

ALASKA LEGISLATURE COMMITTEE FILES 1999-2000 8672

9780 HOUSE COMMUNITY & REGIONAL AFFAIRS

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

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

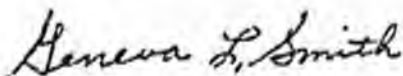
At Carl Morgan's constituent meeting on 2/28/99, concerned citizens of the Tok area presented many reasons why there should be no delay in the opening and maintenance of the Taylor highway.

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

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

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

Sincerely,



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

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

March 04, 1999

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

Fax: 907 465-2418

RE: Taylor Highway

Dear Sir,

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

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

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

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

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

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

Sincerely,

Debbie Muir
 Debbie Muir

To Whom it may concern:

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

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

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

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

Sincerely,

Dana E. Aldrich

Dana E. Aldrich

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

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

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

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

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

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

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

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

sincerely,

DOUGLAS R. PINE

Doug R. Pine

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

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

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

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

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

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

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

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

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

③

MAR 08 '99 10:00 ENGLE SCHOOL

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

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

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

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

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

THANK YOU

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

To the committee hearing testimony on delays of road openings:

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,
Jeanne Tatangelo

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

Dear Commissioner Perkins,

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

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

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

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

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

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

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

Sincerely,
 Jeanne Tatangelo

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

POM for Representative Halcro

From: Mrs. Lana Creer-Harris
PO Box 1214

Telephone: 443-5535

Nome, AK 99762

NON Constituent

Registered Voter: Y

Subject: HIGHWAYS

Message:

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

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

Distribution: 44

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

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

Beth Jacobs

907-883-2571

March 4, 1999

Greetings;

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

Thank you,
Debra Harvissin

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

March 4, 1999

Dear sirs,

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

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

POM for Representative Halcro



From: Mrs Crystal Fagundes-Burns
POBox 5

Telephone: 883-5518

Chicken, AK 99732

NON Constituent

Registered Voter: U

Subject: HIGHWAYS
Message:

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

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

Distribution: 60

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Message 39 out of 42.

Mr John
PO box 5

R Burns

883-5518

Chicken

AK 99732

Distribution
60

Affiliation
40 mile

Reg Voter
U

Date POM Sent

Constituency

Bill Number

Response

Subject

03/04/1999

C

HIGHWAYS

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

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Mrs Crystal
POBox 5

Fagundes-Burns

C 13-5518

Chicken

AK 99732

Distribution
60

Affiliation
40 mile

Reg Voter
U

Date POM Sc...

Constituency

Bill Number

Response

Subject

03/04/1999

C

HIGHWAYS

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

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Mrs Dana
po box 703

E Aldrich

883-5159

Tok

AK 99780

Distribution
06

Affiliation
self

Reg Voter
U

Date POM Sent

Constituency

Bill Number

Response

Subject

02/23/1999

C

HIGHWAYS

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

THE
FOLLOWING
DOCUMENT(S)
ARE
POOR
ORIGINAL
COPIES

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

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

For the following reasons:

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

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

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

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

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

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

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

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

Petition summary:

McCarthy / Kennicott

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

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

Land Owners and Residents

Name	Address	City	State	Zip	# in Family
1 Adams, Frank	P.O. Box MDY	McCarthy	Alaska	99588	2
2 Adams, John	P.O. Box MDY	McCarthy	Alaska	99588	2
3 Adams, Faitha	P.O. Box MDY	McCarthy	Alaska	99588	2
4 Baird, Glenda	Paul BOX MDY	McCarthy	Alaska	99588	5
5 Bausch, Barbara	P.O. Box MDY	McCarthy	Alaska	99588	1
6 Bausch, Gary	P.O. Box MDY	McCarthy	Alaska	99588	1
7 Bay, Kully	P.O. Box MDY	McCarthy	Alaska	99588	3
8 Cook, Nancy	P.O. Box MDY	McCarthy	Alaska	99588	1
9 Coughlin, Karvin	P.O. Box MDY	McCarthy	Alaska	99588	1
10 Dennis, Susan	733 N. Guitkana Cr.	Palmer	Alaska	99845	2
11 Elick, Randy	P.O. Box MDY	Den Creek	Alaska	99588	1
12 Flury, Tom	19988 Birchwood Rd.	Den Creek	Alaska	99588	2
13 Gagnon, Al	Mary Creek	Chuglak	Alaska	99567	1
14 Gagnon, Fran	Mary Creek	McCarthy	Alaska	99588	1
15 Greese, Loy	Mary Creek	McCarthy	Alaska	99588	1
16 Hagosky, Richard	P.O. Box MDY	McCarthy	Alaska	99588	1
17 Hocking, Emily	P.O. Box MDY	McCarthy	Alaska	99588	1
18 Hertz, David P.	P.O. Box MDY	McCarthy	Alaska	99588	2
19 Jacobs, Bob	PO Box MDY	McCarthy	Alaska	99588	1
20 Juntz, Dennis	P.O. Box MDY	McCarthy	Alaska	99588	1
21 Karsen, Rick	P.O. Box MDY	McCarthy	Alaska	99588	1
22 Kerrin, Bernice	P.O. Box MDY	McCarthy	Alaska	99588	1
23 Krichvats, Ken	P.O. Box MDY	McCarthy	Alaska	99588	2
24 Mitchell, Dianne	P.O. Box MDY	McCarthy	Alaska	99588	1
25 Mihal, Jeanette	P.O. Box MDY	McCarthy	Alaska	99588	1
26 Miller, Jen	P.O. Box MDY	McCarthy	Alaska	99588	3
27 Miller, Matt	P.O. Box MDY	McCarthy	Alaska	99588	1
28 Missipal, T.L.	P.O. Box MDY	McCarthy	Alaska	99588	1
29 Muffin, Lane	P.O. Box MDY	McCarthy	Alaska	99588	1
30 Morrison, Carole	Box 21 Chitina	Crystal Creek	Alaska	99588	1
31 Morrison, Daniel	Mile 42 McCarthy Road	Crystal Creek	Alaska	99588	4
32 Morrison, Emily	P.O. Box MDY	McCarthy	Alaska	99588	1
33 Mylles, Dan	P.O. Box MDY	McCarthy	Alaska	99588	1
34 Ogden, Doug	P.O. Box 269599	Anchorage	Alaska	99520	2
35 Ograsala, Jurgan	P.O. Box MDY	McCarthy	Alaska	99588	1
36 Richards, Chris	P.O. Box MDY	McCarthy	Alaska	99588	1
37 Rowland, Keith	PO BOX MDY	McCarthy	Alaska	99588	5
38 Royce, Frank Alvin	P.O. Box MDY	McCarthy	Alaska	99588	1
39 Salsbach, Bill	FO BOX MDY	McCarthy	Alaska	99588	1
40 See, James	P.O. Box MDY	McCarthy	Alaska	99588	1
41 Small, Kenneth	P.O. Box MDY	McCarthy	Alaska	99588	1
42 Trujillo, G.L.	P.O. Box MDY	McCarthy	Alaska	99588	1
43 Tashirgati, Adam	P.O. Box 77182	Eagle River	Alaska	99577	1
44 Vance, Mitchell	Box 21 Chitina	Crystal Creek	Alaska	99588	1
45 Voss, Richard Alvin	P.O. Box MDY	McCarthy	Alaska	99588	3
46 Whisk, Doretha	P.O. Box MDY	McCarthy	Alaska	99588	1
47 Wisniewski, Susanna	13441 Spearthlove	Anchorage	Alaska	99516	2
48 Wolly, Lynn	P.O. Box MDY	McCarthy	Alaska	99588	4
49 Williams, Jay	PO BOX MDY	McCarthy	Alaska	99588	4



Office - (907) 443-5555

Fax - (907) 443-2162

TO: House Community & Regional Affairs Committee

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

FROM: Rep. John Harris PHONE: _____

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

SENT: Date 3/9 Time _____

NUMBER OF PAGES: 9 (NOT counting cover sheet)

TRANSMITTED BY: Becca Brewer



Alaska State Legislature

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

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

Signed: Irene Anderson Irene Anderson

Testifier

AK Miners Assn - Nome Branch

Representing (Optional)

Box 1974 Nome AK 99762

Address

443-4023

Phone No.

NOME NUGGET INN

BOX 430

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

99762

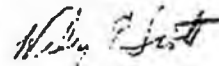
March 8, 1999

Alaska State Legislatures

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

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

Sincerely,

Wiley E. Scott
Owner



Alaska State Legislature

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

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

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

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

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

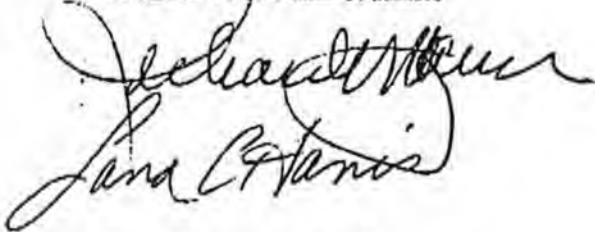
We are birdwatchers and members of the American Birding Association. The ABA publishes a membership directory, we are in it. Members from all over contact us when they are interested in coming to Nome to find out the best places to go for the birds they want to see. We get our first contacts in early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

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

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

Sincerely,

Richard V. & Lana C. Harris



PO Box 1214
Nome, AK 99762
443-5528

Nathan E. & Christine A.G. Perkins

P.O. Box 1584
1350 East 5th Ave.
Nome, Alaska 99762

Home Phone (907) 443-5522
perkins@nook.net

DATE: March 08, 1999

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

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

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

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

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

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

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

Thank You

Nate & Christine Perkins



Alaska State Legislature

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

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

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

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

February 24, 1999

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

Dear Richard,

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

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

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

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

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

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

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

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

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

Thanks.

John W. Elmore
Camp Bendeleben
Council, Alaska


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



Alaska State Legislature

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

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

Signed:  Jim Adams
 Testifier

self
 Representing (Optional)

Box 306 Nome, Alaska 99762
 Address

907 443-4660
 Phone No.

Fax Transmission

Date: Tuesday, March 09, 1999

Time: 11:05:00 AM

1 Pages

To: Becka
Legislative Information Office

phone: 907-443-5555

fax: 907-443-2162

From: Kenneth A. Hughes, III
Grantley Harbor Tours

phone: (907)-642-3682

fax: (907)-642-3681

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



March 7, 1999

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

Dear Alaska Legislators.


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

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

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

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

Sincerely,



Scot Henderson
Vice President
Nome Chamber of Commerce

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

Alaska Department of Community and Regional Affairs

DCRA Community Database
Detailed Query Results

Eagle

Community Overview

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

Location Description -----

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

History -----

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

Culture -----

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

Economy -----

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

Facilities -----

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

Transportation -----

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

Climate -----

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

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Department of Community & Regional Affairs

Research & Analysis Section

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

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

Alaska Department of Community and Regional Affairs


**DCRA Community Database
Detailed Query Results**


Eagle

Population and Housing

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

Eagle is located in the Southeast Fairbanks Census Area.

The figures are estimates, subject to sample variability.

The percent of all households sampled in Eagle was: 45.9%.

Note: Current socio-economic measures could differ significantly.

Popu'ation and Ethnicity -----

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

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

Population History -----

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

Housing Characteristics -----

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

Housing: Plumbing/Water/Sewer/Heating/Phones -----**Plumbing, Percent of Households That do not Have:**

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

Water, Percent of Households Using:

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

Sewer, Percent of Households Using:

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

Heating Methods, Percent of Households Using:

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

Phones, Percent of Households That do not Have:

Phone:	64.8%
--------	-------

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Department of Community & Regional Affairs
Research & Analysis Section

Alaska Department of Community and Regional Affairs



DCRA Community Database
Detailed Query Results



Eagle

Economy, Employment, Income and Poverty

General Description of the Local Economy -----

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

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

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

Household Income and Community Poverty Levels -----

Families with Household Income:

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

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

Employment -----

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

Employment by Occupation and Industry -----

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

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[Back to Query Options Page](#)

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

Overview

Energy

Issues

(PCE)



Alaska State Legislature

HOUSE COMMITTEE ON COMMUNITY AND REGIONAL AFFAIRS

Representative John Harris, Representative Carl Morgan, Co-Chairmen
State Capitol, Room 110, Juneau, Alaska 99801-1182
(907) 465-3882

Overview of Energy Issues Including Power Cost Equalization January 27, 2000

- CSHB 40 (FIN) Chart with Agency Programs by Department
- Organizational Charts
 - Division of Energy (DCRA)
 - Article from ARECA Newsletter 11/99
 - AIDEA-Current; with Energy Groups A, B, C
 - Rural & Special Energy Programs Group (A)
 - Alternative & Special Energy Programs (B)
 - Project Manager (C)
 - AIDEA-Prior to Merger with Division of Energy
- AIDEA Budget Request Unit (page 94)
 - Mission, FY2001 Strategies
 - Components:
 - AIDEA (page 98)
 - Facilities Operation and Maintenance (page 105)
 - Rural Energy (page 112)
 - Energy Operations (page 116)
 - Power Cost Equalization (page 122)
 - Circuit Rider (page 126)
- Bulk Fuel Assessment Report Rankings



Overview of Energy Issues Including Power Cost Equalization

Randy Simmons, Executive Director

Keith Laufer, Financial and Legal Affairs Manager

David Germer, Deputy Director, Business
Development and Rural Energy

Percy Frisby, Manager, Rural Energy Programs



Community and Regional Affairs Committee Hearing
January 27, 2000



Alaska Energy Authority Mission

Operate and maintain existing state-owned power projects that tap Alaska's natural resources to achieve the lowest reasonable consumer power costs; and

Assist in the development of safe, reliable and effective energy systems throughout Alaska that are financially viable and environmentally sound.





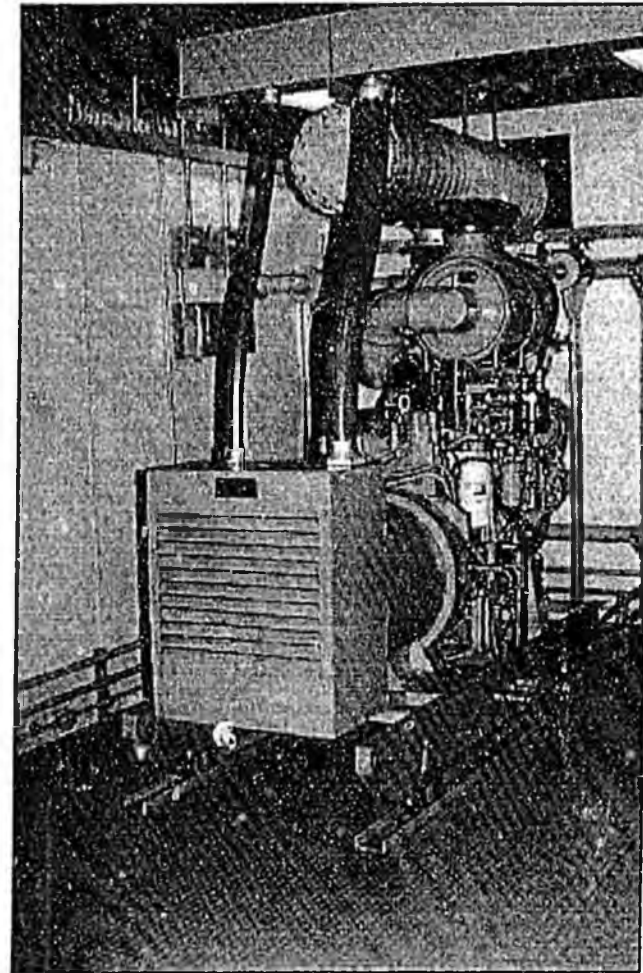
Alaska's Energy Overview

Current Energy Use

- Urban: Natural gas, large hydro, coal
- Rural: Diesel-powered generator sets, small hydro

Description of Rural Utilities

- 190 utilities in rural Alaska including:
 - 93 Cooperatives and electric associations
 - 97 stand alone utilities





AEA Projects



Bradley Lake Hydroelectric Project

- ✓ Bradley Lake
- ✓ Four Dam Pool
 - ✓ Solomon Gulch
 - ✓ Swan Lake
 - ✓ Terror Lake
 - ✓ Tyee Lake
- ✓ Alaska Intertie
- ✓ Larsen Bay





AEA Project Major Activities

- ✓ Create efficiencies in operation
- ✓ Divestiture of projects
- ✓ Provide necessary repairs to projects



Challenges to Rural Utilities

- ✓ Costs: kWh, Fuel, Maintenance
- ✓ Bulk Fuel Storage
 - ✓ 200 communities identified
 - ✓ \$450 million in identified costs
- ✓ Emergencies
- ✓ Power Cost Equalization





AEA's Rural Energy Programs

- ✓ Bulk Fuel Upgrades
- ✓ Rural Power System Upgrades
- ✓ Power Project Fund Loans
- ✓ Bulk Fuel Loans
- ✓ Power Cost Equalization
- ✓ Energy Conservation
- ✓ Alternative Energy Development



Alternative Energy

- ✓ wind
- ✓ fuel cells
- ✓ battery storage and hybrids
- ✓ coal and biomass
- ✓ natural gas
- ✓ small hydroelectric
- ✓ conservation





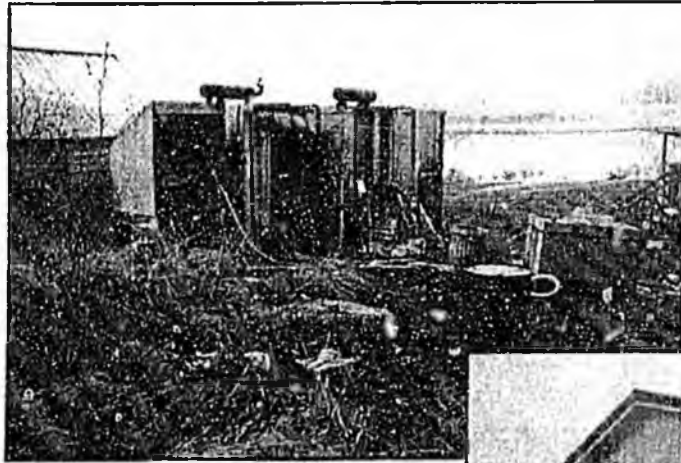
Bulk Fuel Upgrades

- ✓ Need for new code-compliant bulk fuel storage capacity
 - ✓ 200 communities identified
 - ✓ \$450 million in identified costs

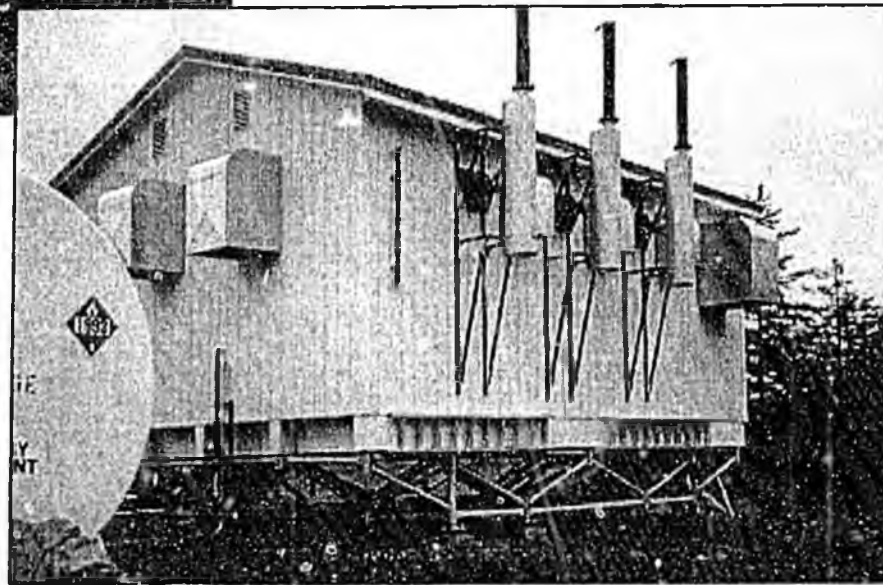




Rural Power Facilities Upgrades



Old and New Tatitlek
powerhouse

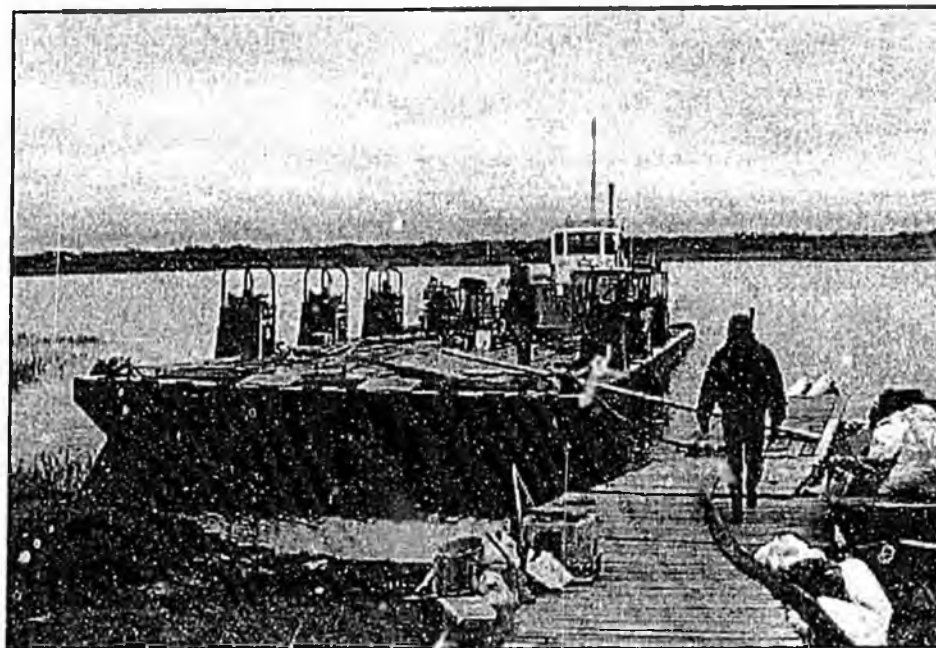


Improvements are underway!



Bulk Fuel Loans

- ✓ Allows borrowers from communities with population of less than 2,000 to borrow up to \$100,000 annually to buy and pay for bulk fuel supplies.
- ✓ Approximately 60 active loans





Energy Conservation



Energy Conservation Matching Grants

✓ Grants to retrofit non-residential facilities with high-efficiency controls and equipment.

Rebuild America

✓ Federal Department of Energy program that provides seed money to promote reductions in energy costs.

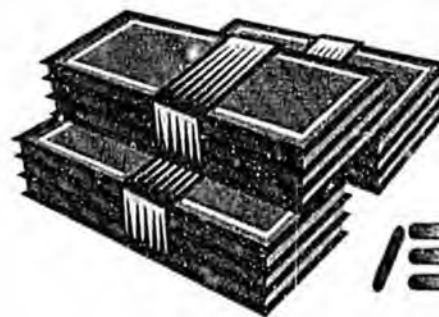
✓ \$430,000 over next 3 years.





Power Cost Equalization (PCE)

- ✓ Seeks to equalize cost of electricity between urban and rural Alaska
- ✓ Even with PCE, rural electric costs are 2-3 times higher than urban energy costs
- ✓ Costs about \$15.7 million annually (reflects revisions made in 1999)
- ✓ Long term funding of PCE unknown





Alaska Energy Plan

- ✓ Two-phase statewide energy plan to identify best approaches to major energy problems in Rural Alaska, the Railbelt and the Four Dam Pool and other communities.
- ✓ Phase 1 - Identify major problems and alternatives
- ✓ Phase 2 - Evaluate Phase 1 results and recommend efficient strategies and policies for solutions





Addendum



Community and Regional Affairs Committee Hearing
January 27, 2000

Proposed Bulk Fuel Storage Projects

(Based on deficiency Ranking)

The following projects have been selected from the Alaska Energy Authority's deficiency ranking list in order of priority, indicating the worst average tank farm conditions to the best. Project database reports have also been included to provide the Commission with information on assessed tank farms in each community.

<u>Community</u>	<u>Projected Cost</u>
Nikolai	\$ 600,000
Kotlik	2,100,000
Chalkyitsik	600,000
Venetie	500,000
Rampart	500,000
Port Protection	150,000
Chignik Lagoon	500,000
Takotna	1,500,000
Red Devil	600,000
Point Baker	150,000
Larsen Bay	600,000
Diomedede	1,400,000
Birch Creek	500,000
Old Harbor	600,000
Atka	1,000,000
Kongiganak	1,600,000
Crooked Creek	600,000
Aleknagik	400,000
Togiak	3,000,000
Tununak	1,900,000
Buckland	<u>2,200,000</u>
TOTAL	\$21,000,000

This project listing may change after inspection and preparation of 35% design. Conditions in the community such as number of tanks, tank condition and capacity, ownership, site selection, etc., must be verified prior to approval of final design or construction.

NOTE: All projects listed are under the 35% design status.

**Bulk Fuel Storage Facility
Project List**
(Initial Year of Denali Commission Funding)

This document presents the Alaska Energy Authority's plan for the initial year of funding from the Denali Commission for bulk fuel storage consolidation facilities in rural Alaska.

**SUMMARY OF PROPOSALS AND FUNDING
BULK FUEL STORAGE CONSOLIDATION**

(\$ Thousands - Subject to Change)

Community	DENALI COMMISSION	EPA	HUD	EDUC	OTHER	AEA	TOTAL
*Noorvik	300.0	1,200.0	500.0	500.0	250.0	300.0	3,050.0
*Chefomak	700.0		500.00	425.0	40.0	275.0	1,440.0
Emmonak	900.0		500.0			200.0	1,600.0
Napaskiak	200.0		500.0				700.0
*Tuntutuliak (1)	400.0		500.0		440.0	300.0	1,640.0
Tuntutuliak (2)	200.0			300.0			500.0
Tanana	900.0			250.0		165.0	1,315.0
Arctic Village	600.0			225.0			825.0
*Kiana	1,500.0			250.0		250.0	2,000.0
Nikolski	700.0				100.0		800.0
Upper Kalskag	700.0					100.0	800.0
Lower Kalskag	1,100.0					100.0	1,200.0
Toksook Bay	1,700.0					100.0	1,800.0
Port Graham	600.0					100.0	700.0
Totals	10,000.0	1,200.0	2,500.0	1,950.0	830.0	1,890.0	18,370.0

*Indicates currently in construction.

Km/bulk fuel \$ project list

Km/energy bulk fuel initial funding list

Bulk Fuel Storage Facility Project List

Funding Approved by the Denali Commission January 21, 2000

(\$ Thousands - Subject to change)

Community	Denali Commission	VSW	CDBG	OTHER	AEA	Project Total
Nikolai						600.0
Kotlik						2,100.0
Chalkyitsik						600.0
Venetie						500.0
Rampart						500.0
Pt. Protection						150.0
Chignik Lagoon						500.0
Takotna						1,450.0
35% Design						500.0
Total						6,900.0

If an additional \$5,000,000 is made available:

Community	Denali Commission	VSW	CDBG	OTHER	AEA	Project Total
Takotna						50.0
Red Devil						600.0
Pt. Baker						150.0
Larsen Bay						600.0
Diomede						1,400.0
Birch Creek						500.0
Old Harbor						600.0
Atka						1,00.0
Total						4,900.0

Electric Utility Upgrades Project List

Initial Year of Funding from the Denali Commission

This document provides the Alaska Energy Authority's plan for the initial year of funding from the Denali Commission for electrical utility upgrades in rural Alaska

(\$ Thousands – Subject to Change)

Project #	Community	Denali Commission	VSW	CDBG	Other	AEA	Project Total
15775	Old Harbor	1,000.0			900.00	45.0	1,945.0
15693	Atka	600.00				100.0	700.0
15752	Kotlik	700.0	105.0			45.0	850.0
15753	Hughes	750.0				45.0	795.0
15754	Koyukuk	500.0				45.0	545.0
15742	Deering	400.0	113.0	200.0		50.0	763.0
15756	Golovin	350.0				45.0	395.0
15685	Arctic Village	700.0				45.0	745.0
15774	Nome	750.0				45.0	795.0
TOTAL		\$5,750.0	\$218.0	\$200.0	\$900.0	\$460.0	\$7528.0

Additional notes:

- 1) Deering and Golovin are in the construction phase.
- 2) Kotlik grant is pending.
- 3) Nome line extension grant signed; Nome to perform construction.

**Electrical Utility Upgrade
Project List**

Funding Approved by the Denali Commission January 21, 2000

This document presents the Alaska Energy Authority's plan for funding for electrical utility upgrades in rural Alaska.

(\$ Thousands – Subject to Change)

Community	Denali Commission	VSW	CDBG	Other	AEA	Project Total
Stevens Village	635.0				45.0	680.0
Tuntutuliak Pwr.	1,155,000				45.0	1,200.0
Newtok	405.0				45.0	450.0
Total	2,195.0				135.0	2,330.0