Tok to Eagle; the Top of the World Highway needs to be open from the junction with the Taylor Highway to Boundary. Reasons are noted below.

The visitor industry has worked long and hard to extend the "shoulder season" beyond the peak summer months. Delayed maintenance until June 1 will very likely force the cancellation of established tours to Eagle and serious delays for visitors entering Alaska from the Yukon on the Top of the World Highway. There has been no advance warning to companies booking these tours or to travelers driving these highways!

Tourism provides jobs and significant, direct economic benefits to the state's economy. (Corporate taxes alone contributed about \$70 million into state coffers.) Tourism is also touted as a public-private partnership. Yet, the cutback in state maintenance on these highway routes will jeopardize private investments made in equipment, inventory and facilities, and raises concerns about the state's commitment to tourism.

Visitor traffic on the Taylor Highway is greater than might be known. on May 19, Grayline Tours begins their annual operation running two passenger coaches per day, seven days a week, to Eagle. Princess Tours starts the same time and will operate one coach, four times a week on this same route. Each coach holds 42 people. On any given day, 84-126 visitors

on a package tour use this highway. This is in addition to independent travelers and residential traffic.

A new 112-passenger boat for use on the Yukon River will go into service this year, departing from Eagle. In addition, a new dock facility has been constructed for the boat. If visitors cannot be brought up the Taylor Highway to access the boat, the company who owns these improvements will not recoup their costs.

The ferry from Dawson City across the Yukon River starts operating between May 15 and May 20. The Top of the World Highway needs to be cleared to provide through road connections from Canada to Alaska. Eliminating maintenance until June 1 makes no sense in light of the state's successful, special marketing efforts to increase highway travel last year.

Although the traffic on this road may be less than on others, these highways serve as the lifeline for residents and businesses in Eagle, Tok, Chicken and Dawson City. These communities will suffer economically because the highway is impassable preventing visitors from spending money and enhancing the local economies.

PLEASE CONTACT THE FOLLOWING:

Commissioner Joseph Perkins
Phone: 907-465-3901
Fax: 907-586-8365
Email: joe_perkins@dot.state.ak.us

Northern Region Director, Tony Johansen
Phone: 907-451-2211
Fax: 907-451-2333
Email: tony_johansen@dot.state.ak.us

ACROSS THE HIGH PLATEAU... (DAWSON TO FAIRBANKS)

Here you are literally on top of it all. That spellbinding, spectral land you've read about stretches out ahead for miles. This is the land that used to be London's. Now it's yours, and for those who make the trek over the Top of the World Highway from Dawson to Fairbanks, the journey will never be forgotten.

They are still here. The dreams that once frolicked deep in the heart of the Yukon. Past Jack Wade Camp and the tiny town of Chicken, south along the highway to Tok, the hopes and dreams of the people who came to this land more than 100 years ago still feel tangible.

But the junction of the Alaska Highway snaps you back from your reverie and drops you into 1997. So do what the miners did. Turn west and head for the big city, Fairbanks.

The first settlement that rises to meet road travelers is Tok, the state's official sled dog capital. There are several major convenience store/gas station stops in Tok, so take advantage of the steaming hot lattes, restrooms, snacks and fuel.

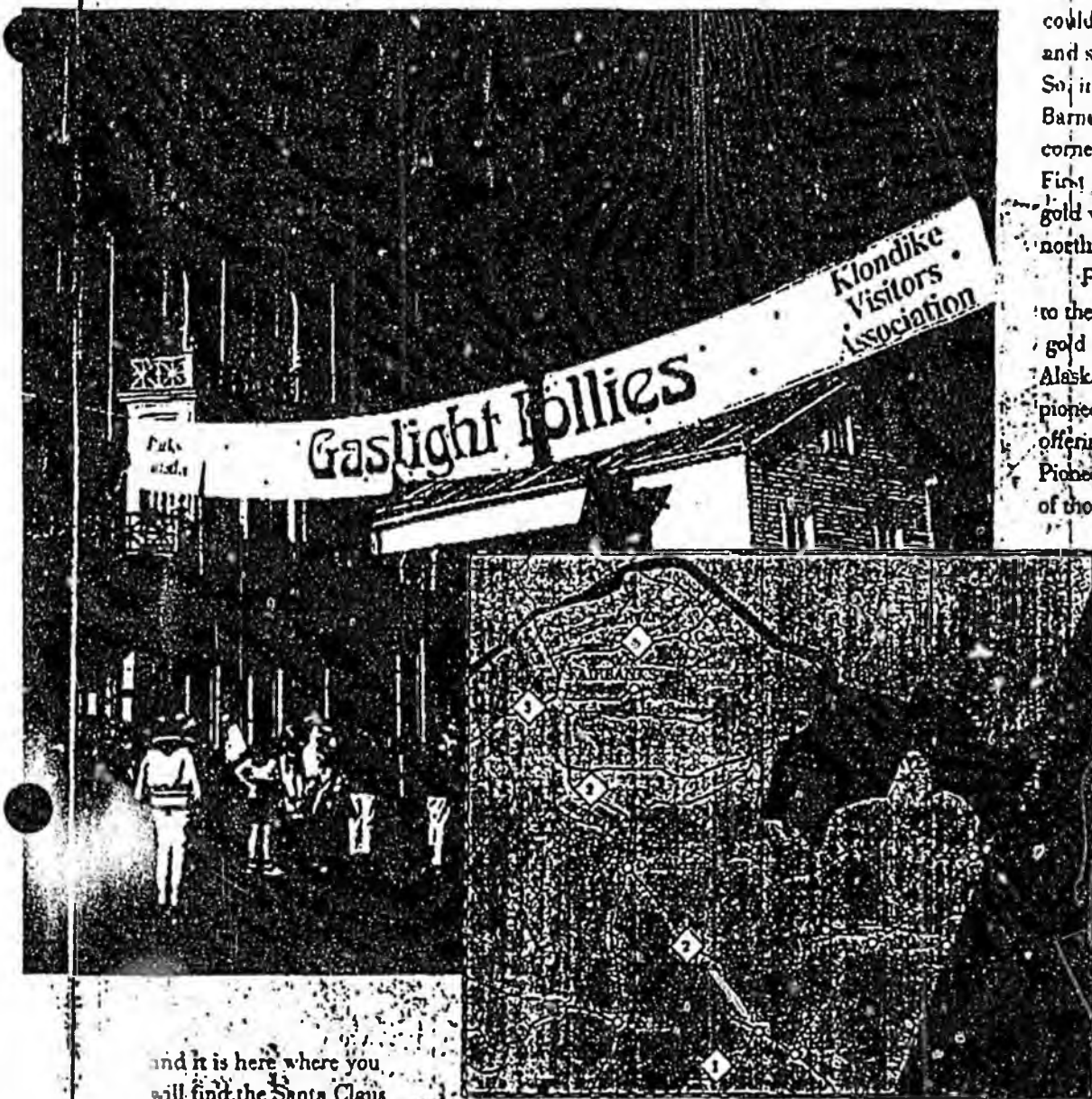
Other stops in town to make are the Alaska Public Lands



Photo courtesy of Yukon Department

Information Center, and the Yukon Information Center, housed in one building. The fortification of food, fuel and information will propel you down the road toward Delta Junction, where travelers will get their first glimpse of the trans-Alaska pipeline, which parallels the road. In 1942, this town was the official end of the Alaska Highway, although today the highway continues to Fairbanks. The town is also the official home to the 90,000-acre Delta Bison Sanctuary.

Along the road, travelers will pass through Big Delta, Selkirk and past Eielson Air Force Base before coming to the North Pole. Yes, Virginia, there is a North Pole.



and it is here where you will find the Santa Claus House, the Santaland RV Park and the Elf's Den Restaurant. During the Christmas season, children from around the world send their wish lists to Santa in care of his address at North Pole, Alaska. Volunteer elves spend the better part of November and December answering these thousands of letters and nailing them back to the children of the world, complete with a North Pole postmark. Older folks who are interested in joining the North Pole fun can send their Christmas cards, in bulk, to the North Pole post office and

have their cards hand-stamped with the North Pole cancellation mark. A check for the 32-cent postage per card must accompany the order.

After enjoying the early Christmas fun in North Pole, continue to Fairbanks.

This is the hub city of Alaska's heartland, established in 1901 by an ambitious leader by the name of E.T. Barnette who set out by sternwheeler, traveling along the Yukon River, to establish his trading post at Tanana Crossing. But the sternwheeler

could not navigate the fast-moving and shallow waters of that river. So instead the captain dropped Barnette at what is today the corner of Cushman Street and First Avenue. One year later, gold was discovered 16 miles north of Barnette's trading post. Fairbanks is still a city true to the mining spirit. A replica gold rush street can be found at Alaskaland, including original pioneer log cabins and a saloon offering a Cold Rush Revue. The Pioneer Museum chronicles the lives of those who made their fortunes in the Interior, and each year residents celebrate their gold rush heritage during the 10-day Golden Days celebration in July.

At the University of Alaska, Fairbanks Museum, visitors will find the largest public display of gold in the state. But if living history is of more interest, you can check out a real gold mine or take a trip on a replica riverboat or visit a nearby gold dredge.

In Ester, 10 miles (16 km) from downtown Fairbanks, visit the historic Malamute Saloon, enjoy the salmon bake, take in the shows and see Ester Gold Camp, which is on the National Register of Historic Places.

Additionally, you can pan for gold or search for old gold dredges along the Steese Highway on your way to the Chatanuka Gold Camp, which removed more than \$70 million in gold from this area.

But gold mining is not just about Alaska's past. In modern day Fairbanks, it is still an important part of the economy.



TOK CHAMBER OF COMMERCE

"Main Street Alaska"

P.O. Box 389
Tok, Alaska 99780
(907) 883-5887
FAX 883-3682

February 25, 1999

STATE OF ALASKA
Dept. of Transportation
Juneau, Ak.

ATT: Commissioner Joseph Perkins
REF: Taylor Highway - Spring maintainance

Dear Commissioner Perkins,

We are sure you have received many comments regarding the opening and maintainance on the Taylor Highway, which links Tok with Chicken, Eagle and Dawson City, Y.T.. We are very concerned with the present plan calling for little, if any, effort to open the Taylor before June 1, 1999.

Sir, this is much too late, the "natural" thawing & break-up will only present greater problems later in the summer months, and we still get many complaints when the road is properly opened and maintained.

Problems such as:

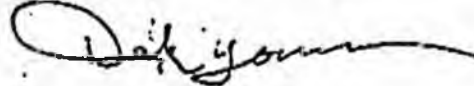
1. Culvert wash-outs due to lack of steam thawing as is usually done.
2. Excessive glaciering, again resulting in wash-outs.
3. More pot holes and rutting, as the road will not have time to dry before summer traffic begins moving on it.
4. Problems for residents and visitors alike. Eagle residents and businesses along the Taylor need to be able to get in for their supplies and to bring out equipment and building materials.
5. The State and private sector fight hard to get the out of state visitors to Alaska, be it on commercial tours, or as independent travelers. Now it is too late for changing bus schedules, RV park and lodging reservations. This plan mocks the States claim to want to build the "shoulder" seasons, at least in the rural areas.
6. Our Tok Mainstreet Visitor Center, run by the Chamber, saw 2,337 visitors between May 18 and May 31, 1999. Many were coming from, or heading, to Eagle or Dawson City.
7. Beginning May 19, 1999, Grayline & Princess Tour companies will have a minimum of two coaches a day on the Taylor Highway, to say nothing of the large motor homes coming across the Taylor. Is the Taylor Highway safe for them?

If view of the above considerations, we ask that you reconsider and start opening the Taylor Highway no later than May 1, 1999, and preferably by April 26th. This would show concern for our residents and visitors alike.

We thank you for your time, and await your response.

Respectfully,

TOX CHAMBER OF COMMERCE
BOARD OF DIRECTORS



H. Dale Young, Jr.
President

HDY/dj

cc: GOV. KNOWLES

T. JOHANSEN - No. District

SEN. LINCOLN

REP. MORGAN

AVA

T. GARRETT-DOT



SCHOOL DISTRICT

P.O. Box 226, Tok, Alaska 99780

907-883-5151

Fax: 907-883-5154

March 4, 1999

Fax: (907)465-2197

Dear Representative Morgan:

We are writing with our concerns about the delayed opening of the Taylor Highway. This decision has placed an undue burden upon the community of Eagle and the Alaska Gateway School District. The people in the area depend on the road system for their fuel and food supplies. Air transportation as an alternative to the highway is excessive.

We request that you reconsider your decision to delay opening the highway to Eagle.

Sincerely,

James W. Elliott
Superintendent

"Where Teachers Are The Gateway To Learning"

Dot Lake
907-882-2063
FAX: 907-882-2112

Eagle
907-547-2210
FAX: 907-547-2303

Merista
907-291-2287
FAX: 907-291-2225

Northway
907-778-2287
FAX: 907-778-2221

Tok
907-883-5161
FAX: 907-883-4186

Tanacross
907-883-4381
FAX: 907-883-4388

Totin
907-624-2104
FAX: 907-334-2114

March 4, 1999

Senator Georgianna Lincoln
Representative Carl Morgan
State Capitol
Juneau, AK 99801

Dear Legislators:

Can you help us?

Commissioner Perkin's announcement that the McCarthy Road, among others, would not be plowed this spring has caught this community unprepared.

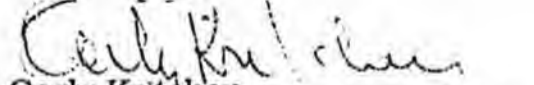
DOT&PF usually plows our road the latter part of March, allowing a decent freighting window into McCarthy and adjacent areas while there is still a strong ice bridge over the Kennicott River. Local residents and businesses count on this window to bring in essential supplies for the year, especially diesel fuel for generators and avgas for the flying services.

This is a resourceful and energetic community. If we had been notified of the non-plow decision back in October, we could have set up alternative freighting schedules. Waiting until the end of February to tell us has thrown a real monkey wrench in our lives.

Please bring your influence to bear on the Commissioner to help us by plowing the McCarthy Road this year in a timely fashion, not all that big a job given the present light snowpack. It wouldn't hurt to remind him as well that if he plans on not plowing next winter, we would like to know about it now, not March 1st, 2000.

Thank you for whatever help you can offer.

Sincerely yours,


Carly Kritchén
President

cc: Commissioner Perkins

MAR 8 - 1999



ALASKA MINERS ASSOCIATION, INC.

3305 Arctic #202, Anchorage, Alaska 99503 FAX (907) 563-0225 Telephone: (907) 563-9229

March 8, 1999

Representative Andrew Halcro
Alaska State House of Representatives
Capitol Building
Juneau, AK 99801

RE: Seasonal Road Openings

Dear Representative Halcro,

Thank you for the opportunity to comment on the issue of snow removal and opening of seasonal roads in the state. This is indeed an important issue for the mining industry and we appreciate you holding a hearing on the topic.

The discussion over snow removal and opening seasonal roads has thus far focused primarily on the impacts on the tourism industry and the communities. There will also be very adverse impacts on several small businesses that are mining and exploring in the areas being affected by these roads.

It is hard to know exactly how many mining operations will be impacted because each case is different and depending on other factors, individual miners may not operate every year. Most miners in the affected areas need the roads to get to their operations. They need access to begin preparing for the mining season, equipment maintenance, overburden pre-stripping, cleaning up from the winter storms and setting up their camps, etc. If these miners cannot get to their operations they will likely be forced to start mining a month or more late. When their entire mining season is only 120 to 150 days this becomes a tremendous hardship. Others must get fuel and equipment to a staging area from which they then travel overland on RS-2477s or other trails. This overland travel must be completed (by April 1st if I am correct) due to possible damage to the tundra, rutting, etc. If those requiring overland travel do not get their fuel and equipment hauled to their minesite by that date they cannot operate and will be severely hurt and may go bankrupt as a result.

Our initial review of the impact on the miners in the same form as Commissioner Perkins' February 17, 1999 letter titled "Delay of Road Openings" is as follows:

<u>Interior District</u>	<u>Permitted Operations</u>
Taylor Hwy	4-6 *
Boundary Spur	8-9
Eureka Road	9-11
Denali Hwy (MP 60-129)	0
Toffy Road	8-10
Fairbanks Creek Road	5

Nome Creek Road	0
<u>Southcentral District</u>	
McCarthy Road	0
Denali Hwy (MP 0-60)	0
Copper River Hwy	0
<u>Western District</u>	
Teller road	3
Council Road	7
Kougarak Road	9-11
Glacier Creek Road	3
Dexter Bypass	<u>1</u>
	57 to 66

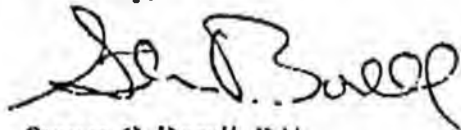
* This number is almost certainly low as we are aware of possibly 25 operators in the entire Fortymile Mining District.

This means that the livelihoods of from 57 to as many as 66 mining families will adversely impacted by not opening the roads in a timely manner. This does not include others who are still exploring and do not yet need permits for major surface disturbance or others that will be receiving permits in the coming weeks before the season.

I am told by miners in the Fortymile District that an area where improvements could be made is the 8 hour/day schedule of the DOT workforce. If DOT crews would work 4, 12 hour days rather than their normal 5, 8 hour days their efficiency and cost effectiveness would be much greater. Also, if crews were staggered so the equipment was kept busy 7 days a week further efficiencies could be obtained. The travel time from Tok to the moving work site and back each day often consumes most of the work shift. Longer shifts would allow more time spent working for the same amount of driving time lost. I cannot say if this 8 hour schedule (without overtime requirement until 40 hours per week) is required by law, if it is still done, etc. but I have been told by area miners that this is how DOT has functioned in the past. This same problem may exist for other parts of the state.

Thank you for the opportunity to comment. We trust that both the Legislature and the Administration will recognize the severe burden that will fall on the miners, as well as the tour operators and communities if these roads are not opened in a timely manner.

Sincerely,



Steven C. Borell, P.E.
Executive Director

cc: Commissioner Joseph L. Perkins, P.E.

Subject: Taylor Highway Maintenance

Date: Sat, 06 Mar 1999 23:17:36 -0900

From: "Linda D. Nelson" <lindan@globalfrontiers.com>

To: Jonathon_Lack@legis.state.ak.us

Dear Jonathon Lack:

As the Mayor of Eagle it has recently come to my attention that our road maintenance crews are not going to work until the 1st of June. Our Eagle crew has informed me that if they are not able to thaw out the culverts nor rip out the glaciers before break-up the road will be washed away in many places. If this is allowed to happen they assure me that it will cost considerably more money to repair the road than to do normal maintenance.

We also are expecting Westours to start working early this season with twice the bus traffic from last season. Westours is the main resource for income in Eagle. The State has spent millions of dollars over the past ten years to upgrade the Taylor Highway for Alaska's increase in tourism. To neglect the culverts and glaciers now would only hinder tourism and cost more money. Please advise the City of Eagle on what you plan to do to help us with this travesty.

Jerry Ray Nelson, Mayor, City of Eagle

Subject: Taylor Highway

Date: Sat, 6 Mar 1999 13:13:49 EST

From: Elvascott@aol.com

To: Jonathon_Lack@legis.state.ak.us

I am writing to you as the Assistant Mayor of the Eagle Common Council and President of the Eagle Historical Society and Museums in protest of the Alaska Department of Transportation's plan to eliminate the work to open the Taylor Highway this spring. We, the Eagle residents, are appalled with the planned demise of the Taylor Highway which this action would indicate is their attempt. In places it is little better than a goat trail and needs constant, early attention. The equipment and personnel are already in place; it only makes sense to use them. When the Taylor Highway had finally made the list of roads to be upgraded, we don't understand why the decision was made not to open the road this spring. Are rural residents to be treated as second or third class citizens in Alaska?

Don't any of the state agencies work together? On the one hand they encourage the small communities to develop a local economy and on the other hand they take away their means of doing so. The Taylor Highway is a key to this development and needs to be passable by the first of May or sooner each year.

The City of Eagle and the Eagle Historical Society and Museums have worked hard to restore many of the historic buildings in the community, to preserve its rich one hundred year old history and make it all available for the increasing number of tourists. One example of the result of this work is the travel companies who are now bringing coach loads of tourists to Eagle daily. The first groups are scheduled to arrive the middle of May and are dependent upon the Taylor Highway being passable. Please let us know what can be done to change the present DOT plans to eliminate the spring opening of the Taylor Highway.

Elva Scott, Eagle resident
Common Council of Eagle
Eagle Historical Society & Museums

Andrew Halcro, Committee Co-Chairman
Jonathon Lack

March 8, 1999

In regard to opening roads on time.

A decision has been made to delay the opening of many rural roads. To let nature take it's course and melt ice and snow naturally. Unfortunately, nature can be very unkind. Nature can erode a dirt and gravel road to the point of unusable or no road at all. Then, how much will it take to make the roads usable again?

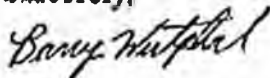
Most residents of Alaska depend on these seemingly unimportant road surfaces in some way, directly or indirectly. Residents have planned their activities around the opening of these roads. They need supplies. Our city council has projects planned that need to be completed before the tourists arrive. We need the roads open to get the materials. Maybe the tourists won't arrive this year because they can't get here. How is that going to effect our community and every other community in Alaska?

If the tourist trade is effected, the effect will be wide spread. First, the travel agencies will have headaches over the changes to travel arrangements for clients. Probably many will cancel their trip to Alaska. Most tourists don't come here just to see our cities. They have their vacation time arranged with their work, so if they can't change that, they will go somewhere else. Then, the reputation of the state is destroyed in the travel industry. "They didn't live up to their word about open dates that were published in the travel guides and publications. How are their inconsistent actions going to effect my vacation?" Travel agencies will be reluctant to put their reputation on the line next year because of the inconsistent actions of the state that will effect their clients. Can we live it down? The sad part is, our reputation is already soiled by the action taken. Even if the roads open on time, knowledge of the action is known and is having effect.

Effects keep going. Without the tourists, airlines, taxis, car rentals, hotels, restaurants, gift shops, gas stations, manufacturers and suppliers, etc., are effected. Alaskan businesses and employees suffer. Where does the effect of the loss of the dollar stop? For now, what I understand to be "a savings" of \$316,000, tourism trade, rural residents, local governments, etc., have been jeopardized and all the snowballing effects have been put into motion. How much money has this already cost the state and its' residents?

We need to look at the big picture and the long-term effects. Let's not take an action that will cost us far more than the initial savings. Open the roads on time.

Sincerely,



Barry Westphal, Eagle City Council

Subject: Maintenance of the Taylor Highway

Date: Sat, 06 Mar 1999 22:25:28 -0900

From: "Linda D. Nelson" <lindan@globalfrontiers.com>

To: Jonathon_Lack@legis.state.ak.us

Jonathon Lack:

As a resident of the City of Eagle I am very concerned about the maintenance of the Taylor Highway not starting until June 1. This is bad news for several reasons.

First of all, I understand that the road will wash out in several places and will take a great deal of time and money to repair. The dangerous spots in the highway will not be monitored and fixed as needed.

Many of us have already planned on leaving in late April as usual for supplies, doctor appointments, and misc. other things.

Propane and fuel will not be delivered at the usual time, and many of us will run out of propane as we just barely make it through the winter.

Westours usually sends a crew in here in May prior to start up to prepare for the busy summer of tours. They will not be able to make it in by driving nor will the coaches be able to make it in when they plan to start the tours in mid May.

Some people that have plans of building already have materials scheduled to be delivered in late April or early May.

This plan has a lot of negative aspects and we hope that something will be changed.

Linda D. Nelson
Eagle, AK

NORTHERN ENERGY CORP.

P O. BOX 194
TOK, ALASKA 99780
Ph: 907-883-4251

MARCH 2, 1999

TO COMMISSIONER JOE PERKINS
AK DEPT. OF TRANSPORTATION

FROM: JOHN BURNHAM
OWNER/MANAGER

MR. PERKINS,

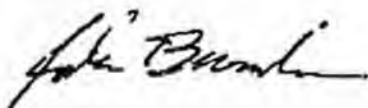
IT HAS BEEN BROUGHT TO MY ATTENTION THAT THE STATE D.O.T. IS PLANNING TO DELAY THE OPENING OF THE TAYLOR HIGHWAY TO EAGLE AND DAWSON UNTIL MAY 1, 1999. I FURTHER UNDERSTAND THAT A LIMITED ACCESS 'JUST ENOUGH TO GET BY' PILOT CLEARING WILL BE DONE FROM MILE ONE TO MILE 99.

NORTHERN ENERGY IS THE SOLE SUPPLIER OF PROPANE TO THIS AREA AS WELL AS A MAJOR SUPPLIER OF FUEL TO MANY OF THE MINERS AND BUSINESSES ON AND OFF OF THIS HIGHWAY. A TRAIL TO THE 'Y' WILL NOT HELP THE PEOPLE OF EAGLE OR THOSE LIVING ON THE ROAD TO EAGLE. FURTHER, I AM RELUCTANT TO SEND MY TRUCKS ON WHAT AMOUNTS TO AN UNMAINTAINED ICE ROAD. I WOULD LIKE TO KNOW WHO'S RESPONSIBLE FOR DAMAGE AND POSSIBLE ACCIDENTS CAUSED BY THIS LACK OF MAINTENANCE.

I BELIEVE A DELAY OF THIS LENGTH WILL CAUSE SHORTAGES AND INDIVIDUAL OUTAGES OF PROPANE FOR RESIDENTS AND BUSINESSES SERVICED BY THIS HIGHWAY. FURTHER, THIS WILL MAKE IT IMPOSSIBLE FOR SOME MINERS TO BRING FUEL TO THEIR CLAIMS AS THEY ARE ONLY PERMITTED TO MOVE THE FUEL OVER FROZEN RIVERS OR, THEY NEED THE HIGH WATER IN APRIL TO FLOAT FUEL TO THEIR CLAIMS.

I AM SURE OTHER MORE QUALIFIED WRITERS ARE INFORMING YOU OF THE ADVERSE ECONOMIC AND PERSONAL IMPACTS THAT THIS WILL CAUSE IN TOK, EAGLE DAWSON AND CHICKEN IF THIS PLAN IS FOLLOWED. ALL I WILL ADD IS THAT THEY ARE RIGHT. LOCAL BUSINESSES HAVE SPENT A GREAT DEAL OF TIME AND PERSONAL MONEY ADVERTISING THE TOP OF THE WORLD HIGHWAY AS AN ALTERNATE ROUTE TO THE ALASKA HIGHWAY, MANY TRAVELERS ALREADY FIND THIS ROAD A CHALLENGE, INCREASED SURFACE DAMAGE AND A POSSIBLE LATE OPENING WILL NOT MAKE OUR MARKETING ANY EASIER.

THANK YOU FOR TAKING THE TIME TO READ AND CONSIDER THIS LETTER.



SINCERELY

To: Commissioner Perkins
Re: Spring maintenance of the Taylor Highway
Date: 3/2/99

The Taylor Hwy. is an important port of entry into Alaska. The Poker Creek border station has seen an increase in numbers entering at that port due to interest in the Gold Rush history so vividly displayed on the route.

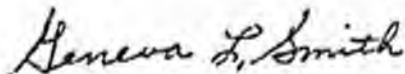
At Carl Morgan's constituent meeting on 2/28/99, concerned citizens of the Tok area presented many reasons why there should be no delay in the opening and maintenance of the Taylor highway.

- Damage to the roadbed by washouts from glaciating streams overflowing the banks, and unthawed culverts.
- Residents of Boundary, Eagle, Chicken, and seasonal miners cannot get proper food and fuel deliveries. (Maintenance verses emergency fly-in of fuel and food)
- Safety concerns for tourist traveling this section of the highway, a popular loop to Dawson, Y.T. and Eagle.
- Loss of economy not only to this area but also to all destinations within Alaska. Tourists begin their vacations here at the first community on the ALCAN hwy.
- State trooper response delays in the region, when emergencies on the Taylor Hwy. Take them out of the area for long periods of time.
- At the death of my husband last Spring, there was a 2 ½ hr. wait before a trooper could come, before the body could be released from the EMT personnel who had to remain in the home.
- Emergency vehicles, which serve the area to Boundary and Chicken, would be delayed due to road conditions, which could result in death and legal ramifications.
- Budget appropriation was approved for this maintenance last year, and should not be removed without consulting those of us it affects.

I have been a citizen of Tok for 43 years, and have been self employed since 1972 in the tourist industry. It is my personal opinion, but this stinks. Up to the time of his death in April 1998, my husband, Paul Smith, worked hard for Alaska, promoting tourism and economic growth for all Alaskans. Paul was president of the Tok Chamber of Commerce For the past ten years.

Please do the right thing for our state by opening, maintaining and developing the highway system rather than harming this vital link in the road system of our state.

Sincerely,



Geneva L. Smith
Snowshoe Fine Arts and Gifts
PO Box 559
Tok, AK 99780
Ph: 907-883-4181

Debbie Muir
 P. O. Box 333
 Tok, AK 99780
 Home Phone (907) 883-3080

March 04, 1999

Community & Regional Affairs Committee
 Co-Chairs: Rep Halco & Harris

Fax: 907 465-2418

RE: Taylor Highway

Dear Sir,

In regard the DOT not plowing and starting spring clean-up on the Taylor highway. I know that the state is going through budget reform. The question is why, the rural communities, seem to be the ones that has to give. I live in Tok. Currently there is not allot of industry in this area, besides the tourist, mining and trapping. The few people that live here, depend on the tourist industry for a yearly salary. When tourist can not be accommodated, they go also where. The mere fact, that the tourist can get over the Taylor highway to Dawson, Top of World and Chicken adds dollars to the local economy. Many tourist enter Alaska through the Border, but stay in Tok a couple days, go see the sights, and then to Dawson. They back track from Dawson and spend the night in Tok. Everyone that lives here, knows the roads are no longer ours come Spring to late fall. They belong to the Tourist.

Tok and the surrounding cities do not have the cruise ships that allot of the large cities have. They depend on the road traffic, for that part of the industry. I have lived in Ketchikan and Anchorage and seen the impact that this has on each town. Sure not plowing a tourist road, would not effect the cruise ships. Are their cuts, not have the dock areas or airports available for this kind of tourist?

The tourist are coming earlier and staying later each year. I have already seen several motor homes and trailers from out-of-state this month.

The next thing is safety. If you have ever been around some of the tourist, they go where they want to. When I lived in Ketchikan, you could not get through downtown when a couple ships where in. The tourist filled the streets, crossed where they want, and never paid the traffic much mind. Now how are we going to, stop the tourist from the Taylor Highway? Are we going to block it off at both ends? When, not the question if, an accident happens, how is the local troopers and medical service going to get up there? Those of us that live here, use snow machines. Are we going to snow machine accident victims out? Who pays for the medical flights if we can get one in there? Who pays for the overtime that the trooper incurs to get there and try and get these people out? Who pays for the lawsuit, when the State get sued?

In the short run, it may save a few dollars, in the long run it will end costing the State.

I wish that the legislative would give more thought to what the cuts in the rural areas do to the economy, welfare of the people, and the basic service that people in the city depend on. We don't have a Fred Meyer or a Carrs in short driving distance. We don't have access to medical needs at the corner. We have to wait, till the one trooper on duty can get off a call and drive to us. That may throe or four hours or the next day. When Governor Knowles, ran for office he stated that he would remember the bush!

Sincerely,

Debbie Muir
 Debbie Muir

To Whom it may concern:

As I stated previously in my public opinion message, I feel that it is crucial that the Taylor Highway be opened before the planned May opening date.

Having spent 22 years in Chicken, I see the need to have the road opened early. People will want to get out for supplies, fuel, and a cabin fever reliever.

If the road is only opened for one week part of the problem will be remedied, but it will open up another problem; the still frozen culverts will wash out.

I hope my opinion/requests will help to get the Taylor Highway open in a timely fashion.

Sincerely,

Dana E. Aldrich

Dana E. Aldrich

Dear, House Finance Committee,
Community + Regional Affairs Committee,
Governor Knutson,
Representative Earl Morgan

Joseph A. Line
PO Box 7473
Tuk, AK 99780
(907) 223-4764

As an Alaska State DOT employee and a lifelong Alaska resident I am extremely troubled by your decision to delay the opening of the Taylor Highway. Not only will this be a financial hardship for my family but it will have far reaching impacts on the communities of Tok, Chitina, Eagle and the rest of Alaska. Dawson will also be hard hit making this an international problem. No traveler wants to make a trip to Dawson only to retrace their steps. This will scare away many people that have alternative destinations.

As the laborer for the Taylor I am aware of the numerous problem culverts which require constant care during the thaw to keep them flowing. If these culverts plug up or freeze they will wash out the road. The highway is about 200 miles long. If there were only one culvert per mile, (a conservative estimate) and 10% of these had any problem (also conservative), that would mean about 20 washouts to repair. This would quickly eat into your \$316,000 "savings".

I am also concerned that you would leave the some 200 citizens of Eagle without food or fuel for 3 months! Are you prepared to fly in supplies? How much does a C-130 cost.....?

I saw the Canadian traffic count from last summer (entering AK). During June + July they counted 5,000 cars a month. If the same number leave the state, that is over 20,000 cars in 2 months not counting local traffic.

I understand that the money to open the road was appropriated in the last fiscal year. Where is this money now!!! I think you know who appropriated it and I feel they should be held accountable!!!

When you have made claims that you want to support local economies,
now you are threatening to take it away! If this threat is heard
in the lower 48 people may think that the road is unsafe to
travel. This would crush our economy for years. Show
us that you care about the people of Alaska and open the road
on ~~the~~ schedule!

sincerely,

DOUGLAS R. PINE

Doug R. Pine

GOOD MORNING: MY NAME IS DANA ULVI AND I HAVE BEEN A RESIDENT OF EAGLE AND THE STATE OF ALASKA FOR 25 YEARS. I WOULD LIKE TO SHARE SOME OF MY EXPERIENCE LEARNED DURING MY 6 YEARS AS PART OF THE MAINTENANCE CREW ON THE TAYLOR HIGHWAY.

LET ME BEGIN BY SAYING THAT DEFERRING MAINTENANCE ON THE TAYLOR MAY LOOK GOOD ON PAPER, BUT THE REALITY OF ITS COST EFFECTIVENESS STOPS THERE.

TRADITIONALLY, MAINTENANCE ON THE TAYLOR BEGINS IN MID MARCH AND RUNS THROUGH MID OCTOBER. THIS MAINTENANCE SCHEDULE IS CRITICAL TO A SAFE, COST EFFICIENT, OPEN HIGHWAY SEASON.

REMOVING SNOW AND ICE FROM THE ROAD SURFACE IN LATE MARCH AND EARLY APRIL WHEN THE ROAD SURFACE IS FROZEN, KEEPS THE LOSS OF PRECIOUS SURFACE MATERIALS TO A MINIMUM. GIVEN THAT OUR 2 MATERIAL SOURCES ARE AT EITHER END OF THE 40 MILE SECTION THAT MY PARTNER AND I ARE RESPONSIBLE FOR, THE LOGISTICS OF REPLACING LARGE QUANTITIES OF ROAD SURFACE WITH ONE 8 YARD DUMP TRUCK ARE OBVIOUS.

DEPENDING ON GLACIERS, SNOW DEPTH, EQUIPMENT BREAKDOWNS AND WEATHER, WE NORMALLY HAVE THE ROAD OPEN TO TRAFFIC BY MID APRIL, JUST IN TIME FOR THE SPRING THAW.

NOW BEGINS OUR VERSION OF A D.O.T. JUGGLING ACT. BETWEEN THE TWO OF US WE ARE RESPONSIBLE FOR SIMULTANEOUSLY KEEPING OUR 40 MILES OF HIGHWAY OPEN TO TRAFFIC, MAINTAINING EAGLE'S SCHOOL BUS ROUTES, CITY STREETS AND AIRPORT, AS WELL AS THE REPAIR AND SERVICE OF 5 PIECES OF HEAVY EQUIPMENT. BELIEVE ME THERE'S NO FAT TO CUT HERE.

OUR 40 MILE STRETCH OF HIGHWAY IS BISECTED BY LITERALLY HUNDREDS OF DRAINAGES, SOME ARE LARGE CREEKS WHICH RUN UNDER THE ROAD AT BRIDGES; MOST HOWEVER RUN UNDER THE ROAD THROUGH CULVERTS. THESE CULVERTS FREEZE SOLID DURING WINTER MONTHS, REQUIRING STEAM THAWING. IN THAWING THESE CULVERTS IT IS NECESSARY TO ALLOW THE VOLUME OF WATER TO REACH A POINT WHERE ONCE THAWED, THE RUNNING WATER WILL KEEP THESE CULVERTS OPEN, OTHERWISE THEY SIMPLY REFREEZE AND WASH OUT THE ROAD.

DEFERRING THIS CRITICAL PREVENTATIVE MAINTENANCE WILL RESULT IN DOZENS OF WASH OUTS ALL REQUIRING NEW CULVERTS, THOUSANDS OF CUBIC YARDS OF MATERIAL AND UNTOLD OVERTIME WORK HOURS FOR PERSONNEL AND EQUIPMENT.

TO BEGIN MAINTENANCE ON THE 1ST OF JUNE FACED WITH MAJOR RECONSTRUCTION IS COUNTER PRODUCTIVE. THIS IS WHEN WEIGHT RESTRICTIONS ARE IMPOSED ON OUR HIGHWAYS IN ORDER TO MINIMIZE THE DAMAGE DONE BY HEAVY VEHICLES ON SOFT ROADS.

③

MAR 08 '99 10:00 ENGLE SCHOOL

ALSO MY EXPERIENCE HAS TAUGHT ME THAT LATE MAY AND JUNE ARE NOTORIOUSLY RAINY.

● IN JUNE OF 1997 THE TAYLOR HIGHWAY WAS CLOSED FOR DAYS DUE TO TORRENTIAL RAINS WHICH WASHED OUT THE HIGHWAY IN NUMEROUS PLACES REQUIRING EMERGENCY FUNDING TO REPAIR.

LET'S REMEMBER OUR CREWS ON THE TAYLOR HIGHWAY ARE EQUIPPED FOR PREVENTATIVE MAINTENANCE, NOT ROAD CONSTRUCTION. I BELIEVE AN OLD ADAGE APPLIES HERE: "AN OUNCE OF PREVENTION IS WORTH A POUND OF CURE".

NOW I CAN'T SPEAK FOR ANY OTHER HIGHWAY, NOR ANY OTHER SECTION OF THE TAYLOR HIGHWAY, BUT I KNOW THIS PARTICULAR STRETCH, VERY, VERY, WELL. GIVEN THE BEST CASE SCENARIO OF A MIRACULOUS MELT OFF WITH MINIMAL ROAD DAMAGE, WE'LL NOW HAVE D.O.T. MAINTENANCE CREWS, LOCALS, COACHES, PRIVATE R.V.'S, TOURISTS, AND COMMERCIAL TRAFFIC ALL CONVERGING EARLY JUNE ON A ROAD THAT IN MANY PLACES IS ONE LANE. THIS IS NOT A SAFE SITUATION FOR ANY OF US. AND FRANKLY I'M SURPRISED THAT D.O.T. HAS NOT ADDRESSED THIS SAFETY ISSUE.

OBVIOUSLY, THIS DECISION TO DELAY ROAD OPENINGS, DID NOT TAKE INTO CONSIDERATION REAL COSTS, SAFETY CONCERNS OR THE IMPACT UPON ALASKA'S RESIDENTS & VISITORS.

THANK YOU

Jeanne Tatangelo
 Box 27
 Eagle, Alaska 99738
 ph. 907 547 2267
 March 8, 1999

To the committee hearing testimony on delays of road openings:

For over 20 years I've been a resident of Eagle and a registered voter in our state. A couple of things concern me about the decision to defer maintenance on the Taylor highway, which will have, according to D.O.T. commissioner Joseph Perkins (from a memo to James R. Ayers dated Feb. 17, 1999), a "minimum impact on the citizens of the state".

Here's what concerns me: firstly, deferred maintenance never saves money and the commissioner should know this while, secondly, denying communities safe and timely access to our state highways most definitely maximally impacts citizens, and not just those who live on them.

And let's clarify something: communities on road systems are not "the bush". In my community only a handful of us have ever lived in "the bush". There is no road access to "the bush": you walk, you boat, you run dogs, you ATV, you snow machine, you land small planes to access "the bush".

But road access is another thing: road access is what serves communities. And communities are what make up our great state, communities big and small. Every one should count and we should all be connected by our road system.

Denying service, in this case access, to communities because they are small, is a precarious political cut, given our state's present political climate. House Speaker Brian Porter, in the Juneau Empire's Legislative Edition, is quoted as saying he thinks the legislature is "still going to be in a position of trying to convince the rural folks there wasn't a conspiracy, and were going to continue looking out for them".

So denying rural citizens safe and timely access to our highway system is "looking out for" us...

THINK US 55 10-02 EMBLE-SCHOOL P. 677
Twice a year my family travels to Fairbanks. We spend approximately \$5,000 of hard earned money each trip, and plenty more if we're building. We do our share stimulating the Alaskan economy. We patronize motels, restaurants, service stations, movie houses, doctors, dentists, accountants and stores a plenty. I suspect if rural folks stopped patronizing Alaska's big cities, those cities wouldn't be able to support quite as many of the malls and big discount/warehouse stores urban folks have access to and enjoy year round.

I'd like to ask whether any of you on the committee can even imagine what it is like to take care of all your family's shopping, medical, dental and urban recreational needs in a couple of 3-4 day visits to town? Can any of you even imagine a 6 month hiatus in between visits? Probably not, but surely you are compassionate enough to understand how anxious those in our community are to simply drive to town and spend their money! Not to mention the many thousands of tourists wanting to drive in to spend their money in our community!

Yes, it's all about money. When I moved here in the 1970's Alaska had a sales tax, a state income tax, a school tax and no permanent fund dividend giveaway. Since then various legislatures have rescinded the 3 former and instituted the latter, creating, in effect, Alaska's very own state subsidized welfare system.

And is rural Alaska responsible for our present state of affairs? I hardly think so. Rather, short-sightedness, poor planning and a lack of political courage has brought us to where we are, in my humble opinion.

My suggestion to your committee is this: save \$316,000 somewhere else! Be creative, be fair; affect many citizens minimally rather than a few citizens maximally.

Here are some ideas: ask all state workers to take a day of leave without pay, suggest D.O.T. administration take a cut (a novel idea), cut the hefty legislative per diem perhaps, dip into the constitutional budget reserve, use PFD monies and proactively work to raise monies NOW, not 2 years from now after our highway has become a neglected, costly, dangerous muck mine.

Please keep our road open and let the Alaskan economy be stimulated.

Sincerely,
Jeanne Tatangelo

Jeanne Tatangelo^{P. 1/1}
 Eagle, Alaska 99738
 907-547-2267 ph.
 February 17, 1999

Dear Commissioner Perkins,

How can the Department of Transportation consider that allowing the Taylor Highway to melt off in spring will result in a savings of funds? Our highway crew has opened the road each year in a timely, cost-effective manner precisely because it is just that: timely and cost-effective.

Early spring snow removal does not damage the road surface or waste valuable surface gravel. Removing built-up glaciated ice prevents it from melting and washing out the highway. Thawing the many culverts prevents flooding and erosion during the early spring months. Road crews keep the highway free of boulder slides and other road blocks. They serve as a safety net for travellers.

Not allowing our road crew to do its spring job will surely result in one expensive mess that will most likely have them working overtime. Where is the savings? When will our legislators learn that deferred maintenance does not result in greater savings but rather greater expense?

The Taylor Highway is travelled daily by hundreds of private RVs, locals, and dozens of coaches carrying tourists. One such coach company, Holland America, suffered a fatal accident not too many years ago; a young woman was left completely paralyzed and several tourists were seriously injured. By not properly maintaining the Taylor Highway, the state is irresponsibly opening itself up for more litigation. How is this cost effective?

The Taylor Highway can safely be travelled in early spring by truckers, when weight restrictions are lifted. This allows fuel companies to essentially refuel our community efficiently, before break-up weight restrictions are imposed.

Forcing commercial, tourist and local traffic to all resume after road crews can, hopefully, put our road back together again; in summer, will surely result in a funnelling of excessive traffic, traffic loads our road was never designed to handle in the first place.

There is a flow to our highways maintenance and our highways traffic patterns and use. Allowing it to melt into a rutted muck-mire, which will then be descended upon by excessive traffic, is illogical, wasteful & dangerous. Surely the Department can do better than this.

Sincerely,
 Jeanne Tatangelo

cc: Senator Georgiana Lincoln
 cc: Rep. Carl Monagan 3/8/99

POM for Representative Halcro

From: Mrs. Lana Creer-Harris
PO Box 1214

Telephone: 443-5535

Nome, AK 99762

NON Constituent

Registered Voter: Y

Subject: HIGHWAYS

Message:

HUNDREDS OF BIRDPWATCHERS WILL ARRIVE MAY 30TH EXPECTING TO BE ABLE TO GET TO COFFEE DOME, SAFETY AND TELLER. THE ROADS MUST BE OPEN. THESE PEOPLE BRING ALOT OF MONEY TO ALASKA. NOME WILL SEE GROWTH IN THIS INTEREST. BECAUSE ATTU IS CLOSING THEY WILL COME HERE.

Entered in NOM on 3/05/99 POMID: 1229

Distribution: 44

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Message 29 out of 37.

Comm of Regional Affairs Comm.
Reps Hale. so + Harris

We have a tourism business,
Mukluk Land, in Tok + feel it is
super important to have the
Taylor Highway open at the regular
times. We are also concerned about
our Eagle friends + owners that
need fuel + food. Since money
was appropriated for this
project, it should be spent for
the project.

Beth Jacobs

907-883-2571

March 4, 1999

Meetings;

I am a resident of Tok and am very concerned about the plan not to open the Taylor Highway. It is a gravel road and it is sure to wash away without proper maintenance. Not opening the road at the proper time will cause hardships for people along the road and in the communities of Chicken and Cagle. I know many of those folks personally and they only have enough food and fuel supplies to last until the normal time of road opening. Are you going to air-lift supplies into them all? The Taylor Highway is one of the routes thousands of tourists take into Alaska. If it washes out, will we lose all that business? I can not see cutting out of the budget a normal operating expense. This road has been opened always and should continue to be so.

Thank you,
Debra Harvissin

Debra Harvissin
P.O. Box 54, Tok
983-5727

March 4, 1999

Dear sirs,

I am a resident of Tok, and an employee for D.O.T on the Taylor Highway. I am concerned about the decision not to open the Taylor Highway. Not only does it affect my job, future and family, it affects many other people in our community. The people of Eagle and the year round residents along the highway will be greatly impacted also. I am concerned about their ability to get fuel, food and other necessities needed. June is a long time to wait if the winter supplies run out by mid April. I have worked four seasons on the Taylor Highway and know that there would be many problems if the road is left to "open itself". Many of the culverts on the road glacier with ice during the winter, plugging them up. If left unthawed, I would expect that the road would suffer several washout areas. In the long run, I think the State Of Alaska will end up spending more money on repairs than they will have saved by not opening the road.

Thank you very much,
Seward Harbison
Box 688
Tok, Alaska 99780
907-883-5924

POM for Representative Halcro



From: Mrs Crystal Fagundes-Burns
POBox 5

Telephone: 883-5518

Chicken, AK 99732

NON Constituent

Registered Voter: U

Subject: HIGHWAYS
Message:

PLEASE OPEN THE TAYLOR HIGHWAY AS PLANNED ON 3/8/99 THE ROAD REQUIRES OPENING FOR THESE REASONS: 1-NOT REMOVING THE 8 FT OF GLACIER ICE AT MILEPOST 150 WILL WASH THE ROAD OUT. 2-THE MINERS FROM CHICKEN, EAGLE AND BOUNDARY WILL NOT MINE IF THEY CANNOT FREIGHT BY APRIL 1. THEY WILL LOOSE AN ENTIRE MINING YEAR.3- EAGLE IS EXPECTING DELIVERY OF FUEL, FOOD AND BUILDING MATERIALS.4-ALASKA WILL SUFFER ECON.DUE TO LOST TOURIST DOLLARS ALSO THE YUKON.

Entered in TOK on 3/04/99 POMID: 1179

Distribution: 60

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Message 39 out of 42.

Mr John
PO box 5

R Burns

883-5518

Chicken

AK 99732

Distribution
60

Affiliation
40 mile

Reg Voter
U

Date POM Sent

Constituency

Bill Number

Response

Subject

03/04/1999

C

HIGHWAYS

PLEASE OPEN THE TAYLOR HIGHWAY AS PLANNED ON 3/8/99 THE ROAD REQUIRES OPENING FOR THESE REASONS: 1-NOT REMOVING THE 8 FT OF GLACIER ICE AT MILEPOST 150 WILL WASH THE ROAD OUT. 2-THE MINERS FROM CHICKEN, EAGLE AND BOUNDARY WILL

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Mrs Crystal
POBox 5

Fagundes-Burns

C 13-5518

Chicken

AK 99732

Distribution
60

Affiliation
40 mile

Reg Voter
U

Date POM Sc...

Constituency

Bill Number

Response

Subject

03/04/1999

C

HIGHWAYS

PLEASE OPEN THE TAYLOR HIGHWAY AS PLANNED ON 3/8/99 THE ROAD REQUIRES OPENING FOR THESE REASONS: 1-NOT REMOVING THE 8 FT OF GLACIER ICE AT MILEPOST 150 WILL WASH THE ROAD OUT. 2-THE MINERS FROM CHICKEN, EAGLE AND BOUNDARY WILL

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Mrs Dana
po box 703

E Aldrich

883-5159

Tok

AK 99780

Distribution
06

Affiliation
self

Reg Voter
U

Date POM Sent

Constituency

Bill Number

Response

Subject

02/23/1999

C

HIGHWAYS

BEING A FORMER CHICKEN RESIDENT, I FEEL STRONGLY THAT THE TAYLOR HWY SHOULD BE OPENED BEFORE
MAY. NOT DOING SO WHOULD PUT PEOPLE OUT OF WORK. MINERS NEED TO HAUL SUPPLIES IN BEFORE THAW.
ALSO, THE LOCALS WILL WNT TO GET
OUT FOR GOODS.

THE
FOLLOWING
DOCUMENT(S)
ARE
POOR
ORIGINAL
COPIES

The House Community And Regional Affairs
To the State of Alaska Officials:

We are requesting of the Alaska State Legislator to appropriate funding in the operating budget of the Department of Transportation. This funding will be for four (4) winter snow plowings and four (4) summer gradings to the McCarthy Road (59 miles).

For the following reasons:

The McCarthy Road is the 'gateway' to the historic communities of McCarthy and Kennicott as well as the Wrangle St. Elias National Park.

The communities of McCarthy / Kennicott sole economic base is tourism.

The State of Alaska has recognized the McCarthy / Kennicott area and the Wrangell St. Elias National Park to be an alternate tourist destination to help with the over crowding in Denali National Park.

The McCarthy Road needs maintenance year round until such time as the road is up graded.

The McCarthy / Kennicott area has been growing steadily. Winter freighting on the road is crucial to the operation of businesses that provide visitor services. The deisel fuel, aviation gas, building supplies, vehicles, and large equipment has to be freighted across the ice on the Kennicott River.

Summer grading is essential to encourage visitors to come to this area.

Visitation to the McCarthy / Kennicott area also helps tourist spending in the neighboring communities.

Over the past year this petition was circulated for signatures because visitors to the area were cancelling reservations after attempting to drive the McCarthy Road.

Petition summary:

McCarthy / Kennicott

Land Owners, Residents, and Business Owners Please refer to page Two:

Respectfully Submitted By *Lane W. Moffitt*
Lane Moffitt P.O. Box MXY McCarthy, Alaska 99588 907-554-4402

Land Owners and Residents

Name	Address	City	State	Zip	# in Family
1 Adams, Frank	P.O. Box MDY	McCarthy	Alaska	99588	2
2 Adams, John	P.O. Box MDY	McCarthy	Alaska	99588	2
3 Adams, Faitha	P.O. Box MDY	McCarthy	Alaska	99588	2
4 Baird, Glenda	Paul BOX MDY	McCarthy	Alaska	99588	5
5 Bausch, Barbara	P.O. Box MDY	McCarthy	Alaska	99588	1
6 Bausch, Gary	P.O. Box MDY	McCarthy	Alaska	99588	1
7 Bay, Kully	P.O. Box MDY	McCarthy	Alaska	99588	3
8 Cook, Nancy	P.O. Box MDY	McCarthy	Alaska	99588	1
9 Coughlin, Karvin	P.O. Box MDY	McCarthy	Alaska	99588	1
10 Dennis, Susan	733 N. Guitkana Cr.	Palmer	Alaska	99845	2
11 Elick, Randy	P.O. Box MDY	Den Creek	Alaska	99588	1
12 Flury, Tom	19988 Birchwood Rd.	Den Creek	Alaska	99588	2
13 Gagnon, Al	Mary Creek	Chuglak	Alaska	99567	1
14 Gagnon, Fran	Mary Creek	McCarthy	Alaska	99588	1
15 Greese, Loy	Mary Creek	McCarthy	Alaska	99588	1
16 Hagosky, Richard	P.O. Box MDY	McCarthy	Alaska	99588	1
17 Hocking, Emily	P.O. Box MDY	McCarthy	Alaska	99588	1
18 Hertz, David P.	P.O. Box MDY	McCarthy	Alaska	99588	2
19 Jacobis Bob	PO Box MDY	McCarthy	Alaska	99588	1
20 Juntt, Dennis	P.O. Box MDY	McCarthy	Alaska	99588	1
21 Karsen, Rick	P.O. Box MDY	McCarthy	Alaska	99588	1
22 Kathryn, Bernice	P.O. Box MDY	McCarthy	Alaska	99588	1
23 Krichvats, Ken	P.O. Box MDY	McCarthy	Alaska	99588	2
24 Mitchell, Dianne	P.O. Box MDY	McCarthy	Alaska	99588	1
25 Mihal, Jeanette	P.O. Box MDY	McCarthy	Alaska	99588	1
26 Miller, Jen	P.O. Box MDY	McCarthy	Alaska	99588	3
27 Miller, Matt	P.O. Box MDY	McCarthy	Alaska	99588	1
28 Missipal, T.L.	P.O. Box MDY	McCarthy	Alaska	99588	1
29 Muelin, Lana	P.O. Box MDY	McCarthy	Alaska	99588	1
30 Morrison, Carole	Box 21 Chitina	Crystal Creek	Alaska	99588	1
31 Morrison, Daniel	Mile 42 McCarthy Road	Crystal Creek	Alaska	99588	4
32 Morrison, Emily	P.O. Box MDY	McCarthy	Alaska	99588	1
33 Mylles, Dan	P.O. Box MDY	McCarthy	Alaska	99588	1
34 Ogden, Doug	P.O. Box 269569	Anchorage	Alaska	99520	2
35 Ograsala, Jurgan	P.O. Box MDY	McCarthy	Alaska	99588	1
36 Richards, Chris	P.O. Box MDY	McCarthy	Alaska	99588	1
37 Rowland, Keith	PO BOX MDY	McCarthy	Alaska	99588	5
38 Royce, Frank Alvin	P.O. Box MDY	McCarthy	Alaska	99588	1
39 Salsapitch, Bill	FO BOX MDY	McCarthy	Alaska	99588	1
40 See, James	P.O. Box MDY	McCarthy	Alaska	99588	1
41 Small, Kenneth	P.O. Box MDY	McCarthy	Alaska	99588	1
42 Trujillo, G.L.	P.O. Box MDY	McCarthy	Alaska	99588	1
43 Tashiragal, Adam	P.O. Box 77182	Eagle River	Alaska	99577	1
44 Vance, Mitchell	Box 21 Chitina	Crystal Creek	Alaska	99588	1
45 Vlah, Richard Alvin	P.O. Box MDY	McCarthy	Alaska	99588	3
46 Whisk, Doretha	P.O. Box MDY	McCarthy	Alaska	99588	1
47 Wisniewski, Susanna	13441 Spearthlove	Anchorage	Alaska	99516	2
48 Wolly, Lynn	P.O. Box MDY	McCarthy	Alaska	99588	4
49 Williams, Jay	PO BOX MDY	McCarthy	Alaska	99588	4



Office - (907) 443-5555

Fax - (907) 443-2162

TO: House Community & Regional Affairs Committee

ATTN: Rep Andrew Gillen & FAX: _____ PHONE: _____

FROM: Rep. John Harris PHONE: _____

INSTRUCTIONS: Written Testimony for 3/9 House CRA Committee
Hearing.

SENT: Date 3/9 Time _____

NUMBER OF PAGES: 9 (NOT counting cover sheet)

TRANSMITTED BY: Becca Brewer



Alaska State Legislature

Please enter into the record my testimony to the House Comm / Reg Affairs
committee name
 committee on Seasonal Roads . dated 3/9/99
bill/subject

We have 25 permitted mining / exploration operations off the Nome Roads, eleven on the Kougarok Rd alone. The redirection of maintenance funds could delay fuel delivery until the 1st or mid-August. This alone could hurt all families trying to make a living. DOT should treat the Nome area people with the same respect as the 5 miners on the 1st 75 miles on the TAYLOR Rd.

Signed: Irene Anderson Irene Anderson

Testifier

AK Miners Assn - Nome Branch

Representing (Optional)

Box 1974 Nome AK 99762

Address

443-4023

Phone No.



BOX 430

NOME, ALASKA
FAX (907) 443-5966
PHONE (907) 443-2323

99762

March 8, 1999

Alaska State Legislatures

This letter is in regard to the delay in opening the rural area roads which involves the City of Nome. This delay in not opening the roads until July would cause a great deal of economic stress on the city. We here at the Nome Nugget Inn have worked hard over the years to establish business with many different bird watching groups that come from all over the United States. At the present time we have 355 rooms blocked for the month of June by bird watchers alone. That amount of rooms times are daily rate comes to around \$34,000.00 in revenue to us. This figure however only reflects the amount of money we stand to lose. There are other businesses that would also be effected by the groups not being able to travel the roads of Nome. Airlines, restaurants, gift shops, car rental, cruiseships as well as others as the groups have stated to me that if they are unable to use the roads they will find other states to travel to. This will not only cause hardship to Nome but to the State as well.

We urge you to fund the monies needed so that our roads can be operation for the June travelers.

Sincerely,

A handwritten signature in dark ink, appearing to read "Wiley E. Scott".

Wiley E. Scott
Owner



Alaska State Legislature

Please enter into the record my testimony to the HOUSE Community & Regional Affairs
 committee on Oversite Hearing on Seasonal committee name
Roads in Rural AK , dated MARCH 9, 1999
 bill/subject

We are year-round residents living at mile eight 1/2 of the Kougarok Road outside of Nome, AK. We have a child less than a year old and rely on snow removal to keep the road open for transit to our jobs and in case of an emergency with our child. We are three of twelve year-round residents of our neighborhood, six of whom are children. There are two additional year-round residents who live one mile further up the road and nine more year-round residents, two of whom are children, living at mile 13 of the Kougarok Road. We feel that keeping the Kougarok Road open after storms is warranted by the number of year-round residents (a high percentage of whom are children) on this stretch of the road, and that the amount of resources required to do so are well-spent to ensure the safety and well-being of our families.

Signed: Therese Umbholtz Adam C Umbholtz
 Testifier
Therese + Adam Umbholtz
 Representing (Optional)
P.O. Box 2043, Nome, AK 99762
 Address
(907) 443 4843 (message)
 Phone No.

My husband and I want our comments made part of the record of today's hearing

The decision to leave roads out of Nome into the country clogged with snow until Nature takes it's course will have an adverse affect on the community and the economy of the region. The time of year you intend to leave roads closed is exactly the time when many birdwatchers will need them open. Birding or bird watching is the fastest growing sport in the United States. Birdwatchers come to Nome in great numbers, they are a growing part of the tourism industry here. Nesting Beringean bird species, and accidental rare birds accessible from the local road system have made Nome a birding hotspot.

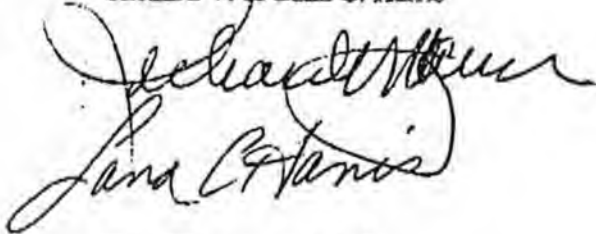
We are birdwatchers and members of the American Birding Association. The ABA publishes a membership directory, we are in it. Members from all over contact us when they are interested in coming to Nome to find out the best places to go for the birds they want to see. We get our first contacts in early fall when people plan their trips for the next summer.

Nearly 1500 hundred birders came to Nome last year. We expect more this year. The majority of these groups and individuals arrive between Memorial Day weekend and Fourth of July. They expect access to prime birder destinations: Teller, Safety Lagoon, Salmon Lake and above, Fox River, and Council. Attu soon will not be accessible as the ultimate Alaska destination for the hard core birders. More focus will turn to St. Lawrence Island and Nome to fill the niche for hard-to-find rare birds. People spend big money to get here, they leave a lot of that money in this community.

The old timers would call this plan, "penny wise and dollar foolish", to try and save a few thousand dollars and decapitate a growing local industry just when this region needs it most. The largest gold mining company in Nome is being sold, the future of the mining industry in this area is uncertain. Tourism dollars are important to our region now and will continue to grow in importance in the future.

Sincerely,

Richard V. & Lana C. Harris



PO Box 1214
Nome, AK 99762
443-5528

Nathan E. & Christine A.G. Perkins

P.O. Box 1584
1350 East 5th Ave.
Nome, Alaska 99762
◆
Home Phone (907) 443-5522
perkins@nook.net

DATE: March 08, 1999

TO: Andrew Halcro & John Harris
House Community & Regional Affairs Committee

FROM: Nate & Christine Perkins
P.O. Box 1584
Nome, Alaska 99762
(907) 443-5522
perkins@nook.net

RE: Oversight Hearing Regarding Opening of Seasonal Roads in Rural Areas

This letter is to inform you of our extreme displeasure with the State Department of Transportation's ill-conceived idea of allowing our local highways to melt themselves open this spring.

We fully understand the shortfall of budget funds. This certainly is a subject of conversation most regularly in this community. Bearing in mind that tens of millions of dollars have been spent in recent years on several of the highways to outlying communities, the notion of allowing mother nature to permit summer vehicle traffic is absurd. To think that all of the time, money and effort that went into building these fine corridors would be literally washed away with the spring run-off is not a good idea. We do not think this is proper management of the resources; resources being our highways and management being the DOT Regional Headquarters!

After a long, hard winter, we look forward to the opportunity to access our camps and the outdoors. Without the capability to drive to these important sites, we will be devastated. Our family has a summer camp in Council--an area ever so important to us. Driving by vehicle is our only method and means to get there. So, you can see the importance of having adequate access.

Please see to it that the Department of Transportation DOES NOT implement it's idea of allowing the local Nome area highways to melt open this spring.

Thank You

Nate & Christine Perkins



Alaska State Legislature

Please enter into the record my testimony to the HOUSE COMMUNITY/REGIONAL AFFAIRS
 committee name
 committee on OVERSIGHT SEASONAL ROADS dated 3
 bill/subject

ADF+G has two projects that are impacted by not opening the roads.

- 1) SALMON LAKE SOCKEYE SALMON RESTORATION - 5 EMPLOYEES
 40 TONS OF FERTILIZER MUST BE DELIVERED BY THE KOUGAROK HIGHWAY BY JULY 1, 1999
 SMOLT COUNTING PROJECT BEGINS JUNE 15, 1999
- 2) NIUKLUK RIVER COUNTING TOWER - 3 EMPLOYEES
 EMPLOYEES, EQUIPMENT + SUPPLIES ARE TRANSPORTED TO COUNCIL ON 1 JULY, 1999.

Signed: Peter J. Rob Peter J. Rob
 Testifier
ADF+G
 Representing (Optional)
POUCH 1148 Nome, AK 99763
 Address
443-3768
 Phone No.

February 24, 1999

Representative Richard Foster
House of Representatives
Room 410
Juneau, Alaska 99811-1182

Dear Richard,

I have just learned that DOT in Nome has had budget reductions to the extent that they are now planning on not opening the three highways out of Nome this coming spring. They plan to let mother nature do the job.

I don't use the roads to Teller or to Salmon Lake, so I can't comment on what will happen there, however, I understand the road to Salmon Lake had several serious washouts last spring.

I can speak about the Council highway if spring plowing is not done. They will have several serious washouts and will have to spend labor, equipment time, and materials moneys to reconstruct them. Last year one of the washouts was between 15' and 20' deep.

You know that I run a fishing lodge at Council. Last summer I spent a lot of money improving my accommodations preparing for the future. It is hard enough competing with the thousands of other sport fishing business' in the state. I depend on the Council road to transport my clients, supplies and fuel for the boats, camp generator and heating all my buildings. At an additional expense I guess I could try flying clients in, but as you know, the Department of Transportation has also quit maintaining the Council airport, which greatly restricts commercial flights to Council and registered guides are required to use commercial flight to transport their clients by air. In addition, there is no way I can fly everything else into Council. I transport approximately \$3,000 worth of fuel over this road each season and expect that to increase in the future. The people from White Mountain depend on this road to move supplies as well.

My clients start coming in as soon as the river system is fishable and that is in the last week of May. The season is very short and I plan everything around being able to use the road from the last part of May till late September. I have developed fly fishing clients that are willing to come early just for the huge grayling and trout. About one-half of my business is targeted prior to the salmon runs.

With all the money that is spent on roads in the state, like the proposed paving of the Denali Highway, I cant see why the Nome road system can't be maintained as in the past. It seems to me that every year some state or federal agency requires a new license or permit, or imposes new restrictions for a business like mine, and then reduces services that in effect make it still harder to conduct my business

MAR-08-99 MON 12:08 PM JOHN ELMORE....

907+349+9589..... P.03

Please do what you can to keep our roads on the same maintenance schedule as in the past. Please let me know if there is anything I can do. I have two shovels in Council, if you think they could help! Hope to see you in Nome or even Council next summer. Your always welcome so don't hesitate to stop in for a meal or coffee.

Thanks.

John W. Elmore
Camp Bendeleben
Council, Alaska


cc: Ralph Swarthout, M&O Director, Northern Region, Fairbanks
Jim Adams, M&O Manager, Western District, Nome



Alaska State Legislature

Please enter into the record my testimony to the CARA
 committee name
 committee on Seasonal Road Opening dated March 9 '99
 bill/subject

A few years back the Legislature
 elected to move the clock ^{3 hours} forward to
 "keep up & accomodate."
 the ^{2 month} delay in road opening will hinder
 accomodation.

Signed:  Jim Adams
 Testifier

self
 Representing (Optional)

Box 306 Nome, Alaska 99762
 Address

907 443-4660
 Phone No.

Fax Transmission

Date: Tuesday, March 09, 1999

Time: 11:05:00 AM

1 Pages

To: Becka
Legislative Information Office

phone: 907-443-5555

fax: 907-443-2162

From: Kenneth A. Hughes, III
Grantley Harbor Tours

phone: (907)-642-3682

fax: (907)-642-3681

Re: Not taking proper care of the roads will destroy them. Instead of spending money plowing snow, we'll be asking instead for road rebuilding funds as they get wiped out by uncontrolled flooding. More could perhaps be done by privatizing the maintenance....with proper oversight..free up creativity as in how to deal with the problems more cost effectively (more proaction) than the current state system. The roads are an integral part of the economy here, they are worth it!



March 7, 1999

Alaska State Legislature
House Community and Regional Affairs Committee
State Capitol
Juneau, AK 9801-1182

Dear Alaska Legislators.


This letter is in regards to the Department of Transportation preliminary plans to allow the three state maintained road systems out of Nome to "thaw out naturally" rather than following the established method of plowing out the drifted roads and opening culverts in mid-May. This method will keep the roads out of Nome closed an additional two months than normal, opening in mid July. Although the intended cost savings of this particular action are appreciated by the citizens and businesses of Nome, the Nome Chamber of Commerce, as representatives of the local business community, feel this measure will do significant economic harm to not only to Nome business but also to outlying businesses and communities in the region.

If the roads do not open until July 15th, many of our local businesses will suffer. The relatively new and developing local tourism industry will be affected as the "early birders" which flock to Nome to observe the region's birds, will be unable to travel to the popular nesting grounds. The businesses that cater to these tour groups, such as the hotels and numerous B&B's, local tour companies, and restaurants, will be severely impacted. The popular fishing spots which are numerous along all three road systems will be closed off to both outside and local sportfishermen, which many small local retail businesses depend on such as sporting goods stores, gas stations, liquor and grocery outlets. The local mining and mineral exploration entities, which are already reeling from low gold prices, will also be impacted as miners and geologists are unable to travel to their respective claims and mines. Commerce will also be impacted in the surrounding villages, especially between Teller, a village of approx. 250 people connected by a seasonal road to Nome, but also villages to the south east of Nome which travel partially by boat and the remaining distance to Nome via the road system for shopping. Subsistence harvests will also be impacted significantly, of which this region's economy is also dependent upon.

In addition, we have observed in the past that significant damage to the roads can occur due to runoff if the existing snow is not plowed and merely allowed to melt naturally. This will require additional fund expenditures in the future, possibly even a greater amount needed to plow during the spring.

The Nome Chamber of Commerce would like to strongly encourage the Alaska Legislature to reconsider this proposed policy in light of the issues presented above. Thank you in advance for your consideration in this matter.

Sincerely,



Scot Henderson
Vice President
Nome Chamber of Commerce

Nome Chamber of Commerce: Box 1008, Nome, AK 99762 (907) 443-3879 FAX 443-3879

Alaska Department of Community and Regional Affairs

DCRA Community Database
Detailed Query Results

Eagle

Community Overview

Current Population: 168
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
School District: Alaska Gateway Schools
Regional Native Corporation: Doyon, Limited
Located at: 141° 12' W Longitude - 64° 47' N Latitude
Land Area: 1.4 Square Miles
Water Area: 0.0 Square Miles

Location Description -----

The City of Eagle and Eagle Village are located on the Taylor Highway, 12 miles west of the Alaska-Canadian border. Eagle is on the left bank of the Yukon River at the mouth of Mission Creek. The Yukon-Charley Rivers National Preserve is northwest of the area.

History -----

The area has been the historical home to Han Kutchin Indians. Established as a log house trading station called "Belle Isle" around 1874, it operated intermittently as a supply and trading center for miners working the upper Yukon and its tributaries. Eagle City was founded in 1897, and was named after the nesting eagles on nearby Eagle Bluff. By 1898, the population had grown to over 1,700. Eagle was the first incorporated city in the Interior, in January 1901. A U.S. Army camp was established in 1899, and Fort Egbert was completed in 1900. The Valdez-Eagle Telegraph line was completed in 1903. By 1910, Fairbanks and Nome gold prospects had lured away many, and the population had declined to 178. Fort Egbert was abandoned in 1911.

Culture -----

Most Eagle residents are non-Native. However, the adjacent Eagle Village is home to over 30 Natives. Subsistence activities are a part of the lifestyle.

Economy -----

Retail businesses, the school, mining and seasonal employment such as tourism and BLM fire-fighting provide the majority of employment. Year-round earning opportunities are limited. Subsistence activities provide some food sources.

Facilities -----

Most residents haul water from the community well, dug by hand in 1909. A few households have individual wells and septic tanks, with complete plumbing. Outhouses are used by most residents. The landfill has been closed by the BLM; the landfill in Eagle Village is available.

Transportation -----

Eagle has access to the state road system and Canada only during summer months via the Taylor and Top of the World Highways. A State-owned 4,500' gravel airstrip is available; flights originate from Fairbanks and Tok. Float planes land on the Yukon River. There is no dock, but a public boat landing is available. In the summer, boat tours are available between Dawson City and Eagle on the Yukon River.

Climate -----

Interior Alaska experiences seasonal temperature extremes. January temperatures average -22 to -2, but can range as low as -60; July temperatures average 50 to 72. Average annual precipitation is 11.3 inches. Ice fog occurs during long cold spells.

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Department of Community & Regional Affairs

Research & Analysis Section

Phone: 907-465-4750 Fax: (907) 465-5085

e-mail: Michael Cushing MCushing@ComRegAf.state.ak.us

Alaska Department of Community and Regional Affairs



DCRA Community Database
Detailed Query Results



Eagle

Population and Housing

The following Population and Housing data is from the 1990 U.S. Census.
This is the only available source of detailed community-level information available on a statewide basis.

Eagle is located in the Southeast Fairbanks Census Area.
The figures are estimates, subject to sample variability.
The percent of all households sampled in Eagle was: 45.9%.
Note: Current socio-economic measures could differ significantly.

Popu'ation and Ethnicity -----

Total Population (1990)*:	168	American Indian:	5
Male:	89	Eskimo:	0
Female:	79	Aleut:	0
Native:	5	Caucasian:	163
% Native:	3.0%	African American:	0
Non-Native:	163	Asian/Pac Islands:	0
		Other Ethnic:	0

*Current Population, Certified December 1998 by DCRA, is 168

Population History -----

1880:	0	1940:	73
1890:	0	1950:	55
1900:	383	1960:	92
1910:	178	1970:	36
1920:	98	1980:	110
1930:	54	1990:	168

Housing Characteristics -----

Total Housing Units:	146	Owner Occupied:	52
Occupied Housing:	66	Median Value Owned Homes:	\$ 36,300
Vacant Housing:	80	Renter Occupied:	14
		Median Rent Payed:	\$150
Persons in Owned Units:	129		
Persons in Rented Units:	39		
Persons in Institutions:	0		
Persons in Group Quarters:	0		
Structure types:			
Single Family:	140	10 to 19 Units:	0
Single Family Attached:	1	20 plus Units:	0
Duplex:	2	Trailers/Mobile Homes:	1
3 or 4 Units:	0	Boats/Other Types:	2
5 to 9 Units:	0		
Household types:			
Occupied Households:	66	Family Households:	49
Avg. Persons per House:	2.55	Non-Related Households:	17

Housing: Plumbing/Water/Sewer/Heating/Phones -----

Plumbing, Percent of Households That do not Have:

Complete Plumbing:	85.2%	(lack sink, bath/shower, or flush toilet)
Complete Kitchen:	81.0%	(lack stove, fridge, or running water)

Water, Percent of Households Using:

Public Water System:	76.1%
Individual Well:	22.5%
Other:	1.4% (River, Cistern, etc.)

Sewer, Percent of Households Using:

Public Sewer System:	0.0%
Septic Tank/Cesspool:	21.1%
Other Disposal:	78.9%

Heating Methods, Percent of Households Using:

Electricity:	0.0%	Piped Gas (utility):	0.0%
Fuel Oil, Kerosene:	41.5%	Coal or Coke:	0.0%
Wood:	58.5%	Solar Energy:	0.0%
Bottled, Tank, LP Gas:	0.0%	Other Fuel:	0.0%
		No Fuel Used:	0.0%

Phones, Percent of Households That do not Have:

Phone: 64.8%

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Department of Community & Regional Affairs
Research & Analysis Section

Alaska Department of Community and Regional Affairs



DCRA Community Database
Detailed Query Results



Eagle

Economy, Employment, Income and Poverty

General Description of the Local Economy -----

Retail businesses, the school, mining and seasonal employment such as tourism and BLM fire-fighting provide the majority of employment. Year-round earning opportunities are limited. Subsistence activities provide some food sources.

The following Income and Employment data is from the 1990 U.S. Census.
This is the only available source of detailed community-level information available on a statewide basis.

Eagle is located in the Southeast Fairbanks Census Area.
The figures are estimates, subject to sample variability.
The percent of all households sampled in Eagle was: 45.9%.
Note: Current socio-economic measures could differ significantly.

Household Income and Community Poverty Levels -----

Families with Household Income:

Less than \$10,000:	14	\$60,000 - \$74,999:	0
\$10,000 - \$19,999:	23	\$75,000 - \$99,999:	4
\$20,000 - \$29,999:	4	\$100,000 - \$125,000:	2
\$30,000 - \$39,999:	3	\$125,000 - \$149,000:	0
\$40,000 - \$49,999:	0	Over \$150,000:	0
\$50,000 - \$59,999:	0		

Median Household Income: \$ 12,500 Percent below Poverty: 43.4%
 Median Family Income: \$ 13,750 Persons in Poverty: 69

Employment -----

Total Potential Workers (16+):	118	Private Sector:	41
Total Employment:	56	Self Employed:	15
Armed Forces Employment:	2	Local Government:	2
Unemployed (And Seeking Work):	26	State Government:	5
Percent Unemployed:	32.5%	Federal Government:	6
Adults Not in Labor Force:	36		
% Adults Not in Labor Force:	52.5%		

Employment by Occupation and Industry -----

<u>OCCUPATION</u>		<u>INDUSTRY</u>	
Executive/Administrator:	2	Forestry/Fishing/Farming:	0
Professional Specialty:	4	Mining:	3
Technician:	3	Construction:	2
Sales:	13	Non-Dur. Manufacturing:	0
Administrative Support:	9	Durable Manufacturing:	0
Private Household:	0	Transportation:	7
Protective Service:	0	Communications/Utilities:	6
Other Professional Service:	11	Wholesale Trade:	0
Forestry/Fishing/Farming:	2	Retail Trade:	16
Precision Craft or Repair:	8	Fin./Insur./Real Estate:	0
Machine Operators:	0	Business & Repair Service:	4
Transportation or Materials:	2	Personal Services:	2
Handler/Equipment/Labor:	0	Entertainment/Recreation:	0
		Health Services:	0
		Education Services:	6
		Public Admin.:	5
		Other Prof. Services:	3

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Department of Community & Regional Affairs
 Research & Analysis Section
 Phone: 907-465-4750 Fax: (907) 465-5085
 e-mail: Michael Cushing MCushing@ComRegAf.state.ak.us