

ALASKA LEGISLATURE COMMITTEE FILES 1993-1994 8672

8193 HOUSE TRANSPORTATION

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DOT

use of

Rodeo

Is it Environmentally Safe?

An environmental impact statement completed by the state of Washington, which uses 25 chemical compounds as part of its brush control program, found that glyphosate, the most-studied weed control compound in the world, is not considered to be a risk to wildlife as a result of its use for roadside vegetation management.

The same study showed that glyphosate biodegrades in the terrestrial environment into carbon dioxide and water. The risks to workers and the public associated with exposure to the compound "are below levels of concern for all pathways evaluated."

Are there Alternatives?

Alaska's Department of Transportation and Public Facilities evaluated all possible options for removing brush and found that chemical sprays must be a part of any effective brush-control program.

Mechanical methods of brush control — while not as effective as chemicals, will still be used on more than 99 percent of the road right of way. In the spray area, mechanical methods are far more costly than use of RODEO and do not eliminate the problem alder brush.

Is it Effective?

A test section of 4- to 8-foot-tall alder brush in Petersburg and Klawock was sprayed with RODEO 2 1/2 years ago. The alders were just starting to come back after two years, while other vegetation such as grass and flowers has flourished.

In an adjacent section, where brush was cut mechanically, the alder has grown back to the level it was previously, and needs to be cut back again.

No effective brush control program can rely solely on mechanical means. DOT/PF is committed to environmental responsibility and will continue to look for other ways to get its job done without using chemicals. Meanwhile, all available information shows that RODEO can be applied safely, without harm to people, animals or the environment.

For More Information...

**The Department of Transportation
and Public Facilities
Southeast Region**

**Joe Pape
465-1786**

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Southeast Alaska's

BRUSH CONTROL

Why is Brush a Problem?

The Department of Transportation and Public Facilities has explored a variety of alternatives for controlling brush along Southeast Alaska roadways. Brush, primarily alder, causes a number of problems on the roads, including:

Safety hazards

Brush reduces visibility can cause accidents.

Damage to the roadway

Roots grow underneath the road and ruin pavement. (Brush under guardrails retains winter sand, causing a berm to form which interferes with road surface drainage. This harms the pavement and is a safety hazard.)

Aesthetics

Uncontrolled brush makes it difficult or impossible to see the scenic wonders that make Alaska a world-class tourist destination.

How Do You Control Brush?

Control of nuisance vegetation is a critical part of routine highway maintenance. The department has studied the alternatives and found that a comprehensive vegetation management which in-

cludes some spraying is the only reasonable alternative for keeping brush under control. "We have tried everything we can think of besides chemicals to control brush, and just can't keep up with it," said Jon Scribner, Southeast regional director for the department.

The department proposes to use RODEO, an environmentally sensitive compound, on less than 1 percent of Southeast Alaska's roadside right of way. The amount of the compound to be used amounts to a single drop per square foot on this limited amount of area.



DOT/PF is applying for a permit from the Department of Environmental Conservation to apply RODEO along less than 90 miles of guardrail section on 1,100 miles of state roadside in Southeast Alaska. A one-time application over a three-foot-wide strip along each side of the guardrail will occur

whenever climatic conditions are appropriate and personnel are available between Aug. 1 and Oct. 31, 1994. Based on earlier test results from Petersburg and Klawock, RODEO would need to be applied approximately once every three years.

Is Rodeo Toxic to Humans?

Today's chemical compounds are much safer than the chemicals of the past. Tests in Petersburg and Klawock have shown that RODEO was barely detected in soil samples taken 55 days after application. RODEO'S active ingredient, glyphosate, is rated as practically non-toxic to mammals and birds.

The toxicology of glyphosate has been studied for more than 20 years by a wide range of scientific and health organizations from around the world. The health and safety data base for glyphosate is the largest in the world for vegetation management products.

The consensus of all the regulatory agencies and health organizations that have reviewed it is that glyphosate presents insignificant risk to humans or animals.

Short-term, large-dose testing shows glyphosate to be about four times less toxic than aspirin, and more than 25 times less toxic than caffeine.

Answers to your Questions about Rodeo

Here is a list of the most commonly asked questions about DOT/PF's Brush Control Program for Southeast Alaska:

Question: Why is DOT/PF proposing to spray along the guardrails?

Answer: The department has studied every alternative method of controlling problem brush, and no single method has been found to be as effective or efficient as using an environmentally sensitive compound such as RODEO. Spraying, part of a comprehensive vegetation management program, is proposed for less than 1 percent of the roadside right of way in Southeast Alaska, while other methods will continue to be used for more than 99 percent.

Question: The department withdrew its applications to spray after public hearings last year. What's changed?

Answer: DOT/PF withdrew the applications because the public raised many important questions for which adequate answers were not available. The department has spent a great deal of time and effort finding answers to the questions and exploring the alternative brush control methods suggested. Costs, health effects and environmental effects also have been examined extensively, with the conclusion that the proposed amount and method of application are effective, cost far less and have negligible effects.

Question: Were independent studies performed that prove that RODEO won't have negative effects? Who performed these studies and what did they show?

Answer: A wide range of independent scientists and health organizations worldwide have studied the toxicological effects of glyphosate, the active ingredient in RODEO, for more than 20 years. The consensus is that this material presents insignificant risks to humans or animals.

Question: Will the spraying contaminate water?

Answer: RODEO adheres to the soil rather than leaching out into adjacent areas. Tests on sprayed sections showed no trace of RODEO 12 feet from the guardrail. Spraying will be done a safe distance from any creeks or other water bodies. RODEO is one of the few substances approved by the Environmental Protection Agency for aquatic weed control, so its effect on waterways would be minimal even in the unlikely event any traces reached water.

Question: What about recreational activities such as fishing, berrypicking and hunting? Will there be any danger from the spraying?

Answer: Risk analyses by the Washington State Environmental Impact Statement on Roadside Vegetation Management indicate the maximum risk of adverse effects associated with these activities from the plan to use RODEO is "negligible," or less than the risk associated with one transcontinental flight per year. The acute short-term, large dose testing shows glyphosate is four times less toxic than aspirin and less than 25 times less toxic than caffeine. A person would have to eat at least 450 pounds of wild berries sprayed with Rodeo during a single day to show any adverse effects from the spray.

Question: Is RODEO harmful to wildlife?

Answer: No. If eaten by wildlife, the particles will pass through the body with no effect. The Washington state environmental impact statement concluded that glyphosate, the active ingredient in RODEO, is not considered to be a risk to wildlife as a result of roadside vegetation management. A 200-gram quail would have to eat approximately 53 times its normal daily intake of glyphosate-treated grain in a matter of minutes in order to ingest a lethal dose of glyphosate. This is assuming that glyphosate was treated at the maxi-

mum application rate. In all the years of glyphosate use for roadside vegetation management, there has never been a documented case of injury to wildlife due to their feeding on treated vegetation.

Question: How will RODEO be applied?

Answer: Trained, licensed personnel will use backpack hand sprayers to apply a small quantity of solution to the area within three feet on each side of the sections of guardrail. Spraying will be done only when weather conditions permit, so every application will be a completely controlled process.

Question: How long will the actual spraying take?

Answer: We estimate that only a few days of spraying in each community, done when climatic conditions are appropriate between Aug. 1 and Oct. 31, will be needed.

Question: How often will be brush have to be sprayed?

Answer: Tests in Petersburg and Klawock indicate that spraying alders once every three years will keep growth of problem brush under control. On a test section sprayed two years ago, alder is just starting to grow back, while other

vegetation such as grass and flowers is flourishing. Alder cut mechanically at the same time is now taller than it was when it was cut.

Question: How will the RODEO be disposed of after spraying?

Answer: Empty containers will be triple rinsed with water and the empty containers will be punctured and crushed and disposed of in an approved city or state landfill.

Question: Doesn't glyphosate break down into formaldehyde, which is a known carcinogen?

Answer: No. Glyphosate biodegrades into carbon dioxide (CO₂) and water. The federal Environmental Protection Agency recently reclassified glyphosate from the "no evidence of carcinogenicity in humans" to "evidence of non-carcinogenicity in humans," its safest classification group. This decision was made based on evidence from scientific studies.

Question: What about the "R-11," the "surfactant" used in the herbicide mix?

Answer: R-11 has been used for years with RODEO as a wetting agent to allow the herbicide to penetrate the waxy surfaces of the vegetation. R-11 meets the safety stan-

dards for exposure to aquatic species with considerable safety margins, even if applied to the surface of still, shallow water.

Question: Why is RODEO only used around the guardrail?

Answer: Problem brush is the most difficult and expensive to control near and around the guardrail. It's hazardous work, both to employees and the public, to do the work by hand. Other areas farther away from the guardrail, can be done by mechanical methods.

Question: What warnings of spraying will be given?

Answer: Signs will be posted the day the spraying begins to advise the public of treated guardrail sections.

Question: What assurances can the department give the public that this spraying is safe?

Answer: The best scientific information available shows that the type of spraying proposed in Southeast Alaska will not harm humans or wildlife. Every precaution will be taken, and all evidence shows that this extremely conservative approach is safe.

**If you have questions about RODEO, or the state's
Brush Control Program for Southeast Alaska,
please call Joe Pape at 465-1786.**

DOT&PF COMMENTS
ON
"Information Sheet on RODEO Spraying - February 7, 1994"
BY
LYNN CANAL CONSERVATION
HAINES

→ Pages 7 & 8

February 16, 1994

1. No comment.
2. Also, RODEO is approved by the Environmental Protection Agency (EPA) for use in fresh water and estuarine water environments to control undesired vegetation.
3.
 - a. Glyphosate (G) biodegrades completely to carbon dioxide and water in a relatively short time depending on the amount of bacteria in soil or water. The primary and only significant known metabolite of G in the decomposition process is AMPA (amino methyl phosphoric acid). Toxicity, subchronic and other studies show AMPA is significantly less toxic than G, and exposure to acutely toxic levels in soil, water or agricultural products is virtually impossible. For example, the lethal dose for 50 percent of test animals is 192 mg/kg for caffeine; for AMPA it is 400 mg/kg.
 - b. We are not aware of any studies which indicate formaldehyde is a byproduct of or is associated in any way with G.
 - c. Numerous studies have shown that G binds tightly to soil with little potential to move into groundwater. It is classified as an immobile compound in the soil. Information available to us indicates G has never been found in groundwater in over 18 years of wide use. We would like to know about the studies referred to in the information sheet which indicate G has been found in groundwater in Texas and Virginia, and if it has any relevance to the proposed treatment program.
4. NNG (n-nitro-goglyphosate) has similar characteristics to G, so it is theoretically possible, but unlikely, to find minute quantities of NNG in commercially available G. NNG cannot easily be produced without high temperatures and pressure used in laboratory conditions. In thousands of crop residue tests NNG has only been found a few times, and then in amounts less than 0.05 parts per million. Studies of NNG show it is not onogenic, teratogenic, or mutagenic. It has been found to be unstable and degrade rapidly and completely in the environment. There is no evidence that it bioaccumulates or that it causes birth defects or cancer. Risk assessments for NNG at the levels found show that concerns for this material are not reasonable.
5. G strongly adsorbs onto soil particles, but that has nothing to do with how long it "persists" in the environment. G is degraded by bacteria in the soil. While the studies quoted in the information sheet show half-lives up to 574 days, most studies show the half-life of G in soil is less than 120 days. That is why G is not considered to be a persistent substance in the environment. Soil

5. (continued)

samples analyzed for G and AMPA after RODEO was applied in Petersburg and Klawock were consistent with these later studies.

6. a. G applied directly to streams and/or broadcast over wide areas such as forests may be "detected" in small amounts downstream or in run-off. However, G quickly binds to soil particles on land or in the water and begins to biodegrade quickly. Once bound up it is no longer able to damage plants. Even in aerial spraying applications over whole forests we are not aware of any studies which show toxic effects on nontarget habitats, birds, insects, shrimp, crabs, fish or small mammals. In the proposed application, these effects are not plausible at best.
- b. Because G is a broad spectrum, non-selective weed controller, it is understandable it would kill any endangered plant species it is applied to directly. However, it is not plausible to expect any endangered plant or animal species within the proposed treatment areas along Southeast Alaska's roadsides. These areas contained virtually no plant or animal life when the roadsides were originally constructed or reconstructed. The implication that G may threaten endangered species and animals is out of context in EPA's report.
7. a. It is inconceivable that the proposed treatment along guardrail sections of roadways would result in increased stream temperatures and adversely affect fish. Even so the vegetation growing in the proposed treatment areas has been cut down periodically for safety and other reasons.
- b. As noted earlier, G is used effectively in aquatic environments to control undesired aquatic plants. For example, Ducks Unlimited recently used over 400 gallons of RODEO to control undesired vegetation in a water body to enhance its use by wildlife. However, since the proposed application is along roadsides and not on water bodies, it is not plausible to expect adverse effects on plants or algae in adjacent water bodies.
- c. Many studies, including test results in Petersburg and Klawock, indicate G biodegrades fairly rapidly in the environment. Also, since the treatment area is along roadsides and G binds so readily and tightly to soil particles, it is not reasonable to expect adverse effects on fish stocks. We would certainly be interested in any specific studies which might indicate otherwise.
8. The group most at risk to G exposure is clearly the applicators themselves. Even for this group, risk analyses developed in the Environmental Impact Statement (EIS) for the State of Washington's Roadside Vegetation Management Program show the risks are negligible, or less than the risk associated with one transcontinental flight per year.

Also, based on the extensive G data base available, a person would have to eat at least 450 pounds of contaminated wild berries in one day to reach the lowest observable effect level anticipated for human exposure. We would be interested in specific references which the information sheet uses to support the statistics it presents as well as the definition of the term "accepted dose."

8. (continued)

These data, if correctly presented, suggest a much greater risk than the Washington State EIS or any other data we have reviewed.

9. The Oregon Coast Range Study was an aerial spray over a whole forest area that is in no way comparable to the site-specific hand-spray application along roadsides proposed by the department. It would be expected to find G in the viscera of forest animals eating material containing G. The tests include the viscera as well as the material containing G which is in the viscera. A quick look at these studies further shows that the concentration of G found in the viscera follows the concentration in the food supply, indicating it passes through and does not accumulate in the animals.
10. Because G is one of the most widely used herbicides, it is not surprising that it would rank high on a list of reported illnesses due to exposure compared with other pesticides. We understand that of these reports, only a few resulted in the most minor negative effects; and that they could have been readily prevented by common sense and following the recommended application procedures.

The State of Washington reported most of its maintenance employee deaths are the result of vehicular impacts; that vegetation management equipment is occasionally rear-ended by other motor vehicles; and that they have had no reported instances related to pesticides which required hospitalization.

11. We understand a person would have to drink more than one quart of ROUNDUP to observe any of these kinds of reported internal effects. Similar effects would be expected from drinking coffee dosed with soap. Based on the experience of Washington State's extensive herbicide program, the risks of adverse effects from accidental exposure in the department's proposed program seem very remote.
12. The statements regarding toxic effects misrepresents the applicable laboratory studies and implies adverse effects from the department's proposed program that border on irresponsibility. In fact, these same toxicity studies have been the basis for scientists to conclude G is practically non-toxic to mammals; and they are substantially the information EPA reviewed to reclassify G to its most safe group, E. Risk analyses developed by the Washington State EIS based on these studies show the risk of adverse effect to applicators and the public from several different scenarios of use, contact and ingestion to be negligible.
13. The information quoted here is outdated and inaccurate. In fact, the EPA recently reclassified G as Group E (evidence of non-carcinogenicity in humans) based upon a thorough review of the extensive scientific data base.
14. a. R-11 is not regulated by EPA because it is not a pesticide. In that sense, it is no different than virtually any other soap, shampoo or shaving lotion-type product available on the market to the public. Data contained in the Washington State EIS indicate R-11 is practically non-toxic to humans and wildlife. Based on this information, they determined the risks of their proposed amounts and methods of application of R-11 in combination with G to their workers and the public to be negligible. We

14. a (continued)

understand in 20 years of using RODEO and surfactants (including R-11), there has never been a documented case showing injury to fish.

- b. The statements about the surfactants used in Roundup and the surfactant Ortho X-77 are not relevant because they are not being used in the department's proposal.
- c. There is a significant body of toxicological information available on R-11 which has been used by the State of Washington and others to conclude the proposed application would present a negligible risk to animals or the environment. The inert ingredient in RODEO is water.
- d. R-11 has been used extensively with RODEO for years. The R-11 helps RODEO stick to the leaves of vegetation, so the RODEO can be absorbed into the plant and kill it. This is the only "synergistic" effect known for the combination of these two agents.

15. State law clearly does not prevent pesticides from being applied to state waters, to within 100 feet of water bodies or wetlands, or when wind speed exceed 6 miles per hour (mph). The manufacturer's directions for use of RODEO say basically not to apply it within one-half mile of a potable water supply. The department plans to adhere to this instruction and does not believe it will affect a significant amount of the proposed application in the Haines area. Very few potable water intakes are known to exist in the surface waters adjacent to the proposed treatment areas. The manufacturer's directions also indicate that rainfall within six hours after application of RODEO may reduce its effectiveness. The department fully expects to be able to meet this criterion in order to achieve maximum effectiveness of the product.

RODEO is proposed to be applied to brush and weeds in a very site-specific area around guardrail sections along the roadside. No applications are proposed directly to any water body and it is not plausible to anticipate concentrations from the proposed application in water bodies high enough known to cause adverse effects on fish, humans or other wildlife. A considerable data base shows that G does not migrate significantly through the environment, that it biodegrades fairly rapidly, and that it does not leave residual or concentrating effects.

16. The department's primary objective in roadside vegetation management is to control the brush which causes safety problems, roadway damage and obscures visibility along the roadway.

Exclusive use of mechanical methods for the last fifteen years has not been able to effectively prevent these problems. Extensive efforts during the past two years have led us to conclude this objective cannot be achieved efficiently and effectively without using a small amount of chemical in addition to other methods.

In addition to being the only way we know of to achieve the objective, our analysis conclusively shows chemical treatment to cost less than other

16. (continued)

methods. This is true even though the proposed method is to use a relatively slow backpack site-specific hand-spraying system.

The indirect costs discussed in the information sheet are insignificant compared to the direct cost of treatment, and together do not approach the cost of other methods.

17. Analyses in the Washington State EIS and considerable other scientific data available on RODEO and its effects indicate there is no need to "quarantine" sprayed areas using the proposed amount and method of treatment.

However, signs will be posted to inform the public about the guardrail sections that have been treated.

Based on the data available, it is not plausible to suggest the proposed application might result in concentrations in water, vegetation, fruits, fish or wildlife high enough known to cause adverse effects on fish, other wildlife or humans.

18. These statements are simply common sense or prudent practices mentioned in the directions for using RODEO; are incorrect in some cases; or not relevant to the proposed treatment program.

- 1) The department is committed to treating the proposed area when weather conditions are appropriate in order to prevent the need for repeat application.
- 2) In 1991, RODEO was the only herbicide approved by the EPA for use in and around estuarine environments based on their review of a number of salmonoid and shellfish tolerance studies.
- 3) The Department of Fish and Game is directly involved in reviewing the permit applications and will be making appropriate recommendations to the Department of Environmental Conservation (DEC). Fish and Game will be invited to review and participate before each treatment is applied and to monitor the results.
- 4) Oxygen depletion from decaying vegetation in water is not applicable to the proposed applications because it is not proposed to apply RODEO to any water body.
- 5) The department plans to apply RODEO only when the wind is less than 5 mph to minimize "drift." Backpack hand-operated sprayers will also be used to further minimize the change for "drift."
- 6) RODEO concentrate and spray solution will only be used in plastic and polyethylene containers. Stainless steel backpack sprayers will be used for application. Possible corrosion from the small amount of RODEO which might fall onto steel guardrail sections is insignificant.

19. The data base for glyphosate is the largest in the world for any herbicide. Thousands of studies and over 20 years of use in a wide variety of applications

19. (continued)

provide scientists a great deal of confidence in estimating its risks to the environment and human health.

20. The department listened very carefully to the public over the last two years. We carefully recorded over 100 specific questions, comments, concerns, and suggestions from the public. We have studied this input extensively to assure we have reasonable responses. We have tried or carefully examined every alternative we know about in order to help address the roadside vegetation problem in Southeast Alaska. To date we have not found any other alternative to the limited use of chemicals which will effectively and efficiently help us solve the vegetation problem, but we will keep looking. We chose to apply RODEO because it is the safest chemical we could find and because it is backed up by an unusually extensive body of scientific data and experience. If other methods are discovered which can be effective and efficient, we will stop using RODEO.

After 15 years of exclusive use, it is clear mechanical methods alone cannot solve the vegetation problem in Southeast Alaska.

Information sheet on RODEO spraying -- February 7, 1994

1. DOT plans to spray "Rodeo" along roadside guardrails in eight southeast communities-Skagway, Haines, Juneau, Petersburg, Sitka, Wrangell, Ketchikan, and the state Prince of Wales Island road system. The spraying would occur between August 1 and October 31, 1994.
2. *Glyphosate (referred to as G throughout the text), the active ingredient in Rodeo, is a broad-spectrum nonselective herbicide toxic to deciduous vegetation and used in agricultural, urban, and forestry settings.
3. a. G is broken down by microbes into CO₂ and AMPA which is eventually broken down to formaldehyde, a well known human carcinogen and neurotoxin with a great potential to contaminate groundwater.
b. well known human carcinogen and neurotoxin with a great potential to contaminate groundwater.
c. G has been found in groundwater in Texas and Virginia.
4. *G is often contaminated with NNG during its manufacture. NNG is a member of the nitrosamine chemical family, 75% of which are carcinogenic.
5. *G is strongly attracted to soil particles and can therefore persist in the environment long after its application. Its half-life in soil in a Finnish study was 249 days; it was found in Ohio farming soils 152 days after application; G and its metabolites were found in stream bottom sediments at the end of a British Columbian study 574 days after timber was sprayed upstream.
6. a. *G travels long distances downstream in flowing waters and is detected in runoff months after its application. It travels far from its targets, especially in a wet climate, and has toxic effects on nontarget habitats and species of birds, insects, shrimp and crabs, fish, and small mammals. EPA
b. identified 76 species (74 plant, 2 animal) that may be jeopardized by G use.
7. a. *Defoliation caused by G increases stream temperatures and in turn, has negative effects on juvenile salmonid development. G can inhibit algal and other aquatic plant growth and disrupt the food chain of aquatic organisms. Studies have shown that where G is persistent in the environment, fish stocks
b. salmonid development. G can inhibit algal and other aquatic plant growth and disrupt the food chain of aquatic organisms. Studies have shown that where G is persistent in the environment, fish stocks
c. are depressed.
8. *People who harvest wild edibles-vegetation, berries, fish, and game-are the group most at risk from G exposure. The proposed spraying would occur during the period of heaviest recreational, fishing, berry picking, and hunting uses in adjacent areas. A person picking berries for four hours 30 days after the spraying receives a dose 4 times greater than the accepted dose. Residues greater than allowed for human consumption were found 61 days after G was sprayed on blue and red raspberries in a Canadian study. A person who eats 1/2 lb of contaminated vegetation receives 30 times the accepted dose of G.
9. *Herbivores have very high concentrations of G in their viscera up to 2 weeks after spraying. A month after forest was sprayed in the Oregon Coast Range in 1984, G residues in wildlife exceeded EPA standards for human consumption.
10. *California Department of Food and Agriculture reported to the EPA in 1988 that G ranked third in the number of illnesses reported from pesticide exposure.
11. *Accidental exposure of humans to G herbicides can cause: bronchial constriction, nausea, headache, pleuritic chest pain, conjunctivitis, corneal ulcers, contact dermatitis, swelling of extremities, nervous system disorders, dizziness, diarrhea, weakness, blurred vision. (EPA 86)
12. *Toxic effects of G on small mammals in lab studies include: mortality, hepatic necrosis, nephritis, diarrhea, nasal discharge, stomach hemorrhage, decreased food uptake and body weight, convulsive seizures (NIOSH, USDA 87). In feeding studies, mice developed abnormal livers and kidneys, and dogs suffered significant decreases in pituitary gland weights. Pregnant rats had offspring with abnormal bone development and low birth weights. Male rats had significant increases in pancreatic tumors and females in thyroid tumors.
13. *There is insufficient data available to determine the potential carcinogenicity, or the immunological and neurological toxicities of G. (EPA 86, FIFRA Science Advisory Panel)

14. a. The surfactant R-11 will be added to Rodeo. Since R-11 is not an active ingredient, it is not regulated by the EPA, and the manufacturer is not required to disclose its chemical makeup or its effects to the public--it is protected as a trade secret. However, the secret "inert" ingredients in many herbicides are often many times more toxic than the registered active ingredients. The surfactant used in RoundUp, another Monsanto glyphosate herbicide, is 400 times more toxic than G. Ortho X-77, another surfactant that Monsanto recommends for use with Rodeo, is toxic to aquatic life and causes breast cancer and reproductive problems.
- b. The EPA has toxicological information on only 29% of the 1,150 inert ingredients used in herbicides and pesticides. Your right to know about exposure to toxic chemicals is denied every time an herbicide is sprayed. Lacking the information of all on the chemicals in an herbicide, the DOT cannot guarantee that Rodeo is safe.
- d. The synergistic effects of Rodeo/glyphosate and R-11 are unknown.
15. *According to state law, pesticides shall not be applied: 1) to the waters of the State, 2) within 100 feet of waterbodies or wetlands, and 3) when wind speed exceeds 6 mph. DOT says they will not spray within 1/2 mile upstream of a potable water intake in flowing water or within 1/2 mile of a potable water intake in a lake or pond, and they will not spray when precipitation is imminent. All along each of the 3 Haines roads targeted for spraying are ponds, sloughs, streams, springs, and estuaries--waters used by humans and wildlife for drinking and foraging. It is impossible to prevent the herbicide from moving beyond the 3 foot-wide target area--it will contaminate nontarget habitats and species.
16. *DOT's primary objective is to reduce long-term maintenance costs of brush control, BUT there is no study that shows that herbicide use is less expensive than mechanical methods of removal. In Whitefield, Vermont, an extensive study on the costs of the two methods showed that mechanical removal was in fact less expensive, and as a result, the spraying did not occur. The following costs associated with herbicide spraying must be included in a cost analysis: training, licensing and insurance for applicators, sampling and lab testing, public notification and hearings, quarantining sprayed areas, disposal of contaminated soils and equipment, protective gear, and liability insurance.
17. *DOT has not indicated how and for how long it will quarantine sprayed areas and inform the public to avoid waters, vegetation and fruits, and fish and wildlife in both sprayed areas and areas downstream. DOT cannot guarantee that game and other foods will be uncontaminated.
18. *Monsanto product information says: 1) extremely cool or cloudy weather may slow Rodeo's activity necessitating repeat applications; 2) do not apply in estuaries; 3) consult local fish and game agency before applying; 4) oxygen depletion from decaying vegetation may result in fish kills; 5) do not spray when wind is greater than 5 mph because "...minute quantities of this product can cause severe damage or destruction to the crop, plants, or other areas on which treatment was not intended"; 6) Rodeo may cause corrosion of uncoated steel surfaces.
19. *Due to the lack of complete data, it is impossible to estimate the magnitude of risks posed by G herbicide use to the environment and human health.
20. It has been less than 2 years since DOT last proposed herbicide use along roads. DOT continues to ignore the public opinion that NO spraying is acceptable. It is time for a legislative solution...ATTEND the teleconference with Senator Ziehl and Representative Mackle on Thursday February 10 between 7 and 9 p.m. at the city council chambers. Express your opposition to herbicide use. ATTEND the teleconference for the House Transportation Committee's hearing on DOT's spraying proposal on Thursday, February 17 at 5 p.m. Express your opposition to herbicide use and your support for legislation to mandate mechanical control. ATTEND the DEC-sponsored public permit hearing on the proposed spraying--it will be held March 13 at 7 p.m. in the Chilkat Center.

For more information and complete references to the above information, contact:
Lynn Canal Conservation, Box 964, Haines, AK 99827, 766-2295

Information sheet on RODEO spraying – February 7, 1994

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*Glyphosate (referred to as G throughout the text), the active ingredient in Rodeo, is a broad-spectrum nonselective herbicide toxic to deciduous vegetation and used in agricultural, urban, and forestry settings.

*G is broken down by microbes (1) into CO₂ and AMPA which is eventually broken down to formaldehyde (2, 3), a well known human carcinogen and neurotoxin (4, 5) with a great potential to contaminate groundwater. G has been found in groundwater in Texas and Virginia (6).

*G is often contaminated with NNG during its manufacture, and NNG can form in soil after application of G. NNG is a member of the nitrosamine chemical family, 75% of which are carcinogenic (7, 8).

*G is strongly attracted to soil particles and can therefore persist in the environment long after its application (9). Its half-life in soil in a Finnish study was 249 days (10); it was found in Ohio farming soils 152 days after application (11); G and its metabolites were found in stream bottom sediments at the end of a British Columbian study 574 days after timber was sprayed upstream (12).

*G travels long distances downstream in flowing waters and is detected in runoff months after its application (13). It travels far from its targets, especially in a wet climate, and has toxic effects on nontarget habitats and species of birds, insects, shrimp and crabs, fish, and small mammals (14). EPA identified 76 species (74 plant, 2 animal) that may be jeopardized by G use (15).

*Defoliation caused by G increases stream temperatures and in turn, has negative effects on juvenile salmonid development. G can inhibit algal and other aquatic plant growth and disrupt the food chain of aquatic organisms (16, 17). Studies on the environmental fate of G were not required for its initial registration (15).

*People who harvest wild edibles-vegetation, berries, fish, and game—are the group most at risk from G exposure. The proposed spraying would occur during the period of heaviest recreational, fishing, berry picking, and hunting uses in adjacent areas. A person picking berries for four hours 30 days after the spraying receives a dose 4 times greater than the accepted dose (18). Residues greater than allowed for human consumption were found 61 days after G was sprayed on blue and red raspberries in a Canadian study (19). A person who eats 1/2 lb of contaminated vegetation receives 30 times the accepted dose of G (20).

*Herbivores have very high concentrations of G in their viscera up to 2 weeks after spraying (20). A month after forest was sprayed in the Oregon Coast Range in 1984, G residues in wildlife exceeded EPA standards for human consumption (21).

*California Department of Food and Agriculture reported to the EPA in 1986 that G ranked third in the number of illnesses reported from pesticide exposure (15).

*Accidental exposure of humans to G herbicides can cause: bronchial constriction, nausea, headache, pleuritic chest pain, conjunctivitis, corneal ulcers, contact dermatitis, swelling of extremities, nervous system disorders, dizziness, diarrhea, weakness, blurred vision. (22)

*Toxic effects of G on small mammals in lab studies include: mortality, hepatic necrosis, nephritis, diarrhea, nasal discharge, stomach hemorrhage, decreased food uptake and body weight, convulsive seizures (23, 18). In feeding studies, mice developed abnormal livers and kidneys, and dogs suffered significant decreases in pituitary gland weights. Pregnant rats had offspring with abnormal bone development and low birth weights. Male rats had significant increases in pancreatic and liver tumors, and females, in thyroid tumors. (15)

*There is insufficient data available to determine the potential carcinogenicity, or the immunological and neurological toxicities of G (15).

*The surfactant R-11 will be added to Rodeo. Since R-11 is not an active ingredient, it is not regulated by the EPA, and the manufacturer is not required to disclose its chemical makeup or its effects to the public--it is protected as a trade secret (24). However, the secret "inert" ingredients in many herbicides are often many times more toxic than the registered active ingredients (25). The surfactant used in RoundUp, another Monsanto glyphosate herbicide, is 400 times more toxic than G (30). Ortho X-77, another surfactant that Monsanto recommends for use with Rodeo, is toxic to aquatic life and causes breast cancer and reproductive problems (26, 27, 28).

The EPA has toxicological information on only 29% of the 1450 inert ingredients used in herbicides and pesticides. Your right to know about exposure to toxic chemicals is denied every time an herbicide is sprayed. Lacking the information of all on the chemicals in an herbicide, the DOT cannot guarantee that Rodeo is safe.

The synergistic effects of Rodeo/glyphosate and R-11 are unknown (29).

*According to state law, pesticides shall not be applied: 1) to the waters of the State, 2) within 100 feet of waterbodies or wetlands, and 3) when wind speed exceeds 6 mph. DOT says they will not spray within 1/2 mile upstream of a potable water intake in flowing water or within 1/2 mile of a potable water intake in a lake or pond, and they will not spray when precipitation is imminent. Along many of the roads targeted for spraying are ponds, sloughs, streams, springs, and estuaries--waters used by humans and wildlife for drinking and foraging. It is impossible to prevent the herbicide from moving beyond the 3 foot-wide target area--it will contaminate nontarget habitats and species.

*DOT's primary objective is to reduce long-term maintenance costs of brush control, BUT there is no study that shows that herbicide use is less expensive than mechanical methods of removal. In Waitfield, Vermont, an extensive study on the costs of the two methods showed that mechanical removal was in fact less expensive, and as a result, the spraying did not occur. The following costs associated with herbicide spraying must be included in a cost analysis: training, licensing and insurance for applicators, sampling and lab testing, public notification and hearings, quarantining sprayed areas, disposal of contaminated soils and equipment, protective gear, and liability insurance.

*DOT has not indicated how and for how long it will quarantine sprayed areas and inform the public to avoid waters, vegetation and fruits, and fish and wildlife in both sprayed areas and areas downstream. DOT cannot guarantee that game and other foods will be uncontaminated.

*Monsanto product information says: 1) extremely cool or cloudy weather may slow Rodeo's activity necessitating repeat applications; 2) do not apply in estuaries; 3) consult local fish and game agency before applying; 4) oxygen depletion from decaying vegetation may result in fish kills; 5) do not spray when wind is greater than 5 mph because "...minute quantities of this product can cause severe damage or destruction to the crop, plants, or other areas on which treatment was not intended"; 6) Rodeo may cause corrosion of uncoated steel surfaces.

*Due to the lack of complete data, it is impossible to estimate the magnitude of risks posed by G herbicide use to the environment and human health.

For more information and complete references to the above information, contact:
Lynn Canal Conservation, Box 964, Haines, AK 99827, 766-2295

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DOT&PF COMMENTS
ON
"RODEO FACT SHEET"
FROM
PETERSBURG

→ Page 3

February 16, 1994

The Alaska Department of Transportation and Public Facilities (DOT&PF) proposes to use RODEO at guardrail sections along the Mitkof Highway in the Petersburg area this year.

1. RODEO will be applied a safe distance from picnic areas, boat ramps and water bodies based on the instructions for use and other scientific information available to us.
2. Risk analyses by the Washington State Environmental Impact Statement on Roadside Vegetation Management indicate the maximum risk of adverse effects associated with recreation, fishing, berry picking and hunting activities from the plan to use RODEO is "negligible," or less than the risks associated with one transcontinental flight per year.
3. The statement in the "Fact Sheet" that glyphosate "is from a family of known carcinogens" is false or misleading at best. The EPA has recently reclassified glyphosate, the active ingredient in RODEO, as "evidence of non-carcinogenicity in humans," its most safe classification group, based on its review of scientific studies.
4. The product label basically advises against application within one-half mile of a potable water intake; it does not prohibit its use in other water bodies. In fact RODEO is one of the few substances approved for use directly in water and estuaries to control undesired vegetation.
5. The Oregon Coast Range Study was an aerial spray over a whole forest area and in no way comparable to the site-specific hand-spray application along roadsides proposed by the department.

It would be expected to find G in the viscera of forest animals eating material containing G. The tests include the viscera as well as the material containing G which is in the viscera. A quick look at these studies further shows that the concentration of G found in the viscera follows the concentration in the food supply, indicating it passes through and does not accumulate in the animals. The proposed program applies considerably less RODEO per acre than the aerial spraying and is limited to very site-specific areas immediately adjacent to roadways using backpack sprayers for controlled application. It is incorrect and misleading to imply or suggest results from the aerial spraying over a whole forest would be found in game animals or fish as a result of site-specific backpack spraying along roadside guardrails. This is further supported by the EPA's health bulletin on glyphosate which quoted studies showing glyphosate was not detectable in the meat and fat of cows, swine, and chickens fed glyphosate at the rate of 75 parts per million. Similar results were noted in milk and eggs from cows and chickens on diets containing glyphosate. Alder, the primary plant targeted for treatment, is not a significant source of food for

5. (continued)

deer and, based on the limited application area along the road, would not be expected to produce measurable amounts of RODEO in deer meat. Since RODEO is not planned for use on water; is shown to biodegrade rapidly; is not shown to bioaccumulate; and it strongly adheres to soil, it is not plausible to expect measurable amounts of RODEO will end up in water or harvested fish as a result of the proposed plan.

6. There is no question the application of RODEO is less expensive and more effective than other known methods, even when the "full" costs described are calculated. This is true even though the proposed method to use backpack sprayers is much more costly than other methods of RODEO application, i. e., truck-mounted boom or aerial spraying.
7. DOT&PF withdrew its applications after public hearings last year because the public raised over 100 important questions, concerns, comments and suggestions for which adequate answers were not available. The department has studied this public input extensively to assure it has reasonable responses. It has tried or carefully examined every alternative it could find in order to help address the roadside vegetation management problem. To date no other alternative has been found to limited use of chemicals which will efficiently and effectively help solve the vegetation problem.

RODEO is the safest substance DOT&PF could find that is backed up by an unusually extensive worldwide body of scientific data and experience. Based on review of the information available, DOT&PF is convinced the amounts and methods proposed to be used on site-specific areas can be done safely.

Finally, DOT&PF has developed a comprehensive vegetation management program for the entire Southeast Region as suggested by the public, which includes mechanical methods being applied to more than 99 percent of the roadside right of way and RODEO used on less than one percent. If another method can be found to be as effective and efficient, DOT&PF will stop using RODEO.

8. R-11 has been used for years with RODEO. It meets the safety standards for exposure to aquatic species with considerable safety margins. Aquatic toxicology tests available on use of R-11 indicate the risk to inhabitants of streams or ponds by the proposed application method is negligible. Information available clearly indicates the amount and method of application will not result in toxic effects on billed creatures.

"RODEO" FACT SHEET

1. The State Department of Transportation has applied to spray the herbicide "Rodeo" to guardrail locations along the Mitkof Highway from mile 27 to mile 34 this summer. This includes areas near the Wilson Creek picnic area, the Mile 28 boat ramp, the boat ramp at mile 33, and along Sumner Strait. Wilson Creek and the unnamed cree at Mile 32 will be affected as well.
2. The period of possible spraying will coincide with the period of heaviest recreational, fishing, berry picking, and hunting use along the Mitkof Highway - August 1 through October 31. Rodeo can only be applied during periods of guaranteed dry weather, due to possible runoff. This is exactly when area residents frequent the Mitkof Highway most.
3. The active ingredient (glyphosate) in Rodeo is from a family of known carcinogens.
4. The product label (and ultimate authority on the use of the herbicide) directs applicators "not to spray within 1/2 mile of potable (*drinkable*) water." How can this be accomplished when individuals drink from just about any body of water on the island?
5. Forest creatures eat repeated doses when they ingest Rodeo-laden vegetation. In one study, during the first month after spraying glyphosate residue levels in the Oregon Coast Range wildlife exceeded legal standards for human edibility. Residues of this herbicide are stable when frozen. Since residents of the island harvest fish and game from the island, DOT cannot guarantee there will be no contamination of game and likewise introduction of the chemical into humans.
6. The application of herbicides is not necessarily less expensive than other methods when the full costs are calculated. ie. training and licensing of applicators, insurance for pesticide applicators, sampling and laboratory testing, public notification and hearings, possible costs of a personal liability lawsuit for impacting private property or natural resources, disposal of contaminated soils, vegetation, protective gear, wash waters, etc.?
7. Due to overwhelming public opposition during the spring of 1992 the State DOT decided not to spray the herbicide. Now less than two years later, they are proposing it again, in even more communities in Southeast than the original proposal. DOT should initiate an in-depth study of all methods of vegetative management (steam treatment, salt water treatment, prison labor, pulling up by roots, etc.) and develop a statewide or regional integrated vegetative brush control program. This would eliminate the need for individuals to constantly have to comment on the same issue every year or two.
8. The inert ingredients of the "surfactant" ("R-11") used in the herbicide mix is unknown. Surfactants are often more toxic than the herbicide itself but EPA does not require chemical companies to divulge "trade secrets." *R-11 IS VERY TOXIC TO AILED CREATURES.*

**DOT&PF
SOUTHEAST REGION
VEGETATION MANAGEMENT PROGRAM
AVERAGE COSTS**

ITEM	COST VARIANCE	EXPERIENCED COSTS PER UNIT (MILE, ACRE, EACH)								
		HIGH	CHEMICAL		HAND		MACHINE		OTHER	EACH
LOW	\$/MILE	\$/ACRE	\$/MILE	\$/ACRE	\$/MILE	\$/ACRE	\$/MILE	\$/ACRE	\$/MILE	
ANNUAL INSPECTIONS									\$40 \$3	
ZONE 1										
GUARDRAIL	A	\$850 \$250	\$750 \$325	\$3,170 \$2,130	\$4,340 \$2,900	\$440 \$300	\$600 \$400			
REGULAR	B		\$750 \$325	\$10,500 \$7,000	\$4,340 \$2,900	\$515 \$345	\$450 \$300			
MEDIAN	C						\$620 \$170			
ZONE 2										
SIGHT DIST.	A				\$4,340 \$2,900		\$600 \$400			
REGULAR	B				\$4,340 \$2,900		\$600 \$400			
DRAINAGE	C				\$4,340 \$2,900					
ZONE 3										
DANGER TREES	A									\$200
SCENIC VIEWS	B				\$4,340 \$2,900		\$2,500 \$2,000			
WILD LIFE	C				\$4,340 \$2,900		\$2,500 \$2,000			
EROSION	D				\$4,340 \$2,900		\$2,500 \$2,000			
SAFETY MOD.	E				\$4,340 \$2,900		\$2,500 \$2,000			
BEAUTIFICATION	F				\$4,340 \$2,900		\$2,500 \$2,000			

NOTES:

1. Chemical application and subsequent hand or machine treatment does not occur in the same year in order to allow full effect of the chemical treatment.
2. Chemical treatment costs of guardrail is based upon manual application on zone 1A only. High cost is for previously untreated, heavy concentrations of alder. Low cost is previously treated or boom application not to exceed 10' in width.

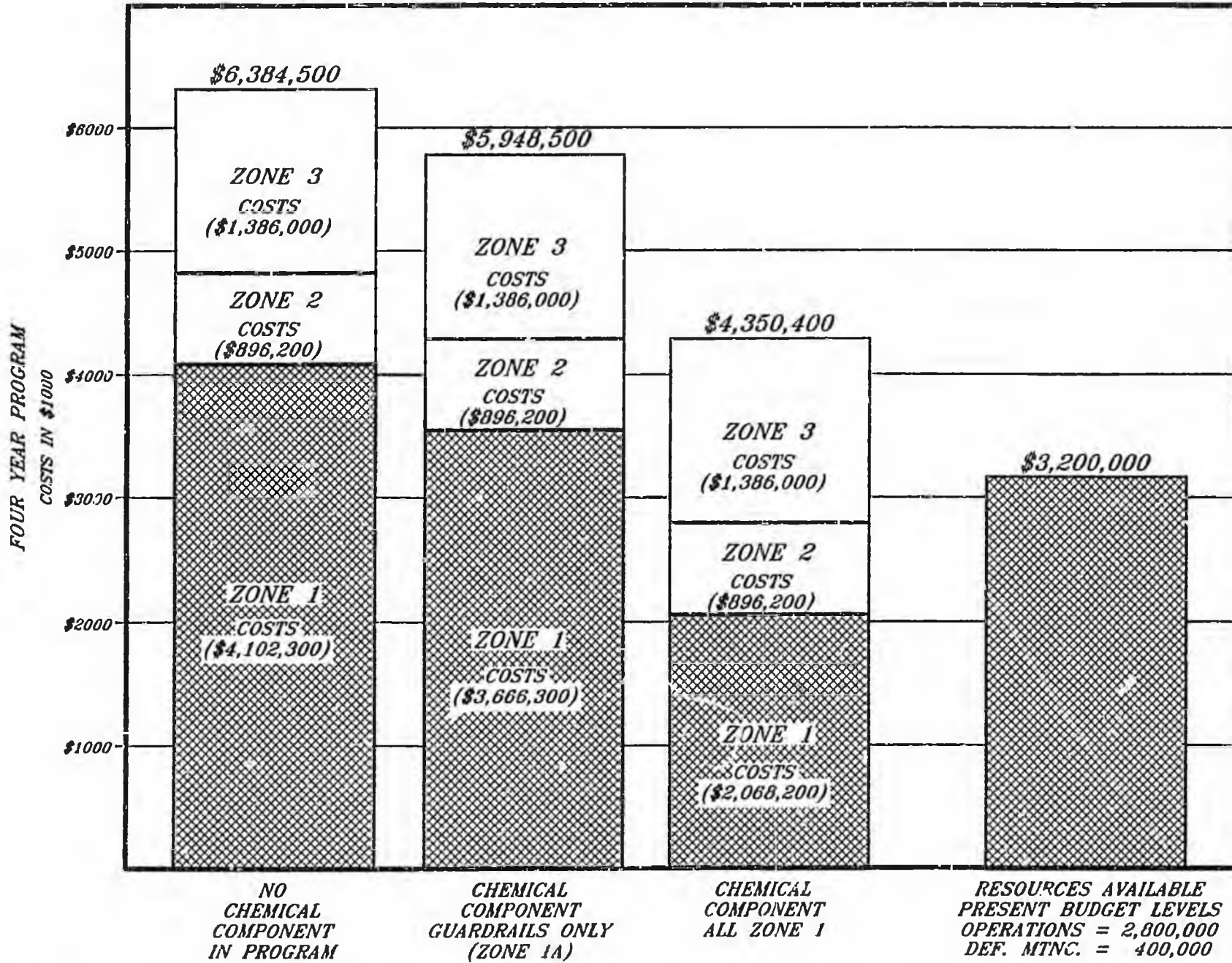
EXPERIENCED 1993 COSTS BY VARIOUS METHODS FOR GUARDRAIL ZONE 1A

METHOD		\$/MILE	\$ ANNUAL PROGRAM	ONE TIME COST/MILE
PRISON LABOR	(1)	\$1,145	\$114,500	
CONTRACT		\$3,165	\$316,500	
NON-PERM LABOR		\$2,957	\$295,700	
BCSCAT PUSHER		\$2,757	\$275,700	
GUARDRAIL MACHINE	(2)	\$632	\$63,200	
PERM. LABOR		\$3,452	\$345,200	
GUARDRAIL PAVING				\$23,450

(1) Not available everywhere.

(2) Machine arrived late in October. (very limited experience and cost collection)

DOT/PF
SOUTHEAST REGION
FOUR YEAR VEGETATION MANAGEMENT PROGRAM



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION
ANNUAL VEGETATION MANAGEMENT PLAN

(NO CHEMICALS USED)

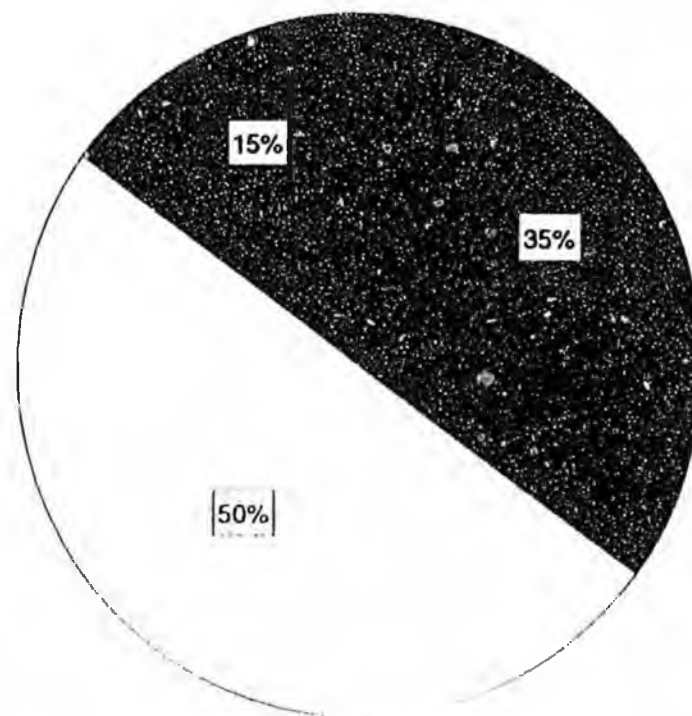
CONTROL METHOD	1994					1995					1996					1997					FOUR YEAR PROGRAM COST												
	ACRES (AMOUNT)				TOTAL COST (EST)	ACRES (AMOUNT)				TOTAL COST (EST)	ACRES (AMOUNT)				TOTAL COST (EST)	ACRES (AMOUNT)				TOTAL COST (EST)													
	CHEM	HAND	MACH	OTHER		CHEM	HAND	MACH	OTHER		CHEM	HAND	MACH	OTHER		CHEM	HAND	MACH	OTHER		CHEM	HAND	MACH	OTHER									
ZONE 1 (ANNUAL ATTENTION)																																	
GUARDRAIL	100 MILES	73 ACRES	A	0	30	43				\$158,000	0	30	43								\$158,000	0	30	43									
REGULAR	1000 MILES	1177 ACRES	B	0	50	1161				\$886,000	0	50	1161								\$823,300	0	50	1161									
MEDIAN	9 MILES	33 ACRES	C	0		132				\$5,800	0		132								\$5,800	0		132									
TOTAL	1169 MILES	1283 ACRES		0	80	1,336	0	0	0	\$1,147,600	0	80	1,336	0	0	0	0	0	0	0	\$984,900	0	80	1,336	0	0	0	0	0	0	\$884,900	\$4,102,300	
ZONE 2 (3 YEAR ATTENTION)																																	
SIGHT DISTANCE			A	0	7	14				\$38,800	0	7	14								\$38,800	0	7	14									
REGULAR			B	0	15	274				\$229,500	0	15	274								\$153,100	0	15	274									
DRAINAGE ASSIST			C	0	4					\$17,400	0	4									\$11,600	0	4										
TOTAL	1069 MILES	901 ACRES		0	26	288	0	0	0	\$285,700	0	26	288	0	0	0	0	0	0	0	\$203,500	0	26	288	0	0	0	0	0	\$896,200			
ZONE 3 (5 YEAR ATTENTION)																																	
										(AMT)											(AMT)												
DANGERTREES			A	0						100	\$20,000	0									50	\$10,000	0										
SCENIC VIEWS			B	0	14	4				\$22,000	0	14	4								\$22,000	0	14	4									
WILDLIFE PROTECTION			C	0		20				\$50,000	0		20								\$50,000	0		20									
EROSION CONTROL			D	0	5					\$12,500	0	5									\$12,500	0	5										
SAFETY MODS			E	0	10	90				\$225,000	0	10	90								\$225,000	0	10	90									
BEAUTIFICATION			F	0	5	5				\$27,500	0	5	5								\$27,500	0	5	5									
TOTAL	1069 MILES	2689 ACRES		0	34	119	100	0	0	\$357,000	0	34	119	50	0	0	0	0	0	0	\$347,000	0	34	119	20	0	0	0	\$331,000	\$1,386,000			
CENTERLINE	1069 MILES	4882 ACRES		0	140	1743	100	0	0	\$1,790,300	0	140	1743	50	0	0	0	0	0	0	\$1,535,400	0	140	1743	20	0	0	\$1,529,400	\$6,384,500				

HSFEA

SECTION 118 (F)

FUNDS MADE AVAILABLE TO THE STATE OF ALASKA AND THE COMMONWEALTH OF PUERTO RICO UNDER THIS TITLE MAY BE EXPENDED FOR CONSTRUCTION OF ACCESS AND DEVELOPMENT ROADS ~~ON A FEDERAL-AID SYSTEM THAT WILL SERVE RESOURCE~~ DEVELOPMENT, RECREATION, RESIDENTIAL, COMMERCIAL, INDUSTRIAL, OR OTHER LIKE PURPOSES.

FHWA FUNDING 1994-1999



- BOROUGH
TRANSPORTATION
PROGRAM**
- CORE SYSTEM PROGRAM**
- SYSTEM EXPANSION
PROGRAM**

	1994-1995 (per year)	1996-1999 (per year)
BOROUGH TRANSPORTATION PROGRAM	\$75,600.0	\$77,000.0
CORE SYSTEM PROGRAM	\$108,000.0	\$110,000.0
SYSTEM EXPANSION PROGRAM	\$32,400.0	\$33,000.0
TOTAL FHWA	\$216,000.0	\$220,000.0
MATCH	\$27,800.0	\$28,300.0
TOTAL PROGRAM	\$243,800.0	\$248,300.0

(\$'s in thousands)

BOROUGH TRANSPORTATION PROGRAM (\$'s in thousands)

FORMULA:	1994-1995 (per year)	1996-1999 (per year)
SURFACE TRANSPORTATION PROGRAM	\$41,820.0	\$41,820.0
TRANSPORTATION ENHANCEMENTS	\$7,560.0	\$7,560.0
SAFETY	\$5,040.0	\$5,040.0
CONGESTION MITIGATION AND AIR QUALITY	\$5,040.0	\$5,040.0
FHWA SUBTOTAL	\$59,460.0	\$59,460.0
MATCH	\$6,600.0	\$6,600.0
TOTAL	\$66,060.0	\$66,060.0
COMPETITIVE FUNDING:		
SURFACE TRANSPORTATION PROGRAM	\$11,600.0	\$12,680.0
SAFETY	\$2,520.0	\$2,660.0
BRIDGE	\$1,010.0	\$1,100.0
PLANNING	\$1,010.0	\$1,100.0
FHWA SUBTOTAL	\$16,140.0	\$17,540.0
MATCH	\$1,800.0	\$1,960.0
TOTAL	\$17,940.0	\$19,500.0

FUNDING TARGETS
BOROUGH TRANSPORTATION PROGRAM (\$'s in thousands)

(Portions of these amounts are designated for safety and transportation enhancements)

BOROUGH	1994-1995 (per year)	1996-1999 (per year)**
ALEUTIANS EAST BOROUGH	\$530.0	\$530.0
BRISTOL BAY BOROUGH	\$550.0	\$550.0
CITY AND BOROUGH OF JUNEAU	\$3,120.0	\$3,120.0
CITY AND BOROUGH OF SITKA	\$1,180.0	\$1,180.0
DENALI BOROUGH	\$500.0	\$500.0
FAIRBANKS NORTH STAR BOROUGH*	\$9,690.0	\$9,690.0
HAINES BOROUGH	\$630.0	\$630.0
KENAI PENINSULA BOROUGH	\$5,100.0	\$5,100.0
KETCHIKAN GATEWAY BOROUGH	\$1,770.0	\$1,770.0
KODIAK ISLAND BOROUGH	\$1,720.0	\$1,720.0
LAKE AND PENINSULA BOROUGH	\$490.0	\$490.0
MATANUSKA SUSITNA BOROUGH	\$5,310.0	\$5,310.0
MUNICIPALITY OF ANCHORAGE*	\$26,500.0	\$26,500.0
NORTH SLOPE BOROUGH	\$850.0	\$850.0
NORTHWEST ARCTIC BOROUGH	\$700.0	\$700.0
UNORGANIZED BOROUGH	\$6,970.0	\$6,970.0
YAKUTAT BOROUGH	\$450.0	\$450.0
SUBTOTAL (includes Match)	\$66,060.0	\$66,060.0
COMPETITIVE FUNDING	\$17,940.0	\$19,500.0
TOTAL	\$84,000.0	\$85,560.0

*Congestion Mitigation and Air Quality Included

** Funding targets to be re evaluated at future meetings of the working group

What's Happening to ISTEA IN ALASKA?

In a nutshell, ISTEA helped Alaska to put its transportation policy into practice. Under ISTEA, state government doesn't have to ask federal permission before making most decisions about roads and ferries. The absence of federal involvement means each state must rely on its own policy when making these decisions. *Tomorrow's Alaska: Transportation for the Twenty-First Century* gives a clear statement of such policies for Alaska.

What's in the policy plan?

Tomorrow's Alaska: Transportation for the Twenty-First Century lays out policy for the entire transportation system. It recommends policy in three key areas: (1) investment, (2) financing and (3) responsibility. It calls for balance between the competing demands of spending on current needs and investing in our future. It lays out a plan for taking better care of the transportation system. It provides a good foundation for future transportation policy.

Where do ISTEA dollars come from?

In 1956, the federal government established the highway trust fund. From this trust fund flows much of the funding for highway construction in Alaska. In return, the federal government requires maintenance of the completed project. Highway trust fund dollars are authorized by multi-year highway acts, the most recent of which is ISTEA.

Over the years, the highway trust fund has been one of the state's best friends in Washington, D.C. The flow of dollars to our state has been generous. Compared to other federal programs, the highway trust fund stands out as one of the largest sources of federal dollars for Alaska. Under ISTEA, this dollar flow is expected to surpass \$200 million annually.

By enacting ISTEA, the federal government mandated change in transportation policy. *Tomorrow's Alaska* provides the blueprint for change in Alaska. Linking ISTEA with *Tomorrow's Alaska* provides the opportunity to improve how transportation decisions are made.

ISTEA stands for the Intermodal Surface Transportation Efficiency Act of 1991. This federal law provides funding for highways, transit systems, ferries, roads, bikepaths and other types of surface transportation. ISTEA makes the most sweeping changes to these programs in over 30 years.

What's Happening to ISTEA IN ALASKA?

How does ISTEA help us to implement Tomorrow's Alaska?

Tomorrow's Alaska recommends that we increase our investment in the transportation system.

- ☞ ISTEA authorizes a major increase in federal dollars for investment in a balanced program of improving surface transportation and addressing system expansion.

Tomorrow's Alaska recommends that we change what happens to the taxes and fees paid by users of the transportation system.

- ☞ ISTEA demonstrates success in financing transportation from user fees and taxes.

Tomorrow's Alaska recommends moving authority for making transportation decisions to those closer to problems that need solutions.

- ☞ ISTEA emphasizes that local government and concerned citizens must participate in decision-making about surface transportation.
- ☞ ISTEA encourages governments to tackle the most pressing problems by removing restrictions on federal dollars.

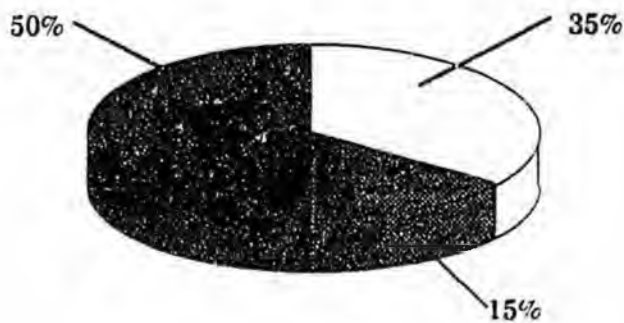
- Core System Improvements (Fifty percent)
- Borough Transportation Program (Thirty-five percent)
- System Expansion (Fifteen percent)

So what changes in Alaska?

In 1991 and 1992 department staff took a hard look at how the state makes transportation decisions. During our work on the state transportation plan, the public told us that they wanted us to do an even better job. Both ISTEA and *Tomorrow's Alaska* told us that things needed to change. We couldn't come up with changes all by ourselves. During the summer we talked to many of you. In September we worked with the Alaska Municipal League to convene a working group of municipal and state officials to discuss ISTEA and *Tomorrow's Alaska*.

Tomorrow's Alaska emphasizes investments critical to the health of the state's economy. State investment needs to concentrate on the key links in the transportation network. These highway and ferry links - termed the core system - require the majority of ISTEA funding. When we met with municipal officials, they affirmed the importance of state investment in the core system. Prudence dictates that balance be achieved between spending on core system improvements and investing in system expansion.

Tomorrow's Alaska also points out that state government has a tough time making decisions that are local in character. At the same time, the state constitution calls for maximum local self-government. Borough governments should have the opportunity to decide about investing in roads, streets, bikepaths and transit systems. At least thirty-five per cent of ISTEA funding should be spent on the local parts of the surface transportation system.



**Spending public dollars is important.
Both federal and state policy call on us to -**

Open up the decision-making process.

Look at more choices.

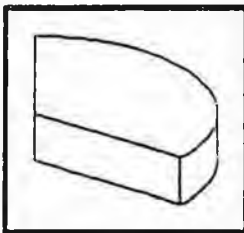
Ask local government to make more decisions.

Do a better job of looking at the big picture.

Find ways to make the system more efficient.

Pay more attention to non-automobile transportation.

Invest in enhancing our quality of life.



Borough Transportation Program

Transportation can shape a community. When we leave our home, we do so with local transportation. Each area of the state needs help in improving the local

ability to get around. In terms of government's role, the first place to look is the state constitution. It says that areawide decisions should be made by a borough organized around an area and population with common interests.

The Borough Transportation Program builds upon this foundation. It establishes a funding target made up of ISTEA dollars for each borough and for the unorganized borough. Each borough will work with local communities in preparing a six-year plan made up of ISTEA projects. (The state Department of Community and Regional Affairs will play this role in the unorganized borough.) These plans provide the basis for preparing the local portion of the Capital Improvement Program and each year's capital budget.

What makes this program so special?

In transportation, local involvement in decision-making is extremely important. ISTEA emphasizes that surface transportation means more than asphalt and automobiles. Every mile of road has its own set of

impacts on our quality of life. Choices must be made before a road or anything else can be changed. It is important to weigh impacts and choose between alternatives. In many communities, these choices can involve transit alternatives and even clean air impacts. Local elected officials can make the best decisions when it comes to the local parts of the surface transportation system.

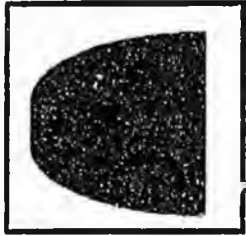
Thirty-five percent of ISTEA funding goes to the Borough Transportation Program. How is the money distributed?

Eighty percent of this program is designated for individual boroughs: Each borough (including the unorganized borough) has a funding target which will be used to prepare a six-year plan. Each funding target includes a base amount plus the formula share for that borough. Most of this funding can be spent on any improvement eligible under ISTEA. A portion of each funding target is intended for two special purposes - safety and transportation enhancements. Federal planning dollars are available to pay for the costs of preparing each borough's plan.

Twenty percent of this program is distributed on a competitive basis: Competitive funding is available for several special purposes. These include improving safety, repairing and replacing bridges and paying for special projects.

What's Happening to ISTEA IN ALASKA?

Core System Improvements



Our economy and our future depend on the mobility that the core system provides. Each day core highways and ferries move passengers and freight throughout the state. Without these

links, our lifestyle would be very different. Passenger and freight transportation would be more expensive and less convenient. Residents and visitors alike would lose the ability to travel between communities for purposes such as employment, service delivery, social exchange and personal enjoyment. We must take care of this system so it can continue to serve us.

The purpose of the core highway system is to serve statewide purposes such as the long-range movements of people and goods. Core highways and ferry routes stretch across rural Alaska. They provide surface access for the state's key industries. They connect all communities with more than 5,000 residents. In remote parts of Alaska, service by air takes the place of surface transportation connections. At each community, the core system includes the link from the airport to the community center.

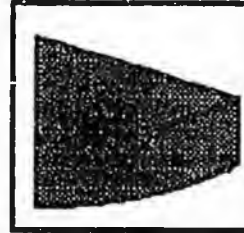
“Core” highways provide connections from:

- Community center to community center.
- Airport to community center.
- Ferry terminal to community center.

“Core” highways also:

- Provide access to rural resources.
- Connect strategic import and export points that ship to or from national and international markets.

System Expansion



The purpose of system expansion is to invest in Alaska's future. ISTEA provides the capability to do this while meeting the investment needs of the existing transportation system. In the future we will need a transportation system that provides mobility for our activities and

access to land, resources and communities. To get there, we need to make hard decisions about long-term, costly additions to the transportation system.

Tomorrow's Alaska recommends that we invest in system improvements, expansions and enhancements. ISTEA provides federal funds to address each of these investment needs. For system expansion, *Tomorrow's Alaska* identified eight priorities for investment over the next six years. Last year, the capital budget funded further work aimed at evaluating these priorities. Construction funding for system expansion projects will be subject to future capital budgets.

Following legislative approval, ISTEA dollars can be used to finance system expansion. However, first each of these priorities must undergo an exhaustive assessment, as required by federal law. A public comment and review process helps to guide a full technical and environmental evaluation. The purpose of this process is to carefully assess the proposed improvement and its social and environmental impacts.

One possible result of this process is that the proposal is too costly for the benefits received. Another possible conclusion is that the anticipated impacts from the proposal are so significant that the project should not be built. A project must satisfy the requirements of the federal environment laws before it can be built with ISTEA dollars. A similar finding is needed for any state-funded actions that require a federal permit.

Other Provisions in ISTEA

ISTEA brings to transportation a new way of thinking. A visible example involves what are termed "transportation enhancements". ISTEA lists the ten activities that are eligible. A portion of funding from the Surface Transportation Program can be spent only on activities that are on this list. In Alaska, this portion totals over eleven million dollars each year. The list ranges from stormwater drainage to pedestrian improvements to the operation of historic transportation structures. In between are a number of activities that previously received little emphasis, and were often deemed ineligible for federal funding.

What's this about STEP?

STEP stands for the Scenic Travel Enhancement Program. STEP emphasizes how transportation can help us appreciate what makes Alaska such a special place. One way to do this is to designate scenic highways, as recommended by *Tomorrow's Alaska*. STEP fits perfectly under the umbrella of transportation enhancements in ISTEA.

Another important feature of ISTEA is its reliance on state standards. Standards are used by engineers to determine what size of facility to build. Each project built with ISTEA dollars must be constructed to approved standards. Previously, engineers had to apply national standards to federally-funded projects. Now the state is given the opportunity to come up with its own standards for most roads. The department is about to approve a new standard under these provisions. This standard covers heavy-duty boardwalks that carry motorized vehicles in Alaska's villages.

Why did Congress make these changes?

The federal government is sending a message to those that manage ISTEA dollars. That message is that it is time for the technical specialists to loosen up. Government bureaucrats need to pay more attention to the big picture. They need to search harder for creative and innovative solutions to pressing problems in the transportation system. With ISTEA dollars, we can make our country an even greater place to live through improvements that provide both transportation and a better environment.

Conclusion

This brochure tries to answer some basic questions about a confusing and complicated business. We invite you to ask us about ISTEA, *Tomorrow's Alaska* and the department's programs. We would like to meet with you and make a presentation. To carry out our missions we need to talk to you.

What is the mission of DOT&PF?

A key mission for the Department of Transportation and Public Facilities is to provide for the safe and efficient movement of people and goods on the state's core transportation system. A second critical mission is to provide support and oversight to the entire transportation network. The department carries out these missions by helping people to get the transportation services they need. Through working with others we can ensure the sound development of the transportation network.

Who do I call?

For questions on this brochure, David Hawes @ 465-8944. To speak to the interim manager of Borough Transportation Program, John Martin @ 465-6940. For questions on STEP, Sandi Anderson @ 465-6975. On other types of enhancements, Dawn Mach @ 465-6987. (Text telephone @ 465-3652.) For projects in Central Region, Janet George @ 266-1470. For projects in Northern Region, Jonathan Widdis @ 451-2381. For projects in Southeast Region, Mike McKinnon @ 789-6230. For the unorganized borough, Ike Waits @ 269-4571.

What other information is available?

- Working Group proposal.
- Capital Improvement Program.
- Core system maps.
- Description of eligible transportation enhancements.
- STEP video.

Allocation of ISTEA Funding

Key Points

This proposal calls for the allocation of federal funding for surface transportation to borough governments. It lays out a process for selecting capital improvements to the local portion of the surface transportation system in Alaska. The proposal affects only the funding of capital improvements. Maintenance arrangements are not altered by this proposal.

- **The working group was convened at the request of the Conference of Mayors at the end of July.** Its purpose was to evaluate the proposal from the Department of Transportation and Public Facilities to establish a borough transportation program. Members from eight municipal governments met with department managers in early September to prepare this proposal.
- **The working group recommends that at least thirty-five percent of ISTEA funding be allocated to local transportation improvements.** ISTEA stands for the Intermodal Surface Transportation Efficiency Act of 1991. ISTEA provides the federal dollars that pay for capital improvements to surface transportation facilities such as highways, transit, ferries, roads and bikepaths.
- **The state department of transportation and public facilities should help each borough government to prepare a multi-year transportation plan.** Each borough must elect how they wish to participate in the preparation of an areawide plan. Ideally, the state role should be limited to one of financial and technical assistance. With respect to the unorganized borough, state agencies will need to coordinate the areawide planning process. Municipal officials must be involved in the formulation of areawide plans in the unorganized borough.
- **Applying thirty-five percent to the statewide target for ISTEA funding results in a minimum program level of \$83 million annually.** This figure includes \$75 million in ISTEA funding and \$8 million in state match, and will change if the statewide target for ISTEA funding changes. Most of this funding is allocated through an annual funding target for each of fifteen boroughs and the unorganized borough. State funds pay the required match for each project in the program.
- **ISTEA funding alone is inadequate to meet the transportation needs of our state.** Municipal officials must work with state officials to identify other sources of funding to meet these needs. Alaskans should be given the opportunity to support more funding for transportation improvements.

Minimum Program: Local Transportation Improvements

Funding Targets Include State-Provided Match

Based on the Statewide Target for ISTEA Funding of 215 Million

Formula portion (ISTEA/State Match) Subtotal = 61,120,000

Borough	Individual Target
Aleutians East Borough	560,000
Bristol Bay Borough	560,000
City and Borough of Juneau	2,890,000
City and Brough of Sitka	1,110,000
Denali Borough	500,000
Fairbanks North Star Borough*	9,000,000
Haines Borough	670,000
Kenai Peninsula Borough	4,670,000
Ketchikan Gateway Borough	1,670,000
Kodiak Island Borough	1,560,000
Lake and Peninsula Borough	500,000
Matanuska-Susitna Borough	4,890,000
Municipality of Anchorage*	24,650,000
North Slope Borough	780,000
Northwest Arctic Borough	670,000
Unorganized Borough	6,440,000

Note: An asterisk (*) denotes that the funding target includes funding for congestion mitigation and air quality.

Special project fund (ISTEA only)	10,000,000
Planning (ISTEA only)	1,000,000
Special purpose discretionary (ISTEA only) (Bridge/Safety/Enhancements)	9,000,000
State Match Estimate for Non-Formula Programs	1,880,000
Current Program Base (Annual)	83,000,000
(Includes \$75 million in ISTEA funding and \$8 million in state match)	

ALLOCATION OF FEDERAL DOLLARS TO THE ALASKA TRANSPORTATION SYSTEM

Purpose is to provide for a stable level of funding so that long term plans can be developed and implemented for the surface transportation system throughout the state.

- The proposal to share at least 35% of the ISTEA dollars with boroughs meets the spirit of what the U.S. Congress mandates in other states.
- The state needs the ability to meet transportation needs that can not be met by any other entity. These needs include providing ferry service to remote coastal communities and the transportation facilities necessary to develop our natural resources.
- As a transportation system, the core transportation system has a higher value to fulfill. It is in everyone's interest to ensure adequate resources are identified.
- As a general matter, projects on the core transportation system are more expensive per mile than local transportation projects.
- The working group recognizes that the federal dollars will not solve all of the funding needs for transportation. The administration and the department have committed to assisting in identifying solutions.

ISTEA ALASKA ALLOCATION
\$215 Million

DISTRIBUTION	STATE (ADOT)		LOCAL (Borough)	
	\$	%	\$	%
26 Million (NHS)	\$26 M	12		
26 Million (int. Maint.)	\$26 M	12		
5 Million (CMAQ)			\$5 M	2
158 Million/2 50/50	\$79 M	37	\$79 M	37
TOTAL \$215 Million	\$131 M	61%	\$84 M	39%

AML POSITION

Boroughs should receive an allocation which is no lower than 35% of the TOTAL.

35% = \$75 Million

Of the \$75 Million:

CMAQ (Anchorage & Fairbanks)	\$5 Million
Entitlement	\$50 Million
Special Projects	\$10 Million
Planning	\$1 Million
Discretionary (Safety, (Enhancements, Bridge, etc.)	\$9 Million

Groundrules

Participation shall be elective.

Minimum participation by a borough shall be the responsibility to prepare annually, a six-year plan describing how the borough would spend their allocation. This plan should be approved by the borough assembly, unless otherwise directed by federal law.

Participation by a borough shall not require them to accept any maintenance responsibility that is currently performed by the state.

The state shall provide the required match for ISTEA funds.

Rules for the development of individual projects shall be as simple and flexible as the Federal Highway Administration will allow.

Annually, each borough should verify its agreement with the map of the "Core Transportation System" routes within its jurisdiction. This verification should take place prior to preparation or update of its plan.

Boroughs which cannot utilize their entire formula allocation within any year may receive a credit for use in a future year.

For projects which spend federal money on a route which the borough maintains, the borough shall provide assurances to the state that they will continue to maintain that route for the life of the investment.

Criteria to prioritize special projects and other discretionary programs shall be jointly developed with borough participation.

If a borough fully utilizes 10% of its allocation for the enhancement program or the safety program it may submit additional enhancement and safety projects to compete on a statewide basis. Allocations for enhancement and safety may be traded among the boroughs or the state for general construction funding.

Over a three year period, no borough shall receive more than 50% of the statewide discretionary and/or special project funding.

For boroughs which do not participate in the borough allocation program the state will endeavor to provide a plan for the use of an equivalent amount of federal funds in that area and will consult and cooperate with the local government in the prioritization of those funds.

The working group shall meet to review the program by September 30, 1993 (the end of federal fiscal year 1993).

Guidelines

Core System Identification

Highways and Marine Highways

Purpose--The purpose of this effort is to identify a statewide network of routes that serve long-range movements and other statewide purposes. Within each borough's boundaries, this identification should be accomplished through a joint effort involving the state and the individual borough. The following criteria have been developed to guide the identification of a uniform and consistent system through-out the state.

Long-range movement--Travel for the purpose of moving from one part of the state to another part of the state and for interstate travel and commerce. Among other purposes, routes that serve long-range movement enhance the defensive capabilities of the nation. Examples of long-range movements include passenger travel, the shipment of goods and supplies, and the export of resources to market. Typical long-range movements involve a minimum of at least half an hour in travel time.

Specific types of routes that serve statewide purposes

Community-to-community connections--Are provided to communities with organized governments by highway, marine highway or aviation service in different parts of Alaska. In the railbelt, land highways connect the center of each organized community to the state highway network. In Southeast and parts of Southwest Alaska, organized communities are linked to each other and the state highway network by marine highway service. In other parts of Alaska, very few highways links between organized communities have been constructed.

Airport connections--Airports with scheduled air service are part of the core system. Surface connections via road or ferry tie the airport to the community center in both urban and rural Alaska. These surface connections are included in the core transportation system. Airports with scheduled air service are typically classified as International, Regional Center, District, Transport or Community.

Ferry terminal connection--Marine highway service to communities is part of the core transportation system. Road connections link the ferry terminal to the center of each community.

Rural resource access--Is provided by land highway to a number of destinations in rural Alaska. In the past, construction of these highways has been prompted by the benefits of additional surface

connections across Alaska. For example, specific benefits arise when routes traverse areas with significant resource concentrations, such as mineral deposits, timber and visitor destinations.

Entry and exit points--Land highway links to major ports and other principal points where natural resources and other commodities are imported from and/or exported to national and international markets. These ports and other points should satisfy thresholds that establish their importance to the regional and statewide economy.

Air quality standards attainment--New routes that provide for high volume movement of regional traffic, the construction of which will contribute significantly to the attainment of air quality standards.

Federal Program Overview

Breakdown of FFY94 Apportionment Estimate of \$220 Million

Program Structure	FFY94 Estimate
Congestion Mitigation/Air Quality	4,800,000
Surface Transportation Program	115,300,000
Bridge	6,300,000
National Highway System	52,000,000
Interstate Maintenance	21,200,000
Hold-Harmless Estimate	15,300,000
Planning and Research	5,100,000

ALASKA INTERIM CORE HIGHWAY SYSTEM

ROUTES THAT FIT CRITERIA SHOWN IN RED.
ROUTES THAT MAY FIT CRITERIA SHOWN
IN GREEN.

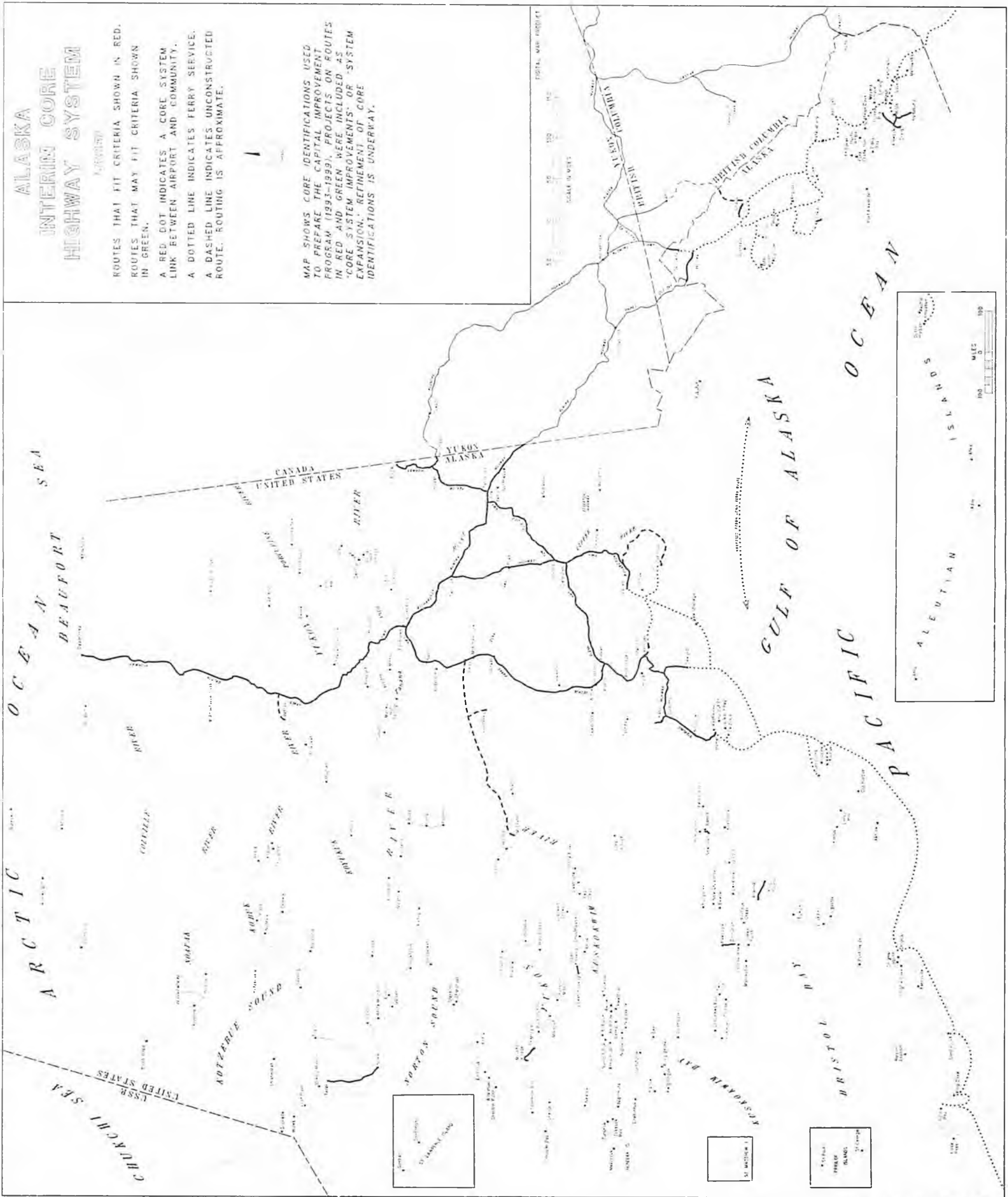
A RED DOT INDICATES A CORE SYSTEM
LINK BETWEEN AIRPORT AND COMMUNITY.

A DOTTED LINE INDICATES FERRY SERVICE.

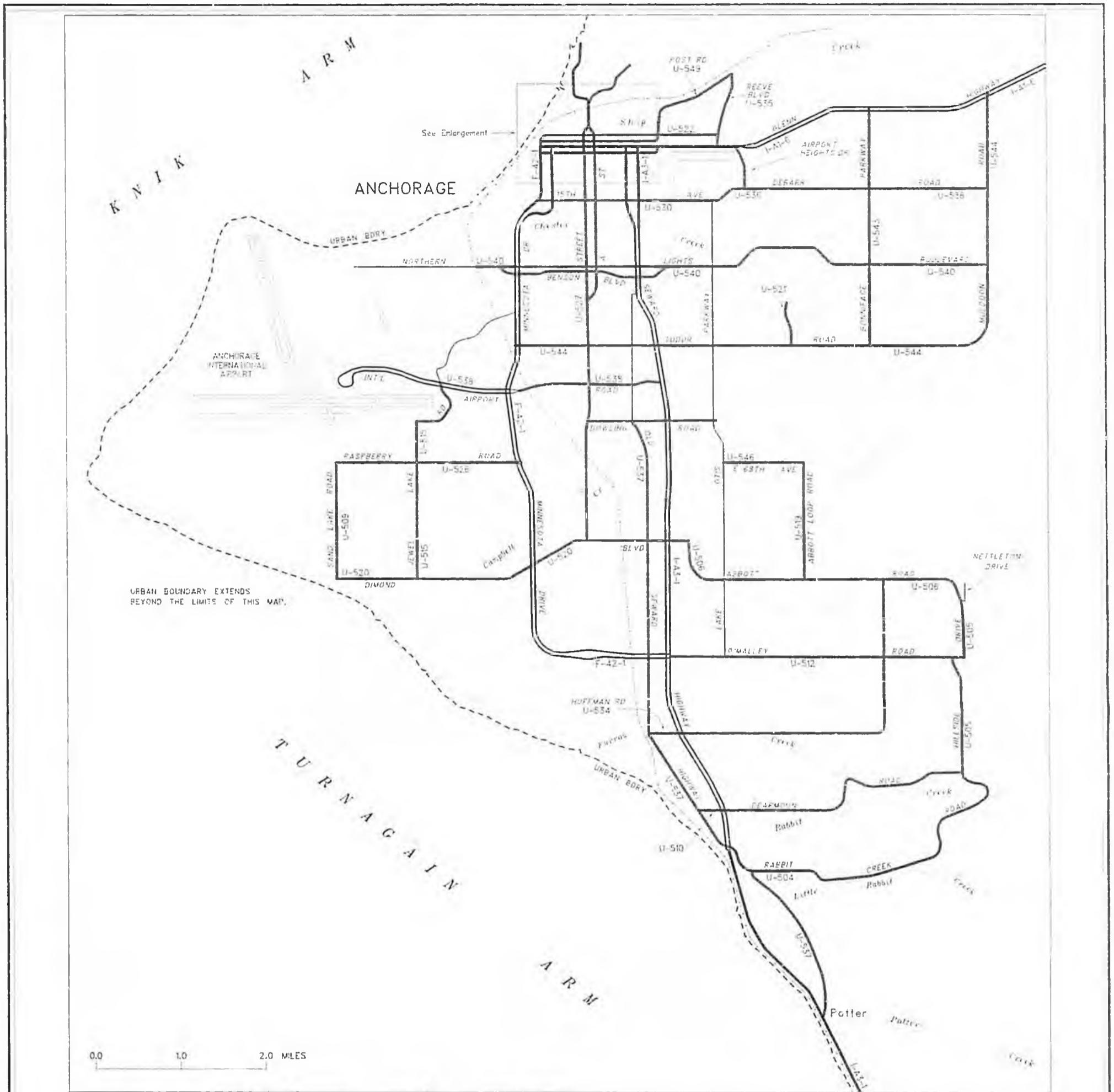
A DASHED LINE INDICATES UNCONSTRUCTED
ROUTE. ROUTING IS APPROXIMATE.

MAP SHOWS CORE IDENTIFICATIONS USED
TO PREPARE THE CAPITAL IMPROVEMENT
PROGRAM (1993-1999). PROJECTS ON ROUTES
IN RED AND GREEN WERE INCLUDED AS
"CORE SYSTEM IMPROVEMENTS" OR "SYSTEM
EXPANSION." REFINEMENT OF CORE
IDENTIFICATIONS IS UNDERWAY.

SCALE IN FEET
1" = 100,000'

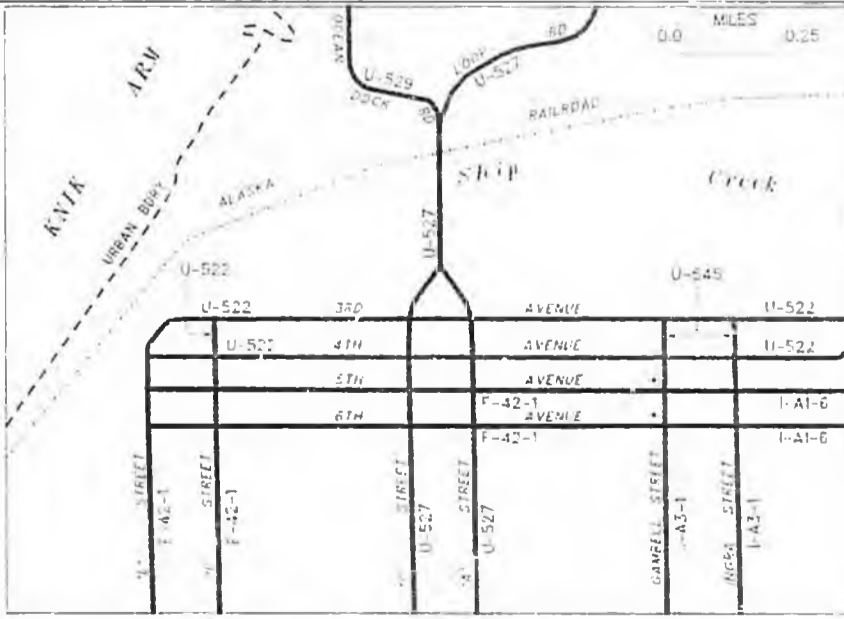


(JANUARY 1993) MAP 1



URBAN BOUNDARY EXTENDS BEYOND THE LIMITS OF THIS MAP.

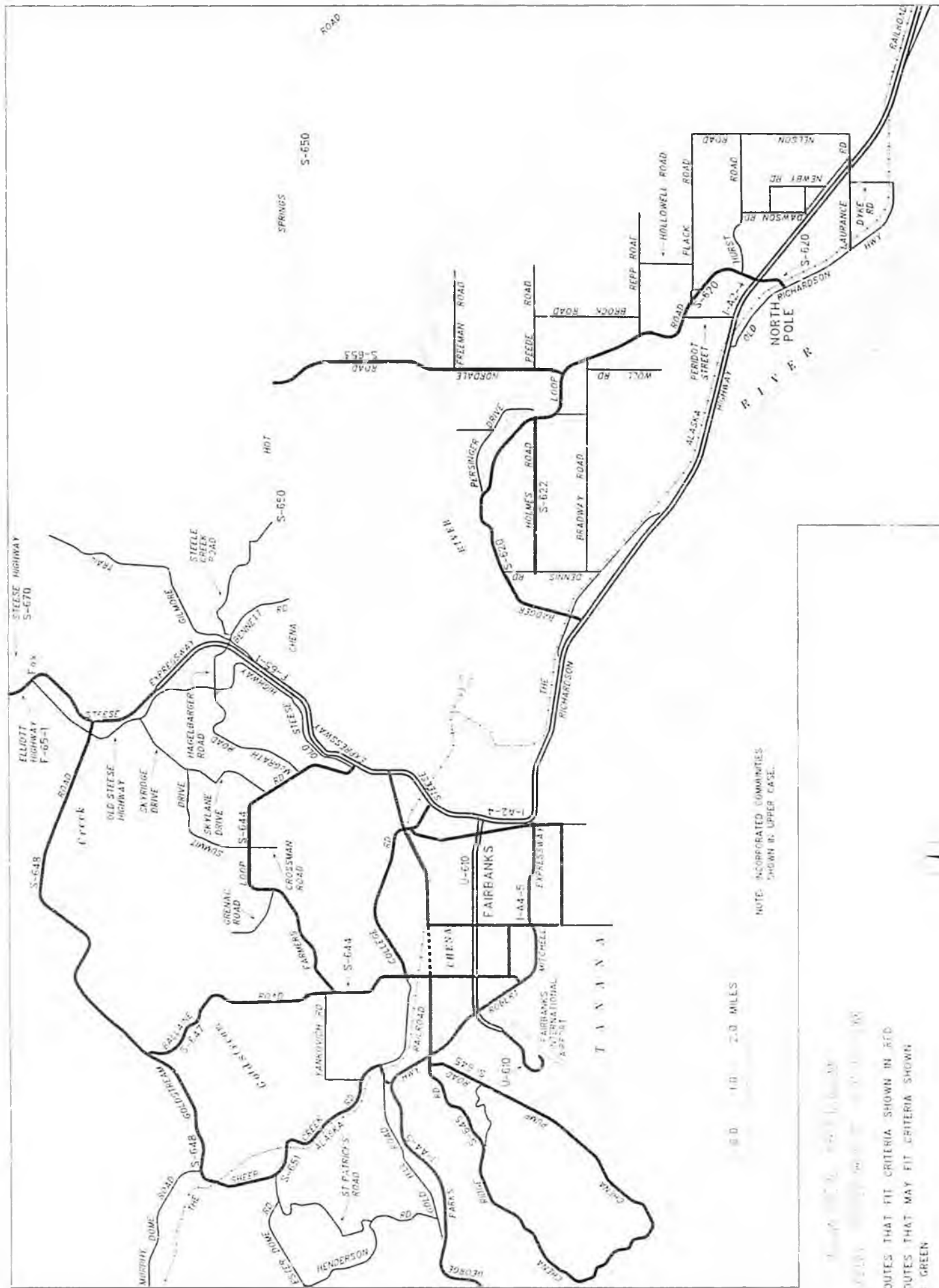
0.0 1.0 2.0 MILES



ALASKA INTERSTATE COORDINATE SYSTEM

ROUTES THAT FIT CRITERIA SHOWN IN RED
 ROUTES THAT MAY FIT CRITERIA SHOWN IN GREEN



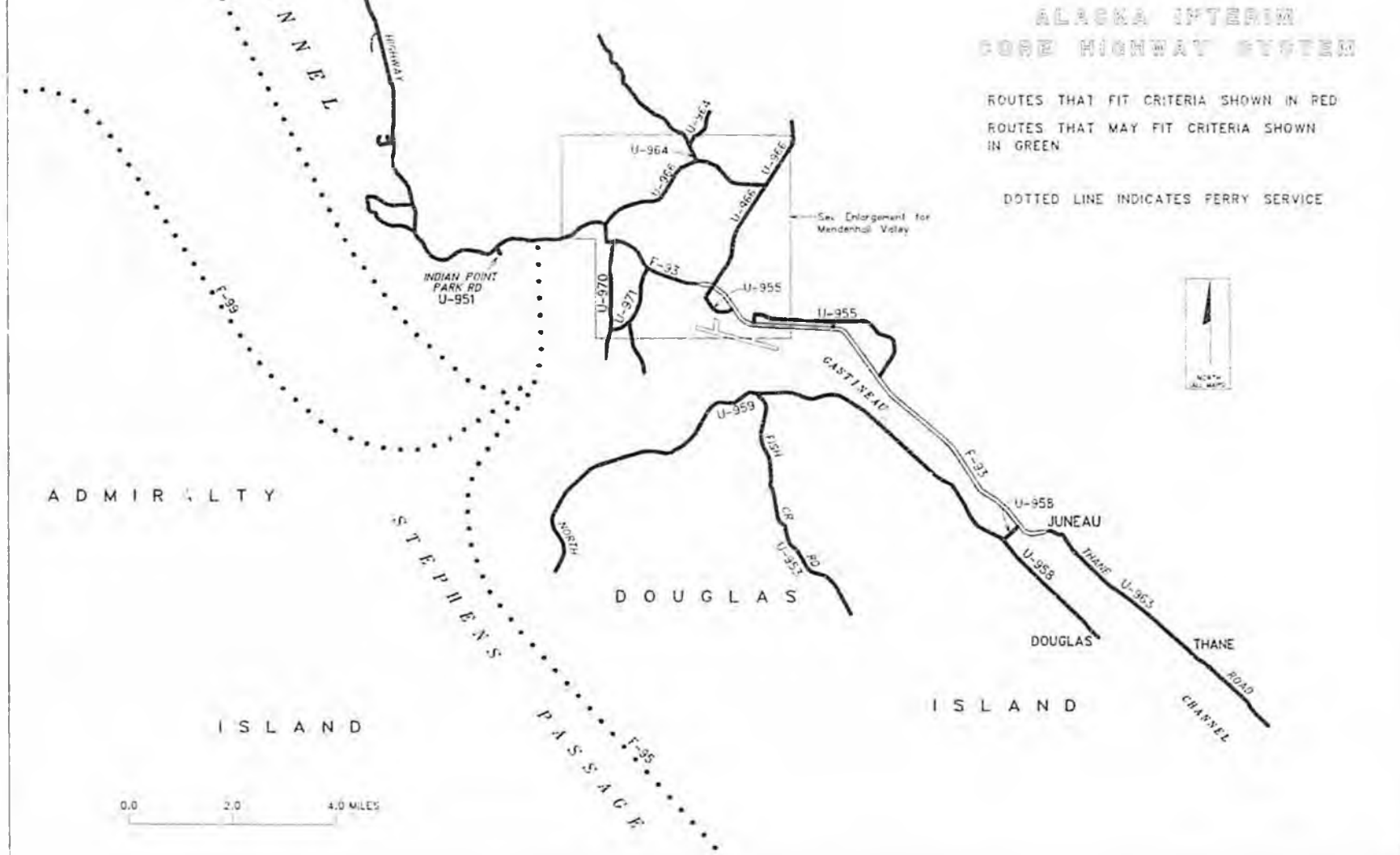
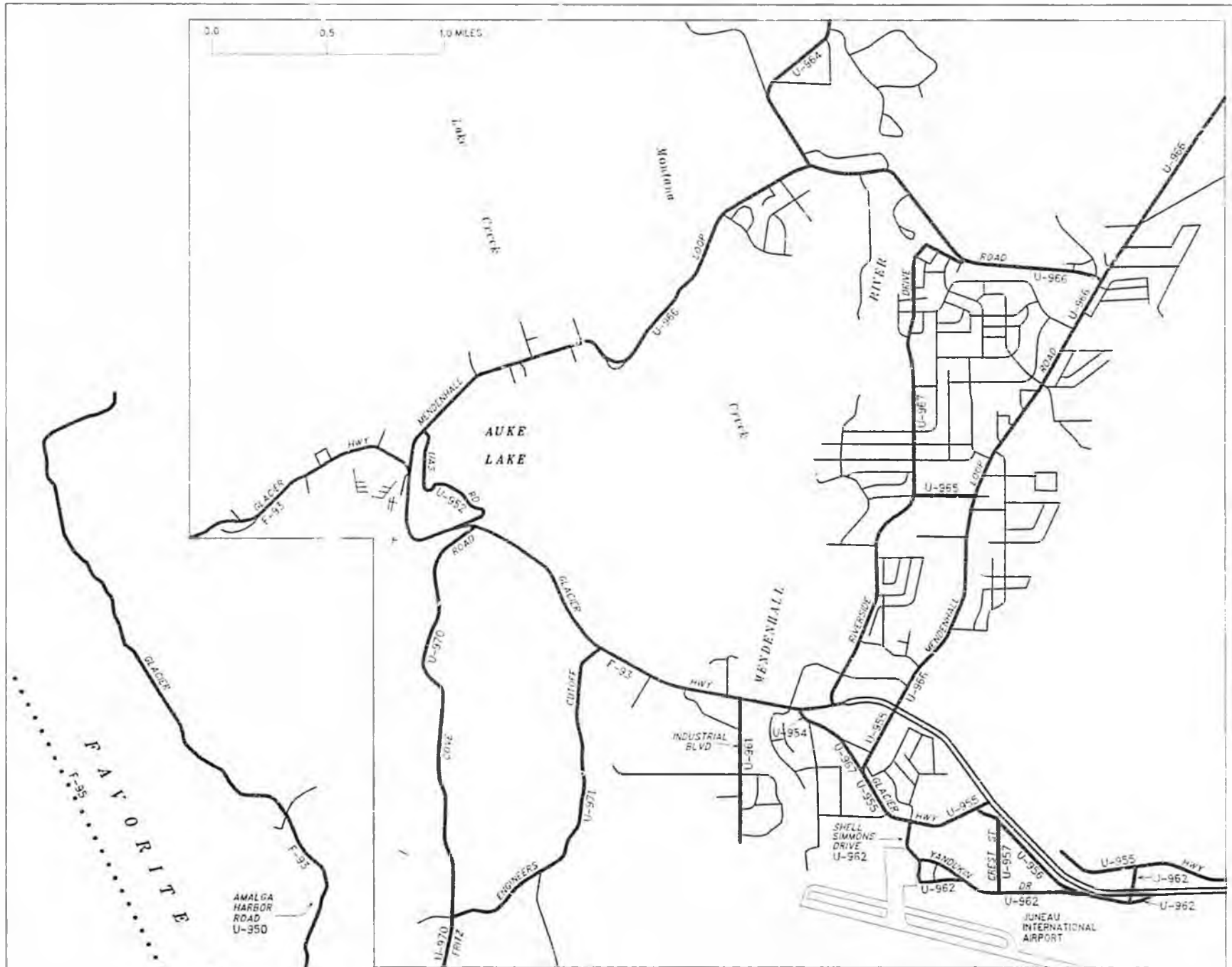


NOTE: INCORPORATED COMMUNITIES SHOWN IN UPPER CASE.

0.0 1.0 2.0 MILES

ROUTES THAT FIT CRITERIA SHOWN IN RED
 ROUTES THAT MAY FIT CRITERIA SHOWN IN GREEN

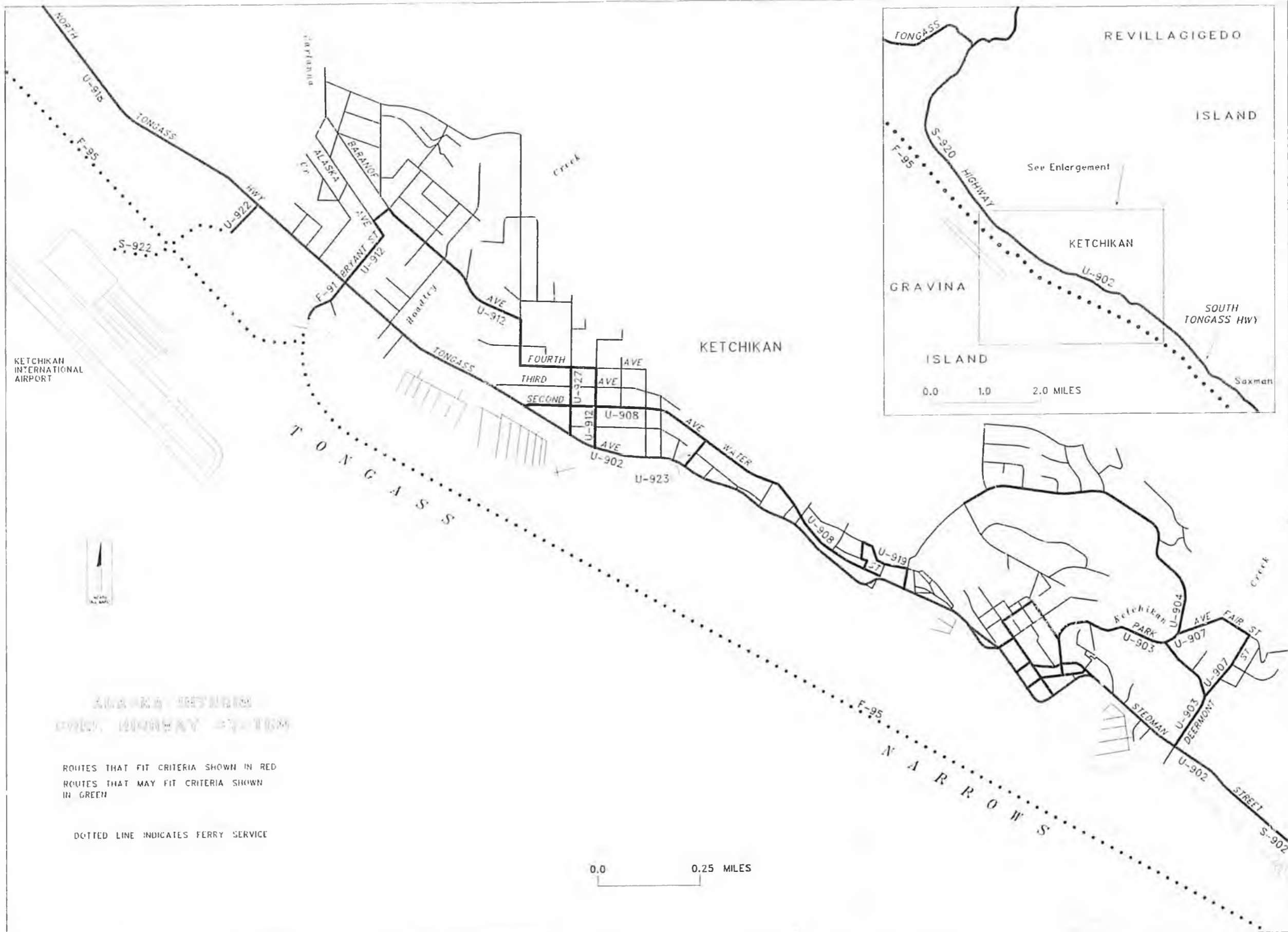
DASHED ROAD SYMBOL INDICATES UNCONSTRUCTED ROUTE.



ALASKA INTERIOR CORE HIGHWAY SYSTEM

ROUTES THAT FIT CRITERIA SHOWN IN RED
 ROUTES THAT MAY FIT CRITERIA SHOWN IN GREEN

DOTTED LINE INDICATES FERRY SERVICE



Marine

Pilots

Alaska State Legislature

House of Representatives



Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

Committee on Transportation

March 25, 1993

The Honorable Ramona Barnes
Speaker of the House of Representatives
Alaska State Legislature
State Capitol
Juneau, Alaska 99801-1182

Dear Madame Speaker:

The House Transportation Committee has reviewed the nomination of Mr. John C. Klepper for appointment to the Board of Marine Pilots and makes the following recommendations:

CONFIRM

DO NOT CONFIRM

NO RECOMMENDATION

Richard Foster

John C. Klepper
John C. Klepper
Larry L. Davis

Richard Foster
RICHARD FOSTER, CHAIR



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

February 8, 1993

The Honorable Ramona Barnes
Speaker of the House
Alaska State Legislature
State Capitol
Juneau, AK 99801-1182

Dear Speaker Barnes:

In accordance with AS 39.05.080 and Article III, Sections 25 and 26, of the Alaska Constitution, I submit the following names for legislative confirmation of appointment to the positions noted:

Alaska State Board of Public Accountancy

Elaine Damm - Kodiak

Appointed 11/14/91 Reappointed 05/12/92 Expires 04/25/96

Bruce J. Ogle - Anchorage

Appointed 08/14/91 Reappointed 07/20/92 Expires 04/25/96

State Board of Registration for Architects, Engineers, and Land Surveyors

Richard S. Armstrong, PE - Anchorage

Appointed 07/01/92 Expires 07/01/96

Paul E. Hartig - Palmer

Appointed 10/15/92 Expires 07/01/94

William W. Mendenhall - Fairbanks

Appointed 07/01/92 Expires 07/01/96

Michael H. Schwartz - Palmer

Appointed 09/02/92 Expires 07/01/96

Athletic Commission

Carolyn J. Michels - Nome

Appointed 10/28/92 Expires 05/14/95

Sylvia J. Reynolds - Juneau

Appointed 09/02/92 Expires 05/14/96

Gary R. Wilken - Fairbanks

Appointed 06/11/92 Expires 05/14/96

The Honorable Ramona Barnes

February 8, 1993

Page 3

Board of Dispensing Opticians

Pamela L. Doerr - Cordova

Appointed 05/27/92 Expires 06/14/94

Beverly J. Gilfillan - Anchorage

Appointed 03/28/90 Reappointed 08/17/92 Expires 06/14/96

Patricia Hedges-Gajdos - Fairbanks

Appointed 08/17/92 Expires 06/14/94

HCS

Board of Education

Donald L. Fancher - Bethel

Appointed 01/08/93 Expires 01/31/98

Judy L. Norton - Eagle River

Appointed 09/03/92 Expires 01/31/95

HCS

Board of Fisheries

Larry Edfelt - Juneau

Appointed 07/23/91 Reappointed 01/31/93 Expires 01/31/96

John Hanson - Alakanuk

Appointed 02/08/89 Reappointed 07/13/92 Expires 01/31/95

Dick Jacobsen - Sand Point

Appointed 01/31/93 Expires 01/31/96

Deborah A. Lyons - Petersburg

Appointed 01/31/90 Reappointed 01/31/93 Expires 01/31/96

HCS

Board of Game

Susan Entsminger - Tok

Appointed 01/31/93 Expires 01/31/96

Roger Huntington - Galena

Appointed 04/14/92 Reappointed 01/31/93 Expires 01/31/96

Ernest E. Polley - Juneau

Appointment effective 04/05/93 Expires 01/31/94

Anne K. Ruggles - Fairbanks

Appointed 01/31/93 Expires 01/31/96

HCS

State Commission for Human Rights

Augusta Sayoko D. Mimotu Greenheart - Anchorage

Appointed 01/31/93 Expires 01/31/98

Robyn F. States - Fairbanks

Appointed 01/31/93 Expires 01/31/98

SA

CORRECTION

**THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY**

WALTER J. HICKEL
GOVERNOR



P. O. Box 110001
Juneau, Alaska 99811-0001
(907) 465-3500

STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

February 8, 1993

*The Honorable Ramona Barnes
Speaker of the House
Alaska State Legislature
State Capitol
Juneau, AK 99801-1182*

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Richard S. Armstrong, PE - Anchorage

Appointed 07/01/92 Expires 07/01/96

Paul E. Hartig - Palmer

Appointed 10/15/92 Expires 07/01/94

William W. Mendenhall - Fairbanks

Appointed 07/01/92 Expires 07/01/96

Michael H. Schwartz - Palmer

Appointed 09/02/92 Expires 07/01/96

Athletic Commission

Carolyn J. Michels - Nome

Appointed 10/28/92 Expires 05/14/95

Sylvia J. Reynolds - Juneau

Appointed 09/02/92 Expires 05/14/96

Gary R. Wilken - Fairbanks

Appointed 06/11/92 Expires 05/14/96

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February 8, 1993
Page 2

Board of Governors of the Alaska Bar

William E. Dam, Sr. - Anchorage
Appointed 08/05/92 Expires 06/30/95

JCC

Board of Barbers and Hairdressers

Michelle A. Loptien - Juneau
Appointed 09/02/92 Expires 07/01/96

LCC

Jerry R. Mayfield - Anchorage
Appointed 06/15/91 Reappointed 08/17/92 Expires 07/01/96

Big Game Commercial Services Board

Glenn W. Fredericks - Anchorage
Appointed 10/28/92 Expires 06/30/96

RCS

Paul E. Johnson - Elfin Cove
Appointed 08/29/89 Reappointed 07/13/92 Expires 06/30/96

Board of Chiropractic Examiners

Patricia G. Conners-Allen, DC - Juneau
Appointed 09/02/92 Expires 07/15/94

LCCS

LeRoy D. Nordstrom, DC - Anchorage
Appointed 07/15/92 Expires 07/15/96

Glenne M. Ralls - Anchorage
Appointed 07/15/92 Expires 07/15/94

Alaska Commercial Fisheries Entry Commission

Bruce C. Twomley - Juneau
Appointed 10/06/82 Reappointed 08/18/88, 07/21/92
Expires 07/01/96

RCS

Board of Dental Examiners

Kevin L. Gottlieb, DDS - Anchorage
Appointed 02/01/93 Expires 02/01/97

dccc

Carolyn J. Michels - Nome
Appointed 02/01/93 Expires 02/01/97

Burton A. Miller, DDS - Anchorage
Appointed 05/27/92 Expires 02/01/95

Robert W. Robinson II, DMD - Wasilla
Appointed 05/08/92 Expires 02/01/94

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Board of Dispensing Opticians

Pamela L. Doerr - Cordova
Appointed 05/27/92 Expires 06/14/94
Beverly J. Gilfillan - Anchorage
Appointed 03/28/90 Reappointed 08/17/92 Expires 06/14/96
Patricia Hedges-Gajdos - Fairbanks
Appointed 08/17/92 Expires 06/14/94

HCS

Board of Education

Donald L. Fancher - Bethel
Appointed 01/08/93 Expires 01/31/98
Judy L. Norton - Eagle River
Appointed 09/03/92 Expires 01/31/95

HCS

Board of Fisheries

Larry Edfelt - Juneau
Appointed 07/23/91 Reappointed 01/31/93 Expires 01/31/96
John Hanson - Alakanuk
Appointed 02/08/89 Reappointed 07/13/92 Expires 01/31/95
Dick Jacobsen - Sand Point
Appointed 01/31/93 Expires 01/31/96
Deborah A. Lyons - Petersburg
Appointed 01/31/90 Reappointed 01/31/93 Expires 01/31/96

NCS

Board of Game

Susan Entsminger - Tok
Appointed 01/31/93 Expires 01/31/96
Roger Huntington - Galena
Appointed 04/14/92 Reappointed 01/31/93 Expires 01/31/96
Ernest E. Polley - Juneau
Appointment effective 04/05/93 Expires 01/31/94
Anne K. Ruggles - Fairbanks
Appointed 01/31/93 Expires 01/31/96

NCS

State Commission for Human Rights

Augusta Sayoko D. Mimoto Greenheart - Anchorage
Appointed 01/31/93 Expires 01/31/98
Robyn F. States - Fairbanks
Appointed 01/31/93 Expires 01/31/98

SA

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Commission on Judicial Conduct

Sara Pearson - Soldotna
Appointed 12/31/92 Expires 12/31/96

30L

Alaska Labor Relations Agency

Darrell F. Smith - Anchorage
Appointed 02/06/91 Reappointed 06/30/92 Expires 06/30/95

LSC

Board of Marine Pilots

Donna C. Bumgardner - Valdez
Appointed 07/21/92 Expires 06/01/96
John C. Klepper - Valdez
Appointed 07/21/92 Expires 06/01/95
Mark E. Springer - Hooper Bay
Appointed 06/11/92 Expires 06/01/96

TSP.

Board of Marital and Family Therapy

Mercy Dennis - Anchorage
Appointed 12/14/92 Expires 12/14/95
Randall G. Jones - Anchorage
Appointed 12/15/92 Expires 12/14/93
Dennis Schlotfeldt, PhD - Fairbanks
Appointed 12/14/92 Expires 12/14/97
R. Brock Shamberg, Esq. - Anchorage
Appointed 12/14/92 Expires 12/14/96
Elaine Stoneburner - Anchorage
Appointed 12/14/92 Expires 12/14/94

300

State Medical Board

Eileen L. Becker - Homer
Appointed 01/09/93 Expires 01/09/97
Noel W. DeVries - Palmer
Appointed 12/09/91 Reappointed 07/23/92 Expires 08/13/96
Joan Jelinek, MD - Fairbanks
Appointed 12/14/92 Expires 01/12/96
Gary L. Johnson, MD - Fairbanks
Appointed 11/12/92 Expires 11/06/96
Robert J. Rowen, MD - Anchorage
Appointed 07/23/92 Expires 07/08/96

300



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Board of Certified Direct-Entry Midwives

Peggy A. Downing, MD - Palmer
Appointed 07/21/92 Expires 07/21/95
Sydney Flint - Fairbanks
Appointed 08/17/92 Expires 07/21/94
Kaye Kanne - Juneau
Appointed 07/21/92 Expires 07/21/96
Paula Korn, CNM - Anchorage
Appointed 07/21/92 Expires 07/21/93
Pam Weaver - Chugiak
Appointed 07/21/92 Expires 07/21/96

LCCS

Board of Nursing

Belle L. Cunningham, LPN - Anchorage
Appointed 05/11/92 Expires 03/31/95
Marion K. Lampman - Anchorage
Appointed 08/17/92 Expires 03/31/95
Betsy B. McCune, RN - Eagle River
Appointed 05/11/92 Expires 03/31/96

LCCS

Occupational Safety and Health Review Board

Donald F. Hoff, Jr. - Ketchikan
Appointed 04/01/86 Reappointed 09/02/88, 08/01/92
Expires 08/01/96

LCCS

Alaska Oil and Gas Conservation Commission

David W. Johnston - Anchorage
Appointed 01/19/89 Reappointed 12/31/92 Expires 12/31/98

LCCS

Board of Examiners in Optometry

Lynn J. Coon, OD - Wasilla
Appointed 02/06/89 Reappointed 06/15/92 Expires 06/15/96
Steven S. Dobson, OD - Anchorage
Appointed 02/06/89 Reappointed 02/19/92, 05/08/92
Expires 06/15/95
Marilyn S. Porter - Anchorage
Appointed 12/14/92 Expires 06/15/94

LCCS

Personnel Board

Gary P. Bader - Anchorage
Appointed 06/20/92 Expires 06/20/98

LCCS

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✓ Board of Pharmacy

Charles J. Lastufka - Anchorage

Appointed 09/03/92 Expires 04/01/96

class

✓ State Physical Therapy and Occupational Therapy Board

Pauline L. Bennett-Gannon - Fairbanks

Appointed 04/10/90 Reappointed 05/12/92 Expires 01/01/96

Arlene C. Gerety - Anchorage

Appointed 09/03/92 Expires 09/01/96

Cary S. Keller, MD - Fairbanks

Appointed 10/13/92 Expires 09/01/96

Lawrence W. Seethaler, LPT - Anchorage

Appointed 09/03/92 Expires 09/01/96

class

✓ Professional Teaching Practices Commission

Brian L. Carter - North Pole

Appointed 09/21/92 Expires 07/01/94

Richard E. Clevenger - Ketchikan

Appointed 07/21/92 Expires 07/01/94

Peggy E. Conner Jones - Anchorage

Appointed 09/21/92 Expires 07/01/95

Fred L. Lau - Nenana

Appointed 07/21/92 Expires 07/01/95

William A. McCain - Wasilla

Appointed 09/30/92 Expires 07/01/94

Marsha K. Van Abel - Anchorage

Appointed 09/23/92 Expires 07/01/95

class

✓ Board of Psychologist and Psychological Associate Examiners

Tyler D. Shaw - Eagle River

Appointed 10/28/92 Expires 07/01/96

Robb L. Stokes, PhD - Sitka

Appointed 09/30/92 Expires 07/01/96

class

Public Defender

John Salemi - Anchorage

Appointed 02/27/89 Reappointed 02/27/93 Expires 02/27/97

JUD

✓ Board of Certified Real Estate Appraisers

Ken Kincaid - Anchorage

Appointed 06/13/91 Reappointed 06/30/92 Expires 06/30/96

class

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Real Estate Commission

Terral F. Wanzer - Ketchikan
Appointed 12/06/91 Reappointed 01/31/93 Expires 01/31/97

L & C

✓ Board of Clinical Social Work Examiners

Ken P. Fallon, Jr., MSW, ACSW - Palmer
Appointed 01/13/89 Reappointed 12/14/92 Expires 07/01/96
Kris Jenkins - North Pole
Appointed 05/12/92 Expires 07/01/95

CCSS

Alaska Public Utilities Commission

James E. Carter, Sr. - Kenai
Appointed 11/07/92 Expires 10/31/98

L & C

✓ Board of Veterinary Examiners

Virginia M. Johnson, DVM - Anchorage
Appointed 03/10/89 Reappointed 05/12/92 Expires 01/31/95
James Leach, III, DVM - Big Lake
Appointed 02/01/88 Reappointed 05/12/92 Expires 01/31/96
Barbara J. Marcisak - Palmer
Appointed 06/11/92 Expires 01/31/96

CCSS

• Violent Crimes Compensation Board

Carol B. Eastaugh - Auke Bay
Appointed 01/29/81 Reappointed 11/30/89, 12/15/92
Expires 12/15/95

JUL

✓ Alaska Workers' Compensation Board

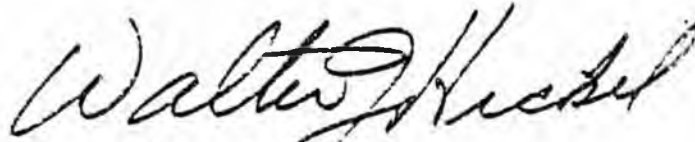
Ray W. Kimberlin - Fairbanks
Appointed 10/13/92 Expires 07/01/95
Nancy J. Ridgley - Ward Cove
Appointed 10/13/92 Expires 07/01/95
Darrell F. Smith - Anchorage
Appointed 08/19/88 Reappointed 08/20/91, 05/08/92
Expires 07/01/94

L & C

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The résumés for these appointments have been submitted to the offices of the Senate Secretary and the House Clerk.

Sincerely,

A handwritten signature in cursive script, reading "Walter J. Hickel". The signature is written in dark ink and is positioned above the printed name and title.

Walter J. Hickel
Governor

Alaska Marine Pilots
P.O. Box 730, Dutch Harbor, AK 99692

March 23, 1993

Representative Richard Foster
Chair House Transportation Committee
Alaska State Legislature

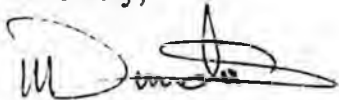
Dear Sir:

The members of Alaska Marine Pilots wish to endorse the confirmation of Marine Pilot Board appointees Donna Bumgardner, John Klepper and Mark Springer, when the matter comes before the Transportation Committee. We believe that each has shown a desire to enhance public safety and to protect the marine environment of Alaska by the decisions they have made as Board members. Each has been thoughtful in their comments and even-handed in their voting on some very difficult issues.

Perhaps the most impressive aspect of their service is the great amount of time each spent in reviewing transcripts and information packets of past Pilot Board meetings to get up to speed as quickly as possible. Also, each of the appointees is well prepared for current Board meetings as evidenced by the specific questions asked and comments made. Mr. Klepper has done an excellent job as vice-chairman in Mr. Watts' absence.

In closing, I wish to say that while AMP has not always agreed with the opinions or the votes of these appointees, we do believe that they each had an open mind when arguments were heard and that they ultimately voted with the best interests of the State of Alaska in mind.

Sincerely,



Capt. Thomas Dundas
President, Alaska Marine Pilots

TD.mer

DONNA C. BUMGARDNER

Residence
PO Box 171
Valdez, AK 99686
(907) 835-4610

Business
PO Box 1609
Valdez, AK 99686
(907) 835-5251

EXPERIENCE

REGISTERED VESSEL AGENT (ALASKA)

11/88 to Present

BP OIL SHIPPING COMPANY, USA, Valdez, Alaska

Shipping Agent

Direct and control vessel movements within port area. Orders pilots, tugs and Government officials as required by the vessel. Attends vessel on arrival and departure and monitors during port visit. Act as liaison for the vessel, vessel owners and charterers.

EXECUTIVE SECRETARY

04/81 to 11/88

CALEB BRETT, U.S.A., Inc., Valdez, AK

Executive Secretary / Petroleum Inspector

Completing marine cargo surveys, marine technical reports. Assisting clients with survey reports, bills of affreightment and cargo nominations. Cross trained as Petroleum Inspector. Trained and supervised part time secretary.

EDUCATION

PRINCE WILLIAM SOUND COMMUNITY COLLEGE, Valdez, AK

1985

Attended classes in "IBM Display Writer" and "Office Procedures & Automation"

SUNCOAST HIGH SCHOOL, Rivera Beach, FL

1977

General studies including courses in "Business Communications" and "Clerical Business Education."

PERSONAL

Active in Eagles Auxiliary #1971 since 1980 holding several positions including, secretary and Chaplain.

Certified member of Professional Association of Divers, Inc. (P.A.D.I.).

Notary Public, State of Alaska (Lic #70472).

March 25, 1993

Jeannie Smith
Dept. of Transportation
Juneau, AK 99811

Dear Ms. Smith:

Thank you for your recent phone call regarding the Marine Pilot Board Hearing. It was a pleasure to speak with you.

Since I began my duties as a Board Member, I have become aware of the responsibility each Board Member has to ensure the best interest of the State. I have met with various Pilot Associations, Industry groups and Representative in Juneau.

I feel that since the appointment, I have kept an open objective approach to the issues before that Board. I really enjoy the challenge of interpreting the issues, researching the problems and attempting solutions. It has given me so much experience and knowledge that I believe I am an asset to the Board and hope the hearing goes well.

I look forward to hearing from you again,

Sincerely,

Donna C. Bumgardner

Donna C. Bumgardner
Port Agent

1188 MINERAL CREEK DR
P.O. BOX 3065
VALDEZ, ALASKA 99686

JOHN C. KLEPPER

Klepper

Bus Ph: (907) 835-6932/6903

Home Ph: (907) 835-4239/6956

PRESENT EMPLOYMENT:

1991 Operations Manager
SERVS Alyeska Pipeline Service Co.
Ship Escort Response Vessel System
SERVS, Alyeska Pipeline Service Co.
Valdez, Alaska

FORMER GOVERNMENT APPOINTMENTS:

1/1/89 Appt'd President of the Board of Pilot Commissioners
6/86-12/88 Appt'd Commissioner for the Board of Pilots for the Bays of San Francisco, San Pablo, and
(Reappt'd 1/89-90) Suisun, State of CA (Appointment by Governor)

MEMBERSHIPS:

Propeller Club of the United States, Port of the Golden Gate
Council of American Master Mariners, San Francisco Chapter
Operations Committee, Pacific Merchant Shipping Association

DEGREES & CREDENTIALS:

1985 M.B.A., Monmouth College
1972 Certificate of Advanced Engineering Studies in Environmental Engineering
1968 B.S. in Meteorology and Oceanography, New York State Maritime College
Current U.S.C.G. Masters Lic., First Class Pilotage; (U.S. East Coast) and endorsements

OTHER CURRICULUM:

1991 Crisis Management - ICS Command System for Planning (CMT/110, 114, 113 & 160)
Computer Skills - Professional Office System (PROFS/PROFS Advanced)
Time Management - Personal efficiency training for scheduling, calendars, timing,
effectiveness of time utilization. (By Time Systems, Exxon Co. U.S.A.)
1990 Environmental Response - Emergency Response Team Training; ERT Organization
Training/Drill Review for Oil Spill Response Organization
Environmental Response - OSHA 29 CFR 1910-120 (HSAWPR)
1989 Environmental Issues - The Legal Perils of Hazardous Waste and Environmental Management,
San Francisco State University.

OTHER CURRICULUM (Continued):

1988-1989 Vessel Chartering - Principles of Chartering, Association of Ship Brokers & Agents, Inc.

1988 Personnel Management - Mgmt Seminar on Employee Drug Use Policy, Exxon Shipping Co.

1987 Labor Relations - Positive Management Leadership, Nestle Enterprises, Inc.
Vessel Management - Exxon Shipping Company Fleet Management Conference

1986 Business Scoping Study - McGraw Hill Business Planning Seminar
Management Teamwork - EXCEL Leadership Enhancement Program

1984 Communications - Effective Presentation Course, Exxon Company, U.S.A.

1987 Personnel Management - Equal Employment Opportunity Training for Exxon U.S.A. Mgmt
Tanker Technical - Crude Oil Washing & Inert Gas Systems Course, Leith Nautical College

1981 Management Skills - Marine Management Course, Exxon Co., U.S.A., Marine Department

1980 Environmental Response - Oil Spill Control Course, Texas A&M Extension Service

PUBLICATIONS AND REPORTS:

1985 Hamburg Terminal Survey, (Exxon Corp. PPD Audit)
Performed Corporate Survey with representative from ER&E and EssoChem Europe, Inc.

1980 Cvs Excellence Breakout Report, 80 EUSA

1972 A report on the prototype current velocity and salinity data collected in the upper Chesapeake Bay for the Chesapeake Bay model study. (Chesapeake Bay Institute Spec. Rept. 27 Ref. 72-12)

A report on the prototype data collected in the Potomac River for the Chesapeake Bay model study. (Chesapeake Bay Institute Spec. Rept. 25 Ref. 72-2)

1967 African Particles as Condensation Nuclei. Journal of the Am. Meteorological Soc., 67-10

PRIOR EMPLOYMENT:

1990 Environmental Affairs Analyst
Houston Headquarters
Exxon Shipping Company

1986-1989 Transportation Coordinator
West Coast Fleet Office
Exxon Shipping Company

1985 Senior Operations Supervisor
West Coast Fleet Office
Exxon Shipping Company

1984-1985 Senior Turnaround Coordinator
East Coast Branch Office
Exxon Shipping Company

PRIOR EMPLOYMENT (Continued):

1981-1984 Agency Section Head
East Coast Branch Company
Exxon Shipping Company

1979-1981 Tanker Turnaround Coordinator
Exxon Company, USA
Marine Department, East Coast Branch . . .

Prior 1978 Research Associate, Managing the Data Acquisition Program for the
Army Corps of Engineers, Chesapeake Bay Model Program
Chesapeake Bay Institute
The Johns Hopkins University
Baltimore, Maryland 21218

Master Coastwise Vessel - JEANNE C.
Poling Transportation Corp.
New York, New York

Master Motor Tanker PRINCESS BAY
East Coast Tanker Corp.
New York, New York

SS AFRICAN PLANET and LIGHTNING
Farrell Lines, Inc.
New York, New York

Tanker ESSO BALTIMORE
Humble Oil & Refining Co.
Houston, Texas

SS BALTIMORE
Sea-Land Services, Inc.
Port Elizabeth, New Jersey

MARITIME COLLEGE NON-ACADEMIC ACTIVITIES:

Cadet Corps: Regimental Commander (Ashore); Division Commander (Afloat)
President & Treasurer of Dance Committee
President of Propeller Club
Chief Deck Indoctrination Officer
Captain of Swimming Team
Captain of Rowing Team
Member of Honor Committee
Student Observer with Gulf Oil Corp., Marine Department
Maritime Management Institute 1967, 1968

LISTING OF ACADEMIC CURRICULUM TAKEN:

Business Management:

Business Policy	Collective Bargaining
Financial Management	Business Statistics
Financial Accounting	Business Ethics
Managerial Accounting	Organizational Behavior
Quantitative Analysis	Marketing Concepts & Strategies
Production Management	International Business
Investment Strategies	Computer Economics
Computer Information Systems	
Various Marine Transportation Courses (Undergraduate)	
Various Economics Courses (Undergraduate)	

Engineering Courses:

Marine Machinery - Steam and Diesel
Naval Architecture and Vessel Construction
Navigation Equipment and Ocean Instruments
Various Electrical Engineering and Electronics Courses
Various Computer Courses

Environmental Courses In:

Water and Air Pollution	Water Supply and Drainage
Environmental Engineering	

Science:

Fluid Mechanics	Statistical Methods
Chemistry and Physics	Weather Forecasting
Various Math through Advanced Differential Equations	
Various Physical Oceanograph and Meteorology Courses	

Marine Courses:

Admiralty Law
Various Operations and Navigation Courses

Other Courses:

Various Literature, History, Humanities, Languages (German and French)

PERSONAL STATISTICS AND INFORMATION:

BORN January 23, 1945
HEIGHT 5'10"
WEIGHT 200 lbs
HEALTH Excellent
MARITAL Married

INTERESTS Hiking, camping, skiing, archery, swimming, carpentry, Napoleonic Miniatures collecting, writing, chess & dancing

COMPUTER Computer literate in: DOS based systems in Symphony, Harvard Graphics, WordPerfect (v 4) limited, Transportation Simplex Algorithms, Transportation Problem Network Systems, and various other business related programs and computer-based games.

SPOUSE Anne Covele (ne Ferguson) Klepper
BACKGROUND Accountant, Psychologist, Teacher, and Australian Investment Counselor
INTERESTS Tennis and Squash A-grade champion

CHILDREN Five sons: Lionel (Grad School, Sydney); Anthony, Geoffrey, Erik, and Drew. Students one and all!

Springer
KED Marine
1 pilots

Resume' of
MARK EDWARD SPRINGER
P.O. Box 13
Hooper Bay Alaska 99604
(907) 758-4535

Position Sought:
Public member appointment,
Alaska Board of Marine Pilots

Experience:
Municipal administrator
Assistant to the Mayor
City of Hooper Bay
1988-1990

Merchant Marine
Deckhand
Yutana Barge Lines
Summer 1990, 1991
Yukon River and Bering Sea

Journalist:
Contributing Editor, ALASKA COMMERCIAL FISHERMAN
Correspondent, BETHEL VILLAGE VOICE
Staff Writer, FAIRBANKS DAILY NEWS-MINER
1984
Editor In Chief, POLAR STAR
University of Alaska, Fairbanks
1980

Other:
Telecommunications Technician
Power Plant Operator
United Utilities, Incorporated

REFERENCES:

Jack Coghill, Lt. Governor
Paul Fuhs
Representative Richard Foster
Clem Tillion
Jacqueline Lindauer

**Statement by
Honorable Richard Foster
Chairman, House Transportation Committee**

March 25, 1993

This afternoon this Committee is considering Legislative confirmation of Governor Hickel's appointments to the Board of Marine Pilots.

I am pleased to say that one of his nominees for a seat on this important board is a constituent of my district.

Mark Springer of Hooper Bay was appointed to the Board in June of last year, and has been seated as one of the two public members at all Board meetings since.

He brings a variety of experience to the Board of Marine Pilots. Mark is a U.S. Coast Guard veteran, and has worked in the Western Alaska marine transportation industry.

The Board of Marine Pilots is charged by statute with ensuring the prevention of the loss of lives and property and the protection of the marine environment of the State through exercise of its jurisdiction over pilotage and marine pilots.

Mark Springer has, and will continue to carry out his duties as a member of this Board with diligence and zeal.

I am pleased that Governor Hickel appointed Mark to the Board, and I invite my fellow Committee members to join me in recommending to the entire House his confirmation.