

4-08-10 Briefings

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ALASKA STATE LEGISLATURE

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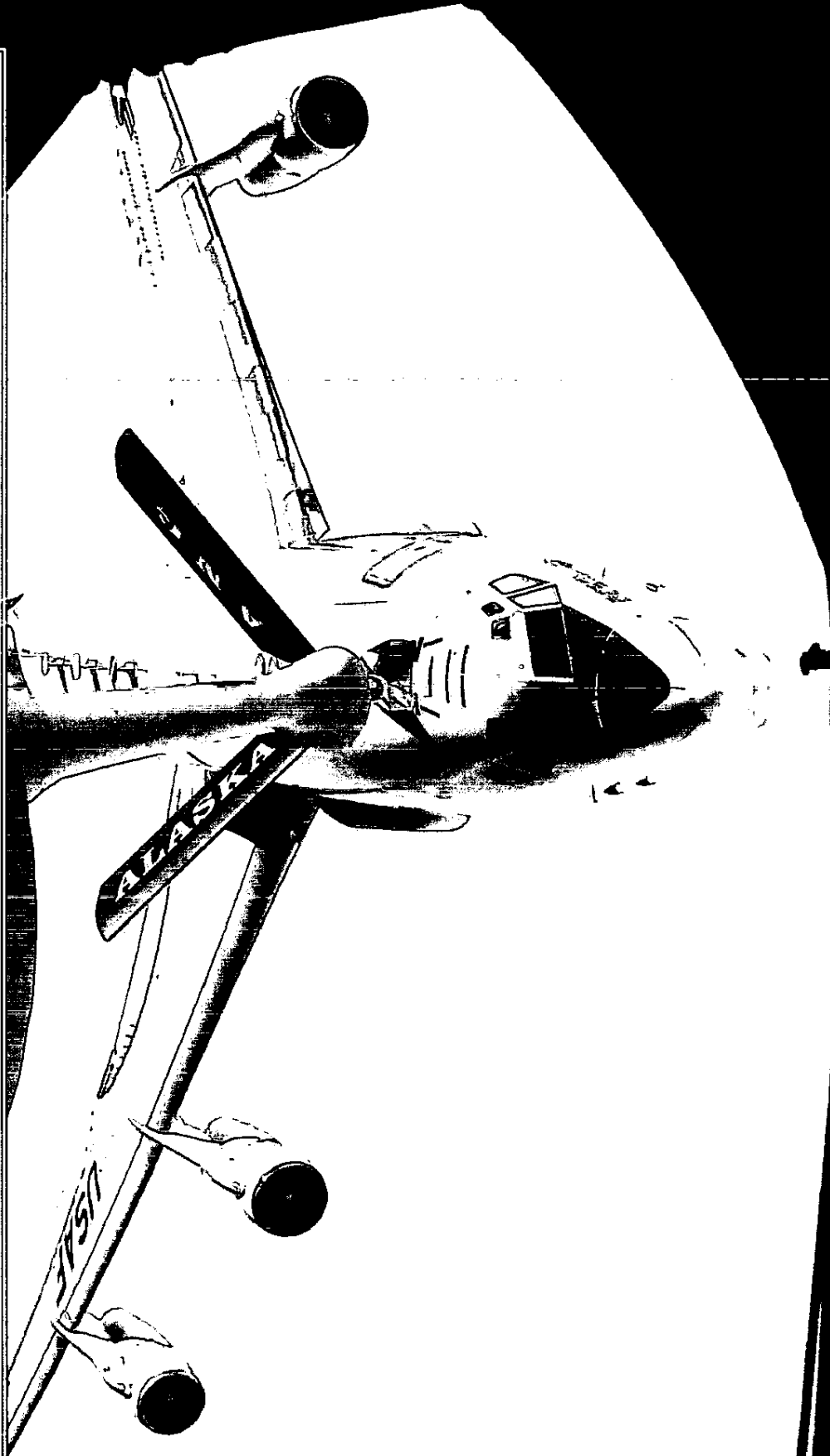
To: JASC Committee Members
From: Senator Bill Wielechowski
Date: April 8, 2010
Re: Agenda for April 8, 2010

Agenda

Thursday, April 8, 2010
5:30pm – 6:30pm

- Alaska Military Force Advocacy and Structure Team (AMFAST) Briefing (30 min)
- *Brigadier General Thomas H. Katkus*, Adjutant General, Commissioner of Alaska Department of Military and Veterans Affairs; Chairman of AMFAST
- Alaska Railroad's Involvement in the Military Range Access Project (5-10 min)
- *Tom Brooks*, Alaska Railroad Corporation
- Jobs and the Pacific Alaska Range Complex Bridge Project (5-10 min)
- *Barbara Huff*, General Teamsters Local 959
- Q&A – (10-15 min)

Alaska Military Force Advocacy and Structure Team



Short-Term Strategic Plan

March 1, 2010

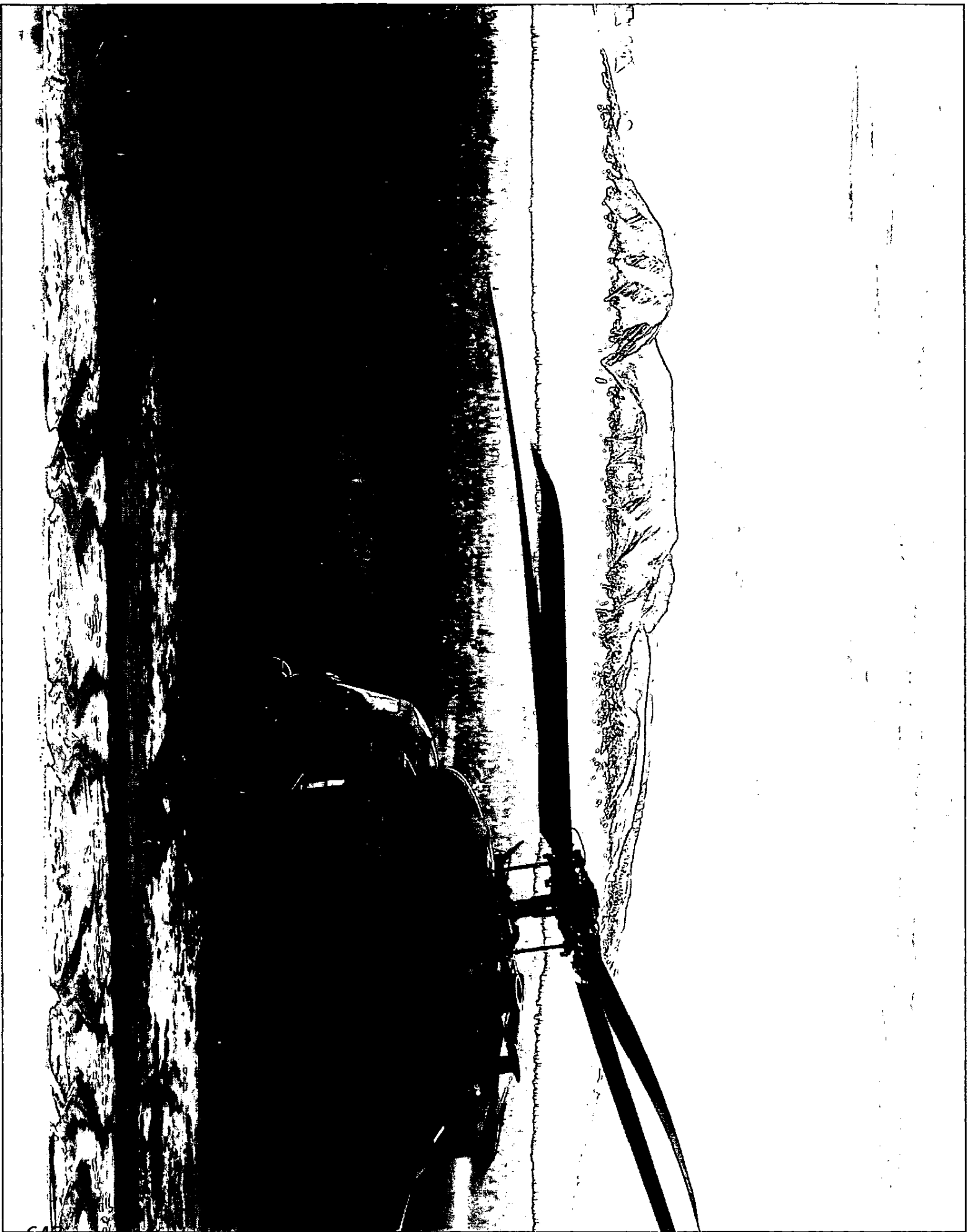


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A Message from Governor Sean Parnell

My focus as Governor is to grow our economy and create opportunities for Alaskan families. These priorities truly go hand-in-hand. As the economy improves, the quality of life for our families increases and as our families grow stronger, they make better employees in the workforce. The Alaska Force Advocacy and Structure Team (AMFAST) is about making our relationship with the military better and establishing a cooperative environment to partner in projects that will make Alaska's economy stronger. We can advocate on behalf of military families to make their stay here the best possible experience and we can advocate for infrastructure improvements that will make the training areas of Alaska the best in the world.

The mission of AMFAST is to provide recommendations to the Governor on how best to retain and build on the State's current military force capability, to propose strategies for acquiring future missions, and infrastructure, that will benefit the United States' national security, and provide state residents with economic opportunity.

The Alaska Military Force Advocacy and Structure Team includes; retired four-star General Joseph Ralston, former Vice Chairman of the Joint Chiefs of Staff, retired four-star General Patrick Gamble, former Commander of the Air Force Pacific Command, retired two-star Major General Mark Hamilton, current President of the University of Alaska, one-star Brigadier General Thomas H. Katkus, The Adjutant General of the Alaska National Guard and Commissioner of the Department of Military and Veterans Affairs, Mr. Loren Lounsbury, former Commissioner of the Department of Commerce, and Mr. Jim Dodson, current President of the Fairbanks Economic Development Corporation.

In addition to its team members, AMFAST is assisted by a Citizens Advisory Committee made up of representatives from communities and chambers of commerce throughout the state. The State of Alaska is very fortunate to have such an elite group of military and community leaders pursuing the AMFAST mission.

I have asked Brigadier General Thomas H. Katkus to lead the way by serving as the Chairman of the AMFAST. His dedication to the State and his leadership qualities give me full confidence that the AMFAST mission will be pursued and completed with a high level of excellence.

I look forward to working with the AMFAST members as we continue to pursue a long lasting, mutually beneficial relationship between the State of Alaska and the United States Armed Forces.



Foreword by AMFAST Chairman, BG Thomas H. Katkus

Historically, geographic position has played a critical role in the development of the vast military presence in Alaska due to its proximity to Russia during the Cold War. Today's advances in technology provide Alaska with similarly based strategic geographic advantage. Missile Defense development and placement in Alaska capitalizes on the state's unique northern hemisphere location for threat weapon interception. Advancements and efficiencies in aircraft technology spawned air travel routes that intersect Alaska and established the state as a crucial cross roads. Alaska military assets provide rapid deployment of resources that follow these same patterns that provide some of the shortest distances to current threat nations.

Alaska's vast size, coupled with a relatively small population density and minimal metropolitan footprint, provide immense areas for training range development. Alaska has little pressure on its air space and few people encroaching on large tracts of land. There is relatively little urban development, negligent electronic or signal interference, minimal civilian use conflict, or public media access and attention. As a result, joint military training opportunities abound. Large maneuver areas allow for the combination of military forces from all services in sizes no other location in the U.S. could allow. Military units can exercise in realistic and challenging environments that thoroughly tests the limits of endurance and capability. The changing weather and environmental conditions, logistical challenges, terrain, and engagement areas provide unmatched realistic conditions for training exercises. The continued development and employment of the Joint Pacific Alaska Range Complex (JPARC) capitalizes on Alaska's unmatched resource.

Alaska's immense and unencumbered area also provides advantage to testing and training of new technologies in unmanned systems. The rapid advance and development of unmanned weapon systems depend on safe testing operations in areas with little interference or risk to unrelated bystanders. These systems are an increasingly important asset to military operations. The Unmanned Aircraft Systems (UAS) is an excellent example that is rapidly becoming the cornerstone to the U.S. military. Alaska offers optimal space for training, testing, and development. Alaska's polar location offers an immense advantage in the development of space launch capacity. Safety, remote launch areas, uninhabited impact ranges, and minimal consequence to urban areas provide facility development unparalleled advantage over similar infrastructure in other areas of the U.S.

Alaska presents tremendous opportunity that is often over shadowed by expense. Remote and undeveloped tracts of land come with additional cost factors. Ground access to these areas is limited due to infrastructure and transportation system development. Unpredictable extreme weather patterns affect reliable and consistent regimens required for some training applications. Energy sources from petroleum, and coal are abundant but expensive due to little production infrastructure. Extensive environmental oversight provides numerous constraints and limitations on development and activity without thorough study, plans, and mitigation resources in place.

Federal and State budget constraints, an extended war in two theaters and today's economic environment, limit the monies available for new military expansion and investment without careful and deliberate planning. Synergy generated through synchronization is vital to the development of strategy. Emphasis on the unique attributes that only Alaska provides is critical to the advancement of our efforts.

We must sell the strengths the state offers and offset perceived and actual weaknesses related to access, transportation, or energy costs. Our plan must include those areas where Alaska is clearly willing to invest capital and get "skin in the game." Cooperation, shared vision, and unity of purpose are central to the advancement of both our robust military and our state economy.

BG Thomas H. Katkus
Commissioner/Adjutant General



AMFAST Short-Term Strategic Plan Statement of Purpose

The Alaska Military Force Advocacy and Structure Team's (AMFAST) initial plan is short-term in nature. It is focused on providing initial recommendations to the Governor regarding strategies for maintaining military missions in the state, acquiring expanded or new military missions, and to better coordinate infrastructure development to maximize federal military investment in Alaska.

The recommended strategies in this initial plan are those best suited to be initialized in the next twelve to twenty-four months (by March 1, 2012). Long-term strategies, such as those relating to Coast Guard operations in Alaska, will be included in the comprehensive plan which is due July 2010. A majority of the strategies laid out in this initial plan focus on actions in the interior of Alaska. This region presents the highest number of opportunities for the immediate future. South-central Alaska, on the other hand, provides a very solid foundation for the military. Presenting minimal opportunities for short-term action that are not already ongoing.

The AMFAST will use this initial strategic plan as a functional base for the development of the comprehensive and long-term strategic plan. The AMFAST will present the long-term strategic plan to the Governor on July 1st, 2010.

1. Strategies for Maintaining Military Missions in the State

AMFAST Recommendation 1:

Prosecute the growth of military training areas and opportunities in Alaska.

- Pursue access to and development of the Joint Pacific Alaska Range Complex (JPARC).
- Support environmentally sustainable Naval training activities in the Gulf of Alaska.
- Engage in continued federal support of Red Flag Alaska combat training exercises at Eielson Air Force Base.
- Undertake military training opportunities along the Arctic Ocean Coastline.

AMFAST Recommendation 2:

Continue expansion of ground based space launch capability and capacity.

- Promulgate continued use and development of the Kodiak Launch site.
- Initiate funding opportunities through strategic partnership between Kodiak Launch site and private entities.

AMFAST Recommendation 3:

Improve overall level of knowledge within the United States regarding the strategic military opportunities existing in Alaska.

- Generate an educational briefing team to present information regarding Alaskan issues and strategic military opportunities.
- Proliferate public relations in military trade publications promoting Alaska training areas.
- Inform Alaska's national leadership on the current/future threats and opportunities facing the Alaska military industry.





2. Strategies for acquiring expanded or new military missions in the state

AMFAST Recommendation 1:

Capitalize on the cold weather testing and training opportunities that the climate and terrain provide.

- Advance increased testing opportunities for the Northern Warfare Test Center (NWTC) to include troop insertion capabilities.
- Explore research prospects for the use of unmanned vehicles in arctic climates.

- Promote use of Unmanned Aircraft Systems (UAS) for increased arctic research opportunities regarding polar bears, whales, polar ice activity, homeland security, and temperature monitoring.

AMFAST Recommendation 2:

Provide avenues for the further development of technology driven systems for testing and training.

- Pursue acquisition of Unmanned Aircraft Systems (UAS) into the State.

AMFAST Recommendation 3:

Capitalize on opportunities to increase the relevancy of geographic resources.

- Query the Air Force of basing options for F-16 fighter jet migration from U.S. airbases such as Japan.
- Support mission expansion of the Alaska Pacific Air Bridge.
- Initiate an active associate Air Tanker mission for the 168th Air National Guard Wing.
- Develop partnerships between military and University of Alaska.

3. Strategies to better coordinate infrastructure development in the state to maximize federal military investment.

AMFAST Recommendation 1:

Alaska must develop infrastructure that supports military transportation requirements.

- Rail and road bridges over Tanana River in order to improve access to Joint Pacific Alaska Range Complex (JPARC).
- Rail connection to Delta Junction as well as to Canadian border.
- Rail connection to deep water ports/extend rail line to Pt. Mackenzie.
- Improved deep water port access.



AMFAST Recommendation 2:

Alaska must develop and improve sources for an economical and adequate supply of energy.

- In-State petroleum refinement opportunities in order to ensure adequate fuel supply for military mission in Alaska.
- Natural gas to liquid fuel process and technology.
- Clean-coal process and technology in Fairbanks area.
- Cold weather energy research activities.
- Work with future development to create the most energy efficient infrastructure possible.

AMFAST Recommendation 3:

Alaska's investment must be synchronized with the requirements of the military.

- Co-invest as partners in future fuel refining capabilities or gas to liquid plant.
- Coordinate location of wind turbine fields with military in order to ensure non-encroachment with military missions.
- Partner in building bridges, ports, and adding rail extensions by leveraging federal, state, and corporate dollars.

Alaska Military Force Advocacy and Structure Team

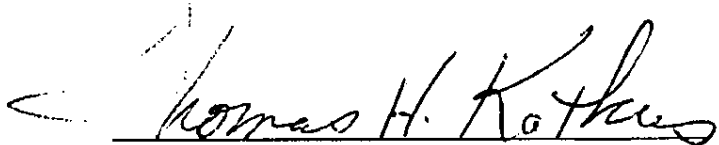
-The Way Forward-

The Alaska Military Force Advocacy and Structure Team's short-term strategic plan is the first step to make an already strong relationship with the military better. The short-term plan provides a starting point to grow and build a long-term plan that outlines a comprehensive view of requirements for the next five years, that makes the military and the Alaska economy as strong 20 years from now as it is today.

The priorities for the short-term plan focus on: the bridge over the Tanana River, the rail extension to Port Mackenzie, and the rail extension to Delta Junction; all of which increase critically needed access to our state's interior. The fiscal year 2012 budget must include improvements and expansions of Port Mackenzie and the Port or Anchorage, development of a deep water port at Nome or Kotzebue, and a gas to liquids fuel plant in Fairbanks. Logistic options and system redundancy are very important to provide security and protection. Capital projects must aim at providing energy certainty and dependability to our military bases in Alaska.

Legislative action drives success and communication with our community partners. This includes the active-duty military and the United States Coast Guard. It also bolsters greater participation and cooperative achievement. The AMFAST team must work very closely with all of the stakeholders to create the best possible long-term strategic plan for improvement of the military and economic prosperity for Alaska.



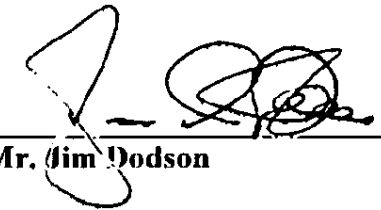

Brigadier General Thomas H. Katkus


General Joseph Ralston (Ret.)


Mr. Loren Lounsbury


Major General Mark Hamilton (Ret.)


General Patrick Gamble (Ret.)


Mr. Jim Dodson

Members of the Alaska Military Force Advocacy and Structure Team



BG Thomas H. Katkus

Brigadier General Thomas H. Katkus currently serves as the Adjutant General for the Alaska National Guard and the Commissioner of the Department of Military and Veterans Affairs. Brigadier General Katkus is a lifelong Alaskan and thirty-three year member of the Alaska Army National Guard. On 9 November 2010, Brigadier General Katkus was appointed by Alaska Governor Sean Parnell to lead the Alaska National Guard. In addition to his military career, Brigadier General Katkus is a retired Police Captain with over twenty-one years of service to the Anchorage Police Department.



Gen Patrick Gamble (Ret.)

General Patrick Gamble served as the top Air Force Commander in the Pacific region and was responsible for operations, planning, and budgeting of fourteen military installations with 50,000 employees and 400 aircraft. His duty in the Air Force also included serving as the Director of NATO Operations and Logistics as well as the Director of the Air Force Air and Space Operations. He retired as a four star General from the United States Air Force before joining the Alaska Railroad. General Gamble is currently President and Chief Executive Officer of Alaska Railroad Corporation, a \$170 million dollar freight, passenger, and land management business. He has participated at the national, state, and community level on boards such as the Armed Services YMCA, United Way, and Chamber of Commerce.



Gen Joseph Ralston (Ret.)

General Joseph Ralston served 37-year Air Force career as Commander, U.S. European Command and Supreme Allied Commander Europe, NATO. As Commander of the U.S. European Command from (2000-2003), General Ralston was the senior U.S. military officer and commander of all US forces in an area of responsibility that covers more than 21 million square miles and includes 93 nations. Previously, General Ralston served as Vice Chairman of the Joint Chiefs of Staff (1996-2000), the nation's second highest-ranking military officer. General Ralston is currently a member of the Board of Directors of Lockheed Martin, The Timken Company, and URS Corporation as well as the Vice Chairman of The Cohen Group.



MG Mark Hamilton (Ret.)

Major General Mark Hamilton served 31 years of active duty in the U.S. Army. As Commander of the U.S. military group in El Salvador, Major General Hamilton was responsible for negotiating an end to the 12-year civil war in El Salvador. His service also includes advising the Supreme Allied Commander in Europe on NATO planning concerning the former republic of Yugoslavia. Prior to retiring, Major General Hamilton was in charge of national recruiting during the well-known "Be All That You Can Be" era. He is currently President of the University of Alaska system, which encompasses an area one-fifth the size of the contiguous United States.



Mr. Loren Lounsbury

Loren H. Lounsbury is Chairman of International Management Group, a company that provides consulting services to international trade related businesses. Mr. Lounsbury is a former Commissioner of Commerce and Economic Development for the State of Alaska and former Chairman of the Board of the Alaska Railroad Corporation. He was Honorary Consul for the Republic of Korea in Anchorage for many years. Subsequently, he was honored and decorated by the President of the Republic of Korea for his service to that country. Mr. Lounsbury is presently on the Board of Directors of the First National Bank Alaska, Alaska Center for the Performing Arts, and Chairman of the Alaska Command Civilian Advisory Board.



Mr. Jim Dodson

Jim Dodson currently serves as the President and CEO of the Fairbanks Economic Development Corporation. His work at FEDC has been instrumental in supporting and developing new industry in the Fairbanks North Star Borough and the State of Alaska. Mr. Dodson also served in the US Army 5th Special Forces Group in Vietnam. He is a life-long resident of Fairbanks, Alaska and is a successful businessman who serves on numerous local, state, and national business and non-profit advisory boards to include the Secretary of the Air Force's Civilian Advisory Board. He is a tireless supporter of developing Alaska's economy as well as job creation for Alaskans.

AMFAST Advisory Committee

The AMFAST Advisory Committee consists of state, community, and chamber of commerce representatives from throughout Alaska. The AMFAST Advisory Committee provides valuable input to the AMFAST Team regarding strategies for maintaining military missions in the state, strategies for acquiring expanded or new military missions in the state, and strategies to better coordinate infrastructure development in the state to maximize federal military investment. The AMFAST Team then considers and integrates this input as both the Team and Advisory Committee work together toward developing short-term and long-term recommendations to be given to Governor Parnell.

Members of the Advisory Committee include:

John Katz, Director of the Office of the Governor, Washington D.C.

Paul Brown, Representative from the North Pole Chamber of Commerce

Mayor Doug Isaacson, Mayor of the City of North Pole

Peter Mulcahy, Representative from the Eagle River Chamber of Commerce

Mayor Denise Michels, Mayor of the City of Nome

John Duffy, Representative from the Mat-Su Borough

Lyn Carden, Representative from the Wasilla Chamber of Commerce

Robert Lachowski, Representative from the Kodiak Chamber of Commerce

Steven Lundgren, Representative from the Fairbanks Chamber of Commerce

Mary Kay Ryckman, Representative from the Department of Natural Resources

Jack Wilber, Representative from the Alaska State Chamber of Commerce

Mike Black, Deputy Commissioner of the Department of Commerce

Sheila Finkenbinder, Representative from the Sitka Chamber of Commerce

Lena Simmons, Representative from the Office of the Governor, Office of Management and Budget

Gary Wilken, Representative from the Fairbanks Borough

Leo von Scheben, Commissioner of the Department of Transportation

Wayne Stevens, Representative from the Alaska State Chamber of Commerce

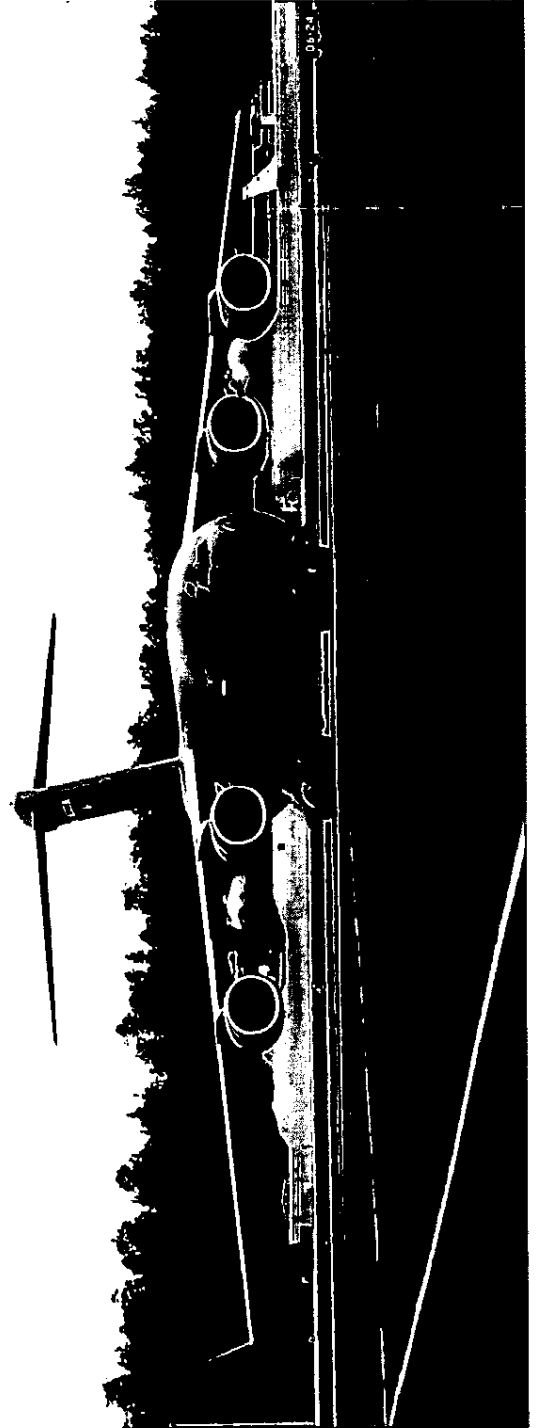
George Vakalis, Representative from the City of Anchorage

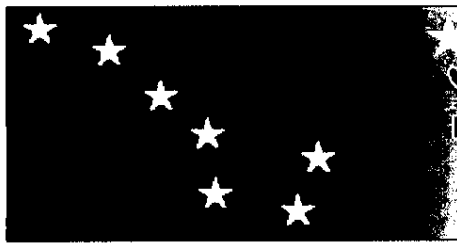
Martin Maricle, Representative from the Department of Natural Resources

Sami Glascott, Representative from the Anchorage Chamber of Commerce

Appendix

1. AMFAST Administrative Order





Administrative Orders

FROM THE OFFICE OF THE GOVERNOR OF ALASKA



Sean Parnell
GOVERNOR

STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

December 30, 2009

ADMINISTRATIVE ORDER NO. 253

I, Sean Parnell, Governor of the State of Alaska, under the authority of Art. III, Secs. 1 and 24 of the Alaska Constitution, and in accordance with AS 44.19.145(c), establish the Alaska Military Force Advocacy and Structure Team (AMFAST).

PURPOSE AND DUTIES OF AMFAST

The mission of AMFAST is to provide recommendations to the Governor on how best to retain and build on the State's current military force capability, to propose strategies for acquiring future missions and infrastructure that will benefit the United States' national security, and provide state residents with economic opportunity.

AMFAST shall propose a strategic plan that identifies and recommends the following:

1. Strategies for maintaining existing military missions in the state. Examples include identifying:

A. viable means to promote continued federal funding of current military missions;

B. fuel sources for heat and aircraft fuel at Eielson Air Force Base;

C. opportunities to increase access to land in the state for military training;

D. systems to improve logistic options for military transport in the state;

E. methods to improve and maintain the positive relationship between communities in the state and active duty military members who live in the state; and solutions to help improve family support programs currently offered to military families in the state.

2. Strategies for acquiring expanded or new military missions in the state. Examples include recommending opportunities to:

A. advocate for adequate federal funding of the Red Flag Alaska combat training exercises at Eielson Air Force Base;

B. advocate for bringing new aircraft, such as the F-35 Joint Strike Fighter, to Eielson Air Force Base;

C. demonstrate utility and relevance to Bryant Airfield; and

D. promote military service investment in the Joint Pacific Alaska Range Complex.

3. Strategies to better coordinate infrastructure development in the state to maximize federal military investment. These strategies shall include recommending timelines for potential investment that align with existing federal timelines or opportunities for infrastructure development.

AMFAST shall submit an initial strategic plan, providing a short-term course of action, to the Governor on or before March 1, 2010.

AMFAST shall submit a comprehensive strategic plan, with recommendations to accomplish its mission, to the Governor on or before July 1, 2010.

COMPOSITION AND CHAIRPERSON OF THE AMFAST

AMFAST shall be a high-level team working at the direction and discretion of the Governor. AMFAST shall include the following members:

members representing the general public; and the adjutant general of the Department of Military and Veterans Affairs, or the adjutant general's designee.

The adjutant general shall serve as chairperson of AMFAST.

All AMFAST members are appointed by the Governor and serve at the pleasure of the Governor.

AMFAST ADVISORY COMMITTEE

AMFAST shall create the AMFAST advisory committee to provide counsel and recommendations for AMFAST's strategic plan.

The AMFAST advisory committee (advisory committee) shall include the following members:

the executive director of the Alaska State Chamber of Commerce, or the executive director's designee;

designees from local chambers of commerce, including the Anchorage, Fairbanks, Eagle River, Wasilla, Palmer, Delta Junction, Kodiak, Sitka, and North Pole Chambers of Commerce;

mayors or their designees from the Fairbanks North Star Borough, City of Fairbanks, Matanuska-Susitna Borough, Municipality of Anchorage, City of North Pole, and Kodiak Island Borough;

the commissioner of the Department of Commerce, Community, and Economic Development, or the commissioner's designee;

the commissioner of the Department of Transportation and Public Facilities, or the commissioner's designee;

the commissioner of the Department of Natural Resources, or the commissioner's designee;

the director of the Office of the Governor in Washington, DC, or the director's designee; and

the director of the Office of the Governor, Office of Management and Budget, or the director's designee.

ADMINISTRATIVE SUPPORT

The Department of Military and Veterans Affairs shall supply administrative support to AMFAST. The Department of Military and Veterans Affairs shall consult with other State agencies to obtain information on topics within their expertise. The Department of Military and Veterans Affairs shall work with AMFAST to determine assignments to other State agencies to the extent allowed by law and consistent with this Order.

GENERAL PROVISIONS

AMFAST and advisory committee members do not receive compensation as members of the team. Members of AMFAST and the advisory committee are entitled to per diem and travel expenses in the same manner permitted for members of State boards and commissions.

AMFAST and the advisory committee may use teleconferencing and other electronic means, to the extent practicable, in order to gain the widest public participation at minimum cost.

At times and locations to be determined by the chair, AMFAST may also convene public meetings to present information and receive comments.

Meetings of AMFAST and the advisory committee shall be conducted in accordance with AS 44.62.310 and 44.62.312 (open meetings of governmental bodies).

Records of AMFAST and the advisory committee are subject to inspection and copying as public records under AS 40.25.110 - 40.25.220.

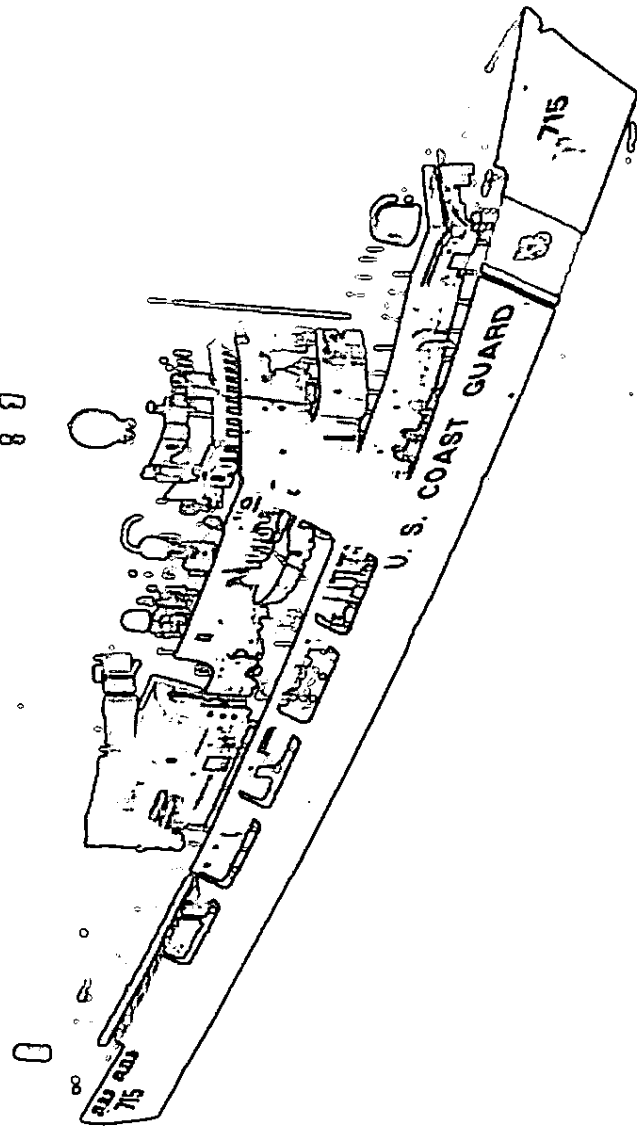
AMFAST expires on November 1, 2010.

This Order takes effect immediately.

DATED at Juneau, Alaska this 30th day of December, 2009.

Sean Parnell
Governor







Alaska Military Force Advocacy Structure Team

Joint Pacific Alaska Range Complex (JPARC) Access

Brigadier General Thomas Katkus, AMFAST Chairman

General Joseph Ralston

General Pat Gamble

Jim Dodson, Fairbanks Economic Development Corporation

Thursday, April 8th, 2010

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Northern Rail Extension Overview

The first phase of the Northern Rail Extension (NRE) is substantially comprised of a new state bridge over the Tanana River near Salcha. The proposed crossing of the river is unique in that it will provide not only for extended rail traffic as far as Delta Junction and Fort Greely, but also military vehicular traffic. The vehicular aspect is particularly advantageous to the military since it will open up year-round military vehicular access to hundreds of thousands of acres of training areas. With the EIS recently completed, ARRC is moving into final design, permitting, and construction of Phase 1 with two existing grants from the military totaling \$104.4 MM for the bridge construction. We are working to get another \$12 M of DOD funds reappropriated to the bridge, which is in the works.

The Tanana River, throughout the project area, is a partially braided, glacially fed river subject to significant bank erosion and debris loading at flood levels. The community of Salcha has borne the brunt of this activity over the past few decades, subject to not only normal property erosion, but nearly annual destructive flood events. For the bridge project to be viable, a significant amount of river "training" (erosion protection) is required to keep the Tanana River stable in its present location, by redirecting the flood flows to go under the bridge, protecting the bridge abutment. This has the additional benefit of substantially mitigating some of the serious flooding potential in Salcha and over the Richardson highway. The estimated \$40 MM required for the river work has not been sourced.

The project is moving into critical stage. The time required to construct the bridge is seasonal, over about four years. Construction must start by the end of 2010 or certain funding may expire (2013). However, the bridge construction should not commence without the river training already in place providing protection to the bridge and its supporting construction. The ARRC is therefore approaching a dilemma of having to move forward with the project to expend the funding accumulated thus far, without having adequate funds to construct all aspects of the project that are required.

This will be the State of Alaska's longest bridge. It will enable Alaska's railroad to build an 80 mile rail extension to Delta Junction, and will support all commercial freight and passenger rail south out of Fairbanks for the life of the rail line. Thus far the State has not had to put any capital money in the project. The Alaska Railroad will maintain the bridge, not the State. The river training part of the project is more rightly a State responsibility as opposed to a DOD interest. In order not to lose the \$116 M already collected for the project by the Alaska Railroad, it would be in the state's economic investment interest to secure the funding requirement of \$40 M allowing the project to begin next summer. Railroad bonding is a financing option.

Key Discussion Points

The Joint Pacific Alaska Range Complex (JPARC) is a PACOM-sponsored, ALCOM-led effort to consolidate and integrate the major air, land and sea training ranges in Alaska into a single complex, enabling state-of-the-art joint training for the 21st Century war fighter.

A key enabling infrastructure element of the JPARC is a permanent vehicular crossing point over the Tanana River. This project received appropriations through the DOD Office of Economic Adjustment in each of the last two years. The funding was granted through the Federal Railway Administration to the Alaska Railroad Corporation (ARRC). ARRC needs the rail crossing as part of its Northern Rail Extension proposal to extend the rail line from Fairbanks to Delta Junction. Alaskan Command (ALCOM), as the designated Executive Agent for USPACOM's Alaska Joint Training Program of Excellence (AJTPOE), supports the development of a capability to ensure year round access to Tanana and Donnelly Training Areas. ARRC and DOD are partnering on the bridge design/construction to create a road/rail combination bridge which will meet both partners' requirements. To date, Congress has appropriated \$104.2M in O&M funding through the DOD Office of Economic Adjustment (OEA) to enable the bridge project. Due to increases in material costs and significant design expenses, however, an additional \$38.4M is required but no additional Congressional appropriations are expected. The rail-vehicle bridge across the Tanana River will provide safe and secure surface transportation for DOD forces, enabling year-round access to, and joint military training in, the Tanana Flats and Donnelly Training Areas and create the conditions for substantial growth in both quality and quantity of joint context training in Alaska.

-- The Donnelly and Tanana Flats training ranges are extensive and provide significant training potential for ground and air forces, but are located south of the Tanana River

-- Currently, ground access to the training ranges is restricted to the use of unreliable ice bridges across the river during the winter, greatly reducing the full training capacity of these assets. The window of availability to maintain ice bridges has reportedly shortened over the last several years as a result of climate change and less severe winters. A combined vehicle rail bridge enables year round access and eliminates the cost and risk associated with annual construction of ice bridges.

-- A year-round bridge across the Tanana River would provide the Army with over-the-road access to these large ranges, which will constitute a large part of the Joint

Pacific Alaska Range Complex (JPARC) and could be a primary element of its joint training capabilities. With year-round access, the JPARC then has the potential for future development of over 200,000 acres of military ranges for joint training by large maneuver elements

-- Safety of both military and civilian traffic along the Richardson Highway is an increasing concern. Currently, all military vehicles, including Strykers, travel the 100 miles between Fort Wainwright to vicinity of Fort Greely in all weather, daylight and traffic conditions. Depending upon the location of a crossing site, bridge access would reduce highway travel to 20-30 miles, and potentially eliminate road traffic if the Alaska Railroad constructs a rail line to Delta Junction in the future.

-- The Army is studying further infrastructure inside the ranges after the bridge is complete (particularly a road network) to enable heavy equipment to maneuver over the landscape during periods of the year where the ground is not frozen, contributing significantly to the infrastructure potential of the Joint Pacific Alaska Range Complex.

Upon completion, the Tanana Bridge and Northern Rail Extension will support DOD requirements to move troops and equipment safely to and from Donnelly and Tanana Flats training areas located between Fairbanks and Delta Junction, and to load/off-load troops and equipment to/from the DoD designated Strategic Port of Anchorage, one of only sixteen strategic ports in the nation designated to support National Security. Additionally, the extension enhances the Alaska Railroad's designation by the Department of Defense as a Defense Connector Line of the Strategic Rail Corridor Network.

DOD Projects and Capabilities Enabled by Construction of the Tanana River Bridge

- Facilitates the training of today's war fighter to engage targets from the sensor to shooter by enabling the development of an Enhanced Aerial Gunnery Complex on Blair Lakes Range
- Enables the construction of Intermediate Staging Base facilities in Tanana Flats Training Area to enable the sustainment of forces training west of the Tanana to reduce the pressure on current training areas
- Currently the DOD only has access to approximately 25% of its training lands in Alaska. The Tanana bridge will allow for year round access to TFTA and DTA West, increasing access up to 60%
- Allows for the simultaneous training of the Army's 4 brigades and 1 AK ARNG brigade currently stationed in Alaska. Existing infrastructure is not capable of supporting this requirement under the current configuration
- Allows for more realistic training for Air Forces by facilitating the realistic placement of 'No Drop' air to ground targets and modern Integrated Air Defense Systems



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
HEADQUARTERS, UNITED STATES ARMY, PACIFIC
FORT SHAFTER, HAWAII 96858-6100

APCG

16 Mar 05

MEMORANDUM FOR Assistant Chief of Staff for Installation Management, ATTN:
DAIM-ZA, 600 Army Pentagon, Washington, DC, 20310-0600

SUBJECT: USARPAC Assessment of Alaska Railroad Extension Proposal

1. Reference your memorandum, DAIM-ZA, 11 Mar 05, subject: Alaska Railroad Extension Proposal (AKRR).

2. USARPAC strongly supports continued Army and DOD action to mold the initial Alaska Railroad Corporation proposal for military advantage. Extending the rail line from Eielson AFB to Delta Junction creates significant joint readiness and training opportunities.

a. Readiness and Training.

(1) If the rail line extension is constructed, as proposed, it will include a rail and road bridge over the Tanana River, providing year-round ground access to the 650K Tanana Flats Training Area with its brigade-sized mounted maneuver corridors. This ground access will also enable expanded use of several hundred thousand acres of nearby Donnelly Training Area located across the river, that are today only accessible by air or temporary bridging.

(2) The bridge will also provide year-round ground access for the USAF to service its instrumented and live fire range complex located within the Tanana Flats Training Area and opportunity for Army ground units to participate in frequent joint live fire maneuver training.

(3) Army and USMC units from outside Alaska could use similar rail access from the port of Anchorage directly to the training areas for large-scale joint live fire and instrumented training using U.S. Army Alaska's Deployable System for Training and Readiness (DSTAR) instrumented training equipment. Linking this training capability to the emerging capability to move ground forces throughout the Pacific on high speed theater support vessels (TSVs) will provide major joint and combined exercise opportunities.

b. Safety. Use of the rail extension to move Alaska-based Army units from Forts Richardson and Wainwright to the Tanana and Donnelly training areas will reduce road safety hazards during winter ice and summer tourist conditions. Reduced risk to Soldiers, civilians and equipment is a considerable positive aspect of this proposal.

Encl 1

APCG


SUBJECT: USARPAC Assessment of Alaska Railroad Extension Proposal

c. Mobility. This is not just about Fort Greely; when completed, year-round ground movement will be possible between the Port of Anchorage, the world-class joint mobility complexes at Elmendorf AFB (adjacent to Fort Richardson) and Eielson AFB (adjacent to Fort Wainwright), Fort Greely, and the vast training areas in-between.

d. Deployability. This AKRR proposal offers the opportunity for the Army to negotiate contingency movement support from the railroad for BCTs and aviation units located at FWA to the Port of Anchorage. Our negotiation position should include upgrade of the rail loading facilities at Fort Richardson and Fort Wainwright.

3. U.S. Army Alaska can maintain minimum training and readiness levels without the rail line extension; however, this unique opportunity to advance joint and combined training and connect distant SPOD and APODs more efficiently warrants negotiation with the AKRR. The Alaska Railroad Corporation has put forth an initial proposal that would benefit both the DOD and the state and national economy. We should consider this their initial offer and a start point for assessing readiness, training, deployment, movement and safety aspects, together with cost and benefits to the Army. In related discussions with the President of the Railroad he stated because of the bond format, he has considerable flexibility in formatting and negotiating the proposal.

4. Recommend negotiation with the AKRR Corporation to shape a mutually beneficial project. USARPAC stands ready to support the effort and will draft a requirements and needs statement to enable the negotiation.


JOHN M. BROWN, III
Lieutenant General, USA
Commanding

CF:
ODCSOPs, HQ, DA
Commander, U.S. Army, Alaska



HEADQUARTERS
ALASKAN COMMAND (ALCOM)
ELMENDORF AIR FORCE BASE, ALASKA 99506-2100

- 74 Copy

Lieutenant General Douglas M. Fraser
Commander, Alaskan Command
9480 Pease Avenue, Suite 101
Elmendorf AFB AK 99506-2100

17 APR 2006

Ms. Victoria Rutson
Chief, Section of Environmental Analysis
Surface Transportation Board
Washington, DC 20423

Dear Ms. Rutson

This letter responds to your letter of March 1, 2006, Reference STB Finance Docket No. 34658, Alaska Railroad Corporation's Proposed Northern Rail Extension Project.

The Northern Rail Extension could support future joint training opportunities in Alaska, and we are working through the details. Preliminary studies show that a rail-vehicle bridge across the Tanana River to access the Tanana Flats Training Area (TFTA) and the Donnelly Training Area (DTA) would substantially enable increased use of the area for joint military training.

Alaskan Command is studying overall training requirements and the need to develop the TFTA and DTA as joint air and ground maneuver training areas. Due to the significant transformation and growth of the military in Alaska, additional analysis within the Air Force and the Army is required before we can provide quantifiable training area usage estimates.

Our initial review indicates that the capital investment necessary to develop training range infrastructure, including a bridge and additional access rights, would support enhanced operations in our existing large military training areas. BRAC direction will not reduce these training requirements. In fact, the ongoing Army Transformation increases the number of brigades stationed in Alaska and increases overall Army training requirements. In addition, the Air Force recently renamed its "COPE THUNDER" exercises to "RED FLAG Alaska." The intent of this change is to enhance the quality and level of joint and combined air exercises and training in Alaska. As a result, RED FLAG Alaska exercises will increase training requirements and range usage in the Pacific Alaska Range Complex. We are starting to define future training requirements to support RED FLAG Alaska.

Thank you for the opportunity to address these issues with you. Alaskan Command looks forward to continued participation in the EIS process in support of the Northern Rail Extension.

Sincerely

DOUGLAS M. FRASER
Lieutenant General, USAF
Commander



DEPARTMENT OF THE ARMY
HEADQUARTERS, U.S. ARMY ALASKA
724 POSTAL SERVICE LOOP #5000
FORT RICHARDSON, ALASKA 99605-5000

APVR-CG

14 JAN 2008

MEMORANDUM THRU Commander, United States Army, Pacific, Fort Shafter, Hawaii
96858-5100

FOR Office of the Deputy Chief of Staff G-3/5/7, 400 Army Pentagon, Washington, DC 20310-0400

SUBJECT: US Army Alaska Requirement for Bridge Access to the Tanana Flats and Donnelly West Training Areas

1. The purpose of this memorandum is to formally establish a requirement for vehicle and rail bridge access across the Tanana River to the Tanana Flats and Donnelly West Training Areas. The necessity of this requirement is driven by over 120% growth in assigned troop strength since FY 03 and the diversification of the types of units either assigned or programmed for assignment to Alaska (ABCT, SBCT, Aviation, Maneuver Enhancement, Engineer and Military Police). Also, as the pace and diversity of training has increased, so has the military traffic utilizing the lone two-lane highway connecting Fairbanks/Fort Wainwright with these training areas in the vicinity of Delta Junction/Fort Greely.
2. The Tanana Flats and Donnelly West Training Areas are the key components of the ongoing growth in training infrastructure in Alaska, and a centerpiece of the Pacific Alaska Range Complex. Conservatively, bridge access across the Tanana will immediately open an additional 18% of the 1.1 million acres to year round mounted maneuver training---over 200,000 acres. Access across the Tanana River would facilitate continuing range, trail and training area infrastructure and maintenance improvements. Access will also enable Army units to establish Forward Area Refueling Points, hot upload pads and provide opportunities for co-utilization of existing Air Force targetry at the Blair Lakes Complex and Donnelly West Training Areas, significantly increasing Army Aviation Integration training. The Alaskan Command (Joint Headquarters) also supports this requirement as a Joint Initiative. Vehicle access across the Tanana River will improve and enhance maintenance of existing range infrastructure that supports Red Flag Alaska.
3. Safety of both military and civilian traffic along the Richardson Highway is an increasing concern. Currently, all military vehicles, including Strykers, travel the 100 miles between Fort Wainwright to vicinity of Fort Greely in all weather, daylight and traffic conditions. Depending upon the location of a crossing site, bridge access would reduce highway travel to 20-30 miles, and potentially eliminate road traffic if the Alaska Railroad constructs a rail line to Delta Junction in the future.

APVR-CG

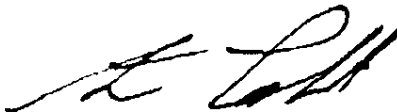
SUBJECT: US Army Alaska Requirement for Bridge Access to the Tanana Flats and Donnelly West Training Areas

4. The Alaska Railroad is in the process of conducting the Environmental Impact Statement for construction of an 80 mile rail line from Eielson AFB (23 miles south of Fort Wainwright) to Fort Greely. This project includes a proposed 15 Mile rail spur from Fort Wainwright to Blair Lakes Complex (in the Tanana Flats Training Area) and a rail bridge over the Tanana River, at either Flagg Hill or Salcha Bluff. Overall total project cost estimate is \$450-800 million. The bridge across the Tanana River is estimated to cost \$80-100 million. There is a congressional earmark to construct a vehicle/rail bridge for "Access to Joint Tanana Training Complex," at \$44.2M located in the FY08 Defense Bill, O&M Defense-Wide.

5. As the Army and Air Force in Alaska continue to expand in numbers and capabilities, there is a corresponding increase in training requirements. Gaining year-round, ground access to the over one-million acres of training land in the Tanana Flats and Donnelly West Training Areas is essential to providing safe and multi-spectrum training for forces both stationed in or training in Alaska.

6. Point of Contact. Douglas Houpt, IMPA-FRA-PLI, doug.houpt@us.army.mil, DSN 317-384-7516, COM 907-384-7516, FAX 907-384-3276.

Encl



STEPHEN R. LAYFIELD
Major General, USA
Commanding



DEPARTMENT OF THE ARMY
HEADQUARTERS, U.S. ARMY ALASKA
724 POSTAL SERVICE LOOP # 5000
FORT RICHARDSON, ALASKA 99505-5000

14 JUL 2009

APVR-CG

MEMORANDUM THRU

Commander, United States Army Pacific (APCG), Building 100, Fort Shafter,
Hawaii 96858-5100
Commander, Installation Management Command (IMCG), 2511 Jefferson Davis Highway,
Arlington, VA 22202
Office of the Deputy Chief of Staff G-3/5/7 (DAMO-ZA), 400 Army Pentagon, Washington,
DC 20310-0400

FOR Vice Chief of Staff of the Army (DACS-ZB), 1400 Defense Pentagon, Washington DC
20301-1400

SUBJECT: US Army Alaska (USARAK) Requirement for Bridge Access to the Tanana Flats
and Donnelly Training Areas

1. References:

a. Memorandum, USARPAC, APCG, 16 Mar 05, subject: USARPAC Assessment of Alaska
Railroad Extension Proposal (Encl 1).

b. Memorandum, USARAK, APVR-CG, 14 Jan 08, subject: USARAK Requirement for
Bridge Access to the Tanana Flats and Donnelly West Training Areas (Encl 2).

2. The purpose of this memorandum is to emphasize the requirement for safe passage of military
vehicle traffic to/from the Tanana Flats and Donnelly Training Areas. Since FY03, USARAK
has experienced significant growth, both in personnel numbers and types of assigned units. Our
troop strength has increased by over 130% and the diversification of the types of units either
assigned or programmed for assignment to Alaska now includes Airborne, Stryker, Aviation,
Maneuver Enhancement, Sustainment, Engineer and Military Police. As the pace and diversity
of training has increased, so has the military traffic utilizing the Richardson Highway, the lone
two-lane road connecting Fairbanks/Fort Wainwright with the training areas in the vicinity of
Delta Junction/Fort Greely (Encl 3).

3. As stated in reference 1b, safety of both military and civilian traffic along the Richardson
Highway is an increasing concern. Currently, military vehicles from Fort Richardson and Fort

APVR-CG

SUBJECT: US Army Alaska (USARAK) Requirement for Bridge Access to the Tanana Flats and Donnelly Training Areas


Wainwright, including Strykers, travel the 100 miles between Fort Wainwright to the vicinity of Fort Greely in all weather, visibility and traffic conditions. As part of its current extension plan, the Alaska Railroad has proposed construction of a vehicle and rail bridge across the Tanana River which would provide a safe, alternate access route to the Tanana Flats and Donnelly Training Areas. Depending upon the location of a crossing site, bridge access would reduce highway travel to approximately 30 miles, and potentially eliminate military convoy traffic if the Alaska Railroad constructs a rail line, with an accessible access road, to Delta Junction in the future. I anticipate that by FY10, increased dwell times combined with population growth and the opening of our new state-of-the-art Battle Area Complex and Combined Arms Collective Training Facility will generate a considerable increase in the amount of military traffic on the Richardson Highway.

4. Securing a safe, efficient and economical transit route to our primary maneuver training areas is vital; however, the Tanana Bridge also provides a secondary benefit – facilitating the opening of an additional 18% of the 1.1 million acres, over 200,000 acres, for development to support year round mounted maneuver training. Access will also enable Army units to establish forward area refueling points, hot upload pads and provide opportunities for co-utilization of existing Air Force targetry at the Blair Lakes Complex, significantly increasing Army Aviation integration training.

5. I therefore support the requirement for rail/road access to the Tanana Flats and Donnelly Training Areas which includes support for a bridge across the Tanana River. This access will meet our requirement for safe passage to/from these Training Areas.

6. For additional information please contact Ms. Kathy Davis, Office of the Deputy Chief of Staff, Command Action and Information Group, DSN 317-384-9005, COM 907-384-9005, or e-mail kathy.davis3@us.army.mil.

3 Encl
as


STEPHEN R. LAYFIELD
Major General, USA
Commanding



HEADQUARTERS
ALASKAN COMMAND (ALCOM)
ELMENDORF AIR FORCE BASE, ALASKA 99506

SEP 11 2009

Lieutenant General Dana T. Atkins
Commander, Alaskan Command
10471 20th Street, Suite 139D
Elmendorf AFB AK 99506

General Peter Chiarelli
Vice Chief of Staff of the Army (DACs-ZB)
1400 Defense Pentagon
Washington, DC 20301-1400

Dear General Chiarelli

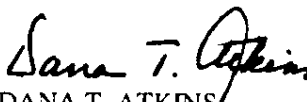
As Commander, Alaskan Command/JTF-AK, I enthusiastically endorse the US Army Alaska (USARAK) requirement for year round bridge access to the Tanana Flats and Donnelly Training Areas. I ask for the formal support of the Department of the Army in our efforts to complete this project.

The combined vehicle and rail bridge, in conjunction with the Northern Rail Extension, will enable the safe passage of military traffic to and from the training areas. The bridge eliminates large-scale military traffic along the only available two lane road connecting the training areas both north to Fort Wainwright and south to Fort Richardson.

In addition to the gains in safety, the bridge is a key piece of infrastructure contributing to achieving our long term vision of joint training capability within the Joint Pacific Alaska Range Complex. The bridge enables regular maintenance of air and ground targetry on live fire ranges, a ground MEDEVAC capability, and expands access for training year round to an additional 200,000 acres.

This project is in collaborative development with the Alaska Railroad as a part of its Northern Rail Extension project. Whether it is accessible by both wheeled and rail traffic or only rail is dependent upon the unified support of the Service components. USARAK and the Eleventh Air Force truly benefit from its construction. This mutually beneficial project is of no cost to the Service component as it is a Defense wide appropriation through the Office of Economic Adjustment and the Federal Railroad Administration.

Sincerely


DANA T. ATKINS
Lieutenant General, USAF
Commander

Attachment:
USARAK CG's Memorandum, 14 Jul 09

Guardian of the North



DEPARTMENT OF THE ARMY
OFFICE OF THE VICE CHIEF OF STAFF
201 ARMY PENTAGON
WASHINGTON, DC 20310-0201

OCT 13 2009

Lieutenant General Dana T. Atkins
Commander, Alaska Command
10471 20th Street, Suite 139D
Elmendorf AFB AK 99506

Dear General Atkins: *DAWA*

Thank you for your September 11, 2009 letter concerning year round access to the Tanana Flats and Donnelly Training Areas.

Over the past four years Headquarters, Department of the Army, has received command endorsements from both U.S. Army Pacific and U.S. Army Alaska in support of a bridge across the Tanana River. Your added endorsement is appreciated as the Army continues to work this complex issue.

The Army position is that the Army would benefit greatly from improved rail, and/or road access to the Tanana Flats and Donnelly Training Area. The requirement for construction of a bridge over the Tanana River is based primarily on commercial development and transportation safety. The proposed bridge will provide safe and consistent access to the Tanana Flats and Donnelly Training Areas

The Joint Pacific Alaska Range Complex remains an important capability to the Army. While the Army has not identified construction of a bridge as a formal training requirement shortfall, the Army supports the continued commercial development of the bridge to help ensure safe access to vital training facilities.

The Army remains fully committed to establishing the necessary easements to help Alaska establish this important piece of infrastructure.

Sincerely,

*THANKS FOR ALL
YOU DO MY FRIEND.*

Peter W. Chiarelli
General, U.S. Army
Vice Chief of Staff

Jim Dodson Testimony

Tanana River Bridge

Senate Finance Committee - March 18, 2010

I encourage you to consider the State funding a portion of the rail and vehicle bridge across the Tanana River. This bridge would provide year around access to the military's Joint Pacific Alaska Range Complex (JPARC) and also would serve as infrastructure to the extension of the Alaska Rail Road to Big Delta and eventually on into Canada.

Currently JPARC is only assessable by air or unreliable ice bridge substantially reducing the opportunity for Alaska 4 Army brigades and 1 Army National Guard to utilized Alaska as a primary training location.

Because the Port of Anchorage is one of only sixteen strategic ports in the nation designated to support National Security and the Alaska Railroad is designated by the Department of Defense as a Defense Connector Line of the Strategic Rail Corridor Network, JPARK could not only serve the military stationed in Alaska but could become the main training area in the United States for all US armed forces.

Today the Alaska military contributes \$1.9 Billion dollars or 11% of all Alaska employee compensation and contributes 24,000 or 7% of all Alaska jobs. By the State investing in the access bridge we would be encouraging new military industry investment in Alaska and more economic activity from military training in Alaska by military stationed outside of Alaska.

In January of 2008 Major General Stephen Layfield, Commander US Army Alaska wrote in a memorandum to the Chief of Staff of the Army, "if the rail line extension is constructed, as proposed, it will include a rail and road bridge over the Tanana River, providing year-round ground access to the 650K Tanana Flats Training Area with its brigade-sized mounted maneuver corridors. This ground will also enable expanded use of several hundred thousand acres of nearby Donnelly Training Area located across the river that today only accessible by air or temporary bridging". The bridge across the Tanana is not only a good investment for the U. S.

By participating in funding the State will be making an investment in Alaska infrastructure that will lead to new military industry investment in Alaska and increased Alaskan jobs.



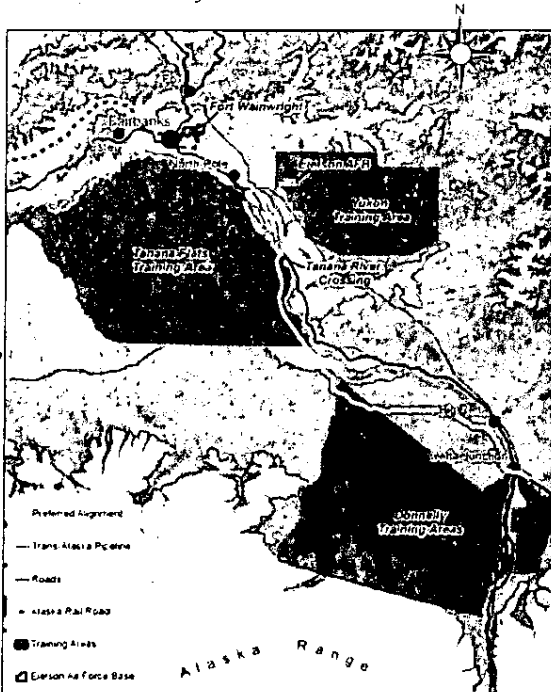
Northern Rail Extension

PROJECT FACTS

Project Scope & Description

The Alaska Railroad Corporation (ARRC) proposes to construct and operate a new rail line in the area between North Pole and Delta Junction. The project would involve approximately 80 miles of new rail line connecting the existing Eielson Branch rail line at the Chena River Overflow Structure to a point near Delta Junction. The proposed rail line would provide freight and potentially passenger rail services serving commercial interests and communities in or near the project corridor.

The new rail line would be operated as part of the Alaska Railroad system. As a common carrier, the line would be available to the general public, commercial, and military shippers including agricultural and resource development businesses. With a top design speed of 79 miles per hour for passenger trains, the track could support public transit operations between Fairbanks, North Pole, Salcha and Delta Junction.



Area map showing the military training areas south and west of the Tanana River.

The project includes development of an Environmental Impact Statement (EIS) as required by the National Environmental Policy Act (NEPA). This work consists of identifying and analyzing feasible alignment alternatives, completing engineering design on alternatives selected for review in the EIS, and estimating anticipated construction costs.

In order to fulfill transport needs and avoid mountainous terrain along the northeast bank of the Tanana River, the project requires a Tanana River crossing. The new rail line may also cross the Salcha, Little Delta and Delta Rivers, as well as Delta Creek.

The Department of Defense (DOD) has large training areas south of the Tanana River between Fairbanks and Delta Junction. Access to the Joint Pacific Area Range Complex (JPARC) is currently limited to ice roads during a short period of the year. The project scope would develop access from the Richardson Highway to the Tanana River, construct a crossing of the Tanana River, and place a staging area for military use immediately south of the river. Subsequent rail development would also use this crossing. Preliminary conceptual design includes a single traffic lane combined with rail located somewhere south of Salcha.

Purpose and Need

The Northern Rail Extension project would provide essential freight and passenger service to support transportation and mobility needs of the region. The project may provide the following:

- **Commercial freight service supporting communities** and commerce in or near the rail corridor, including existing agricultural, mining, and petrochemical industries, thus reducing reliance and wear and tear on the Richardson Highway. Currently, both the agricultural community located near Delta Junction and mineral resource industries in the area receive materials that are initially shipped by rail. Materials must be off-loaded in or near



Fairbanks, and then transported by truck via the Richardson Highway.

- **Transportation alternative** to the Richardson Highway for passenger transportation, with scheduled station stops proposed between Fairbanks and Delta Junction by way of North Pole and other communities. Passenger rail service would be available for citizens, military personnel, contractors, and dependent families who wish to travel for work, shopping, medical, educational, or other reasons.
- **Military support.** Access to the JPARC would accommodate year-round access to large military training areas. The Army and Air Force both use the million-acre complex, and their presence is expanding. The Complex provides unique opportunities for large scale, combined training of military units. The Army, in particular, is interested in rail to mobilize military units in and out of the training areas.
- **Support regional tourism.** Tourism is a major industry in Alaska and the rail line would provide further opportunities for visitors to enjoy the Alaska environment.

Benefits

- Common carrier rail service would provide bulk transport of goods to and from existing agricultural developments, mineral resource developments and other business enterprises. Area freight and transit services would enhance opportunities for economic expansion in a relatively isolated area of Alaska. The Alaska Railroad's tourism support to other parts of the system could potentially be expanded to Delta Junction and provide additional opportunities to see Alaska by rail.
- Additional communities within Interior Alaska would be connected by rail to three ports, including the Port of Anchorage, recently designated as one of 15 strategic ports in the nation.
- Public transit would facilitate additional choices for families and individuals seeking safe, reliable, year-round transportation opportunities between the Delta Junction and Fairbanks areas. Rail transit offers an alternative to driving the Richardson Highway, which presents hazardous driving conditions during long, dark, icy winter months.

- Military units would benefit from year-round multi-modal access to joint training areas south of the Tanana River.
- Rail access would avoid use of military vehicle convoys along the Richardson Highway, thereby reducing congestion, saving fuel and minimizing wear-and-tear.

Status/Timeline

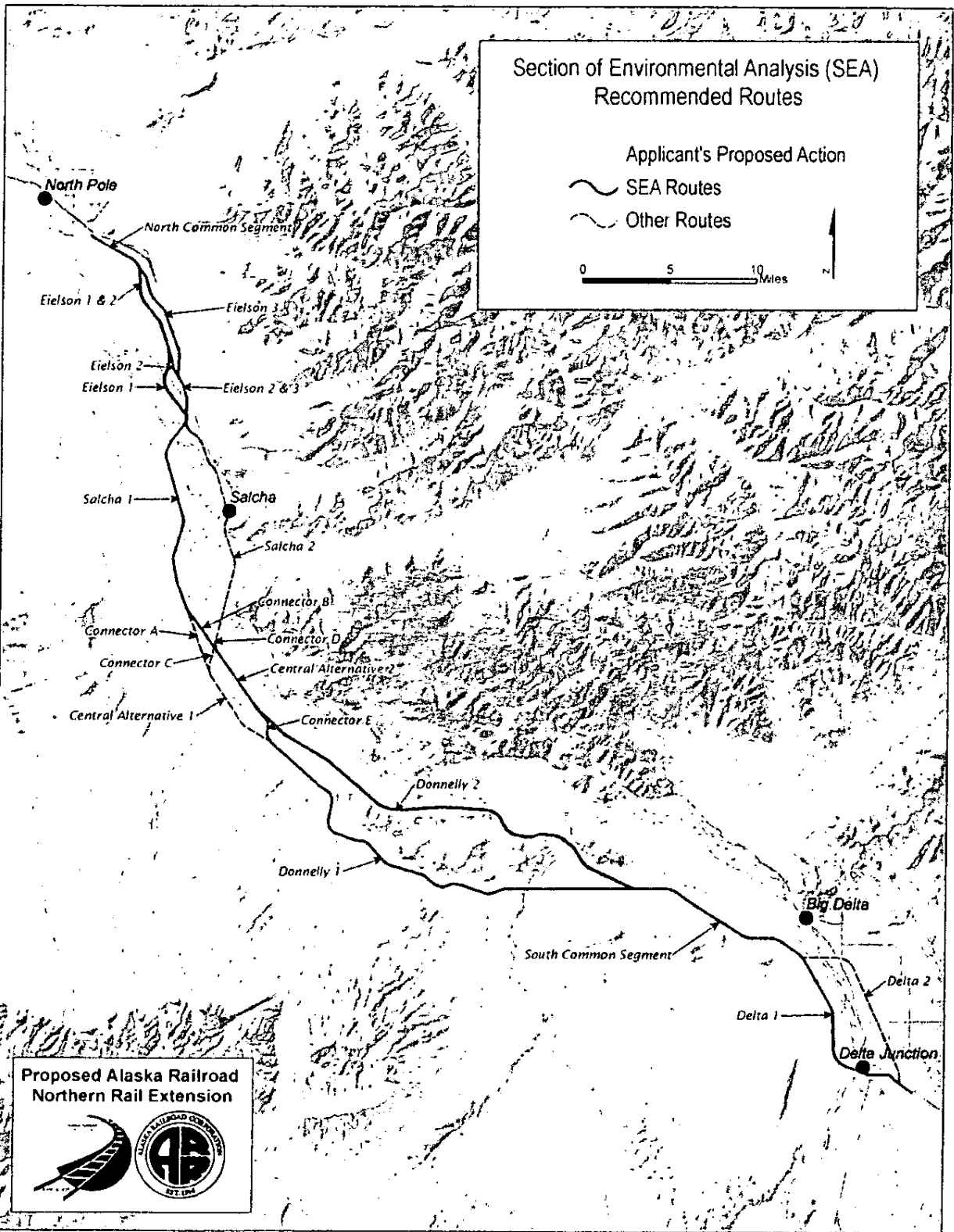
- Late 2004, ARRC initiated project conceptual development.
- April 2005, the Surface Transportation Board (STB), the lead federal agency, selected ICF Consulting as the independent third party contractor to prepare the EIS under the STB's direction.
- November 2005, STB published a "Notice of Intent" in the Federal Register.
- December 2005, STB held public and agency scoping meetings.
- December 2008, Draft EIS is released for public review. Public meetings held mid-January in Fairbanks, North Pole, Salcha and Delta Junction. Public comment period ended February 2, 2009.
- STB posts Final EIS September 18, 2009. FEIS is available for review on the STB web site at http://www.stb.dot.gov/stb/environment/key_cases_alaska.html. Scroll down to the links for both the Final EIS and Draft EIS.
- The STB Record of Decision on January 5, 2010, granted authority to construct and operate the rail extension.

Next Steps

- With the STB's final decision is made, ARRC can move forward with final design and construction. The project will likely progress in four phases, as funding allows:
 - **Phase One** – Tanana River crossing at Salcha (Joint Tanana Range Access)
 - **Phase Two** – Rail construction from Moose Creek near North Pole to the Salcha crossing
 - **Phase Three** – Rail construction from the Salcha crossing to the Donnelly Military Training Area
 - **Phase Four** – Donnelly to Delta Junction



Project Area Map: Proposed and Recommended Routes



**Proposed Alaska Railroad
Northern Rail Extension**



Cost and Funding

- Preliminary engineering and design and NEPA-mandated environmental assessments and documentation were included in a \$12.5 million budget from an initial Department of Defense (DOD) appropriation in 2005 that was administered as a grant through the Federal Railroad Administration (FRA). DOD appropriations announced in 2006 included \$4 million for NEPA and preliminary engineering work.
- DOD appropriated \$44.2 in 2007 and another \$60 million in 2008, primarily to pursue Phase One, the Tanana River crossing (Joint Tanana Range Access). Funds are being used for planning, environmental work, engineering, final design, permitting, acquiring right-of-way, preparing the construction area and procuring materials.
- Construction costs for the rail line is estimated to be between \$650 and \$850 million, Funding sources may include federal appropriations and financing via the sale of revenue bonds that are secured by advance shipping contracts.

the STB and the administrating agency for the federal grant funding the EIS development. The FRA provides technical oversight for the project.

- **Cooperating Federal Agencies.** In addition to the FRA the following federal agencies will be cooperating on the EIS: The Federal Transit Administration (FTA), The Bureau of Land Management (BLM), The Alaska Command (ALCOM), The U.S. Air Force (USAF) 354th Fighter Wing (Stationed at Eielson Air Force Base), The U. S. Army Corps of Engineers (USACE), and the U. S. Coast Guard (USCG). These agencies reviewed and commented on various aspects of the project throughout development of the EIS.

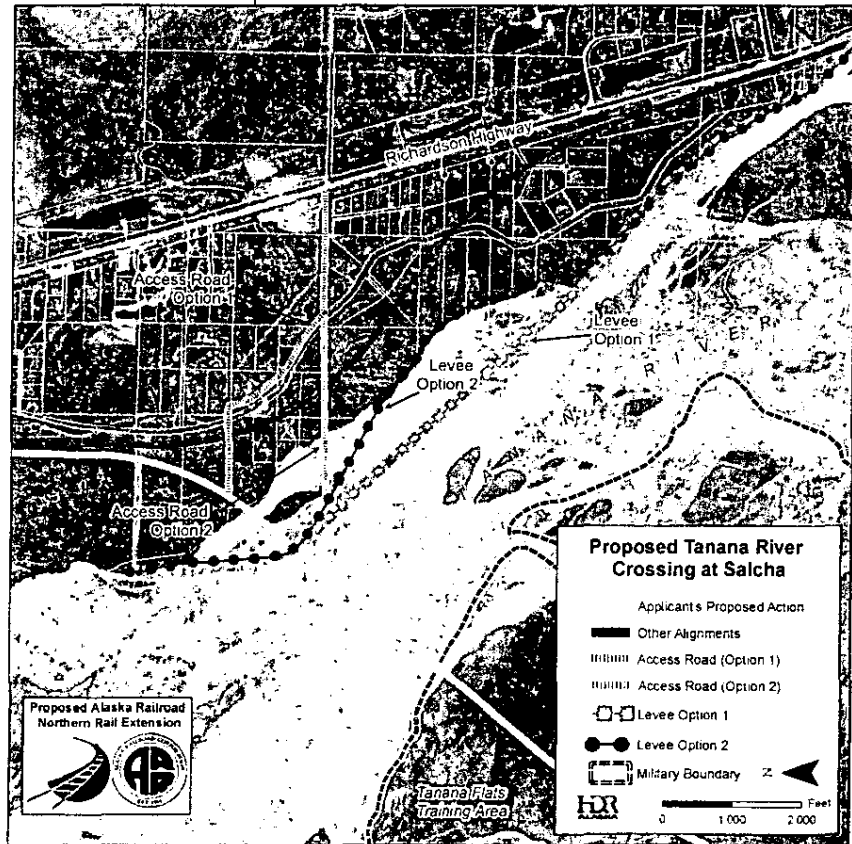
For more information

- E-mail to public_comment@akrr.com
- visit www.northernrailextension.com
- Contact ARRC Corporate Communications Officer Stephenie Wheeler at (907) 265-2671.

Project Participants

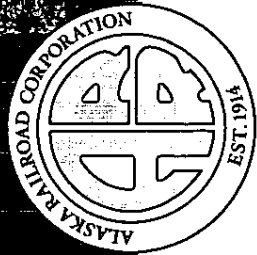
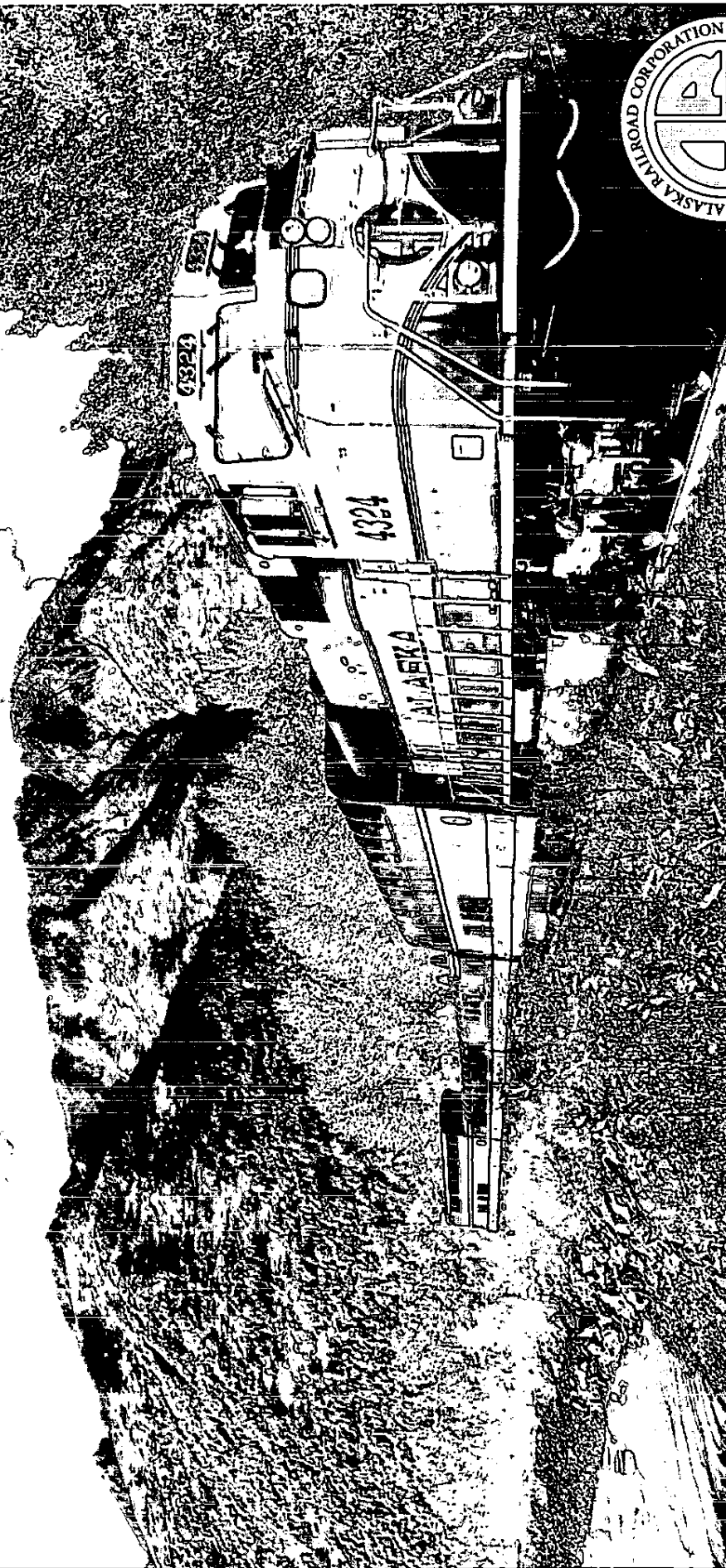
A number of players are involved with the project:

- **The Surface Transportation Board (STB)** is the approval authority for all new rail line construction in the United States. As such, the STB is the lead federal agency on the project and oversaw the EIS process.
- **The Alaska Railroad Corporation (ARRC)** is a self sustaining corporation owned by the State of Alaska. ARRC is the project sponsor of the Northern Rail Extension project.
- **The Federal Railroad Administration (FRA)** is a cooperating agency with



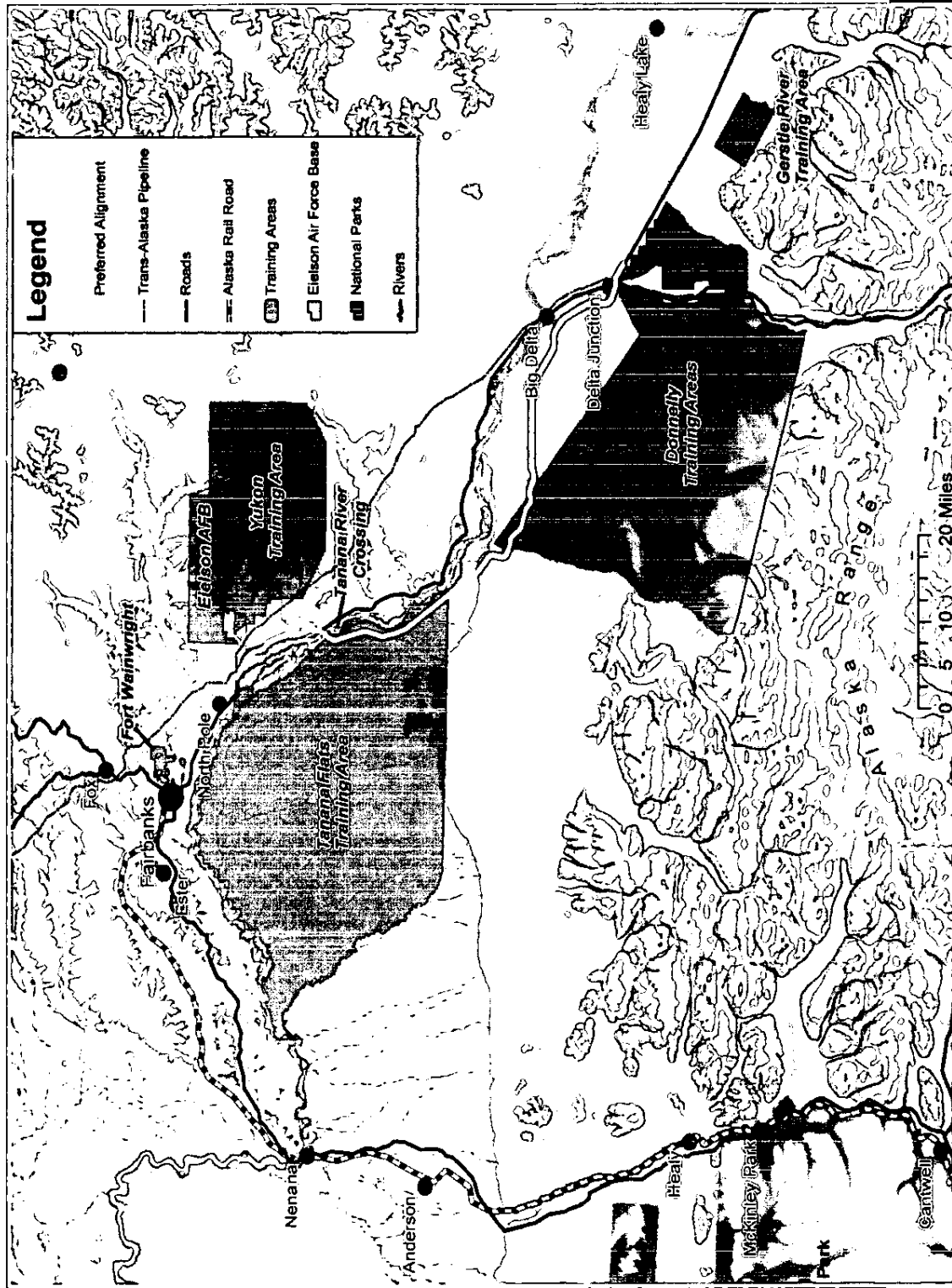
Preliminary design of the Tanana River crossing at Salcha (Joint Tanana Range Access).

Tanana Flats and Military Training Access Northern Rail Extension

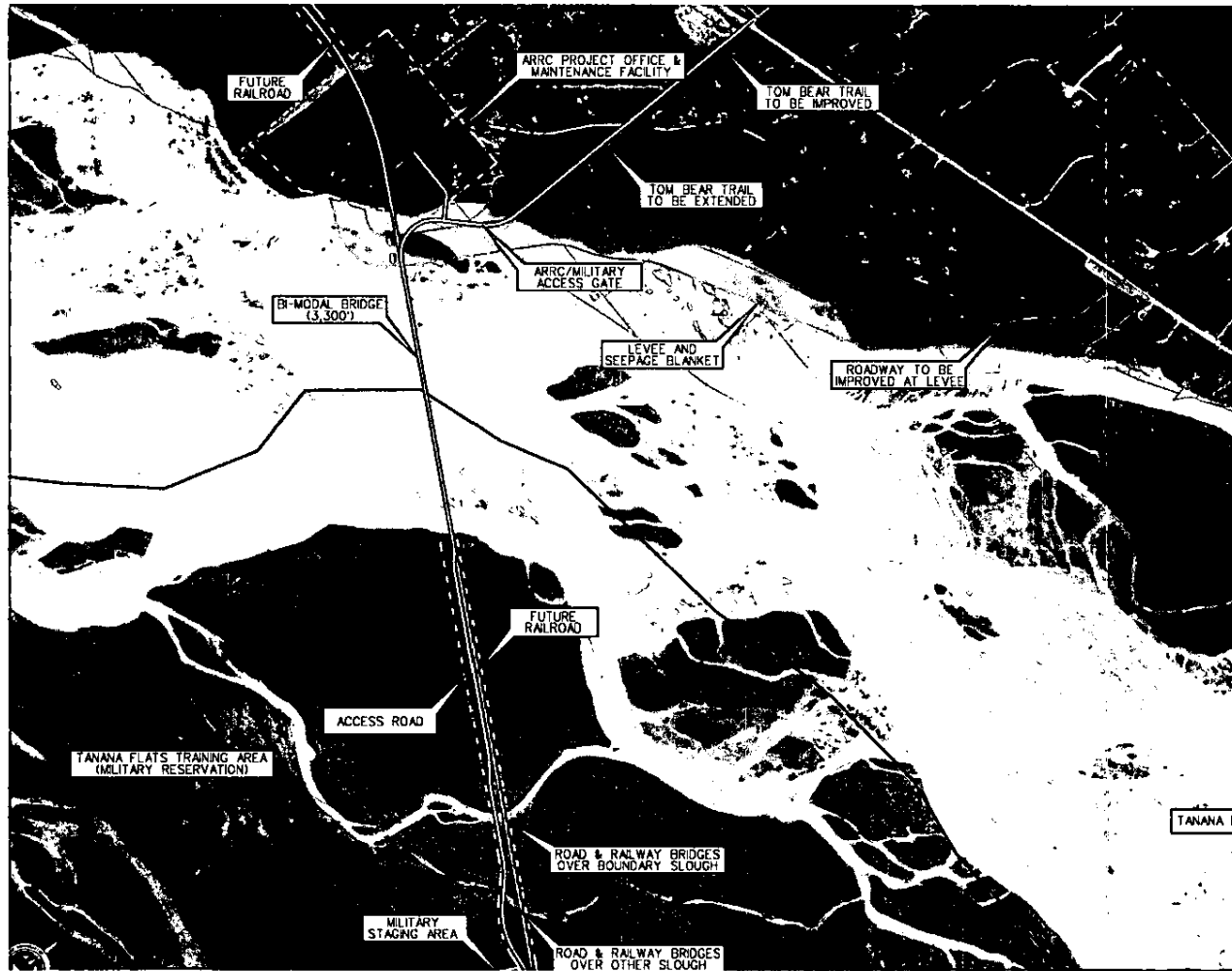


AlaskaRailroad.com

Tanana Flats & Military Training Access Northern Rail Extension



NRE: Phase 1 Military Access



Cost Estimate

Component	(in millions)
<i>Crossing Structure</i>	\$120.4
<i>River Training</i>	\$38.4
Total	\$158.8



Funding Plan

Total estimated cost	\$158.8 MM
DOD (2008) in hand	\$ 44.2 MM
DOD (2009) in hand	\$ 60.0 MM
DOD (2007) pending reprogram	<u>\$ 11.8 MM</u>
Total DOD Funding	\$116.0 MM
Funding Required	\$ 42.8 MM



Why Now?

- DOD funds expire 2012-2014
- Construction must start in Fall 2010 in order not to lose the \$116 million DOD funds
- Levee construction is the first step of the project
- The Alaska Railroad Board of Directors has expressed concern about undertaking construction without full funding in place



Case Study

Customer

Pacific Air Forces (PACAF) and 353d Combat Training Squadron (353d CTS)

Program

RED FLAG – Alaska (RF-A)

Training Venue

Pacific Alaska Range Complex Air Combat Training System (PARC ACTS).

66,000+ square miles of training airspace (Air Force managed) and 1.6 million acres of training land (Army managed); 60–90 aircraft with 1,400–2,000 participating personnel per exercise.

Program Mission

Preparing the warfighter with integrated training through live, virtual, and constructive exercises involving joint and allied/coalition forces. The ability to fully support joint training (while utilizing dissimilarly classified systems that mimic real world operations) is an integral component of PARC's mission in preparing today's warfighter.

"SimShield TENA, certified for SABI, has proven that our military training forces can effectively participate in live training exercises without compromising data security. SimShield TENA will reshape combat training efforts by providing the most realistic training experience available today." Billy Smith, HQ PACAF Ranges Program Manager

Partners

TCS worked closely with General Dynamics-C4Systems (Tempe, AZ) and Cubic Defense Group (San Diego, CA) to integrate TENA compliant training assets and SimShield at PACAF.

Pacific Alaska Range Complex Uses SABI Certified Cross Domain Solutions to Prepare the Warfighter

Training Economically and Efficiently

The US Department of Defense (DoD) has invested billions of dollars in testing, training, and evaluating test ranges in order to effectively train and prepare today's warfighter. Geographically dispersed air, land and sea test ranges are used by US military services, agencies, and coalition forces for their respective training objectives. Individual ranges are developed vertically over time, building on unique range-dependent instrumentation systems. This isolated growth defeats the economic and efficiency gains that could be achieved by range resource reuse and range-to-range interoperability.

The Pacific Alaska Range Complex (PARC)

PARC is one such training range that provides joint combat training for numerous exercises. The primary exercise taking place at PARC is known as "RED FLAG – Alaska" (RF-A), but the range also hosts Live Fire Exercises, Major Flying Exercises, and Joint Force Exercises. For each exercise conducted at PARC, there are between 60 and 90 aircraft and 1,400 – 2,000 participating personnel between the two PARC



bases, Eielson and Elmendorf. PARC covers 66,000 plus square miles of training airspace and 1.6 million acres of training land, representing diverse topography from mountains, to tundra, to rivers and it is the largest instrumental air, ground, and electronic combat training range in the world.

The Air Combat Training System (ACTS)

PARC's Air Combat Training System (ACTS) is used by the 353d Combat Training Squadron (353d CTS) to provide superior combat simulation joint training that is highly realistic and effective for combat aircrew, ground crew, and command staff with a focus on developing warfighter skills. This is part of the large-scale RF-A exercise. Training includes real-time air-to-air, air-to-ground, and ground-to-air mission capture; monitoring and playback for aircrew visual feedback; and performance evaluation.

The 353d Combat Training Squadron (353d CTS)

The 353d CTS' mission is to train the warfighter with three to four joint allied/coalition force exercises per year. Each exercise involves a two-week joint air and ground war training with relevant, real-world combat scenarios, and realistic threats and targets. The 353d CTS emphasizes joint war fighting capabilities, including Air Force, Army, Navy, and Marine Corps. Allied/coalition forces that participate in these joint exercises include the Australia, Canada, France, Germany, Italy, Japan, Mongolia, South Korea, Spain, Sweden, Thailand, Turkey, United Kingdom, and NATO units.

The Training Challenge

PARC ACTS was faced with the challenge of being able to effectively and realistically engage in these joint force exercises with US allies, while protecting classified data. They needed the ability to use an interoperable, re-usable, and composable set of geographically distributed range resources (live, virtual, and constructive) that could be rapidly combined to meet testing and

training missions in a realistic manner. PARC ACTS elected to use the TENA (Test and Training Enabling Architecture) architecture to meet their goals.

A Cross Domain Solution

A cross domain solution (CDS) is defined as a software solution that allows the access and transfer of information from one classified network to another at different classification levels. The Office of Director of National Intelligence (ODNI) mandates that all operational programs using a cross domain solution be granted an Authority to Connect (ATC) before field implementation. An ATC is obtained following successful completion of Secret and Below Interoperability (SABI) Certification and Accreditation (C&A). C&A is a defined sequence of review and testing tactics that facilitate risk analysis associated with a program involving classified networks or enclaves.

PARC ACTS involved a TENA classified network/enclave and a TENA unclassified enclave for the training exercises. These two enclaves had to be integrated; therefore, a TENA cross domain solution was needed to provide the required multi-level security. Because a suitable solution with TENA support did not exist, PACAF contracted with Trusted Computer Solutions (TCS) to develop it.

PACAF and Trusted Computer Solutions

PACAF had experience with TCS' SimShield™ training and simulation guard, but the existing SimShield version did not support TENA. "PARC chose TCS to develop the SimShield Test and Training Enabling Network Architecture cross domain solution, following their successful implementation of SimShield for High Level Architecture (HLA)," stated Billy Smith, HQ PACAF Ranges Program Manager. HLA is another type of training and simulation architecture.

SimShield TENA

SimShield provides the capability to label, segregate, protect, and exchange data between TENA systems executing at different sensitivity or classification levels. SimShield is a software solution consisting of two components: Policy Editor™ and the Trusted Bridge™. Policy Editor is an easy-to-use graphical user interface that permits security classification and TENA domain experts to enter and review the reclassification rules that govern the intercommunications between single level logical ranges. Once approved, the administrator can install and implement the configured rule set on the Trusted Bridge in a matter of minutes. The Trusted Bridge enforces the installed rule set.

The Importance of Training Together Securely

SimShield TENA provides PARC ACTS with secure bi-directional integration and interaction of all equipment and sub-systems. It also allows PARC ACTS to further support US joint training capabilities by connecting to their training networks.

SimShield TENA segregates the unclassified and classified enclaves that are essential in allowing required data to be collected from PARC ACTS operations. The solution is designed for monitoring and recording playback for aircrew and ground crew debriefing and lessons-learned exercises. According to Billy Smith, "SimShield TENA, certified for

SABI, has proven that our military training forces can effectively participate in live training exercises without compromising data security. This solution will reshape combat training efforts by providing the most realistic training experience available today."



SimShield TENA Today

The SimShield TENA guard has achieved a SABI C&A ATC for PARC ACTS and is included on the Unified Cross Domain Management Office's approved list of cross domain solutions. "SABI certification awarded for PARC ACTS is a clear indicator that SimShield TENA is an effective solution for cross domain training requirements in accordance with the Assistant Secretary of Defense's initiatives," Smith notes. To date, SimShield is the only CDS available that is TENA compliant.

Summary

The ability to fully support training between joint and allied/coalition forces, while utilizing dissimilarly classified systems that mimic real world operations, is an integral component of PARC's mission in preparing today's warfighter. PARC ACTS is able to fulfill this mission by utilizing the SABI-certified SimShield TENA solution from Trusted Computer Solutions.



About Trusted Computer Solutions, Inc.

Founded in 1994, Trusted Computer Solutions (TCS) is an industry leader in providing cross domain and cyber security solutions for both the private and public sectors. The Company's portfolio of security products include the SecureOffice® Suite, a group of cross domain solutions that allow the secure transfer and sharing of information; Security Blanket™, an industry award-winning operating system lock down and security management tool; and CounterStorm™, a behavioral, statistical and content-based anomaly detection system that rapidly identifies targeted and zero day attacks. All TCS solutions are backed by the company's Professional Services group, which consists of nationally recognized experts in security policy, architecture, planning, and implementation. TCS is headquartered in Herndon, VA, with offices in Champaign, IL and San Antonio, TX.

For more information, visit www.TrustedCS.com.

SecureOffice is a registered trademark and SimShield, Policy Editor and Trusted Bridge are trademarks of Trusted Computer Solutions, Inc. Linux is a registered trademark of Linus Torvalds. All other trademarks and registered trademarks are the property of their respective owners.



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MILITARY

Air Force
Print News Today

Alaska range, airspace critical to combat training

by Senior Airman Justin Weaver
354th Fighter Wing Public Affairs

4/23/2007 - EIELSON AIR FORCE BASE, Alaska (AFNEWS) – Ejecting out of a fighter jet at more than 400 miles per hour, aircrew members have one objective—to make it to the ground alive.

For an F-15 Eagle fighter pilot and his navigator, the combat search and rescue training scenario during Red Flag-Alaska 07-1 stranded them with severe injuries on the expansive Pacific Alaskan Range Complex.

The 210th Rescue Squadron, Det. 1, immediately received notification of a downed aircraft. However, due to enemy threats in the area, it would take a full day before an attempt to rescue the downed aviators could take place.

"If there is an enemy threat in the area, we have to wait for it to be eliminated before we can attempt a rescue effort," said Maj. Bill Kupchin, the 210th RQS, Det. 1 commander.

With that in mind, four F-16 Fighting Falcons and two HH-60 Pavement helicopters set out the next day with a single goal of extracting the F-15 crew and returning them to safety.

Initially, the F-16 pilots make contact and authenticate the identity of the downed men, Maj. Kupchin said. Once they have authenticated the survivors, the F-16 pilots provide cover for the Pavement crews as they go in to recover the crew.

Once on scene, two pararescuemen go to work stabilizing the survivors and preparing them for recovery.

"Because of the extent of the aircrew's injuries, we decided to off-load the survivors onto a C-130 at a nearby airport," Major Kupchin said. "The C-130 would be able to take the injured men to a hospital quicker than our helicopters could."

Airmen from the 79th Rescue Squadron at Davis-Monthan Air Force Base, Ariz., operate the HC-130, which is known for providing rapidly deployable combat search and rescue forces to theater commanders worldwide.

"The C-130 supports us with air refueling, airdrop and airdrop of pararescue personnel and equipment in support of combat personnel recovery," Major Kupchin said. "Its crews are capable of landings on short, unimproved, runways and low-level operations during day or night, making them a very valuable asset," he said.

As the Pavement crews make their way to Allen-Army Airfield to off-load the injured aircrew, they rendezvous with a C-130 crew at 5,000 feet for in-flight refueling above the Pacific Alaskan Range Complex.

Once the pilots get the fuel they land at the airfield to off-load the injured survivors.

"It's very satisfying when you extract someone safely and get them out of harms way," said Master Sgt. Todd Peplow, a 210th RQS aerial gunner.

Back in the air, the Pavement crew flies over to the range complex where 210th RQS aerial gunners use 7.62mm miniguns mounted in the cabin windows to hone their accuracy on training targets such as convoys, hangars and static aircraft.

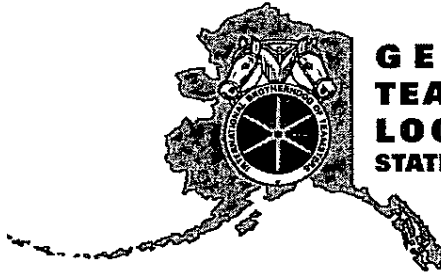
"The diverse terrain we have here in Alaska is great because it covers all aspects we might encounter while deployed," Major Kupchin, a 16-year veteran helicopter pilot, said. "With Red Flag-Alaska exercises, we are able to further enhance our training by working alongside our coalition forces."

Members of the 353rd Combat Training Squadron control the Pacific Alaska Range Complex's 67,000 square miles of airspace, one conventional bombing range and two tactical bombing ranges – containing more than 400 different types of targets and more than 30 threat simulators both manned, and unmanned.

"The ranges here are critical to our training," Major Kupchin said. "The threats we train with on range prepare us to handle any threat we might face in theater."

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**GENERAL
TEAMSTERS
LOCAL 959
STATE OF ALASKA**

Affiliated with the International Brotherhood of Teamsters
Ken Coleman, Secretary-Treasurer
520 E. 34th Ave., Suite 102, Anchorage, Alaska 99503
Phone (907) 565-8122 • Fax (907) 565-8265

April 2, 2010

Senator Lisa Murkowski
709 Hart Senate Building
Washington, D.C. 20510

Re: Pacific Alaska Range Complex (PARC) Layoffs at Eielson AFB

Dear Senator Murkowski:

On behalf of the Teamster members that we represent, please consider this our call for your assistance. We have had a contractual relationship with current contractor World Technical Services Inc (WTSI), since October 1, 2007, and prior contractors since October 1, 1996. We received a letter from Mike Ostler, Program Manager, WTSI, dated March 12, 2010, stating that the current contract for the Pacific Alaska Range Complex (PARC) was scheduled to end March 31, 2010 and that the Air Force and WTSI were working on a bridge agreement. (Please see attached letter.)

On March 17, 2010, six of our members received layoff letters advising them that their last day of employment will be March 31, 2010. On March 26, 2010, WTSI representatives met with the employees and informed them that twenty one employees at PARC North and five at PARC South (Anchorage) will be laid off August 31, 2010.

The elimination of these jobs causes grave concern, for not only our members, who suffer a significant financial hardship, but also the community as a result of the loss of income. The employees being laid off are Alaskans and their jobs are full time, year round and benefited.

We know how you value family, hard work and Alaska jobs. Your assistance in restoring these jobs would be greatly appreciated.

Sincerely,

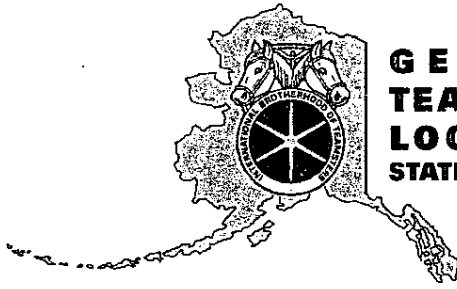
GENERAL TEAMSTERS LOCAL 959

Ken Coleman
Secretary Treasurer

c: Senator John Coghill, Jr.
Representative John Harris
Representative Tammie Wilson

Attachments
Hand-delivered

Rep D Young re PARC.040210



**GENERAL
TEAMSTERS
LOCAL 959
STATE OF ALASKA**

Affiliated with the International Brotherhood of Teamsters
Ken Coleman, Secretary-Treasurer
520 E. 34th Ave., Suite 102, Anchorage, Alaska 99503
Phone (907) 565-8122 • Fax (907) 565-8265

April 1, 2010

Senator Mark Begich
825C Hart Building
Washington, D.C. 20510

Re: Pacific Alaska Range Complex (PARC) Layoffs at Eielson AFB

Dear Senator Begich:

On behalf of the Teamster members that we represent, please consider this our call for your assistance. We have had a contractual relationship with current contractor World Technical Services Inc (WTSI), since October 1, 2007, and prior contractors since October 1, 1996. We received a letter from Mike Ostler, Program Manager, WTSI, dated March 12, 2010, stating that the current contract for the Pacific Alaska Range Complex (PARC) was scheduled to end March 31, 2010 and that the Air Force and WTSI were working on a bridge agreement. (Please see attached letter.)

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Sincerely,

GENERAL TEAMSTERS LOCAL 959

Ken Coleman
Secretary Treasurer

Enclosure

c: Senator John Coghill, Jr
Representative Tammie Wilson

Sen Begich re PARC.040110

751 Old Richardson Hwy., Fairbanks, AK 99701 • P (907) 452-2959 • F (907) 452-5051
306 Willoughby, Juneau, AK 99801 • P (907) 586-3225 • F (907) 586-1227

P. O. Box 3150, Kenai, AK 99611 • P (907) 283-4498 • F (907) 283-8030
1201 Mill Bay Road, Kodiak, AK 99613 • P (907) 486-8818 • F (907) 486-8818

www.akteamsters.com



-----Original Message-----

From: Eileen Newman
Sent: Monday, March 15, 2010 2:24 PM
To: Mike Jones
Cc: Rick Boyles; Ken Coleman
Subject: FW: Letter to Union from PARC/WTSI

-----Original Message-----

From: Ostler, Michael R Civ USAF PACAF 353 CTS/PARC [<mailto:michael.ostler@eielson.af.mil>]
Sent: Friday, March 12, 2010 7:29 AM
To: Eileen Newman
Subject: FW: Letter to Union

Eileen, attached is a letter explaining the current situation with our transition to the new bridge contract. At this point we do not have an agreement for a contract. However, we do know that the customer is short funds and thus the potential for reduced manning on the bridge contract.

I have briefed the steward, Jim Whited, and all employees will receive a copy of this letter today.

V/r, Mike

Michael R. Ostler
Program Manager, Pacific Alaska Range Complex

World Technical Services, Inc.
PO Box 4550 Eielson AFB, AK 99702
DSN 317 377 4914
Commercial (907) 372-4416
Cell (907) 460-7780

-----Original Message-----

From: Loze, Cheryl B Civ USAF PACAF 353 CTS/PARC
Sent: Friday, March 12, 2010 6:59 AM
To: Ostler, Michael R Civ USAF PACAF 353 CTS/PARC
Subject: Letter to Union



**To: Union Shop Steward
Union Business Rep
PARC employees**

From: Mike Ostler

Date: March 12, 2010

Re: Pacific Alaskan Range Complex (PARC) Contract Status

The purpose of this memo is to advise the Union and our employees that the current contract for the Pacific Alaska Range Complex is scheduled to end March 31, 2010. WTSI's management team has been actively working with General Services Administration (GSA) to negotiate a Bridge contract for a 10 month period which will allow the Air Force time to recomplete a new follow-on contract. The challenge we are facing is the Bridge Contract will not be contracted through the Air Force, but will be contracted through GSA and the available funding does not meet the current contract requirements.

While WTSI has submitted full Technical and Price Proposals to GSA, as of today we do not have a firm contract. If there are changes to funding limits or the contract type, there may be direct impacts to our current workforce to include possible reductions in force and/or change in labor type/categories.

While at this time we are not certain of the status of this contract and what ultimately the Government will determine to be the future course, we remain actively involved in negotiating and communicating with them and will keep the Union updated on announcements pertaining to the contract status.

Should you like to discuss further, please do not hesitate to contact me.

Thank you.

A handwritten signature in black ink, appearing to read "Mike Ostler".

Mike Ostler
Program Manager

You replied on 3/15/2010 8:20 PM.
Attachments can contain viruses that may harm your computer. Attachments may not display correctly.

Barbara Huff

From: Mike Jones
To: Barbara Huff
Cc: Eileen Newman
Subject: FW: Letter to Union from PARC/WTSI
Attachments: ... Letter.Union.pdf(247KB)

Sent: Mon 3/15/2010 4:07 PM

Barbara, looks like we may be having a similar issue with funding for the PARC group, you may want to get hold of Eileen as she will have more information

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I have briefed the steward, Jim Whited, and all employees will receive a copy of this letter today.


V/r, Mike

Michael R. Ostler
Program Manager, Pacific Alaska Range Complex

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From: Loze, Cheryl B Civ USAF PACAF 353 CTS/PARC
Sent: Friday, March 12, 2010 6:59 AM
To: Ostler, Michael R Civ USAF PACAF 353 CTS/PARC
Subject: Letter to Union

 You replied on 3/16/2010 5:21 PM.

Barbara Huff

From: Eileen Newman **Sent:** Tue 3/16/2010 11:42 AM
To: Barbara Huff; Mike Jones
Cc:
Subject: RE: Letter to Union from PARC/WTSI
Attachments:

Barbara,

First I heard of it.

I'm at Clear today, I'll be in the office tomorrow and in mediation on Thursday and Friday. Do you have any time tomorrow to chat?

Eileen

From: Barbara Huff
Sent: Monday, March 15, 2010 8:21 PM
To: Mike Jones
Cc: Eileen Newman
Subject: RE: Letter to Union from PARC/WTSI

Mike:


And we just heard about this????????? Eileen lets talk tomorrow, my cell is 227-4572.

From: Mike Jones
Sent: Mon 3/15/2010 4:07 PM
To: Barbara Huff
Cc: Eileen Newman
Subject: FW: Letter to Union from PARC/WTSI

Barbara, looks like we may be having a similar issue with funding for the PARC group, you may want to get hold of Eileen as she will have more information

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Barbara Huff

From: Eileen Newman **Sent:** Wed 3/17/2010 11:47 AM
To: Ken Coleman; Rick Boyles; Mike Jones
Cc: Barbara Huff
Subject: PARC Layoff Letters and Seniority List
Attachments:  [Seniority&Layoff.Letters.pdf\(2MB\)](#)

Some of our members at PARC North and South received layoff notices this morning. I'll be heading out to Eielson this afternoon.

Eileen

From: Loze, Cheryl B Civ USAF PACAF 353 CTS/PARC [mailto:cheryl.loze@eielson.af.mil]
Sent: Wednesday, March 17, 2010 11:27 AM
To: Eileen Newman
Subject: Seniority List and Layoff Letters

Eileen,

Per your request.

Cheryl

15-Mar-10

PARC SENIORITY LIST

NAME	CLASSIFICATION	SENIORITY DATE	S.S. #'s	STEP INCREASE DATE	BENEFITS SVC. DATE
RADAR SENIORITY GROUP					
Hardwick, Robert	EWRS - RADAR	10/01/91	7120	10/1	10/1/1991
Hallli, Thomas	EWRS - RADAR	10/01/91	2927	10/1	10/1/1991
Young, Michael	EWRS - RADAR	12/04/95		10/1	12/4/1995
Button, David	EWRS - RADAR	12/11/95	7323	12/11	12/11/1995
Skogstad, Ray	EWRS - RADAR	12/11/95	7094	12/11	12/11/1995
Therault, Timothy	EWRS - RADAR	03/11/96		3/11	3/11/1996
Lamers, Kenneth J.	EWRS - RADAR	3/31/97		3/31	3/31/1997
Buchanan, George	EWRS - RADAR	01/12/98		1/12	1/12/1998
Wollmann, Archie D.	EWRS - RADAR	05/18/98		5/18	5/18/1998
Lester, Gary J.	EWRS - RADAR	7/20/1998		7/6	7/20/1998
Maier, Steven W.	EWRS - RADAR	8/10/1998		8/10	3/26/1993
Broussard, Gary J.	EWRS - RADAR	5/3/1999		5/3	5/3/1999
Schuckman, Ronald W.	EWRS - RADAR	11/5/2000		12/1	11/5/2000
McNamee, Charles E.	EWRS - RADAR	4/30/2001		4/30	4/30/2001
Griffith, Thomas A.	EWRS - RADAR	5/7/2001		5/7	5/7/2001
Gasparini, Kevin J.	EWRS - RADAR	8/13/2001	1695	8/13	8/13/2001
Gahrman, Robert W.	EWRS - RADAR	8/13/2001	348	8/13	8/13/2001
Moore, Robert	EWRS - RADAR	12/10/2001		12/10	12/10/2001
Lashley, Roy	EWRS - RADAR	12/26/01		6/25	12/26/2001
Mettille, Cletus	EWRS - RADAR	1/22/2002		1/22	12/16/1992
Cosmulto, Eric M.	EWRS - RADAR	3/31/2003		3/31	3/31/2003
Williams, Robert D.	EWRS - RADAR	7/11/2005		7/11	7/11/2005
Johnson, Neal	EWRS - RADAR	4/2/2007		4/2	4/2/2007
Diaz, Manuel F.	EWRS - RADAR	1/22/2008		1/22	1/22/2008

COMM SENIORITY GROUP

Tuttle, Fred	EWRS - COMM	03/06/95		10/1	3/6/1995
Nichols, Eric	EWRS - COMM	02/02/04		2/2	2/2/2004
Van Stooten, Chris	EWRS - COMM	10/18/04		10/18	10/18/2004
Nelson, Philip	EWRS - COMM	06/06/05		6/6	6/6/2005

ACMI SENIORITY GROUP

Harding, Monty L.	EWRS - ACMI	10/01/96	5139	10/1	4/29/1996
Robertson, Randy K.	EWRS - ACMI	10/01/96	5038	10/1	5/22/1995
Cavan, Judy	EWRS - ACMI	01/31/00		1/31	1/31/2000
Sullivan, Patrick M.	EWRS - ACMI	09/05/00		2/1	9/5/2000
Westhoff, Denise	EWRS - ACMI	12/01/01		12/1	12/1/2001
Shelton, George E.	EWRS - ACMI	08/01/02	5453	8/1	8/1/2002
Blake, Richard S.	EWRS - ACMI	08/01/02	1999	8/1	8/1/2002
Welch, David A.	EWRS - ACMI	08/05/02		8/5	8/5/2002
Lovett, Frank	EWRS - ACMI	06/09/03		6/9	6/9/2003
Olson, Gary R.	EWRS - ACMI	01/02/07		1/2	1/2/2007

VIDEO SENIORITY GROUP

Risser, John	EWRS - VIDEO	07/31/95		10/1	7/31/1995
Kreid, Curtis K.	EWRS - VIDEO	10/01/96		10/1	7/15/1991
Rumfelt, Jonathan	EWRS - VIDEO	3/22/2004		2/1	3/22/2004
Murray, William E.	EWRS - VIDEO	06/07/04		6/7	6/7/2004
Fansler, Owen	EWRS - VIDEO	01/18/05		1/18	1/18/2005
Miller, Marcus J.	EWRS - VIDEO	01/22/08	2669	1/22	1/22/2008
Ortego, Scott	EWRS - VIDEO	01/22/08	1726	1/22	1/22/2008
Baker, Ronda L.	EWRS - VIDEO	03/25/08		3/25	3/25/2008
Thompson, Carl	EWRS - VIDEO	02/02/09		2/2	2/2/2009
Allison, Michael P.	EWRS - VIDEO	03/01/10		3/1	3/1/2010

ENGINEERING SENIORITY GROUP

Redington, Robert	EWRS - ENGINEERING	12/01/01	704	12/1	6/25/1992
Olson, Carl	EWRS - ENGINEERING	04/15/02		4/15	4/15/2002
Beaudreault, Charles	EWRS - ENGINEERING	07/09/07		7/9	7/9/2007
Vang, Jimmy	EWRS - ENGINEERING	06/22/09			6/22/2009

RANGE CONTROL SENIORITY GROUP

Tedor, Terry	EWRS - RANGE CONTROL	09/16/92		10/1	9/16/1992
Lawrence, Michael L.	EWRS - RANGE CONTROL	9/22/1997		1/12	9/22/1997
Warren, Robert	EWRS - RANGE CONTROL	3/30/2007		3/30	3/30/2007
Grunin, Allen B.	EWRS - RANGE CONTROL	4/17/2007		4/17	4/17/2007

RANGE TRAINING OFFICER SENIORITY GROUP

Smart, John	IRTO - PARC South	11/28/2005		11/28	11/28/2005
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MECHANICAL & FACILITIES SUPPORT SENIORITY GROUP

Simpson, Bryan D.	GEM - MECH. & FACILITIES	11/12/96		11/12	11/12/1996
Moore, Ralph L.	GEM - MECH. & FACILITIES	05/07/01		5/7	5/7/2001
Meister, Derrick	GEM - MECH. & FACILITIES	07/05/05		7/5	7/5/2005
Whitfield, Charles M.	GEM - MECH. & FACILITIES	03/17/08		3/17	3/17/2008

RANGE SUPPORT SENIORITY GROUP

Whited, Walter J.	RSS - RANGE SUPPORT	10/14/1996		10/14	10/14/1996
Murphy, Carl W.	RSS - RANGE SUPPORT	9/29/1997		9/29	9/29/1997



World Technical Services, Inc.

March 17, 2010

Mr. Jimmy Vang
109 Santa Claus Lane #1
North Pole, AK 99705

Dear Mr. Vang:

This letter is to notify you that World Technical Services, Inc., (WTSI's) contract at Pacific Alaska Range Complex will end on 31 March 2010, and we regret to inform you that your employment with WTSI will end close of business 31 March 2010.

On your last day, please complete your timesheet and return any company issued property (i.e., keys, I.D badge, etc.) to your supervisor.

As a separating employee, there are a number of items related to your pay and benefits of which you will need to be aware:

Final Pay Check/Unemployment Benefit:

Your final paycheck and any unused Vacation will be paid out in accordance with State of Alaska Wage and Hour guidelines (less any monies owed to WTSI). In addition, you are entitled to pursue unemployment insurance with your local state unemployment office. This letter may be used as your qualification for eligibility.

Medical; Life Insurance; Long Term Disability; Flexible Spending Account:

If you (and any dependents) are currently enrolled in the ASRC Health Plan, coverage will end at midnight March 31, 2010. You will have the option to continue coverage for yourself and/or any eligible dependents through COBRA. The Anchorage Benefits Administrator will be sending a package to your home which will provide enrollment details, timelines, and premiums.

The above mentioned materials are time sensitive and should be opened and reviewed immediately if you wish to take advantage of the coverage continuation options.

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Severance Provisions:

Severance pay will be processed in accordance with the terms outlined in the current Collective Bargaining Agreement.

As a separating union employee that was subject to involuntarily layoff, you will receive a Release and Severance Agreement within thirty (30) days from the date of this letter. A severance check will be processed once the Agreement is signed and returned to Human Resources.

Finally, Management will be meeting with you individually to discuss the details of this action and answer any questions you may have.

6303 Ivy Lane, Suite 130 Greenbelt, MD

Office: (301) 837-5500 Fax: (301) 837-5507 www.asrcwtsi.com



World Technical Services, Inc.

WTSI regrets this action has become necessary and sincerely appreciates your contributions on the contract. We wish you success in your future endeavors.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Ostler".

Mike Ostler
Program Manager
WTSI

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World Technical Services, Inc.

March 17, 2010

Mr. Neal Johnson
863 Mattie Street
North Pole, AK 99705

Dear Mr. Johnson:

This letter is to notify you that World Technical Services, Inc., (WTSI's) contract at Pacific Alaska Range Complex will end on 31 March 2010, and we regret to inform you that your employment with WTSI will end close of business 31 March 2010.

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WTSI
GLOBAL SERVICES

World Technical Services, Inc.

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Sincerely,



Mike Ostler
Program Manager
WTSI

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World Technical Services, Inc.

March 17, 2010

Mr. Manuel Diaz
2440 Caddis Court
North Pole, AK 99705

Dear Mr. Diaz:

This letter is to notify you that World Technical Services, Inc., (WTSI's) contract at Pacific Alaska Range Complex will end on 31 March 2010, and we regret to inform you that your employment with WTSI will end close of business 31 March 2010.

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Sincerely,

A handwritten signature in black ink, appearing to read "Mike Ostler". The signature is written in a cursive style with a large initial "M".

Mike Ostler
Program Manager
WTSI

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World Technical Services, Inc.

March 17, 2010

Mr. Charles Beaudreault
109 Santa Claus Lane
North Pole, AK 99705

Dear Mr. Beaudreault,

This letter is to notify you that World Technical Services, Inc., (WTSI's) contract at Pacific Alaska Range Complex will end on 31 March 2010, and we regret to inform you that your employment with WTSI will end close of business 31 March 2010.

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Mike Ostler
Program Manager
WTSI

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World Technical Services, Inc.

March 17, 2010

Mr. Robert Williams
977 Eldorado Road
Fairbanks, AK 99712

Dear Mr. Williams:

This letter is to notify you that World Technical Services, Inc. (WTSI's) contract at Pacific Alaska Range Complex will end on 31 March 2010, and we regret to inform you that your employment with WTSI will end close of business 31 March 2010.

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Mike Ostler
Program Manager
WTSI

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World Technical Services, Inc.

March 17, 2010

Mr. John Smart
19911 Quiet Way
Chugiak, AK 99547

Dear Mr. Smart:

This letter is to notify you that World Technical Services, Inc.. (WTSI's) contract at Pacific Ataska Range Complex will end on 31 March 2010, and we regret to inform you that your employment with WTSI will end close of business 31 March 2010.

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Mike Ostler
Program Manager
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