

ALASKA LEGISLATURE COMMITTEE FILES 2001-2002 8672

10494 HOUSE TRANSPORTATION

- 1 (5) a road from Wasilla to Tyonek;
- 2 (6) a road along the west shore of Cook Inlet;
- 3 (7) a road to Nome;
- 4 (8) a road to Ruby;
- 5 (9) a road to Fort Yukon;
- 6 (10) Donlin Creek Road;
- 7 (11) a road to Dillingham;
- 8 (12) a road around the northern end of Lake Iliamna;
- 9 (13) upgrading the Dalton Highway;
- 10 (14) a road from Rampart to Eureka;
- 11 (15) a road from Ruby to McGrath;
- 12 (16) a road from Healy to the Richardson Highway;
- 13 (17) a road from Ruby to Takotna;
- 14 (18) a road from Takotna to Flat to Crooked Creek;
- 15 (19) Tonsina North Access Road;
- 16 (20) a road from Juneau to Atlin, British Columbia;
- 17 (21) a road from the Dalton Highway west to the Ambler copper district;
- 18 (22) Bradfield Canal Road;
- 19 (23) Shelter Cove Road;
- 20 (24) Chena/Circle Hot Springs Loop;
- 21 (25) a road across Cleveland Peninsula;
- 22 (26) any other road that the commissioner finds merits review.

23 (c) Funding to perform the duties assigned to the commissioner under this section  
24 may be allocated to the commissioner under the rustic road system category of the statewide  
25 transportation improvement program.

26 (d) The commissioner shall submit a written report of the commissioner's findings  
27 and recommendations to the legislature and the governor before the Second Regular Session  
28 of the Twenty-Third Alaska State Legislature convenes.

29 \* Sec. 5. The uncodified law of the State of Alaska is amended by adding a new section to  
30 read:

31 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM;

1 APPLICABILITY. AS 19.10.155, added by sec. 3 of this Act, applies to statewide  
2 transportation improvement programs prepared by the Department of Transportation and  
3 Public Facilities beginning with the statewide transportation improvement program prepared  
4 for 2004.

5 \* Sec. 6. This Act, this Act takes effect immediately under AS 01.10.070(c).

CS FOR HOUSE BILL NO. 502(TRA)  
IN THE LEGISLATURE OF THE STATE OF ALASKA  
TWENTY-SECOND LEGISLATURE - SECOND SESSION

BY THE HOUSE TRANSPORTATION COMMITTEE

Offered:  
Referred:

Sponsor(s): HOUSE TRANSPORTATION COMMITTEE

A BILL  
FOR AN ACT ENTITLED

1 "An Act relating to transportation facilities of the state highway system; relating to the  
2 statewide transportation improvement program and to rustic roads, highways, and  
3 trails; relating to a study of economic development roads; and providing for an effective  
4 date."

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

6 \* Section 1. AS 19.10.020 is amended to read:

7       Sec. 19.10.020. Designation of state highway system. The department may  
8 designate, locate, create, and determine what transportation facilities [HIGHWAYS]  
9 constitute the state highway system. The state highway system includes  
10 transportation facilities within the following program categories

11               (1) highways that are included within the national highway system  
12 under the requirements of 23 U.S.C. 134;

13               (2) the Alaska highway system; and

14               (3) state-owned and maintained highways and transportation

# Alaska State Legislature

## House of Representatives



### Transportation Committee

Rep. Kolring, Chair  
Rep. Kapsner  
Rep. Kookesh  
Rep. Masek  
Rep. Ogan  
Rep. Scalzi  
Rep. Wilson

## AGENDA

For

Thursday April 18, 2002

1:00 - 3:00 p.m.

House Transportation Committee Room #17

**HB 502: Rustic Roads and Highways**

*CANCELLED  
DUE TO  
FINANCE COMM  
"LONG RANGE FISCAL PLAN"  
HRG*

**Alaska State Parks Mat-Su/Copper Basin Area  
Citizens Advisory Board**

**Resolution #02-05**

WHEREAS, Alaska State Parks manages twenty-two (22) public destination park units in the Mat-Su/Copper Basin Area; and,

WHEREAS, in FY 2001 this access was provided to more than seven hundred sixty-seven thousand (767,000) Alaskan and non-resident park visitors; and,

WHEREAS, each year Alaska State Parks provides, in concert with Alaska State Department of Transportation, enhanced convenient and safe access to park users; and,

WHEREAS, Alaskans and non-resident park visitors expect and are entitled to safe and convenient access to public parks; and,

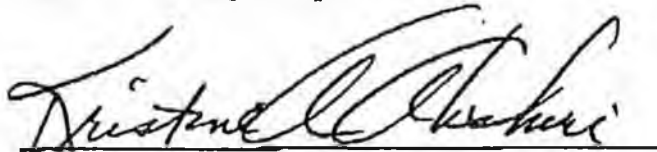
WHEREAS, House Bill 502 would jeopardize currently available enhancement funds for waysides, trailhead improvements, etc., currently provided by federal funds for road construction projects in Alaska State Parks; and,

WHEREAS, House Bill 502 would jeopardize critical funding of future economic development studies on twenty-six (26) new potential roads; and,

WHEREAS, House Bill 502 would jeopardize the existing Transportation Enhancement Act of the 21<sup>st</sup> Century (TEA 21) road improvement project providing for scenic overlook and trail head improvements at the Summit Lake State Recreation site, and paving of Hatcher Pass Road from mile 18 to mile 25;

THEREFORE BE IT RESOLVED that the Alaska State Parks Citizens Advisory Board, Mat-Su Copper Basin objects to passage of House Bill 502.

ADOPTED by the Alaska State Parks Citizens Advisory Board, Mat-Su Copper Basin Area this 8<sup>th</sup> day of April, 2002.

  
\_\_\_\_\_  
Kristine A. Abshire, Chair



Fax to Kenai LIO 283-3075 to include with Official Record

# Alaska State Legislature

Please enter into the record my testimony to the HOUSE TRANSPORTATION  
committee name

Committee on CS HB 502, dated March 19, 2002  
bill # / subject

CARTS has been astoundingly successful, from ZERO trips at the beginning of October, 2000, to nearly 4000 in the month of January this year.

One percent of national highway dollars is not substantial, compared to the numbers of people who benefit. Communities like the Central Kenai Peninsula have been working to coordinate their service, to use local resources better to get rides for those who do not have cars and those who need help to be more independent, as well as the general public.

Alaska has needed highway infrastructure for many years, but we are growing up now and with our growing 1) senior population, along with 2) welfare to work recipients going into entry level jobs, 3) stricter DWI enforcement, and 4) more activities for children, with increasing need to transport kids to and from daycare, it is time to put some of the emphasis on getting people around, not only on patching the potholes and building more roads.

CARTS has been successful in both acquiring local support and getting Federal funding earmarks. Long term stability will require ongoing operations funding. Even with greatly diversified revenue sources, the state needs to back these community programs for coordinated transportation.

We strongly support this proposal and can provide additional testimony in the legislative process. This would benefit over 1000 people and their families here so far, and many thousands elsewhere in Alaska, those who need it most. The Economic Development benefit to Alaska is undeniable, with the already 4000 trips per month in our area traveling 40% of those trips to and from jobs. This equals one trip for every ten people in the Central Kenai Peninsula, every day! In addition, people who have been isolated or dependent on others are now finding that they can be mobile again -- to get to medically necessary appointments, to go to school, therapy, counseling or drug treatment, recreational activities and other personal needs like shopping.

This is an incredibly important step for Alaska! We encourage your passage of CS HB 502!

Signed: Kristin Lambert  
Kristin Lambert representing Central Area Rural Transit System, Inc. (CARTS)  
WORK: P.O. Box 993, Soldotna, AK 99669 262-8900  
HOME: P.O. Box 205, Soldotna, AK 99669 262-1543



Fax to Kenai LIO 283-3075 to include with Official Record

APR 01 10:00

# Alaska State Legislature

Please enter into the record my testimony to the HOUSE TRANSPORTATION  
committee name

Committee on CS HB 502, dated 03/26/02  
bill # / subject

Since CARTS first started delivering rides in October 2000, the effect on the community was immediate. The initial plan anticipated a need level of 2000 to 3000 rides per month and CARTS is currently delivering nearly 4000 trips per month. That number continues to increase. CARTS allows people, who before had few transportation options, to work and involve themselves in the community.

One percent of national highway dollars is not a considerable amount, and the impact that investment will have on communities around the state will be significant. Transportation must not include only roads and bridges, but the movement of people as well.

Transportation is also key to building the area's infrastructure. A reliable transportation system can help to promote economic development. Economic development in turn stimulates transportation demand by increasing the number of workers commuting to and from work, and customers traveling to and from service areas. Every month out of the nearly 4000 rides we deliver, 40% of those trips are for people going to and from work. Those people then travel to spend the money they have earned in the community.

We strongly encourage your passage of CS HB 502!

Signed: Jennifer Beckmann  
Testifier

Central Area Rural Transit System, Inc. (CARTS)

Representing ( optional)

P.O. Box 993

Address

907-262-8900

Phone number



Fax to Kenai LIO 283-3075 to include with Official Record

# Alaska State Legislature

Please enter into the record my testimony to the HOUSE <sup>TRANS</sup> COMMITTEE  
committee name  
 Committee on CS HB 502 Rustic Roads, dated MAY 7, 2002  
bill # / subject

Since Territorial days, Alaska has been working to develop the "hardware" needed for community services: schools, public buildings, roads, airports, sewer and storm drain systems; things that are taken for granted throughout communities in the other States. We are growing up now, and are beginning to develop community services that are more sophisticated: arts centers, communications networks, and public transportation. Although our "hard" needs are not fully complete, it is essential that we start to use our existing resources in a better way, to be smarter financially and reduce duplication of services to serve more people.

The idea of utilizing resources in a better way is the foundation of the Transportation Brokerage concept. Although Central Area Rural Transit System in the Kenai Peninsula is the first rides brokerage in the State of Alaska, the success of the CARTS program has proven to be the model for the future for many rural communities in Alaska, as it is in other parts of the country. It is the best way to deliver transit dollars to widespread populations where bus services are impractical, expensive and inefficient. It saves dollars and provides thousands of people with access to jobs, shopping, medical services, school, and personal appointments. Many of them would, and have been, trapped otherwise.

It is a great credit to those in public office who see the wisdom of providing ongoing funding to continue these programs. The rollover of dollars in each community from jobs, retail sales, health care and recreational revenues, multiplies the initial funding provided many times over; and is enhanced by improved education possibilities, elder mobility, community interactions and quality of life.

The proposal in HB 502 provides this increased community resource without costing the state anything. The fiscal note is virtually zero. Yes, highways are important to Alaskans, but mobility to move around on those roads -- whether gravel or blacktop or village boardwalks -- is important, too.

We strongly encourage your support of Section 19.10.14545 (c) (1) appropriating one percent of national highway system funds to coordinated public transportation. Many communities in Alaska are in the process of coordinating their local resources across agency lines, to follow the brokerage model of CARTS, or to develop their own appropriate community system, and passage of this bill can make these services possible far into the future.

Signed:

*Kristin Lambert*

Testifier

Central Area Rural Transit System

Representing (optional)

PO Box 993, Soldotna, AK 99669

Address

907-262-8900

Phone number



Fax to Kenai LIO 283-3075 to include with Official Record

# Alaska State Legislature

Please enter into the record my testimony to the HOUSE <sup>TRANS</sup> COMMITTEE  
committee name

Committee on CS HB 502, dated MAY 7, '02  
bill # / subject

Because rural communities are spread out, and people live in remote areas. many residents of the state of Alaska have serious needs when it comes to transportation. Lack of public transportation prevents many people from becoming contributing members of their communities. Alaska is far behind the rest of the United States when it comes to funding transit.

Several Alaskan communities are currently working to establish reliable transportation systems, and the time to fund them is now. Additional funding will provide improved services and help to stabilize systems to meet the needs of a growing population.

One percent of national highway dollars is not a considerable amount and won't cost the state a thing, and the impact that investment will have on communities around the state will be significant. The benefits of people being able to hold down jobs, receive needed medical care, and participate in their communities are immeasurable. Workers then travel to spend the money they have earned in the community. Public transit is obviously a necessary component of economic development.

We strongly encourage your passage of CS HB 502!

Signed: Jennifer Beckmann  
Testifier 

Central Area Rural Transit System, Inc. (CARTS)  
Representing ( optional)

P.O. Box 993  
Address

907-262-8900  
Phone number



Fax to Kenai LIO 283-3075 to include with Official Record

## Alaska State Legislature

Please enter into the record my testimony to the HOUSE TRANSPORTATION  
committee name

Committee on CS HB 502, dated 03/26/02  
bill # / subject

Since CARTS first started delivering rides in October 2000, the effect on the community was immediate. The initial plan anticipated a need level of 2000 to 3000 rides per month and CARTS is currently delivering nearly 4000 trips per month. That number continues to increase. CARTS allows people, who before had few transportation options, to work and involve themselves in the community.

One percent of national highway dollars is not a considerable amount, and the impact that investment will have on communities around the state will be significant. Transportation must not include only roads and bridges, but the movement of people as well.

Transportation is also key to building the area's infrastructure. A reliable transportation system can help to promote economic development. Economic development in turn stimulates transportation demand by increasing the number of workers commuting to and from work, and customers traveling to and from service areas. Every month out of the nearly 4000 rides we deliver, 40% of those trips are for people going to and from work. Those people then travel to spend the money they have earned in the community.

We strongly encourage your passage of CS HB 502!

Signed: Jennifer Beckmann  
Testifier

A handwritten signature in cursive script that reads "Jennifer Beckmann".

Central Area Rural Transit System, Inc. (CARTS)  
Representing ( optional)

P.O. Box 993  
Address

907-262-8900  
Phone number

APR 0 8 REC'D



Fax to Kenai LIO 283-3075 to include with Official Record

# Alaska State Legislature

Please enter into the record my testimony to the

House Transportation  
committee name

Committee on

HB 502  
bill # / subject

dated

2/21/02

As a dispatcher for Central Area Rural Transit, I would like to submit my testimony that we started out with 1 customer in October of 2000, and now CARTS has over 1000 people in our database. I dispatch rides to working moms with daycare stops, the handicapped, the blind and elderly. We give rides to people who have lost their licenses, and take folks to counseling appointments. We give rides to the elderly to go to the beauty shop. We have opened up the lives of shut-ins and we also give rides to people for recreational purposes. We have enhanced

Signed:

50 many lives.

Testifier

Richard M. Liska

We also get many, many students to CARTS

Representing ( optional)

Vocational Training, elementary school, High school, and alternative high schools. PO Box 993

Address

school, High school, and alternative high schools. We also take

Phone number

(Home) 283-0847

people to church and college.

(Cell) 398-4005

I can't say how important  
local rural transit is.

(Work) 262-8900



Fax to Kenai LIO 283-3075 to include with Official Record

# Alaska State Legislature

Please enter into the record my testimony to the House Transportation  
committee name

Committee on CS HB 502 dated March 19 - 2002  
bill # / subject

As Executive Director of Cook Inlet Council on Alcohol and Drug Abuse (CICADA), an outpatient treatment facility we have come to depend on CARTS for transporting our clients, many of whom have lost driving privileges or have no transportation. The Kenai peninsula is spread out over a large area and CARTS provides a vital + necessary service. I am going on record allocating 1% for CARTS to provide coordinated public transportation. If you have further questions please don't hesitate to call me. Please pass CS HB 502.

Signed: Henry Novak Henry NOVAK, Executive Director  
Testifier

CICADA

Representing (optional)

P.O. Box 882 Kenai, Alaska 99611

Address

(907)-283-9891 ext 204.

Phone number

APR 08 REC'D



Fax to Kenai LIO 283-3075 to include with Official Record

# Alaska State Legislature

Please enter into the record my testimony to the

House Transportation  
committee name

Committee on

CS HB 502  
bill # / subject

dated

Allene Alexander  
Native Tutor  
Kenai Middle School  
Kenaitze Indian Tribe

I am showing an interest in the concern of the Rural Transit System that is in place here on the Kenai Peninsula. I currently find this program to be of great benefit to the students here at the middle school. I have purchased carts transportation for students to ensure that they are able to have rides to and from school on a daily basis. It is due to the transportation that is available to the students that allows them the opportunity to continue having an education here at the school. I have also seen the impact that the program has on the head start children in our community because I also have a daughter there myself. I am in support of this program and without it our community would suffer a great deal. Please remember that education, family stability will be affected with the decision of this program for our community. It is the concerns of education and the family unit that are growing concerns for our nations future. Your attention to this matter is greatly appreciated.

Signed:

Allene Alexander

Testifier

Representing ( optional)

Address

Phone number



State Of Alaska  
Legislative Affairs Agency  
Kenai LIO  
145 Main St Lp, Ste 217  
Kenai, AK 99611  
907-283-2030

Date: 4/2/02

Please accept the enclosed original(s) of written testimony  
for the STPA teleconference hearing that  
was scheduled on \_\_\_\_\_.

A copy of this testimony was transmitted to your committee  
via fax on 4/2/02.

Thank You,

Kenai LIO



# Alaska State Legislature

Please enter into the record my testimony to the HOUSE TRANSPORTATION  
 committee name  
 committee on NB 502 , dated April 15, 2002  
 bill/subject

I support House Bill 502 if it will assure that a significant portion of our highway funds are allocated for projects that will benefit the creation of new pioneer roads and trails in areas where the residents are virtually land locked over six months of the year. I feel funds could be far better utilized helping gain overland access for outlying areas than paving already accessible, seldom used roads.

We live in an area only about 50 miles from a dirt road to the highway system but our only access is seasonal, inadequate snowmachine trails or air and air travel is extremely expensive and dependent upon weather conditions and the availability of a usable airstrip.

When my husband purchased his land, through the State, 20 years ago he expected that by this time there would be access to a road. Twenty years ago he traversed the area on small, inadequate snowmachine trails but, there was very little traffic then. Now the area we live in has become a major snowmachining area utilized by thousands of recreationalist each season but the trails are still narrow and unmarked and becoming increasingly dangerous.

Alaskans need better trails and pioneer roads for safety and accessibility for semi-remote residents and to make these areas more accessible to more Alaskans.

Signed: Deborah A Beech  
 Testifier

Representing (Optional)  
PO Box 520843, Big Lake 99652 (Hayes River residence)  
 Address  
(907)  
 Phone No.

085 Legislative Information Office  
 Please forward to House Transportation Members  
 & local delegation



# Alaska State Legislature

Please enter into the record my testimony to the HOUSE TRANSPORTATION  
 committee name  
 committee on HB 502 dated 4/15/02  
 bill/subject

### Opinion in support of House Bill 502

I am an occupant of a state offered so-called Remote Parcel that is realistically semi-remote. The area is 15 miles from an airport and barge landing. This area also holds several state subdivisions. The only overland access to these services are narrow, dangerous snowmachine trails that are only usable 5 to 6 months a year. Some immediate attention must be given to develop overland access to some of these areas. As a 45 year Alaskan resident I have had the chance to witness an unacceptable halt in pioneer transportation. Reasonable, economical overland access for semi-remote residents to large airports, barge landings and post offices is long overdue.

The high prices of aviation services, which are federally controlled, increase the cost of living in these semi-remote areas. Gasoline tax and registration fees on equipment used in these areas entitle these residents to some cooperation from government in helping to provide for securing rights-of-way and permits for pioneer trails that could evolve into pioneer roads.

The influx of public non-resident use of these areas increases the hazards to public residential and non-residential travelers. The environment also suffers due to path of least resistance travel such as over wetland areas. Properly planned, prepared high ground routes, signed for navigation and safety, could greatly enhance travel and development in some of these areas. Residents of these areas did not necessarily move to these areas to hide out but to help develop lands for future generations. Our children and grandchildren deserve the opportunity to access and settle Alaska's frontiers. Alaska's pioneers are not gone, they are forced out of the frontier by the high cost of the Federally controlled aviation industry that we are forced to depend on due to the lack of adequate overland access.

The events of 9-11 and the loss of subsistence should also be considered reasons for improved access.

Signed: Joe Beech Joe Beech  
 Testifier

Representing (Optional)  
PO Box 520843 Big Lake AK  
 Address  
907 733-4423  
 Phone No.

State Legislative Information Office

Please forward to House Transportation members & local delegation.



# Alaska State Legislature

Please enter into the record my testimony to the HOUSE TRANSPORTATION committee name

committee on 502 REMOTE RDS / RUSTIC TRAIL dated 4-  
bill/subject

I'M AGAINST ANY BILL THAT TIES UP ALL OF DOT'S FUNDING FOR PAVED ROADS ONLY. 9/11 CLOSED OUR SKIES. FOR 27 YEARS MY ONLY ACCESS TO SUPPLIES SUCH AS FUEL, FOOD, MEDICINE, ETC. HAS BEEN THROUGH THE USE OF THOSE SKIES. SKWENTNA IS THE HUB OF THIS COMMUNITY - IT'S THE ONLY LARGE AIR STRIP, POSTOFFICE, BARGE LANDING ETC. AVAILABLE. WE HOWEVER, ONLY HAVE ACCESS TO SKWENTNA 3-4 MONTHS DURING THE WINTER. BARGES COME INTO SKWENTNA - WE NEED A REMOTE RD. OR RUSTIC TRAIL SO THAT WE CAN GET SUPPLIES OVERLAND. THERE HAVE BEEN SEVERAL FIRES LOCALLY - A REMOTE RD WOULD HELP AS A FIRE BREAK AND ALLOW A ROUTE FOR MOVEMENT OF EQUIPMENT. THE STATE HAS SUBDIVIDED THE SHELL HILLS AREA FOR THE PAST 40 YEARS.. MOST PARCELS HAVE NO ACCESS TO THEM EXCEPT FOR 3 OR 4 WINTER MONTHS, THIS WINTER TWO SNOWMACHINERS HAD HEAD ON GOING AROUND A BLIND CORNER ON A NARROW TRAIL. WE NEED FUNDING FOR WIDENING, SIGNING, EDUCATION, ETC., TO ENSURE SAFETY FOR ALL USERS.

WHEN AN EVENT SUCH AS 9/11 OCCURS AGAIN, HOW LONG WILL WE BE CUT OFF FROM BEING ABLE TO RESUPPLY OUR DAILY NEEDS BECAUSE AIR SPACE IS CLOSED. KEEPING FUNDING AVAILABLE FOR MUCH NEEDED REMOTE ROADS AND RUSTIC TRAILS IS A MUST. WE HAVE A RIGHT TO YEAR ROUND SAFE OVERLAND ACCESS.

I SUPPORT BILL #502

Signed: Joe A. Bunker  
Testifier

Representing (Optional)  
P.O. Box 28 SKWENTNA, AK. 99667  
Address  
(907) 733-2817  
Phone No.

2006 Legislative Information Office  
Please forward to House Transportation Members  
& Local Delegation.



# Alaska State Legislature

Please enter into the record my testimony to the HTRA

Committee name

Committee on HB 502, dated 3/26/02

Bill/Subject

I support HB502 and its amended version (A)

Signed: By Phone per Larry DeVilbiss  
Testifier

Representing (Optional)

HCO4 Box 9302 Palmer, Ak 99645

Address

745-6591

Phone number

Dear Jack:

I appreciate your concerns regarding House Bill 502, and will be sure to keep them in mind as we continue to work on this bill.

With best regards,

Vic Kohring

Jack Mosby wrote:

Dear AK House Transportation Committee,

I was unable to get to the LIO to attend the first hearing of the subject bill, wanted to convey my feelings that this is a poor bill.

It takes away from a very limited pool of enhancement funds for a poorly thought out and poorly disguised attempt to limit funds being spent as Congress intended - on enhancements along or near roadways that provide for alternative means of transportation that are not tied to a car or truck. I do not recommend support for or passage of this bill!

Should this bill move forward, please keep me informed as to it's status.

Thank you.

Jack Mosby  
3026 Wesleyan Drive  
Anchorage, AK 99508  
333-4442



# Alaska State Legislature

HOUSE

Please enter into the record my testimony to the TRANSPORTATION Committee name

Committee on HB 502 dated MARCH 26, 2002  
Bill/Subject

REPRESENTATIVE VIL KOHRING & COMMITTEE MEMBERS,

I APPRECIATE THE CURRENT RE-WRITE & SPECIFIC PERCENTAGES IDENTIFIED WITHIN THE SPECIFIC CATEGORIES.

I DO NOT APPROVE OF CUTTING TRAIL FUNDING 3% TO FUND ROAD PROJECTS - UNPAVED OR PAVED.

I RESPECTFULLY REQUEST THAT A ~~3%~~ COMMENSURATE 3% BE EARMARKED UNDER "RUSTIC ROADS" FOR UNPAVED TRAIL PROJECTS.

PLEASE RESPOND TO WHETHER THE TRAIL BOARD ADMINISTRATION WILL REMAIN A P'ODR ~~FUNCTION~~ RESPONSIBILITY OR WILL IT BE MOVED TO DOT/PR? THANK YOU

Signed: CHUCK KAUCIC  
Testifier

Representing (Optional)

HCO1 BOX 6031 PALMER 99645  
Address

745-9807 (w)  
Phone number

# ALASKA STATE LEGISLATURE



*Interim:*

600 East Railroad Avenue  
Wasilla, Alaska 99654  
(907) 373-1842  
Fax -(907) 373-4729

*Session:*

State Capitol Building, Room 24  
Juneau, Alaska 99801-1182  
(907) 465-2186  
Fax - (907) 465-3818

## REPRESENTATIVE VIC KOHRING DISTRICT 26

April 19, 2002

Commissioner Joe Perkins, P.E.  
Department of Transportation & Public Facilities  
3132 Channel Drive  
Juneau, Ak 99801-7898

RE: HB 502

Dear Commissioner Perkins,

One of the issues regarding HB 502 is the decreased percentage funding for TRAAK. (I recognize that the funding categories and percentages in HB 502 reflect the brand new DOT regulations and do not necessarily mirror historical DOT categories and funding allocations.)

1. Please provide information regarding historical "enhancement" expenditures in TRAAK and for all the other funding categories for the fiscal years '00 and '01.

- How many dollars and what percentage of the total surface transportation funds were expended in each category?
- Identify the state match dollars for each.
- Identify other the amount of money from other sources for each.

2. Please provide information regarding on-going and proposed "enhancement" expenditures in TRAAK and for all the other funding categories for the current fiscal year.

- How many dollars and what percentage of the surface transportation funds are programmed to be expended in each category?
- Identify the state match dollars for each.
- Identify other the amount of money from other sources for each.

*No Response  
REC'D*

3. Please provide information regarding proposed "enhancement" expenditures in TRAAK and for all the other funding categories for the next three fiscal years, '03, '04, and '05.

- How many dollars and what percentage of the surface transportation funds are programmed to be expended in each category?
- Identify the state match dollars for each.
- Identify other the amount of money from other sources for each.

These responses do not have to be exact figures. Approximations will suffice.

I appreciate the cooperation of your staff and am looking forward to the Department's responses. If you have any questions, please contact my Transportation Committee Aide, Mike Krieber, P.E. (465-4858), or me at 465-2186.

Sincerely,



VIC KOHRING  
Chair, House Transportation Committee

# Donlin Creek Project Summary

Southwest, Alaska

February 2002

NovaGold Resources Inc.  
and  
MRDI Canada,  
a Division of AMEC E&C Services Ltd



View of the Donlin Creek Exploration Camp  
and Donlin Gold Deposit Beyond

corporate development for NovaGold Resources Inc. The company said Thursday that tests show the deposit holds 23 million ounces of gold. The company's exploration camp and airstrip, shown in September, is designed for about 75 people and can be operated year-round. About 30 people worked there last summer, according to Johnson, and 75 percent were locals.

# Striking gold

*Explorers excited about Donlin Creek deposit*

By SARANA SCHELL  
Anchorage Daily News

The estimated size of a gold deposit in Western Alaska has doubled, making it possibly the largest in the state's history, officials said Thursday.

If the Donlin Creek deposit is developed, it could mean hundreds of year-round jobs for the rural area, said Greg Johnson, vice president of corporate development for NovaGold Resources Inc. The San Jose, Calif.-based company is a partner in Donlin and hopes to begin mining in three years, he said.

Tests show Donlin Creek holds 23 million ounces of gold, Johnson said, nearly three times the size of the Fort Knox deposit near Fairbanks.

At 3 grams of gold per ton, the Donlin deposit is three times as rich as Fort Knox too, Johnson said — five times as rich in some places.

It needs to be rich for development to be-

gin, because the site is remote. Power and transportation will be a challenge, said Stan Foo of the state Division of Mining, Land and Water.

More tests and an economic analysis are needed to decide whether the project will go.

A few square miles near the village of Crooked Creek, roughly between McGrath and Bethel on the Kuskokwim River, hold the densest deposits. Kuskokwim Village Corp. owns the surface land rights to the area, said KVC president Robert Ballow, and the Bethel-based regional Native company Calista Corp. owns the subsurface rights.

Established international mining company Placer Dome pulled away from the project as



RON ENGSTROM / Anchorage Daily News

gold prices fell in recent years, focusing its exploration dollars around existing mines, said Johnson, a former Placer Dome employee.

He and two other former employees started NovaGold and worked out a deal to continue at the Donlin Creek project, looking for high-grade ore that would make mining profitable. They bought a gravel mine near Nome and used cash from that to finance Donlin exploration.

NovaGold put \$2 million into exploration and development last year and will spend \$8 million more this year, Johnson said.

Foo said obtaining permits to begin work could take two to three years.

See Page E-4, GOLD

Spending on advertising fit Alaska surfaced early in

## SPOTLIGHT: YOU Boom in fraud by insurers

■ SCAM: Criminals to collect health care

By CHRISTIAN MURRAY  
Newsday

NEW YORK — Frank (a) cal target.

Age 65, the machinist from work, alone, late at n ... BANG!

"I was pretty shook up," Conselatore told police toward his Brooklyn home other turning lane next straight and plowed into h Conselatore was a victim.

Increasingly, organized collisions — often Conselatore.

## Inside Alaska business



### South Naknek plant to stay closed

NAKNEK — Trident Seafoods won't open its plant in South Naknek this summer, the company announced Thursday. Current market conditions, including low prices and a glut of farmed salmon, are the reasons for the decision, said Vic Scheibert, the company's operations manager for Bristol Bay. The plant usually employs between 150 and 200 people at South Naknek. The company won't buy or process fish at the plant, but it will continue to provide boat storage, vessel tie-up, groceries and gear sales to fishermen. Trident's operations at its North Naknek plant

announced it will add 34 houses this year, finishing early in 2003. Most of the 32 homes in the first phases of the Palmer subdivision targeting retirees have sold, said developer Dennis Smith. For more information, see [www.mountainroseestates.com](http://www.mountainroseestates.com).

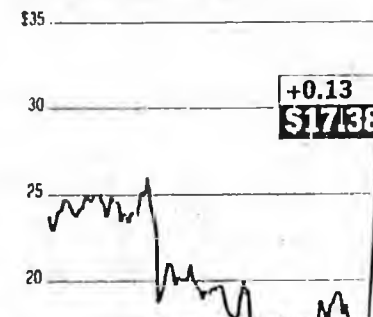
### NEW BUSINESSES

#### Caffeinated Wolf deli, espresso

The Caffeinated Wolf deli and espresso has opened at 401 W. International Airport Road in Anchorage, said owner Lisa West. The shop sells soups and sandwiches as well as espresso drinks. Hours are 6 a.m. to 7 p.m.

## Alaska oil

Thursday's closing price per barrel on West Coast open markets:



Lots of Web sites provide promotion and calculator interested in refinancing are a few compiled by ter in California:

[www.bankrate.com](http://www.bankrate.com)

A great place to check including mortgages. Also refinancing and calculator [www.indymac.com](http://www.indymac.com)

Learn how the refinancing and compare rates. c:

ed a Republican  
sday to give Ar-  
million to lobby  
ANWR and give  
aktovik \$100,000  
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are won biparti-  
-tion it passed in  
2 on Wednesday,  
lawmakers from  
the aisle called  
id salmon funds.  
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hel, offered an  
o spend \$1.2 mil-  
marketing and  
salmon market-

, Knowles press  
aid funding for  
rism and salmon  
equally important  
uld be considered.  
ey is not going to  
stry, but it's an im-  
tment to allow the  
build," King said.  
need to be taken."

pected this year, the companies said.

#### ENRON CORP.

### Fund assists laid-off employees

HOUSTON — Laid-off Enron Corp. employ-  
ee Crystal Reyna, her 1½-year-old son in tow,  
clutched the paperwork that gave her some  
financial relief. The single mother of two was  
among the first to benefit from an assistance

## GOLD: Deposit largest in state history

*Continued from E-1*

If the variables fall into line and gold prices  
remain favorable, Johnson said, 500 jobs in  
construction, then mining, could be created.  
The mine could last 10 years, he said, or 50 if  
more gold is discovered nearby, which is com-  
mon.

"Those are awfully exciting numbers," said  
George Gardner, president of Chiulista Camp  
Services Inc., a subsidiary of Calista that sup-  
ported the exploration with temporary help,  
housekeeping and catering. "We're kind of  
tired of exploring. We want to get to the next  
stage."

ceived nearly \$50,000 from the rener fund, set  
up by a former Enron worker. Much of the  
money in the account comes from politicians  
who wanted to return campaign contributions  
they received from Enron. Sens. Kay Bailey  
Hutchison, R-Texas, and Charles Schumer, D-  
N.Y., were among the contributors.

*Daily News wire reports*

State labor economist Brigitta Windisch-  
Cole said 500 more jobs in the Bethel region  
would bump the area's employment by 13 per-  
cent. And, she said, the average wage in the  
gold mining industry is \$49,000, nearly twice  
that of the area.

"We're lacking a Prudhoe Bay or Red Dog  
or Cook Inlet," Gardner said of Western Alas-  
ka. Developing natural resources is important  
for the cash-poor region and people, he said.

"Ain't no social program better than some-  
body being able to have a job."

■ Reporter Sarana Schell can be reached at [sschell@adn.com](mailto:sschell@adn.com).

the company reported a net  
profit of \$5.1 million, reversing  
a year-ago loss of \$128 million.

**JDS UNIPHASE CORP.:**  
The optical networking equip-  
ment maker said Thursday it  
has reduced its work force by  
another 2,000 employees as  
losses widened in its fiscal  
second quarter. For the three  
months ended Dec. 29, the  
company reported a loss of  
\$2.1 billion, compared with a  
loss of \$895 million in the  
same period a year ago.

**ELI LILLY AND CO.:** The  
drug maker on Thursday re-  
ported a 25 percent decline in  
earnings for the fourth quar-  
ter as it suffered from the loss  
of its patent on Prozac and the  
emergence of a less expensive  
generic version of the anti-  
depressant pill. Net income  
fell to \$575.4 million for the  
October-December period  
from \$767.3 million a year ago.

## say auto scams have tripled

ice Information Institute, a research  
roup funded by insurers.

No-fault insurance, which accompa-  
-nies call auto policies, covers injury-relat-  
-ed expenses of drivers, passengers and  
pedestrians who are in a motor vehicle  
ccident up to \$50,000 per person.

The industry says it is attacking fraud  
y boosting its battalions of in-house in-  
-vestigators. Insurers, however, argue  
at they need help from regulators. For  
instance, they want to change the way  
olicyholders and medical authorities file  
laims.

Consumer groups argue that no-fault  
-fund has been a problem for years. Russ  
laven, legislative counsel with the New  
ork Public Interest Research Group in  
lbaney, said insurance companies, which  
were making good profits by taking in  
-premiums and investing them in the mar-  
-ket during the heady time for stocks in  
he late 1990s, didn't seem to care about

Participants in these staged accidents  
are lured initially by one-time cash pay-  
-ments that may exceed \$500. And the  
"runner" who steers the bogus victims to  
the clinics may get \$1,500.

The big beneficiaries are unscrupu-  
-lous doctors, chiropractors and physical  
therapists who fraudulently rack up bills.  
In some instances, the doctors can bill in-  
-surers for hundreds of thousands of dol-  
-lars per accident, if multiple victims are  
involved.

"It's like an open checkbook," said Bob  
Wallach, chief executive of Robert Plan.  
"No-fault insurance regulations allow  
doctors to provide whatever services they  
deem necessary and then send in the  
bills."

The same drivers and clinic operators  
resurface over and over. At Robert Plan,  
the company shows the fraud problem by  
displaying its "Unlucky Board." Listed on  
one side is the name of one Brooklyn poli-  
-tician who was involved in 19 ac-

## YOUR MONEY IN BRIEF

### HOME MORTGAGES

#### Average interest rate climbs to 6.96 percent

WASHINGTON — The average interest rate on 30-year  
fixed-rate mortgages climbed to 6.96 percent from 6.83 percent  
the previous week, according to a nationwide survey released  
by Freddie Mac, the mortgage company. Rates on 15-year mort-  
-gages, a popular option for refinancing, rose to 6.44 percent this  
week from 6.31 percent the week before. On one-year  
adjustable-rate mortgages, lenders were asking an average  
initial rate of 5.10 percent, up slightly from 5.08 percent the pre-  
-vious week.

— Associated Press

#### Lock in an interest rate; then get it in writing

When you lock in an interest rate on a mortgage, get it in  
writing, in the form of a loan commitment from the lender.  
Many mortgage borrowers come to grief because of misunder-  
-standings about rate locks. Some borrowers are the victims of  
sneaky loan providers; other confuse a rate quote with a rate  
lock, or simply get caught in bad timing. A rate lock is a legal  
commitment between the borrower and the lender. The bor-  
-rower promises to pay certain points and fees. The lender  
promises to lend at a specified interest rate. The borrower and  
lender (and mortgage broker, if there is one) agree to do their

# NovaGold could expand project

By DIANA CAMPBELL  
Staff Writer

Preliminary economic studies show that NovaGold could feasibly mine 18 million ounces of its 23 million-ounce gold deposit at Donlin Creek.

The company first thought it would only be able to economically produce 10 million ounces of the deposit, located about 140 miles northeast of Bethel.

"The plan is to scale up to produce 18 million ounces, we think, at \$275 to \$300 an ounce," said Rick Van Nieuwenhuyse, president of NovaGold.

In January the company announced its 2001 exploration season revealed the remote site contained a deposit twice the size previously thought. The company hired the Canada firm MRDI to

do a preliminary economic assessment, which should be completed in March.

According to Van Nieuwenhuyse, MRDI's initial overlook into the project reflects that 18 million ounces of gold can be mined at Donlin Creek. If gold prices continue to rise, then possibly more of the 23 million ounces could be extracted, Van Nieuwenhuyse said.

Gold prices have been steadily climbing from record lows spanning the last decade. On Monday gold closed at just over \$297 an ounce. Industry watchers predict that gold prices will end the year at \$340 an ounce.

"It's forming a very nice gold base at \$300," Van Nieuwenhuyse said. "We'd like to see it go  
See GOLD, Page B-2

Fbx Daily News Tues. Feb 19, 02

## GOLD: Donlin Creek project may be expanded

Continued from Page B-1  
up gradually, because spiking is volatile."

California-based NovaGold wants to apply for state and federal permits for the project this year, he said. Construction and startup costs are estimated to be about \$500 million, he said.

"It'll be similar in range to

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**Consumer Information Center  
Dept. BEST, Pueblo, CO 81009**

Fort Knox," Van Nieuwenhuyse said, referring to the gold mine about 30 miles north of Fairbanks. NovaGold wants to begin construction in 2003 and be in production by 2004.

The huge gold deposit is located on property owned by Calista Corp. and Kuskokwim Native Association, both Alaska Native corporations. A project of Donlin Creek's scope would bring economic stability and improved electricity services to the cash-strapped region, corporate officials have said.

Construction would put 500 people to work, and the mine

could employ 400 to 600 people year-round, said Greg Johnson, NovaGold's vice president of corporate development.

The Donlin Creek find is one of 30 deposits worldwide that have measured over 20 million ounces, said Paul Metz, department chairman at the University of Alaska Fairbanks mining and geological engineering department.

"That's huge," Metz said.

Alaska has the potential for more deposits the size of Donlin Creek, Metz said. Donlin Creek was found in what is known as the Tintina Gold Belt, the same geological formation that con-

tains Fort Knox Mine and True North Mine. The belt extends from east to west in Alaska, extending southward in Canada into the Lower 48 toward the Rocky Mountains.

The gold belt has been historically mined by placer miners following the Klondike Gold Rush of 1895. Donlin Creek would be a hard-rock mine, where rock holding bits of microscopic gold is crushed and then chemically treated to extract the gold.

Donlin Creek has .15 ounces of gold per ton of rock. By comparison, Fort Knox has .0245 ounces of gold per ton and its sister mine, True North, has .053 per ton.

# NovaGold poised to hit jackpot

■ **GOLD:** Latest study reveals richer rewards for Donlin Creek mine:

The Associated Press

FAIRBANKS — NovaGold could feasibly mine 18 million ounces of its 23 million-ounce gold deposit at Donlin Creek, according to an initial study.

The company had thought it would only be able to economically produce 10 million ounces of the deposit, located about 140 miles northeast of Bethel. But the study, done by the Canada firm MRDI, indicates that Donlin Creek will produce more gold.

"The plan is to scale up to produce 18 million ounces, we think, at \$275 to \$300 an ounce," said Rick Van Nieuwenhuys, president of NovaGold.

If gold prices continue to rise, then possibly more of the 23 million could be extracted, Van Nieuwenhuys said.

Gold prices have been steadily climbing from record lows spanning the last decade. On Monday gold closed at just over \$297 an ounce. Industry watchers predict that gold prices will end the year at \$340 an ounce.

"It's forming a very nice gold base at \$300," Van Nieuwenhuys said. "We'd like to see it go up gradually,



RON ENGSTROM / Anchorage Daily News

because spiking is volatile.

California-based NovaGold wants to apply for state and federal permits for the project this year, he said. Construction and startup costs are estimated to be about \$500 million, he said.

"It'll be similar in range to Fort Knox," Van Nieuwenhuys said, referring to the gold mine about 90 miles north of Fairbanks. NovaGold wants to begin construction in 2003 and be in production by 2004.

The huge gold deposit is located on property owned by Calista Corp. and Kuskokwim Native Association, both Alaska Native corporations.

Construction would put 500 people to work, and the mine could employ 400 to 600 people year-round, said Greg Johnson, NovaGold's vice president of corporate development.

Anch. Daily News 2/21/02 Thure.

## **NovaGold Resources Inc.**

NovaGold Resources Inc. is a publicly held company listed on the Toronto Stock Exchange. Since 1998, the diversified natural resource company has been focused on the exploration and development of quality mineral deposits in Alaska and the Yukon Territory. NovaGold is the largest supplier of sand and gravel in Western Alaska through its wholly owned subsidiary, the Alaska Gold Company, in Nome, Alaska. The company currently is working to develop four major gold deposits in Alaska including the Donlin Creek deposit.

### **AMEC / MRDI**

In October 2001, NovaGold commissioned MRDI Canada, a Division of AMEC E&C Services Limited (MRDI) to complete an updated gold resource estimate and to complete an Economic Scoping Study that is focused on a smaller, higher-grade operation that could be economically viable at the current low gold price.

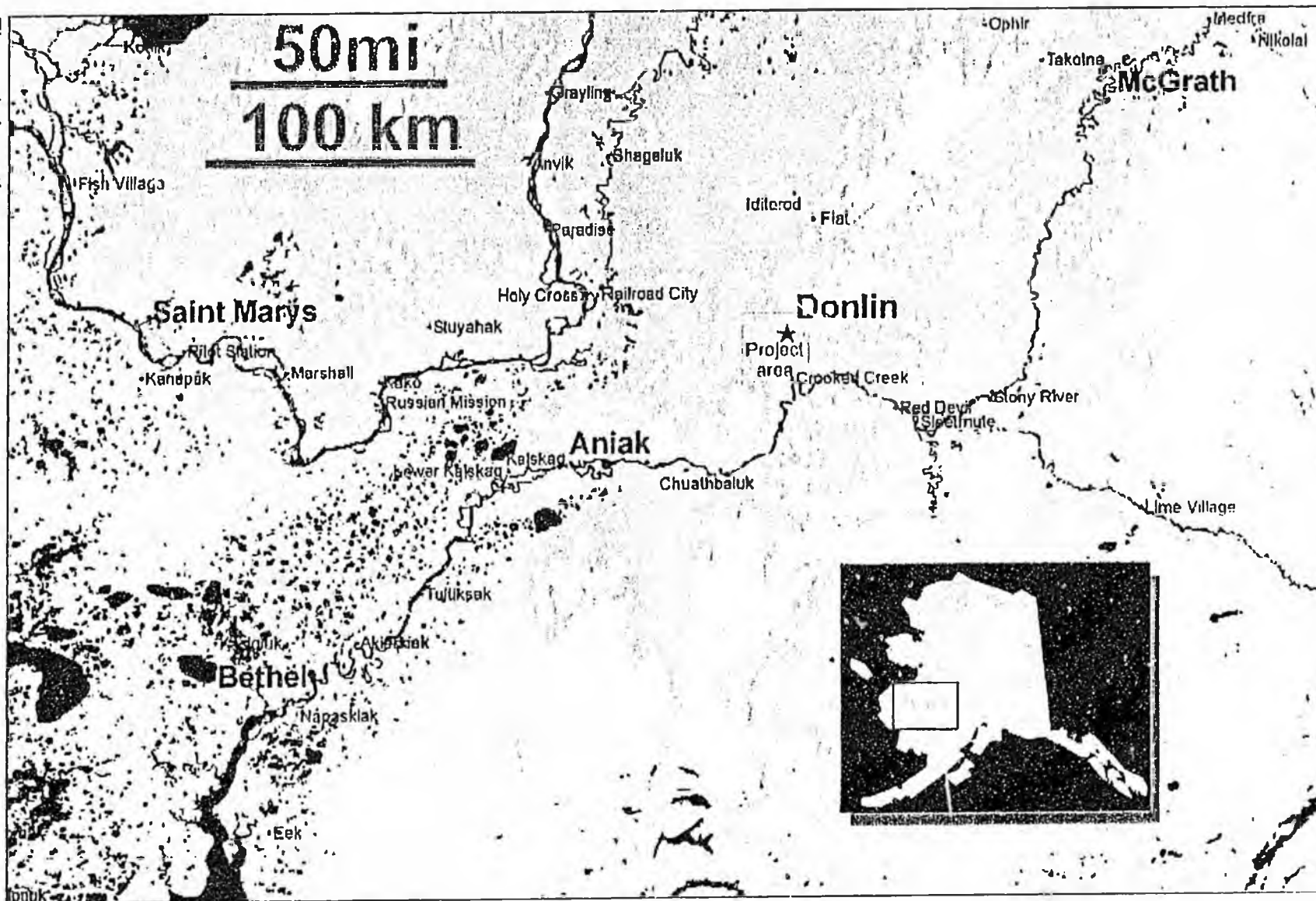
AMEC / MRDI brings over 40 years of experience in developing and building mines in Alaska and the Canadian North to the Donlin Creek project. They have led or contributed to more than 80 studies of arctic and northern mines and are currently leading major feasibility studies for the Teck Cominco / Sumitomo Pogo gold mine in Alaska and the De Beers / Winspear Snap Lake diamond mine in Canada's Northwest Territories. In addition AMEC was the engineering, procurement and construction manager for other recent major northern projects including the BHP EKATI diamond mine in northern Canada and two expansions at the Teck Cominco Red Dog mine in Alaska.

### **Project Description**

The Donlin Creek gold deposit is one of the largest undeveloped gold deposits in the world with nearly 11 million ounces of contained gold at \$250 per ounce of gold and 23 million ounces at \$350 per ounce of gold. The deposit is located in southwest Alaska, between the Yukon River 47 miles (75 km) to the west and the Kuskokwim River 12 miles (19 km) to the south at the village of Crooked Creek. It lies approximately 44 miles (70 km) northeast of the town of Aniak, a regional transportation hub, and 280 miles (450 km) west of Anchorage (see figure 1).

The Donlin Creek property consists of 42 square miles (109 square kilometers) of privately owned Native land. The subsurface rights are owned by Calista Corporation, a regional native corporation, and the surface rights are owned by the Kuskokwim Corporation, a local village corporation. The surrounding lands consist of BLM and Alaska State Selections (see figure 2).

Figure 1. Location map.



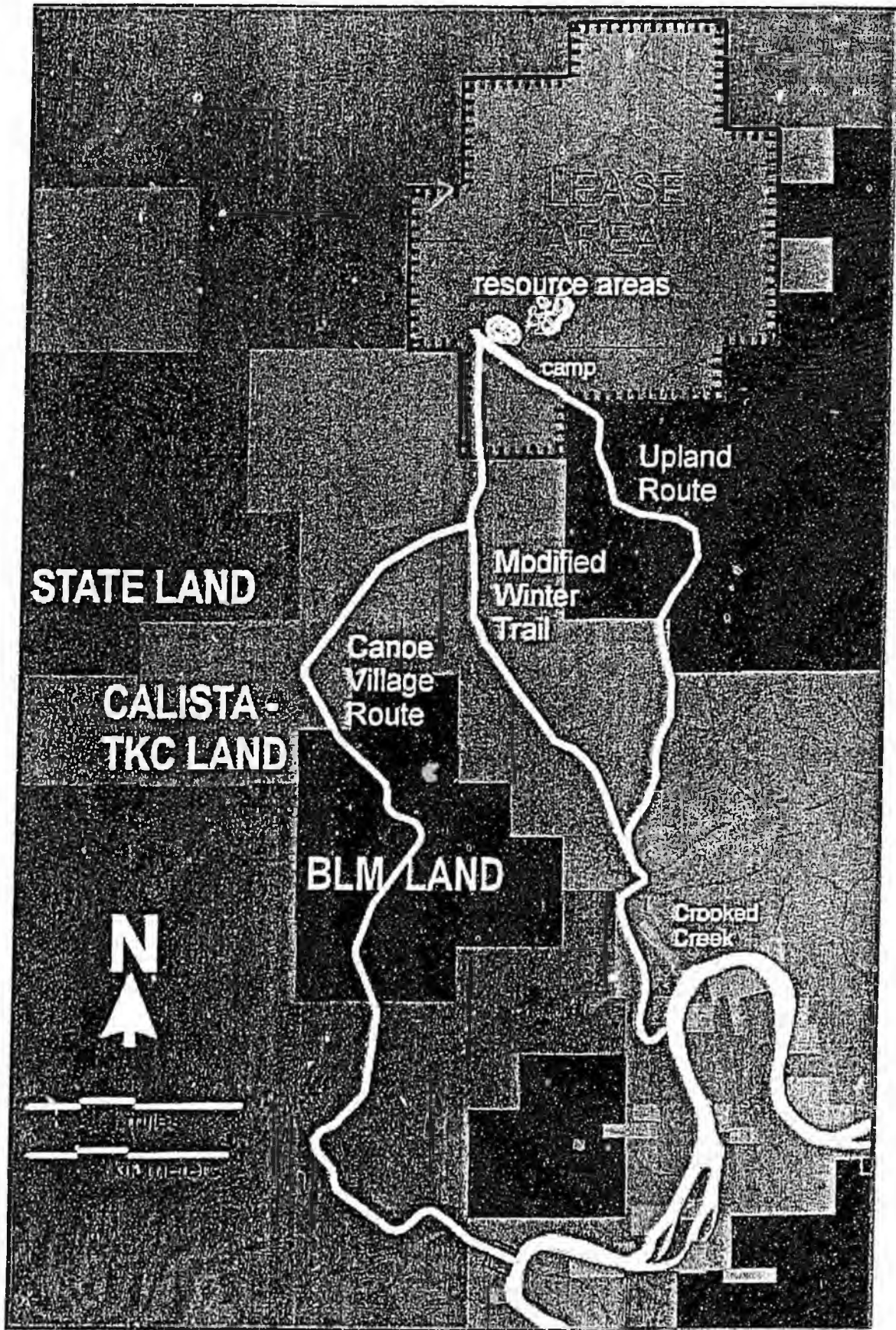


Figure 2. Project area map.

## Project History

Since 1988, over \$37 million has been invested into the project by four different companies. In 1995, Placer Dome signed a 20 year mining lease agreement with Calista Corporation and the Kuskokwim Corporation on the Donlin Creek property. Between 1995 and 2000, Placer Dome completed over \$33 million in exploration expenditures to advance the project toward a production decision.

Due to the continued low price of gold, Placer Dome decided to seek a joint-venture partner to continue development of the project. In April 2001, NovaGold entered into an agreement with Placer Dome to earn a 70% interest in the project by spending \$10 million dollars on exploration and development within 10 years. Since early 2001, NovaGold Resources Inc. has invested an additional \$3 million into the project to demonstrate the feasibility for a smaller, higher-grade gold mine that could be economically viable at today's historically low gold price.

Using a dominantly local workforce comprising of Calista Corp. and Kuskokwim Corp shareholders, NovaGold's exploration work has consisted primarily of diamond core drilling and some minor trenching designed to demonstrate that a sufficient quantity of higher-grade gold material can be defined and put together in an economically viable gold deposit (see figure 3). NovaGold's exploration campaign so far has been very encouraging, indicating that the project may be economically viable if the hurdles of road and power infrastructure can be overcome.

A number of economic analyses have been completed based on the current gold resource and metallurgical results. These envision a conventional open pit mine operation. In the process plant, the ore would be crushed, finely ground, and then fed to a flotation circuit to separate the gold bearing sulfide minerals. The sulfide concentrate would then be oxidized using pressure oxidation in an autoclave or bio-oxidation. The oxidized residue would then be leached in a cyanide solution and the gold recovered with activated carbon. The project would require substantial infrastructure, including tailings disposal, water supply, power generation, site accommodations and ancillary facilities. To access the site, an all-weather road to the Kuskokwim River would need to be constructed, where a barge dock and on-shore facilities would be built to support the mine.

The project would require a fairly large number of skilled employees to operate the mine and mill operations. Depending on the level of production between 110 and 140 employees would be required for the mine and an additional 100 to 115 would be required for the mill and processing facilities. During the construction phase up to 500 full-time workers would be required. These numbers do not take into account the jobs created from the increased level of materials and equipment supplied and transported to the project both during construction and for ongoing mine operation.

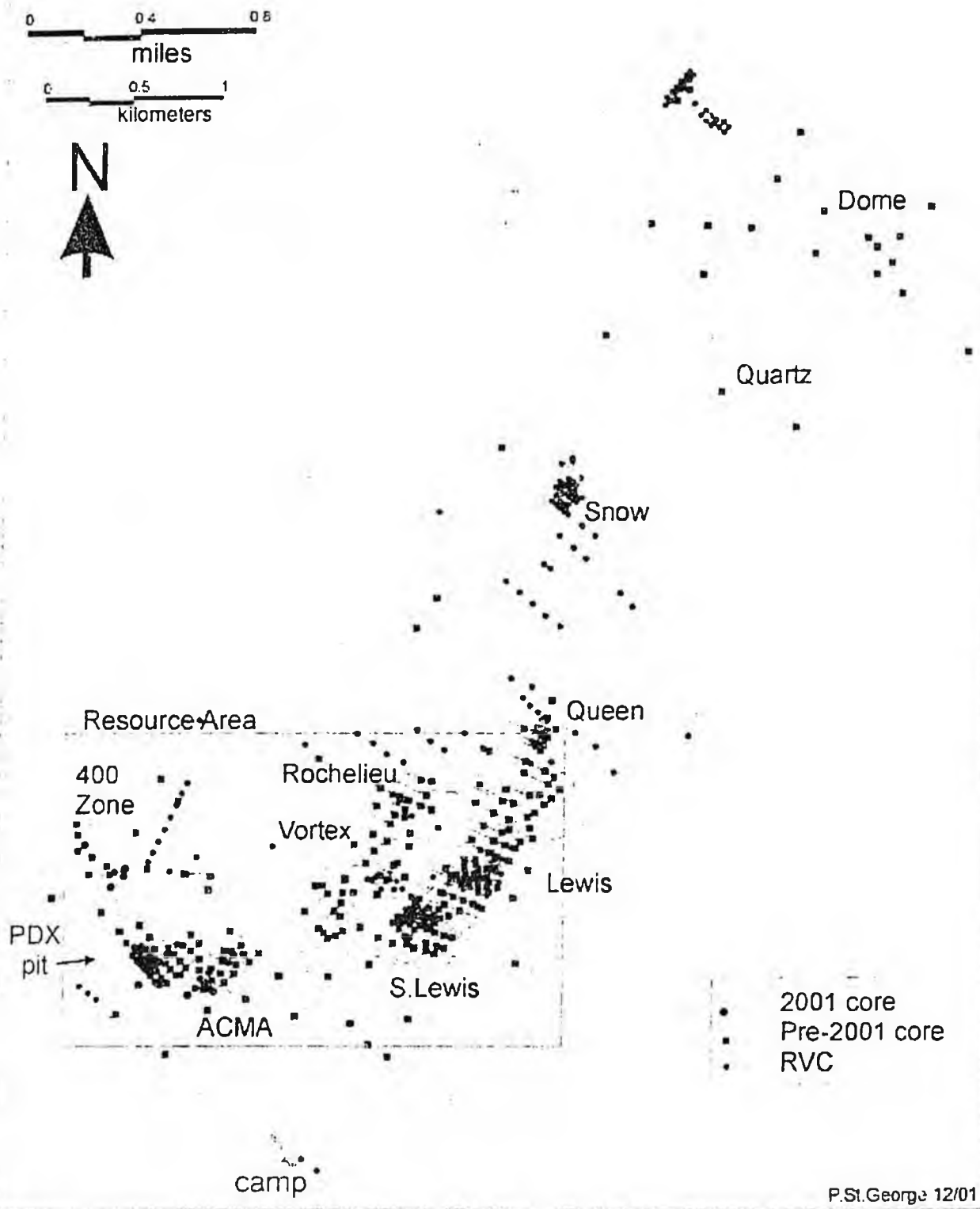


Figure 3. Project Drill Hole and Gold Resource Location Map.

## **Accessibility and Climate**

The Donlin Creek property is located approximately 12 miles (19 km) north of the village of Crooked Creek on the Kuskokwim River (Figure 1 and 2). The Kuskokwim River is a regional transportation route and is serviced by commercial barge lines. A 15 mile (25-km) long winter road accesses the property from the barge site at the town of Crooked Creek and is designated as an Alaska State Highway route and transportation corridor. The project has an all-season camp capable of housing up to 75 people and an adjacent 5,000 foot (1,500 meter) long airstrip that is capable of handling aircraft as large as C-130 Hercules with a 42,000 lb (19,050 kg) capacity - allowing efficient shipment of personnel, large equipment and supplies. The project is directly serviced by commercial air services out of both Anchorage 280 miles (450 km) to the east and Aniak 44 miles (70 km) to the west.

The project area is located in an area of low topographic relief on the western flank of the Kuskokwim Mountains. Elevations range from 500 to 2100 feet (150 to 640 meters). Ridges are well rounded and easily accessible by all-terrain vehicle. Hillsides are forested with black spruce, alder, birch, and larch. Soft muskeg and discontinuous permafrost are common at lower elevations in poorly drained areas.

The area has a relatively dry interior continental climate with typically less than 20 inches total annual precipitation. The area experiences relatively warm summer temperatures that may reach 80°F and cold winter months where minimum temperatures may fall to well below zero °F.

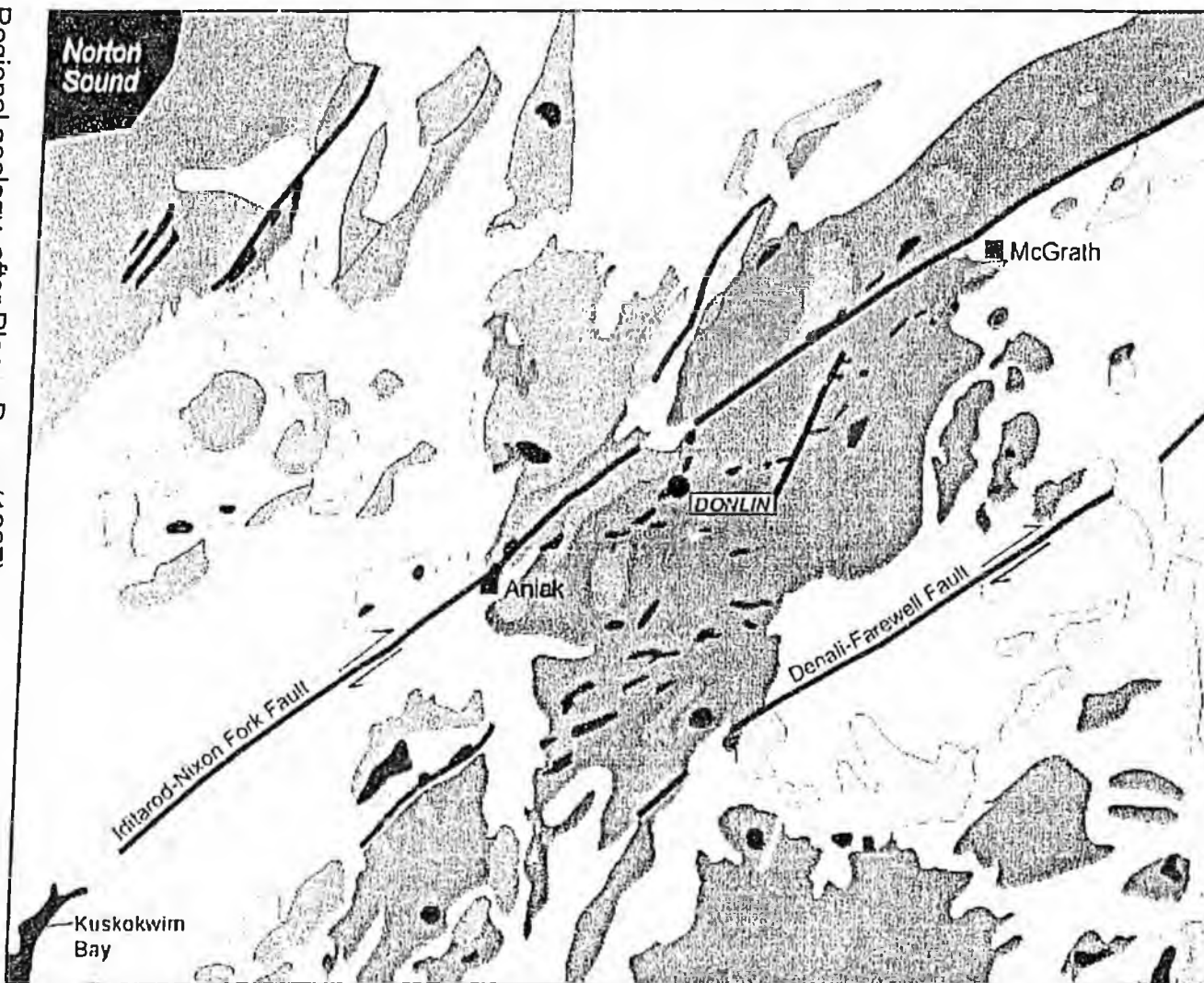
## **Geological Setting**

The Donlin Creek property lies within an area dominated by Cretaceous age Kuskokwim Group sedimentary rocks. These sedimentary rocks consist primarily of sandstone, siltstone and shale. Late Cretaceous to early Tertiary granitic plutonic and volcanic rocks locally intrude the Kuskokwim Group rocks (see figure 4). At Donlin Creek a series of these granitic intrusive rocks called rhyodacite occur over a 6 mile (10 km) long area and are associated with the known gold mineralization (see figure 5). The main resource area occurs on the south end of the property where two different orientations of granitic intrusive bodies come together.

Drilling in this area has defined the current 11 million ounce gold resource. This resource estimate is based on a total of 401,020 feet (122,231 meters) of sampling, comprised of 287,306 feet (87,571 meters) of core samples in 361 drill holes, 43,711 feet (13,323 meters) of reverse circulation samples in 117 drill holes and 70,000 feet (21,337 meters) of surface trench samples (Figure 3).

# SOUTHWEST ALASKA Regional Geologic Map

Figure 4. Regional geology, after Placer Dome (1997).



## EXPLANATION

-  Tertiary sediments
-  Volcanic plutonic complex (LK-ET)
-  Volcanic fields (LK-ET)
-  Granite porphyry complex (LK-ET)
-  Kuskokwim Group
-  Yukon-Koyukuk flysch basin
-  Pericratonal terranes
-  Oceanic terranes
-  Cratonal terranes
-  Arc related and flyschoid terranes
-  Right-lateral faults



100 Kilometers



# Main Trend Geology

2 km

1 mi

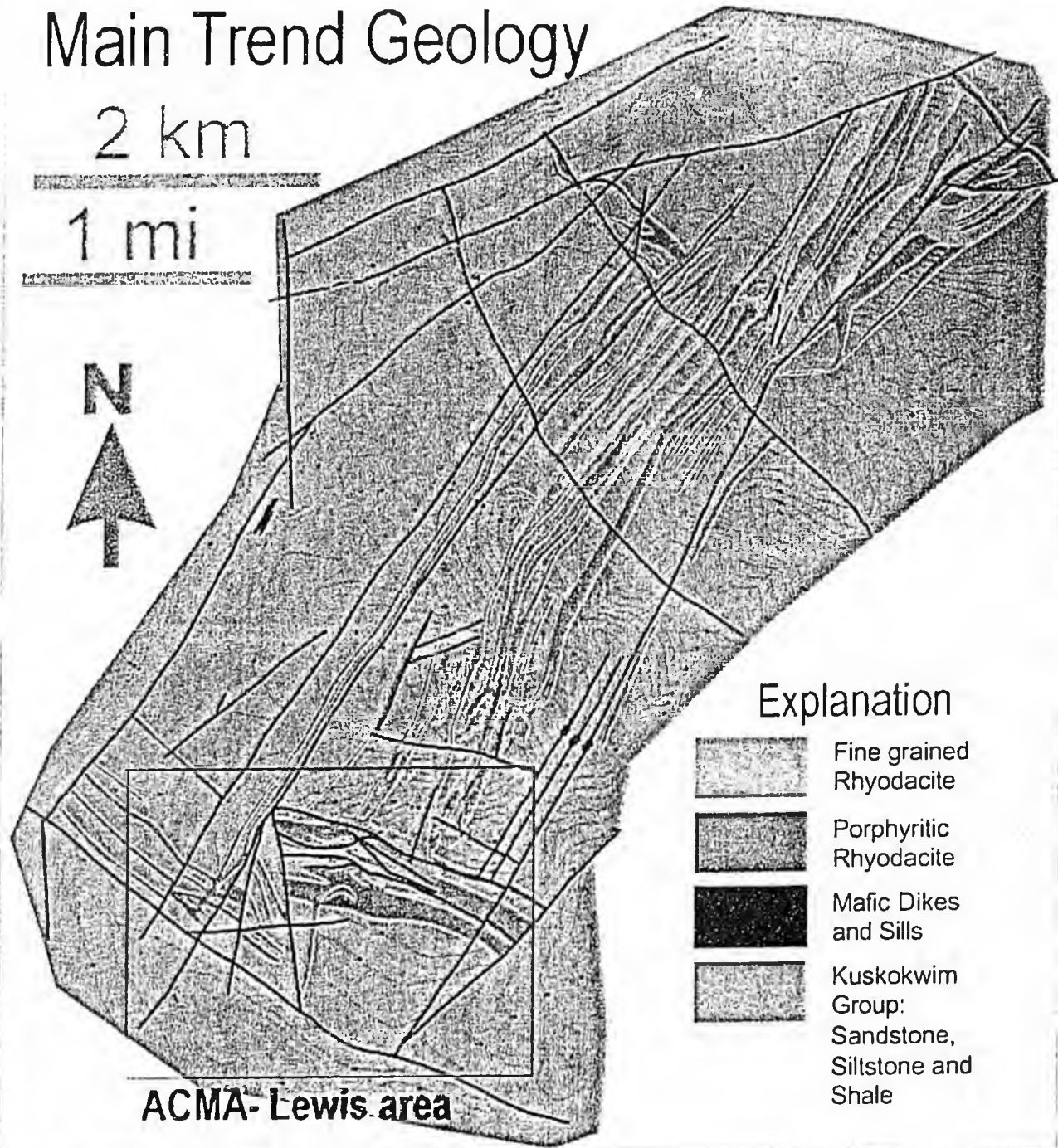


Figure 5. Geology of the Donlin Creek main trend, after Placer Dome (2000).

## **Project Development Scenario**

### **Mining**

The scale of the mining operation is envisioned to be between 4,000 and 8,000 tonnes of ore per day (t/d). The project would have at least 10 years of mine life with an average grade of 5 grams per tonne (g/t) (0.15 oz/t). Based on the experience of other similar gold deposits this could easily extend out to 25 years or more as additional gold is discovered nearby.

The mine would operate as a conventional open pit operation. The total material mined will range between 40,000 and 100,000 tonnes per day (15 million and 35 million tonnes per year) and produce between 250,000 to 415,000 ounces of gold per year. The unmineralized rock material would be placed adjacent to the tailings dam.

The size of the equipment fleet and capacity of the individual units will vary depending upon the throughput rate. It will likely include two or three blasthole drills, a hydraulic shovel with bucket capacity in the 15 m<sup>3</sup> to 25 m<sup>3</sup> range, two wheel loaders (10 m<sup>3</sup> or 20 m<sup>3</sup>), eight to twelve haulage trucks (140 to 180 tonne capacity), and support equipment such as wheel dozers, bulldozers and motor graders.

The mine operations will require a fairly large contingent of employees, including experienced equipment operators and heavy duty mechanics, operator trainees and mechanic apprentices, engineers, geologists and other technical support staff. Depending on the scenario chosen, we expect the total staffing, based on a 2 week in, 1 week out rotation to be between 110 and 140 people.

### **Ore Processing**

The current scenario focuses on developing the shallower and higher-grade ore zones first to keep mining and initial capital costs economic. After the first few years of operation the objective would be to scale up the project to increase production through the development of deeper mineralized material.

Ore from the mining operation would be dumped from the haul trucks into a primary crusher near the process plant and then conveyed to the mill. The ore would then be finely ground and the gold bearing sulfide minerals would be separated from the rock material by flotation into a concentrate.

The sulfide concentrate would then be oxidized using pressure-oxidation in an autoclave. The autoclave residue would then be leached with cyanide in a conventional carbon-in-leach system. The gold-cyanide solution would then be fed into a series of electro-winning cells, where the gold would be recovered onto stainless steel wool. The cyanide would be destroyed and the process water recycled back into the system for re-use.

The gold-impregnated steel wool will then be fed to a standard induction furnace to produce gold doré bullion on site.

Given the mechanical complexity of an autoclave based process, the plant operation will require a relatively large contingent of skilled employees, including experienced plant operators and mechanics, operator trainees and mechanic apprentices, engineers, metallurgists and other technical support staff. Depending on the scenario chosen, we expect the total plant staffing, based on a 2 week in, 1 week out rotation to be about 74 process and 44 maintenance employees.

The operation would also require a substantial General and Administration workforce which would include skilled personnel in management, accounting, human resources, safety and security, environmental monitoring, purchasing and warehousing, and site maintenance.

In addition, to support the pressure-oxidation process, a separate oxygen plant would be required and would likely be operated by an independent contractor.

A possible alternative scenario to be considered would be to ship the gold bearing sulfide concentrate to an off-site smelter. This has the advantage of reducing the initial capital costs, but results in a higher per ounce processing cost due to shipping and smelter charges.

With the exception of the primary crusher, leach and neutralization tanks and thickeners, the grinding, flotation, autoclave and refinery facilities will be fully contained within an enclosed and heated process building. The plant facilities would require substantial support infrastructure, including tailings disposal, water supply, power generation, oxygen plant, laboratory, site accommodations and ancillary facilities.

### **Infrastructure**

The Donlin Creek mine will require substantial infrastructure to support its operation. As this site is located in an undeveloped area of Alaska, most of this infrastructure will have to be constructed as part of the mine's development. The infrastructure can be split into two main areas: transportation and on-site.

### **Transportation Infrastructure**

The Kuskokwim River would serve as the main transportation artery. Supplies would be barged up the river to a marine facility near the village of Crooked Creek. This site would have a barge dock and the on-shore facilities would include a large lay-down yard and sufficient fuel storage for operations. Access to the marine facility would be with a 15 mi (25 km) all-season road within the currently designated access corridor that parallels Crooked Creek. This enhanced marine facility could also be used to support the requirements of the village of Crooked Creek (see figure 2).

Aircraft will provide secondary transportation support for personnel rotations, emergency airlifts, and supply of perishable foodstuffs.

## **On-site Infrastructure**

A compact site layout plan has been designed that incorporates all the infrastructure necessary to support a major mine development, including tailings disposal, airstrip, electrical power generating plant, water supply, fuel storage, and accommodations for the operations staff (see figure 6). These facilities would be constructed along a ridge located south of the deposits. The tailings impoundment facility would be located east of the mine and would have a very large capacity that could accommodate future expansion.

Power for the operation is likely to be on-site diesel generation. This type of plant is common at other remote mines, such as Red Dog, and employs a well-known and reliable technology. Based on the size range of the process plant throughput, we expect the power plant capacity to range between 15 MW and 25 MW. The units will incorporate heat recovery from the engine jackets and the exhaust stacks; this recovered energy will be used to heat the site buildings. The fuel storage tanks will be located near the power plant. The power generation for the project would be anticipated to be integrated into a regional power network. Future mine expansion would likely hinge on additional power generation capacity being developed in the region and transported to the mine.

## **Regional Economic Benefits**

The direct and indirect economic benefits to the Kuskokwim region would be significant. The initial construction phase of the project alone would employ as many as 500 people directly at the mine and cost between \$200 and \$400 million. Additional employment opportunities would also be created during the construction and later operation of the needed access roads, marine facilities, oxygen plant and power plant.

Once in operation, the currently envisioned mine would employ between 450 and 600 fulltime skilled employees with annual salaries totalling \$25 and \$30 million. Total annual operating expenditures at the mine would directly put another \$50 to \$80 million dollars into the economy. State labor economist Brigitta Windisch-Cole, has said "500 more jobs in the Bethel region would increase the area's employment by 13 percent. In addition, the average wages in the gold mining industry are \$49,000 per year, nearly twice the current average wage in the area."

Significant short term and longer term economic benefits to the region would be derived by the enhancement of the regional transportation infrastructure and the development of a regional power grid. New local business opportunities would be created that may include power generation, oxygen production, fuel storage, trucking and barge transportation, security and medical services, and supplies for the ongoing operations. In addition, by lowering the cost of transport and energy within the region other new mining and business opportunities may also become economically viable.

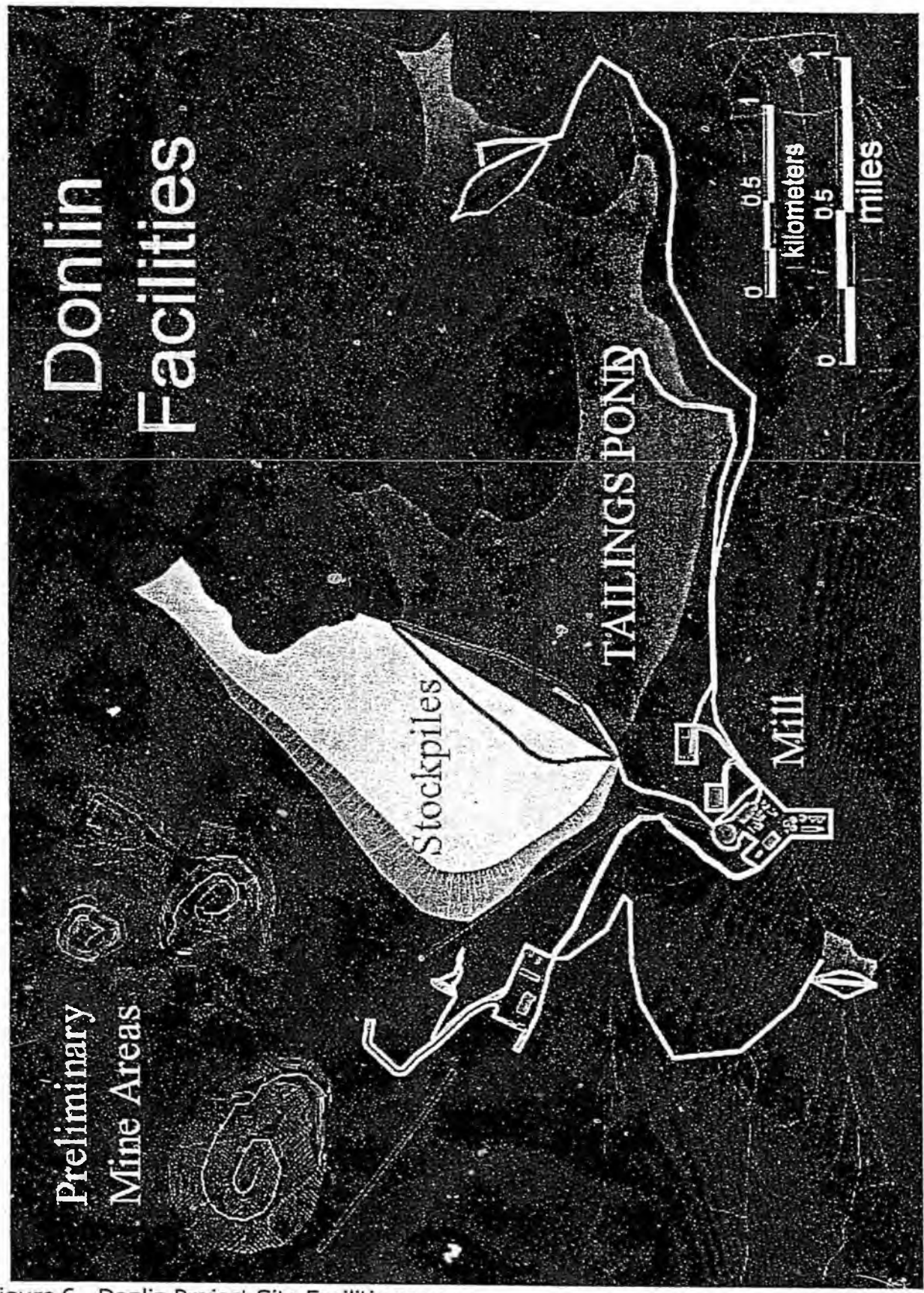


Figure 6. Donlin Project Site Facilities map.

## HB 502 Version T

Changes from last version:

1. Deleted all material from HB 473 that had been combined into HB 502
2. Revised funding: (section 3)

Community Transportation Program is back up to 33% from 32%  
Rustic Roads is down to 4% from 5%

3. Implements "Economic Development Roads" (Section 4)

This section is similar to "HB 8, Road Task Force." Instead of creating a task force, this section requires DOT to produce a report on roads that are important to the economic development of the state (those appearing in HB 8) without designating them as rustic roads now. The report is to identify project costs, problems, and a possible time and funding schedule. The report will also recommend which of the funding categories under which each project should be included.

22-LS0822\T  
Utermohle  
4/15/02

CS FOR HOUSE BILL NO. 502(TRA)  
IN THE LEGISLATURE OF THE STATE OF ALASKA  
TWENTY-SECOND LEGISLATURE - SECOND SESSION

BY THE HOUSE TRANSPORTATION COMMITTEE

Offered:  
Referred:

Sponsor(s): HOUSE TRANSPORTATION COMMITTEE

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to transportation facilities of the state highway system; relating to the  
2 statewide transportation improvement program and to rustic roads, highways, and  
3 trails; relating to a study of economic development roads; and providing for an effective  
4 date."

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

6 \* Section 1. AS 19.10.020 is amended to read:

7 Sec. 19.10.020. Designation of state highway system. The department may  
8 designate, locate, create, and determine what transportation facilities [HIGHWAYS]  
9 constitute the state highway system. The state highway system includes  
10 transportation facilities within the following program categories

11 (1) highways that are included within the national highway system  
12 under the requirements of 23 U.S.C. 134;

13 (2) the Alaska highway system; and

14 (3) state-owned and maintained highways and transportation

1        related facilities [IN DESIGNATING, LOCATING, CREATING, AND  
2 DETERMINING THE SEVERAL ROUTES OF THE STATE HIGHWAY SYSTEM,  
3 THE DEPARTMENT SHALL STRIVE TO ATTAIN THE PURPOSES AND  
4 OBJECTIVES SET OUT IN AS 19.05.125].

5 \* Sec. 2. AS 19.10 is amended by adding a new section to read:

6            **Sec. 19.10.075. Designation of rustic roads, highways, and trails; funding.**

7        (a) A rustic road or highway is an unpaved road or highway that has been designated  
8 as a rustic road or highway by the legislature. A rustic trail is an unpaved trail or  
9 pathway used for access to a place for economic, historical, or recreational purposes  
10 that has been designated as a rustic trail by the legislature. The department shall plan,  
11 design, construct, and maintain a rustic road, highway, or trail according to  
12 appropriate planning, design, construction, maintenance, and safety standards for  
13 unpaved roads, highways, and trails. The department may not pave a rustic road,  
14 highway, or trail.

15        (b) The department may nominate an unpaved road, highway, or trail or a  
16 portion of an unpaved road, highway, or trail for designation as a rustic road, highway,  
17 or trail by the legislature. The department may solicit recommendations and  
18 comments from the public regarding unpaved roads, highways, or trails to be  
19 nominated for designation as rustic roads, highways, and trails. The department may  
20 also nominate, and solicit recommendations to nominate, designated rustic roads,  
21 highways, and trails to be removed from the list of rustic roads, highways, and trails  
22 designated by the legislature.

23        (c) The following roads, highways, and trails are designated as rustic roads,  
24 highways, and trails:

25            (1) the portions of the Denali Highway that are not paved on the  
26 effective date of this Act;

27            (2) the portion of the Hatcher Pass Road from milepost 18 to milepost  
28 25;

29            (3) the portion of the Copper River Highway from milepost 18 to  
30 milepost 49, including the Million Dollar Bridge (bridge number 0206).

31        (d) The department shall establish a program to develop rustic trails. The

1 department shall emphasize the development of rustic trails with the participation of  
2 local nonprofit historical, recreational, and other trail development organizations.

3 (e) The department shall incorporate projects for the planning, design,  
4 construction, and maintenance of rustic roads, highways, and trails into the statewide  
5 transportation improvement program under AS 19.10.155. The department shall  
6 evaluate rustic road and highway projects based on whether the project will promote  
7 economic development, the amount of the contribution for the project made from  
8 public and private sources, other than the state or federal governments, and the status  
9 of environmental approval for the project. The department shall evaluate rustic trail  
10 projects based on the amount of support for and contribution to the project by private  
11 nonprofit historical, recreational, or other trail development organizations.

12 \* Sec. 3. AS 19.10 is amended by adding a new section to read:

13 Sec. 19.10.155. Statewide transportation improvement program. (a) The  
14 department shall develop and adopt a statewide transportation improvement program  
15 to schedule the expenditure of funds for designated surface transportation projects for  
16 the three fiscal years following the adoption of the program by the department.

17 (b) The statewide transportation improvement program must include projects  
18 within the following categories:

- 19 (1) national highway system;  
20 (2) Alaska highway system;  
21 (3) community transportation system;  
22 (4) trails and recreational access for Alaska system;  
23 (5) rustic road system.

24 (c) In developing the statewide transportation improvement program, the  
25 department shall estimate the annual amount of the nonrestricted apportionments of  
26 federal funds, excluding necessary costs, for the purpose of allocating the remaining  
27 funds among statewide transportation improvement program categories as follows:

28 (1) 48 percent to the national highway system; one percent of the  
29 amount allocated to the national highway system shall be further allocated for  
30 coordinated public transportation;

31 (2) at least seven percent to the Alaska highway system;

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- (3) at least 33 percent to the community transportation system;
- (4) at least five percent to the trails and recreational access for Alaska system; and
- (5) at least four percent to the rustic road system.

(d) Notwithstanding (c) of this section, the department may transfer funds allocated to the national highway system to the Alaska highway system, if the commissioner determines that the transfer is in the best interest of the state.

(e) Notwithstanding (c) and (d) of this section, the department may amend an adopted statewide transportation improvement program as necessary to accommodate

- (1) a change in the amount of funds available for a project;
- (2) emergency requirements;
- (3) unanticipated delays in completion of a project or a phase of a project;
- (4) a change in the scope, cost, or development of a project; or
- (5) the best interest of the state.

(f) The commissioner shall document in writing a decision made under (d) or (e) of this section on the basis of the best interest of the state. The documentation of the decision must address matters significant to the state that affected the decision of the commissioner.

(g) In this section,

(1) "Alaska highway system" means existing or planned highway facilities that are of statewide significance that are not included in the national highway system; "Alaska highway system" includes marine vessels and facilities of the Alaska marine highway system that are not included in the national highway system, vessels and facilities owned and operated by political subdivisions of the state that provide surface transportation services between communities in the state, and roads identified by the department by regulation;

(2) "community transportation system" means existing or planned surface transportation facilities of local or regional significance that are owned by the state or a political subdivision of the state, that do not qualify for inclusion in the national highway system, and that are not included in the Alaska highway system;

1 (3) "coordinated public transportation" means public and private  
2 transportation services provided to elderly persons, persons with disabilities, and the  
3 general public;

4 (4) "rustic road system" means unpaved roads, highways, and trails  
5 that have been designated as rustic roads, highways, and trails by law;

6 (5) "trails and recreational access for Alaska system" means those  
7 surface transportation projects that qualify for funding under the Land and Water  
8 Conservation Fund Act of 1965 (16 U.S.C. 4601-4 - 4601-11), as amended, the federal  
9 recreational trails program (23 U.S.C. 206), as amended, or the Intermodal Surface  
10 Transportation Efficiency Act of 1991 (P.L. 102-240; 105 Stat. 1914), as amended.

11 \* Sec. 4. The uncodified law of the State of Alaska is amended by adding a new section to  
12 read:

13 STUDY OF ECONOMIC DEVELOPMENT ROADS. (a) The commissioner of  
14 transportation and public facilities shall identify roads that are important to the future  
15 economic development of the state, study the feasibility of developing or upgrading those  
16 roads in order to promote the future economic development of the state, research existing  
17 plans to develop or upgrade those roads, determine the availability and source of funds to  
18 develop or upgrade those roads, review alternative funding sources for ongoing maintenance,  
19 and establish a priority ranking for projects to develop or upgrade roads identified by the  
20 commissioner. The commissioner shall also recommend a schedule of appropriations, subject  
21 to the availability of federal or other funds, for projects to develop or upgrade the roads and to  
22 acquire rights-of-way identified as important to the future economic development of the state.

23 (b) The commissioner shall place particular emphasis on reviewing the following road  
24 projects to determine whether the road projects should be identified as important to the future  
25 economic development of the state and whether the road projects should be nominated for  
26 designation as rustic roads, highways, or trails by the legislature under AS 19.10.075, added  
27 by sec. 2 of this Act:

28 (1) Williamsport Road from Iliamna Bay to Pile Bay;

29 (2) a road to the Pogo Mine;

30 (3) Rock Creek Road in the Nome area;

31 (4) a road to Tazlina Lake;

- 1 (5) a road from Wasilla to Tyonek;
- 2 (6) a road along the west shore of Cook Inlet;
- 3 (7) a road to Nome;
- 4 (8) a road to Ruby;
- 5 (9) a road to Fort Yukon;
- 6 (10) Donlin Creek Road;
- 7 (11) a road to Dillingham;
- 8 (12) a road around the northern end of Lake Iliamna;
- 9 (13) upgrading the Dalton Highway;
- 10 (14) a road from Rampart to Eureka;
- 11 (15) a road from Ruby to McGrath;
- 12 (16) a road from Healy to the Richardson Highway;
- 13 (17) a road from Ruby to Takotna;
- 14 (18) a road from Takotna to Flat to Crooked Creek;
- 15 (19) Tonsina North Access Road;
- 16 (20) a road from Juneau to Atlin, British Columbia;
- 17 (21) a road from the Dalton Highway west to the Ambler copper district;
- 18 (22) Bradfield Canal Road;
- 19 (23) Shelter Cove Road;
- 20 (24) Chena/Circle Hot Springs Loop;
- 21 (25) a road across Cleveland Peninsula;
- 22 (26) any other road that the commissioner finds merits review.

23 (c) Funding to perform the duties assigned to the commissioner under this section  
24 may be allocated to the commissioner under the rustic road system category of the statewide  
25 transportation improvement program.

26 (d) The commissioner shall submit a written report of the commissioner's findings  
27 and recommendations to the legislature and the governor before the Second Regular Session  
28 of the Twenty-Third Alaska State Legislature convenes.

29 \* Sec. 5. The uncodified law of the State of Alaska is amended by adding a new section to  
30 read:

31 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM;

1 APPLICABILITY. AS 19.10.155, added by sec. 3 of this Act, applies to statewide  
2 transportation improvement programs prepared by the Department of Transportation and  
3 Public Facilities beginning with the statewide transportation improvement program prepared  
4 for 2004.

5 \* Sec. 6. This Act, this Act takes effect immediately under AS 01.10.070(c).

# FISCAL NOTE

**STATE OF ALASKA**  
**2002 LEGISLATIVE SESSION**

Fiscal Note Number: \_\_\_\_\_  
 Bill Version: HB 502  
 () Publish Date: \_\_\_\_\_

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: DOT&PF  
 Title \*An Act relating to the designation of BRU Highway and Aviation  
and funding for rustic roads and hways Component Highways and Aviation  
 Sponsor House Transportation  
 Requester House Transportation Component No. 564 & 2068

**Expenditures/Revenues** (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>	***	***	***	***	***	***
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<b>CHANGE IN REVENUES ( )</b>						
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**FUND SOURCE** (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2002) cost: 0.0

Check this box (X) if funding for this bill is included in the Governor's FY 2003 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** (Attach a separate page if necessary)

\*\*\* This bill will reallocate approximately \$15 million annually from the TRAAK program to a new rustic roads program. Since the bill will prevent the department from paving these roads as planned, the department will not realize savings to maintenance costs associated with the paving of these roads.

Prepared by: Dennis R. Poshard, Assistant to Commissioner  
 Division: Commissioner's Office  
 Approved by: Joseph L. Perkins, Commissioner  
 Agency: Alaska Department of Transportation and Public Facilities

Phone 465-3904  
 Date/Time 3/5/02 11:24 AM  
 Date 3/5/2002

## What does HB 502 Accomplish ?

The intent of HB 502 is to provide new policy direction to the Department of Transportation. Specifically:

- Establishes the percentages of total funding (excepting the Marine Highway System) into five (5) funding categories.
- Places less emphasis on the TRAAK program, but allows funding to be used for remote trails, thereby increasing recreational opportunities thereby lessening the pressure on existing recreational areas.
- DOT has not constructed any new roads that provide for economic development, despite having the authority to do so. Existing roads are always prioritized over new roads (regardless if they are in urban or rural areas).

HB 502 provides a funding category and directs DOT to plan new dirt roads that would provide access to stimulate the economy. **The Legislature will finally have direct input into funding for economic development roads!**

- Provides a funding source for small but significant transportation links to remote small communities, such as an access road for a barge landing. This will greatly reduce the costs of living in remote areas and will result in lessening State subsidies to those communities.
- Establishes an annual fund source for Coordinated Transportation Systems from the National Highway System funds (specific earmarked Congressional funds are in danger of disappearing). HB 502 would provide approximately \$2 million annually.

Millie Ryan, Executive Director of the Governor's Council, gave testimony heard by the committee on March 19. She provided information on the savings realized by the state from the existence of the Coordinated Transportation System: a) saves the state \$15 million in nursing home costs, b) provides transportation for Welfare-to-Work (\$11,076/family of three) and Adult Public Assistance (\$4,344 each) participants, thereby saving the state funds when people move off public assistance rolls.

(Recommended by and supported by the Governor's Council on Disabilities and Special Education, and the Alaska Mobility Coalition)

# Alaska State Legislature

## House of Representatives



### Transportation Committee

## HEARING PACKET

For

**Tuesday March 19, 2002**

At the request of some committee members at the March 12 meeting, HB473 and HB502 have been consolidated into one committee substitute bill, CS HB502 (TRA).

The content of HB473 is now in Sections 4 and 5 of CS HB502. Changes made to HB473 include:

**Section 4** now has a project cost threshold of \$1 million (projects less than that will be exempt from the cost-benefit ratio re-analysis)

**Section 5** now only requires that DOT submit a written justification for projects not meeting the "1" cost-benefit ratio in the capital budget request. This will provide information to the Legislature while assessing the capital budget.

### HB502 has changed significantly.

1. The primary major change is the inclusion of draft DOT regulations into statute. This accomplishes setting the funding percentages to each funding category. The changes to the DOT regulations are in **Section 3:**

page 3, line 24 now includes a specific rustic road funding category

page 3, line 30 the Alaska highway system went from 8% to 7%

page 3, line 31 the community transportation system funding went from 33% to 32%

page 4, line 1, TRAAK funding went from 8% to 5%

page 4, line 3, 5% funding to go to new Rustic Road category

page 3, lines 27-29, one percent of the national highway funds is to be allocated for coordinated public transportation **NOTE:** definition added page 4, line 15

HB 502  
PamFILE

# **HEARING PACKET**

**For**

**Tuesday March 19, 2002**

## **Changes to HB 502 (continued)**

### **2. Title Change**

There are two changes:

- a. Titles of the two bills were combined
- b. Rustic "**Trails**" was added

**3. Section 2** adds "trails" to the rustic road category. This allows DOT to establish an unpaved trails program. With funding allocated to the rustic roads category, rustic trails will have a funding source. This will enhance access in rural areas.

22-LS0822\B  
Utermohle  
3/19/02

**CS FOR HOUSE BILL NO. 502(TRA)**  
**IN THE LEGISLATURE OF THE STATE OF ALASKA**  
**TWENTY-SECOND LEGISLATURE - SECOND SESSION**

**BY THE HOUSE TRANSPORTATION COMMITTEE**

Offered:  
Referred:

Sponsor(s): **HOUSE TRANSPORTATION COMMITTEE**

**A BILL**  
**FOR AN ACT ENTITLED**

1 "An Act relating to the designation of and funding for surface transportation categories  
2 under the statewide transportation improvement program and to rustic roads,  
3 highways, and trails; establishing a date for submission of the long-range transportation  
4 plan to the legislature; providing for an update of the cost and benefit analysis of certain  
5 transportation projects; relating to the benefit to cost ratio for transportation projects;  
6 and providing for an effective date."

7 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

8 \* **Section 1.** AS 19.10.020 is amended to read:

9           **Sec. 19.10.020. Designation of state highway system.** The department may  
10 designate, locate, create, and determine what highway facilities [HIGHWAYS]  
11 constitute the state highway system. The state highway system includes highway  
12 facilities within the following program categories

13                           (1) highways that are included within the national highway system

1           under the requirements of 23 U.S.C. 134;

2                       (2) the Alaska highway system; and

3                       (3) state-owned and maintained highways and transportation  
4           related facilities [IN DESIGNATING, LOCATING, CREATING, AND  
5 DETERMINING THE SEVERAL ROUTES OF THE STATE HIGHWAY SYSTEM,  
6 THE DEPARTMENT SHALL STRIVE TO ATTAIN THE PURPOSES AND  
7 OBJECTIVES SET OUT IN AS 19.05.125].

8 \* **Sec. 2.** AS 19.10 is amended by adding a new section to read:

9                       **Sec. 19.10.075. Designation of rustic roads, highways, and trails; funding.**

10           (a) A rustic road or highway is an unpaved road or highway that has been designated  
11 as a rustic road or highway by the legislature. A rustic trail is an unpaved trail or  
12 pathway used for access to a place for economic, historical, or recreational purposes  
13 that has been designated as a rustic trail by the legislature. The department shall plan,  
14 design, construct, and maintain a rustic road, highway, or trail according to  
15 appropriate planning, design, construction, maintenance, and safety standards for  
16 unpaved roads, highways, and trails. The department may not pave a rustic road,  
17 highway, or trail.

18           (b) The department may nominate an unpaved road, highway, or trail or a  
19 portion of an unpaved road, highway, or trail for designation as a rustic road, highway,  
20 or trail by the legislature. The department may solicit recommendations and  
21 comments from the public regarding unpaved roads, highways, or trails to be  
22 nominated for designation as rustic roads, highways, and trails.

23           (c) The following roads, highways, and trails are designated as rustic roads,  
24 highways, and trails:

25                       (1) the portions of the Denali Highway that are not paved on the  
26 effective date of this Act;

27                       (2) the portion of the Hatcher Pass Road from milepost 18 to milepost  
28 25;

29                       (3) the portion of the Copper River Highway from milepost 18 to  
30 milepost 49, including the Million Dollar Bridge (bridge number 0206);

31                       (4) Donlin Creek - Crooked Creek Road.

1 (d) The department shall establish a program to develop rustic trails. The  
2 department shall emphasize the development of rustic trails with the participation of  
3 local nonprofit historical, recreational, and other trail development organizations.

4 (e) The department shall incorporate projects for the planning, design,  
5 construction, and maintenance of rustic roads, highways, and trails into the statewide  
6 transportation improvement program under AS 19.10.155. The department shall  
7 evaluate rustic road and highway projects based on whether the project will promote  
8 economic development, the amount of the contribution for the project made from  
9 public and private sources, other than the state or federal governments, and the status  
10 of environmental approval for the project. The department shall evaluate rustic trail  
11 projects based on the amount of support for and contribution to the project by private  
12 nonprofit historical, recreational, or other trail development organizations.

13 \* **Sec. 3.** AS 19.10 is amended by adding a new section to read:

14 **Sec. 19.10.155. Statewide transportation improvement program.** The  
15 department shall develop a statewide transportation improvement program to schedule  
16 the expenditure of funds for designated surface transportation projects for the three  
17 fiscal years following the adoption of the program by the department.

18 (b) The statewide transportation improvement program must include projects  
19 within the following categories:

- 20 (1) national highway system;  
21 (2) Alaska highway system;  
22 (3) community transportation system;  
23 (4) trails and recreational access for Alaska system;  
24 (5) rustic road system.

25 (c) The department shall annually allocate appropriated federal funds among  
26 the statewide transportation improvement program categories as follows:

- 27 (1) 48 percent to the national highway system; one percent of the  
28 amount allocated to the national highway system shall be further allocated for  
29 coordinated public transportation;  
30 (2) at least seven percent to the Alaska highway system;  
31 (3) at least 32 percent to the community transportation system;

1 (4) at least five percent to the trails and recreational access for Alaska  
2 system; and

3 (5) at least five percent to the rustic road system.

4 (d) Notwithstanding (c) of this section, the department may transfer funds  
5 allocated to the national highway system to the Alaska highway system, if the  
6 commissioner determines that the transfer is in the best interest of the state.

7 (e) In this section,

8 (1) "Alaska highway system" means existing or planned highway  
9 facilities that are of statewide significance that are not included in the national  
10 highway system. "Alaska highway system" includes marine vessels and facilities of  
11 the Alaska marine highway system that are not included in the national highway  
12 system, vessels and facilities owned and operated by political subdivisions of the state  
13 that provide surface transportation services between communities in the state, and  
14 roads identified by the department by regulation;

15 (2) "community transportation system" means existing or planned  
16 surface transportation facilities of local or regional significance that are owned by the  
17 state or a political subdivision of the state, that do not qualify for inclusion in the  
18 national highway system, and that are not included in the Alaska highway system;

19 (3) "coordinated public transportation" means public and private  
20 transportation services provided to elderly persons, persons with disabilities, and the  
21 general public;

22 (4) "rustic road system" means unpaved roads, highways, and trails  
23 that have been designated as rustic roads, highways, and trails by law;

24 (5) "trails and recreational access for Alaska system" means those  
25 surface transportation projects that qualify for funding under the Land and Water  
26 Conservation Fund Act of 1965 (16 U.S.C. 4601-4 - 4601-11), as amended, the federal  
27 recreational trails program (23 U.S.C. 206), as amended, or the Intermodal Surface  
28 Transportation Efficiency Act of 1991 (P.L. 102-240; 105 Stat. 1914), as amended.

29 \* Sec. 4. AS 44.42.050(a) is amended to read:

30 (a) The commissioner shall develop annually a comprehensive, intermodal,  
31 long-range transportation plan for the state. In developing and revising the state plan,

1 the commissioner shall consider means and costs of improving existing modes and  
2 facilities, state and federal subsidies, and the costs and benefits of new transportation  
3 modes and facilities. The commissioner shall also consider the recommendation of the  
4 Alaska Transportation Planning Council. The plan shall be submitted to the governor  
5 for review and approval and submitted by the governor to the legislature by  
6 December 15 of each year.

7 \* Sec. 5. AS 4<sup>4</sup> 42.050 is amended by adding new subsections to read:

8 (e) The commissioner shall update each analysis of the costs and benefits of  
9 new transportation projects, including trail and transportation enhancement projects,  
10 prepared under (a) of this section to reflect increased preconstruction, construction,  
11 and maintenance costs of the project identified during preconstruction planning for the  
12 project. If (1) the initial costs of preconstruction planning, including preliminary  
13 engineering and design and environmental assessment or impact analysis, for a new  
14 large surface transportation project have increased by more than 50 percent since the  
15 initial project agreement to pay those costs for the project was entered into with the  
16 Federal Highway Administration, or (2) more than three years have elapsed without  
17 commencing construction of a large surface transportation project since the initial  
18 approval of the project by the legislature, then the commissioner may neither submit a  
19 preliminary design or environmental document to the Federal Highway Administration  
20 for approval nor contract for additional preliminary engineering and final design of the  
21 project, for the purchase of right-of-way for the project, or for construction of the  
22 project until the commissioner has included an updated analysis of the costs and  
23 benefits of the project in the next annual update of the state transportation plan  
24 submitted to the legislature under (a) of this section and the legislature has had the  
25 opportunity to review changes in the costs and benefits of the project and approve, or  
26 rescind prior approval of, the project during its consideration of the capital projects  
27 budget after the updated state transportation plan is received by the legislature. In this  
28 subsection, "large surface transportation project" means a surface transportation  
29 project estimated to cost \$1,000,000 or more to complete.

30 (f) Transportation projects that have a benefit-to-cost ratio greater than one are  
31 presumed efficient and projects that have a benefit-to-cost ratio of less than one are

1       presumed inefficient. The governor may not include an inefficient transportation  
2       project in a capital budget bill under AS 37.07.062 unless the bill is accompanied by a  
3       written analysis of the costs and benefits of the project and a detailed justification for  
4       the project. The governor shall provide the analysis and justification for the project to  
5       the legislature in order to aid the legislature in assessing the merits of the project.

6       \* **Sec. 6.** This Act takes effect immediately under AS 01.10.070(c).

# Governor's Council on Disabilities & Special Education

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## Mission

The mission of the Council is to create change that improves the independence, productivity and inclusion into the community for people with developmental disabilities and students in special education.

The Council plans, evaluates, and promotes programs for people with disabilities. It is composed of 28 members appointed by the Governor who are people with disabilities, parents and the representatives of principal State agencies and private providers that deliver services or supports.

Effective management of any large, complex service system requires access to data, strategic planning, and program development capabilities. People with disabilities and their advocates turn to state government and the legislature for continued leadership in meeting their needs for long term care and in-home supports. The Council provides the system with a constructive process that connects the public with policymakers to ensure the thoughtful development of an efficient service delivery system.

### Primary Programs and Responsibilities:

In Alaska the Council is responsible for interdepartmental planning and coordination of services to persons with substantial disabilities. Under the Individuals with Disabilities Education Act, the Council serves as Alaska's Special Education Advisory Committee. The Council is also the Interagency Coordinating Council for Infants and Toddlers with Disabilities. Members of the Council act as the Board of Directors for the Special Education Services Agency that provides consultation to rural districts regarding the education of students with severe or multiple disabilities. The council makes recommendations to the Alaska Mental Health Trust Authority that result in funding services that benefit people with developmental disabilities.

### Major issues:

The Council is focused on improving the quality of early intervention, special education and community services to people with disabilities. We advocate to reduce the number of people on wait lists for services and influence the development of long term care and in-home supports. Working with state agencies and the private sector, the Council carries out initiatives to eliminate the barriers experienced by people with disabilities in finding and keeping jobs that allows people to achieve independence from government supported benefits.

### Accomplishments:

**Long Term Care and In-home Supports:** As a result of the Council's planning, advocacy and the ability to forge coalitions, Alaskans receive individualized services in the community.

services are financed by Medicaid waivers that were designed by the Council or with state funds. There are no private or state operated ICF/MR facilities in the state. Savings realized from closing the ICF/MRs were captured and followed the residents into the community.

### **Self Determination and Empowerment:**

In April, 1998 Alaska hosted the International People First, Self Advocacy Conference. 1000 people with disabilities from nearly 18 countries attended. A focal point of the Conference was on the United Nations' Resolutions to improve the lives of people with disabilities throughout the world. Joe Pichler, Conference Chair and a Consumer Representative on the Council, was selected by the Governor as an Alaskan of the Year.

### **Employment:**

Using funds secured from the Alaska Mental Health Trust and a grant from the US Office of Special Education, the Council is working to reduce the barriers and disincentives that people with disabilities face in getting and keeping jobs. The Council piloted the creation of enterprises to be owned or operated by people with disabilities and developed training in grant writing and fundraising for organizations serving people with disabilities.

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## ALASKA MOBILITY COALITION

### Introduction

The Alaska Mobility Coalition is a statewide coalition of individuals and organizations formed to achieve mobility through community transportation systems for residents and visitors of Alaska. The Coalition's goals are to ensure:

- Improved and stable operating and capital funding for existing community transportation systems and services available to the public
- Safe and cost-effective rides to meet local, regional and state mobility needs
- New sustainable, coordinated community transportation

### Need

Alaska has serious community transportation needs, which prevent many Alaskans with disabilities, low-income individuals, seniors, youth and members of the general public from being employed and participating in their communities. Capital spending on transit is a small fraction of the \$500 million statewide transportation budget, and most of that money goes to ferry and rail improvements. Most local transit systems are so underfunded that their service levels are not keeping up with population increases. In Anchorage, for instance, population has increased 25 percent in the last 10 years, while transit services have decreased by 33 percent.

Traditional public transit systems exist in several Alaskan communities, including Anchorage, Fairbanks, Juneau, Ketchikan, Barrow and Metlakatla. Three Alaskan communities have relatively new coordinated community transportation systems (Kodiak, Mat-Su and Central Kenai Peninsula). No other Alaska community has a public transportation system. Although individual agencies may have accessible vehicles, the agencies restrict eligible clientele and hours of service. Services are seldom coordinated among the various agencies due a fear of loss of control and real or perceived liability concerns, insurance policy restrictions and staffing issues. In other communities, no accessible vehicles are available at all. Communities with traditional public transportation systems (Buses and ADA paratransit service) generally have limited hours of service due to a lack of resources, funding restrictions and lack of coordination with agencies that own accessible vehicles.

### Overview of Existing Community Transportation Systems

Alaska is in the beginning stages of building coordinated community transportation systems in communities across the state to address these problems. The new systems in Kodiak, Mat-Su and the Central Kenai Peninsula have resulted from these efforts. Coordinated systems take existing publicly funded vehicles owned by provider agencies, centralize dispatch, increase filled seats and increase vehicle usage. Not only is efficiency increased, individual riders have access to a full menu of options such as

voucher programs or travel training. In rural areas with no public transportation, public-private partnerships are sometimes created through the use of taxi voucher programs.

The benefits to the state of Alaska include more trips for more people to go to work, participate in the community and receive medical services; lower cost per ride; improved geographic coverage; lengthened hours or days of operation through increased dispatching efficiencies; and better use of funds agencies already receive to provide transportation services.

In the coordinated transportation programs: Anchorage, central Kenai Peninsula, Kodiak and Mat-Su (see Appendix A), 294,462 individual rides were provided in January 2002, with an additional 155 individuals receiving services through a taxi voucher program on the central Kenai Peninsula and Homer. The demand for these services is much higher than anticipated. The central Kenai Peninsula, Kodiak and Mat-Su programs exceeded their monthly ridership projections by 55 percent.

Sitka will be starting its coordinated system in July 2002 and Fairbanks is in the process of expanding its current fixed-route bus service and complementary paratransit service to a fully coordinated system. Other areas where services are being coordinated or will be coordinated to some degree include Homer, Seward, Dillingham and Juneau. Other areas with expressed interest in developing coordinated transportation systems include Copper Valley, Craig and Hollis, and Ketchikan.

### **Introduction to Recommendations**

In a time of tightening budgets and service demand that is growing at a significant rate, stable state funding to establish and operate coordinated transportation systems is essential. Across the nation, many states have passed enabling legislation to encourage communities to work together to seek federal funds and share resources. Most of these states have also established a variety of innovative ways to match federal dollars and provide community transportation. A transfer of dollars to community transportation is allowable, and is even encouraged on the federal level. It is time for Alaska to develop similar mechanisms to support communities trying to solve transportation problems.

The Alaska Mobility Coalition recommends the following funding options as viable means to establish stable state funding, either individually or in combination.

## ALASKA MOBILITY COALITION STATE FUNDING RECOMMENDATIONS

### Use of Funds

Funds will be used for the planning, development, improvement, operation and maintenance of coordinated community transportation systems for senior citizens, persons with disabilities and the general public. Funds may be used to match federal funds; purchase vehicles, equipment and facilities; contract for services (i.e. voucher/coupon programs); operations; and other system costs. These funds shall not be used to replace current sources of local funding.

### State Funding Options

#### **1. Percent of Highway Funds**

Amend the State's existing transportation bill to establish a coordinated transportation assistance fund and require that 1.5 percent or X dollars be transferred from state highway revenues to the coordinated public transportation assistance fund. For example, at 1.5 percent of \$500,000,000, this would result in a transfer of \$7,500,000 to the coordinated public transportation assistance fund, which will minimally impact the state highway program yet significantly increase the availability of coordinated transportation within the state.

#### **2. Fuel Tax**

Dedicate all or part of the state motor fuel tax for community coordinated transportation systems. In FY01, \$26.9 million in highway motor fuel taxes was received by the state; for every one-cent increase, an additional \$3,362,500 would be generated.

## APPENDIX A

### OVERVIEW OF EXISTING AND PLANNED COORDINATED TRANSPORTATION SYSTEMS IN ALASKA

#### Alaska's Coordinated Community Transportation Systems

##### Development Status

- **Anchorage Coordinated System**  
Operates People Mover fixed-route public bus service, AnchorRides complementary coordinated ADA paratransit and senior rides, and Share-a-Ride vanpool, with private taxi operator involvement and linking to the MASCOT system in the Mat-Su Valley. The Share-a-Ride vanpool serves Anchorage to/from Mat-Su (Wasilla/Palmer) and to/from Girdwood.  
The Anchorage system provided 261,315 People Mover trips, 15,522 AnchorRides trips, and 6,843 Share-a-Ride trips—providing 283,680 total trips in January 2002.
- **CARTS – Central Area Rural Transit System (central Kenai peninsula)**  
Operates public transportation including ADA paratransit service via a brokerage that coordinates rides provided by other agencies and provides some rides directly, and includes private taxi operator involvement.  
Monthly ridership: planned 3,363 trips; CARTS provided 3,711 regular trips and over 800 free daycare trips for children under six traveling with an adult in January 2002.
- **KATS – Kodiak Area Transit System**  
Operates KATS fixed route public bus service during morning and late afternoon rush hours, with complementary ADA paratransit service, and coordinates social service agency rides during this time and the rest of the day.  
Monthly ridership: planned 1,125 trips; KATS provided 1,323 trips in January 2002.
- **MASCOT – Mat-Su Coordinated Transportation**  
Operates MASCOT deviated fixed-route public bus service, complementary ADA paratransit service, and additional contracted door-to-door rides, and includes private taxi operator involvement. MASCOT links to the People Mover/AnchorRides system in Anchorage.  
Monthly ridership: planned 2,480 trips; MASCOT provided 5,748 trips in January 2002.
- **Sitka's Coordinated Community Transportation System**  
Will provide fixed-route public bus service, complementary paratransit service, and door-to-door service in outlying areas of the community. The system will feature a main year-round route and a shorter summer route. They have hired a director and are preparing to start services in July 2002. In their coordinated transportation plan, they project they will provide 55,600 trips annually (an average of 4,633 per month).

- **Fairbanks' Coordinated Community Transportation System**  
Will broker social service agency rides to further complement existing MACS fixed-route bus service and VanTran complementary paratransit service. Has recently secured federal funding for coordinated system dispatch center.

- **Other areas**

Limited coordinated services exist in **Homer** and will begin in **Seward** during 2002. **Juneau** coordinates ADA paratransit and senior rides, does further informal interagency rides coordination, and has been through a planning process to explore development of a full coordinated system in the future.

- **Unmet needs**

- **Dillingham** is currently finalizing their coordinated transportation plan, through which they have identified demand for 47,880 trips annually (an average of 3,990 trips per month). They are now examining alternative service structures to see how much of this demand can realistically be met through each alternative.
- **Copper Valley** and **Valdez** have expressed interest in coordinated transportation. These areas can potentially be linked to the MASCOT and People Mover/AnchorRides systems.
- **Craig & Hollis** will need community transportation related to the new IFA ferry services. **Other Southeast communities** will also be impacted by the new ferry system.
- **Ketchikan** needs expanded community transportation, indicating a coordinated system may be appropriate there.

## Alaska Public Transportation Systems Estimated Costs/Needs/Revenues

2nd Edition (updated 3/15/02)

Anchorage	Barrow	Central Kenai Peninsula	Fairbanks	Juneau	Ketchikan	Kodiak	Mat-Su Valley	Mellakatia	Sitka SITKA	TOTALS
People Mover, AnchorRides & Share-a-Ride	Public Transit System	CARTS	MACS & Van Tran	Capital Transit & Care a Van	The Bus & Care a Van	KATS	MASCOT	Mellakatia Public Transit	Coordinated Community Transportation System	

### FY 2002 PROJECTED OPERATING COSTS

	Data Not Yet Available							Data Not Yet Available	Planning Year		
Personnel	\$8,348,600		\$308,000	\$1,631,470	\$1,976,500	\$458,842	\$110,011	\$357,000			
Travel	\$9,140		\$3,500	\$0	\$0	\$1,500	\$1,500	\$2,000			
Contractual	\$2,920,510		\$275,200	\$68,210	\$506,200	\$61,260	\$107,571	\$14,000			
Supplies	\$1,640,510		\$43,000	\$180,100	\$562,300	\$7,500	\$11,180	\$4,000			
Equipment	\$0		\$5,000	\$0	\$0	\$300,000	\$5,000	\$85,000			
Grants	\$0		\$0	\$0	\$0	\$0	\$0	\$0			
Other	\$1,997,750		\$65,300	\$267,370	\$0	\$234,668	\$22,314	\$80,879			
<b>TOTALS</b>	<b>\$14,916,510</b>	<b>\$0</b>	<b>\$700,000</b>	<b>\$2,147,150</b>	<b>\$3,045,000</b>	<b>\$1,063,770</b>	<b>\$257,576</b>	<b>\$542,879</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,672,885</b>

### FY 2003 PROJECTED OPERATING NEEDS

									Operations to Start in 2003		
Personnel	\$715,000		\$354,200	\$1,701,530	\$2,220,700	\$580,945	\$139,235	\$477,000			
Travel	\$4,750		\$4,025	\$0	\$0	\$1,730	\$2,000	\$2,000			
Contractual	\$1,231,750		\$316,480	\$75,200	\$522,500	\$61,260	\$130,000	\$36,000			
Supplies	\$31,500		\$49,450	\$181,100	\$640,900	\$5,000	\$12,000	\$6,600			
Equipment	\$0		\$5,750	\$0	\$0	\$10,000	\$3,000	\$150,000			
Grants	\$0		\$0	\$0	\$0	\$0	\$0	\$0			
Other	\$47,000		\$75,095	\$274,370	\$0	\$259,479	\$30,000	\$203,400			
<b>TOTALS</b>	<b>\$2,030,000</b>	<b>\$0</b>	<b>\$805,000</b>	<b>\$2,232,200</b>	<b>\$3,384,100</b>	<b>\$918,414</b>	<b>\$316,235</b>	<b>\$875,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,560,949</b>

### FY 2003 PROJECTED CAPITAL NEEDS

Per Alaska Public Transportation Management System*	\$0		\$0	\$0	\$0	\$0	\$0	\$0			
Other Capital Needs											
Vehicles & Equipment	\$2,917,000		\$110,000	\$0	\$2,295,000	\$10,000	\$1,500	\$586,041			
Facilities, Etc.	\$1,304,000		\$0	\$0	\$1,695,000	\$0	\$0	\$800,000			
<b>TOTALS</b>	<b>\$4,221,000</b>	<b>\$0</b>	<b>\$110,000</b>	<b>\$0</b>	<b>\$3,990,000</b>	<b>\$10,000</b>	<b>\$1,500</b>	<b>\$1,386,041</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,718,541</b>

### FY2003-FY 2007 PROJECTED CAPITAL NEEDS

Per Alaska Public Transportation Management System*	\$0		\$0	\$0	\$0	\$0	\$393,900				
Other Capital Needs											
Vehicles & Equipment	\$18,948,000		\$240,000	\$2,900,000	\$2,600,000	\$5,000	\$75,000	\$83,000			
Facilities, Etc.	\$18,080,000		\$1,000,000	\$800,000	\$0	\$0	\$0	\$500,000			
<b>TOTALS</b>	<b>\$37,028,000</b>	<b>\$0</b>	<b>\$1,240,000</b>	<b>\$3,700,000</b>	<b>\$2,600,000</b>	<b>\$5,000</b>	<b>\$75,000</b>	<b>\$976,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$45,624,900</b>

\* APTMS is a statewide transportation inventory of publicly funded vehicles/equipment/facilities, with a needs identification component. Some capital needs are not yet in the APTMS and in some cases needs have changed.

## Alaska Public Transportation Systems Estimated Costs/Needs/Revenues

2nd Edition (updated 3/15/02)

Anchorage	Barrow	Central Kenai Peninsula	Fairbanks	Juneau	Ketchikan	Kodiak	Mat-Su Valley	Metlakatla	Sitka	TOTALS
People Mover, AnchorRides & Share-a-Ride	Public Transit System	CARTS	MACS & Van Tran	Capital Transit & Care a Van	The Bus & Care a Van	KATS	MASCOT	Metlakatla Public Transit	Sitka Coordinated Community Transportation System	

### SOURCES OF FY 2002 OPERATING REVENUES

**Soft Sources of Operating Revenues** (estimated portion of current operating revenues that are uncertain from year to year)

#### Federal - Administered by Federal Government (including Congressional Earmarks)

FTA 3037 JARC (discretionary)		\$152,500			\$293,000		\$130,500			
FTA 5307 Urbanized (formula)										

#### Federal - Administered by State

FTA 5303 Planning (discretionary)										
FTA 5309 Capital (discretionary)										
FTA 5310 Elderly & Persons with Disabilities (formula)						\$63,468				
FTA 5311 Nonurbanized &/or Intercity (formula)		\$2,500		\$4,000	\$1,000	\$2,776	\$2,040			
FTA 5311 RTAP Training (discretionary)		\$5,000	\$5,000	\$10,000		\$2,000	\$2,000			
Medicaid		\$15,000				\$7,000	\$5,000			
Welfare to Work						\$1,500	\$7,800			
TANF		\$25,000					\$25,000			
Older Americans Act (may include State GF)	\$50,000									
FHWA - DOT/PF										

#### State

AK Mental Health Trust		\$50,000					\$58,000			
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#### Program Income

(farebox, advertising, contracts, etc.)

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#### Private Grants

		\$15,000								
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#### Local Government (City, Borough, Tribal)

	\$1,710,260		\$30,000	\$710,550	\$421,100	\$84,770				
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#### Other Local Sources (include local match)

Cash		\$10,000				\$72,776					
In-Kind											
<b>SUBTOTALS</b>	\$1,760,260	\$0	\$305,000	\$715,550	\$435,100	\$378,770	\$149,520	\$230,340	\$0	\$0	\$3,974,540

# Alaska Public Transportation Systems Estimated Costs/Needs/Revenues

2nd Edition (updated 3/15/02)

Anchorage	Barrow	Central Kenai Peninsula	Fairbanks	Juneau	Ketchikan	Kodiak	Mat-Su Valley	Metlakatla	Sitka	
People Mover, AnchorRides & Share-a-Ride	Public Transit System	CARTS	MACS & Van Tran	Capital Transit & Care a Van	The Bus & Care a Van	KATS	MASCOT	Metlakatla Public Transit	SITKA Coordinated Community Transportation System	TOTALS

## Stable Sources of Operating Revenues

Federal - Administered by Federal Government (Including Congressional Earmarks)

FTA 3037 JARC (discretionary)										
FTA 5307 Urbanized (formula)	\$692,000									

Federal - Administered by State

FTA 5303 Planning (discretionary)	\$265,000									
FTA 5309 Capital (discretionary)										
4 5310 Elderly & Persons with Disabilities (formula)										
5311 Nonurbanized &/or Intercity (formula)		\$90,000	\$90,000	\$80,000	\$60,000	\$70,000	\$70,000			
FTA 5311 RTAP Training (discretionary)										
Medicaid		\$60,000				\$25,363	\$20,000			
Welfare to Work										
TANF		\$75,000					\$75,000			
Older Americans Act (may include State GF)	\$400,000					see Program Income				
FHWA - DOT/PF	\$530,000									

State

AK Mental Health Trust										
------------------------	--	--	--	--	--	--	--	--	--	--

Program Income

(farebox, advertising, contracts, etc.)

\$2,269,250	\$100,000	\$341,600	\$529,900	\$225,000	\$12,693	\$147,539				
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Private Grants

Local Government (City, Borough, Tribal)

\$9,000,000	\$70,000	\$1,000,000	\$2,000,000	\$400,000						
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Other Local Sources (include local match)

Cash										
In-Kind										
<b>SUBTOTALS</b>	\$13,156,250	\$0	\$395,000	\$1,431,600	\$2,609,900	\$685,000	\$108,056	\$312,539	\$0	\$0
<b>TOTALS</b>	\$14,916,510	\$0	\$700,000	\$2,147,150	\$3,045,000	\$1,063,770	\$257,576	\$542,879	\$0	\$0

**HB**

**507**

Subj: (no subject)  
 Date: 4/2/2002 12:26:31 PM Alaskan Standard Time  
 From: Mancubs004  
 To: Representative Pete Kott@legis.state.ak.us, Representative Brian Porter@legis.state.ak.us

Ref: House Bill 507 "An Act naming the Trooper Roelle Memorial Weigh Station and the Officer Wollam Memorial Bike Trail.

On July 9, 2001, Officer Justin T. Wollam, with the Anchorage Police Department was killed in the line of duty, after being struck head-on intentionally by a drunk driver that had been pursued by other officers.

Justin had worked five years with Anchorage Police, after moving here from Texas, where he also worked as a police officer. Justin was married to Kristy and had a four year old daughter, named Kristin.

Officer Justin Wollam was a young officer who loved being a police officer and had made Anchorage his choice to pursue his love of law enforcement. Justin touched the lives of co-workers, friends and anyone else who came in contact with him.

I ask that we not forget Officer Wollam and in naming the bike trail by where he died in honor of him, would be an honor for Officer Wollam, his co-workers, family and friends. It would show that we will not forget the sacrifice, bravery that Officer Wollam gave on July 9, 2001.

I will also be faxing some letter of reflections by fellow officers, friends and family members.

Thank you  
 Cindy Pollitt  
 (retired State Trooper)  
 email mancubs004@aol.com

*Judy Oliver - Kott's  
 Naming Bill - preservation  
 Way Station / Bike Trail*

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The Officer Down Memorial Page remembers...

**Patrol Officer Justin T. Wollam**  
Anchorage Police Department, AK



Reflections

**Cause of Death:** Vehicular assault  
**End of Watch:** July 09, 2001  
**Date of Incident:** July 09, 2001  
**Age:** 28  
**Tour of Duty:** 5 yr  
**Suspect Info:** Killed in accident  
**Weapon Used:** Automobile; Alcohol involved



Officer Wollam was killed when his cruiser was struck head-on by a vehicle being driven by a drunk driver. The vehicle had been spotted earlier by an officer who attempted to stop it because it was driving erratically. The vehicle sped off and was pursued by the officer. After the vehicle stopped several juveniles fled from it with officers in pursuit. Other juveniles who remained in the vehicle started to flee again and were followed by other officers from a distance. At approximately 0400 hours the vehicle crossed into opposing traffic on Glenn Highway where it struck Officer Wollam's cruiser. The driver of the vehicle and two occupants were also killed in the accident.

Officer Wollam had been with the agency for two years and had been in law enforcement for a total of five years. He was survived by his wife and 4-year-old daughter.

- Leave a Reflection
- Send this memorial to a friend
- List all officers from this agency
- Printer-friendly view

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## Friends and Family Remember...

**Patrol Officer Justin T. Wollam**  
Anchorage Police Department, AK

---

To the family and friends of Officer Wollam, Our thoughts and prayer go out to you.

My husband was also killed in line of duty when he was 27 and he also left our daughter when she was 4 and our son when he was 7, I know what your wife is going through right now, please take care of them from up in heaven and be always near them as the "angel" that you are now.

God Bless you always.

Terry Miyares  
widow  
Officer Emilio Miyares  
Hialeah Police Dept, Florida  
E.O.W. 11/6/86

**Terry Miyares, officer's widow**  
Hialeah Police Dept.

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You are not forgotten! We will continue to do the job in your honor and in memory of you and all who laid down their lives so that we could live in a civilized society. We are stronger because of you. Rest in peace.

**PTLM. M.W. LUDLOW**  
PALMYRA POLICE DEPARTMENT, NJ

---

*X*  
I'm very sorry to hear about the tragic death of Officer Wollam. It is surprising how many people show complete disregard for the lives of others by drinking and driving. However, Officer Wollam's sacrifice inspires me even more to do all that I can to become a police officer and protect people from these tragedies just as he did.

"Greater love hath no man that this, that a man lay down his life for his friends." John 15:13

I pray that his family, friends, and fellow officers find comfort through the hope that faith in the Lord always brings.

**Anonymous**

---

"I was that which others did not want to be. I went where others feared to go,

and did what others failed to do. I asked nothing from those who gave nothing, and, reluctantly excepted the fact of eternal loneliness ...should I fall. I have seen the face of terror and felt the stinging cold of fear. I have loved, cried, suffered, and hoped, but most of all, I have lived times others would say were "best forgotten". At least some day I will be able to say that I was proud of what I was - A LAW ENFORCEMENT OFFICER!" (Source Unknown Author)

**Kelly  
Des Moines, WA**

---

My families thoughts and prayers are with you at this difficult time. Our family lost Trooper Moen 2 weeks ago and nothing that we can say can ease your pain. May God be with you and your family.

**Anonymous**

---

To the Family, Relatives, Friends, and Colleagues of Officer Justin T. Wollam.

We were all saddened at the news of this officer making the ultimate sacrifice in the line of duty. Our sincere condolences go out to each of you and our prayers go up for you.

May god bless and keep you in His mighty arms,

Jack H. Lanier, Jr.  
Chaplain, Longview Police Department (TX)

**Chaplain  
Longview police Department (TX)**

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\* Officer Justin T. Wollam was an excellent officer. His smiling face was always welcome in dispatch.

Our thoughts and prayer are with his family in this time of grief.

**Louise Dunn, Dispatcher  
Anchorage Police Department**

---

This case is a prime example of the fact that you need to ensure that when you put on that uniform your right with the world. The fact that so many times we don't "pre-think" our day only leaves me wondering what would happen if my life was taken in the line of duty without warning. So many officers have been taken these months its hard not to have a heavy heart. A piece of all of

us is gone forever. We only hope the lord above looks after us and those officers who have given the ultimate sacrifice watch over us in our daily battles. We are warriors of the modern ages. We live and die everyday. Our only hope is to make the difference in the communities that we have chosen to make our homes. The lucky ones make a difference in a lot of communities. To Justin, you will live within us. To the family and friends, know that you have our love.

**Patrol Officer Jonathan Terland  
Fairbanks Police Department**

---

It is a great tragedy when an officer loses their life. It is extremely tragic when it is lost in a senseless act such as this. Officers Wollam's friends and family are in our thoughts and prayers.

**Deputy Steven D. Ray  
Cochise County S.O Arizona**

---

Rest in peace Officer Wollam.

**Anonymous**

---

To Ofc. Wollam and his family,  
You will be in our prayers. You have paid the ultimate price for those you will not. Go forth and patrol from your heavenly post. We will serve in your honor.  
"UNA STAMUS"

**Ofc. B.C. Moore  
Cobb County PD, GA**

---

My heart goes out to the department, friends, and family of this hero.

**Andy  
Baltimore City Police**

---

God Bless you sir, and may you find peace. Please watch over your brothers and sisters in LE as they go about their everyday lives. They might not suffer the "ultimate sacrifice" as you have, but your watch will help. Thank you for "protecting and serving." You shall not be forgotten.

**Anonymous**

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"Unable are the loved to die, for love is immortality"- (Emily Dickinson-1864)

**Annoymus**

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\*

Justin,  
How will we go on, now that you are gone?  
You are no longer with us, so who responds when we ask for a 10-34?  
The senseless way you were taken from us leads me to only one  
conclusion...God needed a cover unit, and none better to answer the call.  
The men and women of the Anchorage Police Department WILL go on, in  
your honor! We do this knowing that we have a long, tall, Texas angel on our  
shoulders.  
You will remain in our hearts always.  
Rick and Anita

**Sergeant Rick & Anita Shell  
Anchorage Police Department**

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\*

Dear Officer Wollam,  
  
Many thanks for serving us in Anchorage. And, inasmuch as you had to  
surrender your life, know that you go to God having certainly saved many  
more from this reckless delinquent.

Your life and service was not in vain.

**Alan Cleveland  
Alaska Visitor's Network**

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MY Son was Killed on Duty one Year ago Yesterday. He left Three Babies  
and a Wife behind. So all of us here know the Terrible feeling. Justin was  
young like my son. What a Shame to die so young. We will say Prayers for  
you. Being a Policeman is like being a Soldier in a War zone! You never know  
when its your Time to go. 75 have died so far this Year. They are all in the  
Hands of God now. Kenny

**Deputy Sheriff Kenny Hetrick  
Ottawa county Sheriffs Dept**

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You died a hero. You lived as a hero, to your co-workers, your wife and your  
child. We will carry on in your absence. Knowing that you are now a Guardian  
Angel to all or your LE Brothers and Sisters is some comfort. Rest in Peace  
Brother.

**Inspector Tim Huff  
US Customs**

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To the family & friends of Justin:  
May you find comfort in the love and friendship that surrounds you. My son

and I will be saying a special prayer for you.

Hugs and love, Jodi

**Jodi  
Honolulu Police Department**

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I am so sorry for your loss. It is to far for me to travel but I have been to Anchorage and found it a beautifull place.

If I can assit you in any way please contact me.

Again, I give you my most sincere condolences. It is tough when one of us can no longer answer roll call.

Terry

**T Bacus  
Columbus**

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\* We will miss your willingness to help and to learn. Thanks for the chance to work with you.  
You are not forgotten.

**Det. Scott Jessen  
Anchorage Police**

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**GOD BLESS YOU AND YOUR FAMILY MY BROTHER YOUR TOUR HAS ENDED, MAY YOU KNOW WATCH OVER THE REST OF US TO KEEP THE DEMONS AWAY! YOUR IN A BETTER PLACE, YOU DID WHAT OTHERS FEAR TO DO AND DID IT WITH PRIDE!**

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\* Justin was a hard worker, and good at being a cop. He was not heavy-handed, badge-heavy, nor a coward. He was easy to get along with, easy to talk to, never complained at work, and always handled more than his share. Justin would back up officers without being asked. To Justin's family, I'm so sorry for your/ our loss. He will be sorely missed, and never forgotten.

**Psalms 34:15-18**

"The eyes of the Lord are toward the righteous, and His ears are open to their cry. The face of the Lord is against evildoers, to cut off the memory of them from the earth. The righteous cry and the Lord hears, and delivers them out of all their troubles. The Lord is near to the brokenhearted, and saves those who are crushed in spirit."

With tears, we bid you good-bye, until we meet again.

Your friends, Brett & Carol Sarber

**Patrol Officer Brett Sarber  
Anchorage Police Department**

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To another fallen brother...rest in peace and remember you are now patrolling the streets of heaven with your fellow brothers who gave the ultimate sacrifice.

God Bless Family and Friends of Officer Justin T. Wollam.

**Ptd. Matt Morton  
Traverse City Police Department, Traverse City, Michigan**

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Justin,

X

Your enduring smile, warm heart and Texan gait will never be forgotten. God had a reason for taking you that will always be beyond our understanding, but I like Rick's sentiment, God must have needed a 34, cozle. God speed my brother.

**OFC Mike Raleigh  
Anchorage Police Dept.**

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Mrs. Wollam,

We are forever indebted for the great sacrifice that Justin made. May the Lord forever bless and keep your family and loved ones.

"SEMPER FIDELIS"

**Officer Allen  
DOD, NDW**

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X

It is not fair that a husband/father of his quality was taken away from those who love him by an intoxicated, delinquent teenager. I pray that Justin's wife and child can overcome the grief from this horrible incident and move on with the hope of seeing him again someday in a better place.

Our prayers are with you Justin and family.

**Officer Rob Lund  
Anchorage Police Dept.**

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Mere words cannot express my true feelings right now. I have been involved with way too many 'Officer Killed' funerals. They take their toll on us all. This senseless act has resulted in four needless deaths, the hardest (in my eyes)

is that of our brother, Justin.

\* Justin is the youngest to have given his life at our department. The true story of this incident is gut wrenching - but the shortened version is that the young adult driver INTENTIONALLY drove at Justin's vehicle. This was NO accident.

To the Wollam family - my deepest regards and heartfelt sadness are the feelings that I share with you. Know that Justin will never be forgotten, that his wife and child will be part of 'our family' forever. My prayers, and those of my family are with you one and all. Get close to your family. and believe in the strength of God as you begin the journey of grieving and healing.

Justin, rest in peace our brother!

Sgt Paul Honeman and Family  
APD

**Sergeant Paul Honeman**  
**Anchorage Police Department**

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I wish to say this officer is also a hero, a man who took the risks to make society safer, and in the process, may have saved another life, with his own....God surely holds you tightly now, and He never forgets those whom mourn your loss, he will strengthen those who ask, and He too grieves, America grieves...we will NEVER FORGET!

Rest in peace comrade, a job well done....

**Scott Parker**  
**Former Harris County Deputy Constable**

\* Justin

The citizens of Anchorage may never know how much of a difference you made out there but those who knew you understands the void that is left with your passing. Every day you put on the uniform you realized that this could be your last day but that never affected the way that you conducted yourself and the professional way you handled your calls. I will cherish the times we worked together in Eagle River.

Kristy and Kristin having lost a father at the age of 13 I know first hand the void that is left in your hearts, eventually the pain will fade and will be replaced with fond memories of the kind of person Justin was as a husband and as a father, Kristin your daddy was a true hero may you never lose those memories. You are forever a part of the APD family and we will be there for you.

You, Lord, are my shepherd. I will never be in need. You let me rest in fields of green grass. You lead me to streams of peaceful water, and you refresh my life. You are true to your name, and you lead me along the right paths. I may walk through valleys as dark as death, but I won't be afraid. You are with me, and your shepherd's rod makes me feel safe. You treat me to a feast, while my enemies watch. You honor me as your guest, and you fill my cup

until it overflows. Your kindness and love will always be with me each day of my life, and I will live forever in your house, Lord. Psalm 23

Justin you will be with me each day of my life. Goodbye brother.

**Patrol Officer Kevin R Armstrong  
Anchorage Police Department**

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Are thoughts are with you we just lost an deputy on Saturday. It is tuff to deal with ill

**Deputy Brent Martin  
Morgan Co. Sheriff Indiana**

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Justin, I didn't know you and yet I still feel a great loss from our family in law enforcement. I worked for the Anchorage Police Department briefly and it truly is a great family that suffered a great loss by your death. I believe now you are patrolling the best beat a cop can have.

Farewell, Officer Shaun Henry San Diego Police

**Officer Shaun P. Henry  
San Diego Police Department**

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X Justin was a caring, compassionate person and loving husband and father. He will be missed forever by his family. When my daughter Kristy and Justin decided to marry, I told her I couldn't have picked a better son-in-law. I loved Justin as a son. He left behind a beautiful daughter, Kristin who is like him in many ways. I thank God for giving us Justin, and Justin for giving us Kristin. Justin, we will watch after Kristy and Kristin. As you watch over us from Heaven, know you are in our every thought. We love you.

**Charles Cash, civilian (Justin's Father-**

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X WELL JUSTIN, WE MISS YOU BUD. I MISS THE DAYS OF YOU AND I FIGHTING WITH ROBERT AND RUSSELL WHEN WE WERE YOUNG WHILE STAYING WITH OUR GRANPARENTS FOR THE SUMMER. I WILL FOREVER CHERISH THE MEMORIES THAT I HAVE OF YOU. COMING DALLAS AND RIDEALONGS WITH ME. YOU AND I GETTING LOST LOOKING FOR WHERE BONNIE AND CLYDE WERE BURIED. HAVING JENNIFER AND KRISTI WAIT IN THE VAN IN A NOT SO NICE PART OF TOWN. BOY WERE THEY HOT. YOUR DRIVE AND DETERMINATION HAS INSPIRED ME..SENSELESS ACTS HAVE TAKEN YOU FROM US AND I WILL NEVER UNDERSTAND WHY. OUR HEARTS ARE BROKEN. HEARTS MEND, BUT, WE WILL FOREVER BEAR SCARS OF A BROKEN HEART TO SERVE AS A REMINDER OF YOU. THANKS FOR ALL THE GOOD YOU BROUGHT INTO THIS WORLD. IF ONLY WE HAD ONE MORE DAY WITH YOU. I GUESS I ALWAYS THOUGHT I KNEW ALOT, BUT YOU KNOW ONE THING I DON'T. WHAT HEAVEN LOOKS LIKE. SEE YOU WHEN I

GET THERE..LOVE YA!!!!!!

YOUR COUSIN  
JAMES

**JAMES EASTERLING  
ADDISON POLICE DEPT**

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\* What kind of Officer do you want to come to your call for help?  
What kind of Officer do you want to wear your department's uniform?  
What kind of officer do you want to arrive as your "back-up?"  
What kind of Officer should we all strive to be like?  
Justin T. Wollam. 6'4" tall, lean, strong, and technically and tactically proficient. Justin was always quick to smile and see the light and humor in any situation, but was compassionate and understanding with every complainant and victim he came in contact with. Justin had developed a command presence and confident bearing that let everyone around him know that he was "now in control" of whatever situation he was involved with. Justin could quickly assess any situation he got into, make a plan, and solve the problem at hand.  
A.P.D. lost one of our finest. A better partner and friend I could never find. I miss that Texas "drawl", and big "cheesy" grin. Rest easy, Justin, and handle the call GOD dispatched you to. We all will 10-34 you from down here, and make sure KRISTY and KRISTIN are safe.

**Jared McKay  
Anchorage P.D.**

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\* This community lost a dedicated officer and I lost a great friend. Justin, the only comfort I find in any of this is that you are "on the job" in a much better place, watching over each and every one of us. While I find it impossible not to grieve your death, I shall strive to celebrate your life with us, for you made a lasting impression on those around you.

To a great friend, a wonderful husband, an outstanding daddy and a true hero.....I will never forget you and shall one day be proud to stand by your side again.

**Ofc. Ryan Rockom  
Anchorage Police Department**

**Officer Ryan Rockom  
Anchorage Police Department**

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Brother I will keep you in my memories. It is so tragic that the Lord is always calling us one after another. We chose this job knowing its dangers. It is a thankless job only your fellow brothers and sisters can understand. But, you will never be forgotten. May god bless you and your family, and may he watch over your wife and daughter.

**Deputy Sheriff  
Seminole County Sheriff's Office FL.**

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On behalf of the Fraternal Order of Police, our deepest heartfelt condolences on this tragic loss. We will never forget your dedication, bravery and ultimate sacrifice in protection our Nation, and your communtiy. This service was not in vain, for it displayed uncommon valor in this collective effort to make our nation free from the evil that exists in our world today.

"The Lord is a refuge for the oppressed, a stronghold in times of trouble. Those who know your name will trust in you, for you Lord have never forsaken those who seek you." Psalm 9:9-10

**John D. Sainz**  
**Tucson Police Department**

I'm so sorry for the tragic and sudden death of your husband. I know you are very proud to have been married to such a wonderful man. My husband was a police officer too, he loved his job so much. He wasn't killed in the line of duty, he died from cancer. It was a horrible battle we faced, and unfortunately his body could not take anymore. I hope that you are doing ok, I know it's the hardest thing you have ever been through. Be strong and safe and take care of yourself.

Deanna  
Young Widows

**Wife of Corporal John Pursley #11**  
**Bay Saint Louis Police Department**

Justin,

\*

It was with heavy hearts and many tears that my family bid you farewell one month ago. Our ray of hope has been your faith in Christ. Another has been the assurance we have that we will see you again one day. As a result of your faith, our 5 year old son accepted Jesus' gift of salvation. After watching your funeral service on t.v., he decided that he would like to meet you one day, in a far better place. Hopefully, your ultimate sacrifice will bring others to embrace the faith you lived out in your life.

"Thank you," from a grateful mother and citizen. I will never forget you and I promise to stand by Kristy and Kristin as long as I live.

**Cheri Chavers**  
**APD Officer's Wife**

\*

Justin,

Sweetheart, I miss you terribly and try day by day to get through my life without you. My mind is constantly thinking of you and my heart breaks everytime I am shocked into the realization that you are gone. Thank you for all the beautiful memories of our life together, and more importantly, thank you for our beautiful daughter! I promise to try to make every dream you had for her come true.

X Until we meet again and you can once again wrap me in your arms....  
All of my love FOREVER,  
Kristy

**Kristy Wollam**  
Justin's Wife

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X I don't remember a time when I didn't know Justin. Growing up in the small town of Danbury, Texas, we were always friends. We shared crayons the first day of kindergarten, and I was there the day he left Texas for Alaska. I don't think Justin ever really knew how deeply he touched everyone he came in contact with. Anyone who ever spent time around Justin can tell you they're a much better person for having known him.

Justin was also a truly dedicated husband and father, something truly rare in this day and age. His love for Kristy and Kristen was always evident and undeniable. I know that much of the love I try to show my wife every day was learned from Justin's shining example. I only hope I can be half the father he was.

Justin, I miss you every day and I can't wait to see you again. In the end, the most important thing I know is that you always have been, and always will be my friend.

**Robert P. Hanson**

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X God looked around his Garden and found an empty place.  
He then looked down upon his earth and saw your loving face.  
He put his arms around you and lifted you to rest.  
His Garden must be beautiful, he always takes the best.  
You've left us precious memories, your love will be our guide.  
You live on through your child, you're always by our side.  
It broke our hearts to lose you, but you did not go alone.  
For part of us went with you on the day God called you home.

With this, I send my love and prayers for you and your family.

**Trish Buddner**

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X Hey Justin - I'm sorry we haven't seen each other in so long. This thing called life took each of us on separate journeys. My hope to see you again in this life has past. I'm so sorry it took you leaving us for me to finally meet Kristy and Kristin. Your little girl reminds me so much of you. I keep thinking about that summer day we went to San Antonio and New Braunfels - just you and me, no adults! We always had such fun whenever the family would all get together. And I haven't forgotten getting you into that Police Academy movie when you were WAY too young for an R-movie - but you loved hanging out with the "older kids." In the last month, I've made a point of saying "thank you" to any police officer I see. You'd love it! They all give me this funny look when I walk up to them, that little supscious look I think all police officers have. I hold out my hand, introduce myself, and tell each one "Thank you for all that you do in protecting me and the city." When the officer(s) hears that, I think