

ALASKA LEGISLATURE COMMITTEE FILES 2001-2002 8672

10495 HOUSE TRANSPORTATION

380

* they're surprised. I explain why I'm saying thank you - that our family lost you recently and that you were the type of officer that they would want to work with and have at their side and that all police officers should be told "thank you" by those they protect. I can tell that they're touched and appreciate my word of thanks. I'm going to keep doing it, Justin. Go with God, bud. I look forward to seeing you again in a better place. We'll miss you always. Your cousin, Barbra

Barbra Kamer (civilian)

* Justin,
you were the best man in my wedding, my husband's best friend, you saved me from the monsters at the haunted house in houston, you laughed at me when I won that big ugly hat at astroworld. there are too many memories to list but I am gonna miss you dearly. I know I will see you again and we will have many more memories to make together. I will be praying for Kristy and Kristen everyday.

forever friends
sara keenom

sara

* Dear Justin,
When I got that phone call from Texas I didn't understand how something so awful could happen to someone who is so loved. We have watched you grow up by pictures, letters and long phone calls. Of course your visit to Md was great, but our visit to Texas was unforgettable. You and Beverly fought from the time we left the airport to the time we went back, boy what a week you and Beverly had. Then you both cried when we left. Oh, you kids. I'll be in Texas in a few weeks, so I'll visit you. Mom and I have been friends for almost 40 years, so I'll keep a good watch out for her. We talk alot these days. You and my Beverly just grew up to fast. We will always remember you and think of all the good times our family has had. We love you.

Aunt Elsie, Beverly and Family

Hey TEXAS SLIM, aka: JUSTIN

miss you.
I am not good on writing a message, I would rather talk to you in person, so I will say to you, cant wait to see you.

love always,
lj
back home in TEXAS.

**Patrol/ Laura Jo
Angleton Police Department/TEXAS**

Dear Justin,

*

This is your Mom. You were such a pleasure to your dad and me for 28 years. You know if your Dad or me could have taken your place and died for you we would have done it. But it was Gods will for you to join h m in heaven. Your dad and I will talk about funny things you did when you were little. Like the time we had to make a sudden stop by the road coming from the mall, (That is our secret, huh son) and how we would go out to eat you would always order the most expensive thing. Your brother Russell would always say "Justin that's too expensive" but you would order it anyway. You know son; I wouldn't have it any other way. The one thing I'll miss most of all is when we talk on the phone; the last thing you would always say to me is "I love you Momma". Son your Dad and I will always have an empty place in our hearts not having you here with us. I know you are in Gods hands and He is taking care of everything.

We Love You and We Miss You,

Momma and Daddy

PS. I've learned to make chicken and dumplings, but they're not as good as Ma-Maw's

Beverly Wollam
Justin's Mother

Not all heros live in New York. You are missed by all in Anchorage.

Anonymous

*

Justin, its been seven months since that fatefull night in July and we miss you as much today as we did then. Things are changing left and right here at APD with people retiring and resigning and new guys coming on, we always make sure we tell the new guys about you and what a great guy you are. Kristin and Kristy seem to be holding up real well its great that they have the family out here and they will always be a part of the APD family. Well buddy guess Ill close for now and get ready for work, I know you are watching over us from above and we all appreciate that. Untill we meet again my friend.

Anonymous

*

Justin

Well its come to a close I guess...the people responsible for providing the alcohol to the teens that were in the accident with you got the maximum sentence, which still isnt enough in my oplnion. This will hopefully bring relief to Kristy and Kristin and your family and friends. Hopefully "Justins Law" with pass all the legal hurdles it has awaiting and when in effec: will keep this from happening again. Well my friend, rest easy and well meet again someday.

Anonymous

22-LS1601\C
Utermohle
3/19/02

CS FOR HOUSE BILL NO. 507()

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-SECOND LEGISLATURE - SECOND SESSION

BY

**Offered:
Referred:**

Sponsor(s): HOUSE RULES COMMITTEE

A BILL

FOR AN ACT ENTITLED

1 "An Act naming the Trooper Roelle Memorial Weigh Station, the Officer Wollam
2 Memorial Bike Trail, and the Sergeant James Bondsteel Bridge of Honor; and providing
3 for an effective date."

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

5 * **Section 1.** AS 35.40 is amended by adding new sections to read:

6 **Sec. 35.40.150. Trooper Hans-Peter Lothar Roelle Memorial Weigh**
7 **Station.** The northbound weigh station at mile 10.6 of the Glenn Highway is named
8 the Trooper Hans-Peter Lothar Roelle Memorial Weigh Station.

9 **Sec. 35.40.155. Officer Wollam Memorial Bike Trail.** The Glenn Highway
10 bike trail is named the Officer Wollam Memorial Bike Trail.

11 **Sec. 35.40.160. Sergeant James Bondsteel Bridge of Honor.** Bridge
12 number 1121, across the Knik River in this state, is names the Sergeant James
13 Bondsteel Bridge of Honor.

14 * **Sec. 2.** This Act takes effect immediately under AS 01.10.070(c).

ATTN: JUDY OHMER

Dear Representative Pete Kott,

I want to explain to you why the weigh station on the Glenn highway should be named the Hans Roelle Memorial Glenn Scales after my Papa. He helped me on the computer e-mail and games. (since I didn't understand what I needed to do) He also helped me spell out the words, so I learned something too. He went to my classroom and helped us listen to the teacher. It was fun to see him there watching me at school on his days off. When I was in kindergarden my teacher really liked talking with him. We had lots of fun! He would take me home for lunch and take me back to school. Then we made lots of hearts and counted by 2's and wrote it on the hearts. Then we glued the hearts onto the string, then we noticed it was time for snack. After snack we went home, it was fun when my dad and I got home and we watched a movie. We had popcorn too. It was fun! It was time after the movie to pick up my brother and sister from school. My mom came home later and we had dinner. Then we went to bed, and they said goodnight and hugged us. This was only one of the wonderful days I spent with my papa. He was a wonderful man to everyone and he was very kind and thoughtful. I want this bill to be passed so others can honor my papa the way he deserves to. He would take us places like, our school for sledging, parks for playing, and the mall and imaginarium, plus all sorts of cool places. He wanted to make everyone as happy as they could be to his ability, he was very loving. I want my daddy to be remembered not just as a hero to the people who know of the tragedy, but to anyone who passes the glenn highway weigh station. Please pass the bill, I want to see my papa being honored the way he deserves. Because I love him very very very very very very, etc. much. Thank you!

Please pass for my papa,
Rachel (Rae) C. Roelle (age 7)

Subject: Hans Roelle Memorial Glenn Scales

Date: Wed, 20 Mar 2002 15:02:41 -0800 (PST)

From: Chris Roelle <chrisroelle2002@yahoo.com>

To: Representative_Pete_Kott@legis.state.ak.us

Dear Representative Pete Kott,

I write to you so I can explain why the weigh station on the Glenn highway should be named the Hans Roelle Memorial Glenn Scales. My father served the Alaska State Troopers for almost 18 years and I believe he should be honored for his long service to Alaska. He was not only a wonderful trooper to the state, but a loving friend and father. My dad was the most helpful man I know. He would always help someone who needed him. For instance every night after cooking us dinner he would take time out of HIS relaxing after work to help me with my math. Plus in November before he passed away he would take us sledding almost every night after dinner, while mom did house cleaning. He loved doing stuff with others, although he loved his computer. Like last summer he coached my soccer team, we were called the "FLAMES". We were the best team in the Boys and Girls club U-12 girl soccer. We were undefeated the entire season and were only scored on 3 times! People complained we were too hard on other teams and we should go to comp soccer. But my dad didn't want us to try hard to win and be aggressive, he just wanted us to have fun. But we wanted to win and have fun, and my dad taught us how. Actually we didn't really practice at our soccer practices, we'd just pull out super soakers, water balloons, and silly string for fun fights that would make you laugh for a lifetime. But when we played we got out there and did our best, just the way dad wanted us to. My dad was like a second father to those other 17 girls on my team, they are all suffering like me to loose him. We are all proud of what he taught us that season. When you felt down or afraid about something you could always count on him to be there right when you needed him the most. Everyone who knew him always loved his laugh, it would make a frowning face into a glittering smile so you could laugh too. My dad wasn't uptight or adult like. He acted just like a little kid, that's why we loved to play with him. He would always wrestle with us, but not like fighting, we'd usually just have a tickle war. I believe that he deserves a memorial for what he did for all of us. We don't ever want to forget him and we want all to know what a wonderful man he was. I hope you except the bill, it would make me very proud to know how much others care about my dad.

Hope to help,

Ariel C. Roelle (age
11) ☺☺☺☺☺☺☺☺☺☺

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Subject: Hans Roelle Memorial

Date: Tue, 19 Mar 2002 21:23:02 -0800

From: "Evelyn Chase" <setnet@cyberlynx.ak.net>

To: <Representative_Pete_Kott@legis.state.ak.us>

Dear Representative Kott,

I am writing to you today because I support changing the name of the Glenn Highway weigh station in honor of Officer Roelle. While at his funeral I expected to see many officers in uniform, but was very surprised when the service ended and the ABT parking lot was packed with eighteen wheelers and work trucks. Hans made an impact on many lives and it was heartwarming to witness. So I just would like you to know that changing the name to Hans Roelle Weigh Station or some thing like that is supported by my family. We to reside in Chugiak/Eagle River area. Thank you for your time. Evelyn and Brad Chase

Subject: Trooper Hans Roelle Memorial

Date: Wed, 20 Mar 2002 22:28:13 -0800

From: "DCAIKEN" <DCAIKEN@email.msn.com>

To: <Representative_Pete_Kott@legis.state.ak.us>

Dear Representative Kott:

Trooper Hans Peter Roelle was my dearest friend for more than thirty years. Hans and I became inseparable from the moment we met in the fifth grade. Over the years our friendship grew to be closer than that of brothers. Hans was always committed to what is right. It was this commitment that led him to join the state troopers in their quest to fight for good over evil.

Hans' commitment led him to pay the ultimate price of giving his life for the sake of others. This is truly an example of unquestionable love of mankind and heroism.

Your support of the proposed "Hans Peter Roelle memorial at Glen Scales" is important to preserve the memory of Hans and to remind us all what is "true love" and "commitment to good."

In memory of my dearest friend, I bid you my kindest regards,

Dana Charles Aiken

Subject: Scales/Glenn Hwy/rename Hans Rolle

Date: Wed, 20 Mar 2002 19:06:25 -0900

From: Michael Duxbury <michael_duxbury@dps.state.ak.us>

Organization: Department of Public Safety

To: Representative_Pete_Kott@legis.state.ak.us

Dear Rep. Mr. Kott.

I worked with Hans in Palmer on his shift. We were similar in age, I enjoyed his friendship. He often discussed how he could impart some learned experience on to the younger members of our brotherhood.

Your first experience with Hans would have been a smile and a friendly manner when you met him. Of course, as in the circumstance of his death, the immediateness of danger would have delayed these initial pleasantries but if we had won that day, he would have bestowed at the very least a sense of fair minded non judgmental kindness on the man anyway, as he always did in his daily work life.

Hans's sense of irony and his laugh would greet you from the get go. Pretty soon you were aware that you were engaging an extremely intelligent and eclectic man who's creed was evident and broadcasted his love of life and people.

Hans was proud of his German heritage. He was an Alaskan, fiercely proud of serving the public and doing his job the best he could. He believed in the words as they pertained to troopers <<< The Department of Public Safety. >>>

Hans dealt in Honor when working with the public. Hans acted with Courage and he achieved the goals of this state for the people and the department with a sense of Humility.

In this respect his leadership for younger troopers will be sorely missed. Hans provided a mentioning spirit.

Renaming the Glenn Highway out of Hans Rolle's name would be a great, uplifting and reassuring thing, for his young family and for those who have felt and recognized this loss.

It would symbolize that Hans Rolle's efforts to be the best he could be although he met with a courageous and tragic demise is recognized. Hans Rolle's name is synonymous with PUBLIC SAFETY and the pride we as protectors feel for our home, neighbors and families.

Please urge other members to pass this bill.

Sincerely; Michael W. Duxbury
Alaskan
Member of the Department of Public Safety
Brother Trooper
Business Owner

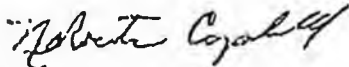
From: Roberta J. Cogdell
18335 Kantishna Dr
Eagle River, Ak 99577
Phone 694-9471 home 428-7200 work

Ref: Bill for Trp Hans Roclle Memorial Glenn Scales

To: Rep. Pete Kott

Attn: Judy

I have been a Dispatcher with DPS from 1972. I worked with Hans Roclle and have gotten to know his family since his death. Trp Roclle was a dedicated trooper and a devoted father and husband. He was able to balanced family and his career. It did not matter when I called his house to call him out on a commercial accident he was also pleasant and understanding and answered all the questions or would call back with an answer. I was lucky to be able to work with him when he returned to patrol and he always made you laugh or made you feel better no matter what type of day you were having. He was a great story teller and I loved to hear stories about his family. To have the Glenn Scales re-named for him and be able to see his name and remember him and the good times working with him would mean so much to his family and everybody that worked with him. Thank you for your support.


Roberta Cogdell

Subject: Hans Roelle Memorial

Date: Wed, 20 Mar 2002 12:04:46 -0900

From: Lee Aiken <laiken@emeraldalaska.com>

To: "kott@legis.state.ak.us" <kott@legis.state.ak.us>

Your Honorable Mr. Pete Kott:

I am writing to lend my support for the effort underway to memorialize the valiant attempt by Hans to rescue the children tragically taken a few months ago.

Beyond the fact that I've known Hans for most of his time in Alaska, I feel this is a good opportunity to recognize the many officers put in harms way daily over "domestic violence" situations. I don't think the general public realizes this growing problem for it's tragic affects.

I know the family, the friends and coworkers that knew Hans would appreciate a place to reflect as well. He was a hero in life and in his death and should be honored as such.

Thank You Sincerely,

Lee Aiken

March 20, 2002

To: Representative Pete Kott,
Juneau, Alaska

Attn: Judy Ohmer
Juneau, Alaska

From: Helen Jones
7551 E. 20th Ave.
Anchorage, Alaska, 99504

Subject: - Way Station Name Change -
To Hans Roelle Memorial Glenn Scales

I highly recommend the name change of this Scales Station. Hans loved trucks. He was instrumental in the development of The Commercial Vehicles Department with the troopers, where he worked for 8 years.

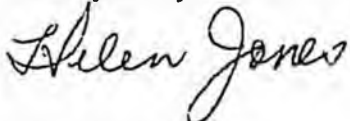
Hans was my son-in-law, and a fine caring person. He was always involved with his four children, and their school activities. He was a driver for field trips, and always available for every school function. Went into the classrooms to talk about what it was like to be a trooper, and reinforce safety issues for children.

He was the one everyone called on when there was a problem in the neighborhood. He kept the neighbors house from being broken into simply by just being aware, and available to frighten off intruders, while the owners were on vacation.

When they needed a soccer coach for his daughter Ariel's team, he volunteered. Then he and his partner Mike, lead their team to an A! City Championship. Only 3 goals were scored against the Flames all season !! The girls would have gone 'to the moon and back' for him.

He was a very humble man, never speaking much about what he did, but always had another persons welfare in mind. As a person who loved kids, he enjoyed sharing with them on the soccer field, the computer game, homework, or math.

Thank you for your consideration in this matter.



Helen Jones
Hjones@gci.com

Public Safety Employees Association, Inc.
"Representing Alaska's Finest"

March 21, 2002

Representative Pete Kott
Alaska State Legislature
State Capital (MS 3100)
Juneau, Alaska 99801-1182

Dear Representative Kott,

Those who have died while on duty are often remembered by their colleagues, family and friends, but far too often their memories fade too rapidly as time goes on. House Bill 507 would help to slow down the fading of such memories by naming the Northbound weigh station at mile 10.6 on the Glenn Highway after a fallen colleague, Trooper Hans Roelle.

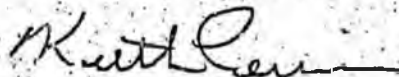
Trooper Hans-Peter Lothar Roelle was taken from us suddenly while on duty on the Glenn Highway, but the memory of his sacrifice will indelibly live on into the future if this bill becomes law. Not only will his preserved memory be of comfort to those who knew and loved Trooper Roelle, but it will also serve as a symbol of the respect and honor that our state bestows upon its citizens who serve the noble cause of law enforcement.

Moreover, the bill also names the Glenn Highway Bike Trail after another fallen comrade in arms, Officer Justin T. Wollam. This gesture will further the effort, embodied in this bill, of putting those who serve selflessly by putting fallen officers on the honor roll of Alaska's citizenry.

Far too many law enforcement officers have succumbed to the supreme sacrifice in our great state. Too many have died responding to calls for help from our citizens. Sadly, but due to the nature of our work, I am afraid that there will probably be more in the future. House Bill 507 will go a long ways in making sure future law enforcement officers understand that their jobs are not only important, but the nature of their work is understood and appreciated by those who serve in the legislature.

Thank you for your consideration of this bill and please lend your support to this splendid effort of honorable recognition.

Sincerely,



Keith Perrin
Business Manager

S T A T E O F F I C E

ALASKA PEACE OFFICERS ASSOCIATION

P.O. Box 240106 Anchorage, Alaska 99524-0106 Phone (907) 277-0515 Fax (907) 272-5355



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March 29, 2002

Representative Pete Kott
State Capitol
Juneau, AK 99801-1182

Dear Representative Kott:

On behalf of the Alaska Peace Officers Association (APOA), I would like to thank you for introducing House Bill 507 naming the Trooper Roelle Memorial Weigh Station and the Officer Wollam Memorial Bike Trail; and providing for an effective date.

The Alaska Peace Officers Association fully supports HB 507 naming the north bound weigh station at mile 10.6 of the Glenn Highway after Trooper Roelle and the Glenn Highway Bike trail after Officer Wollam. This act honors the lives of these men who laid down their lives for the sake of others. The APOA appreciates the initiative you have taken as sponsor of this bill to commemorate and bring honor to the memory of these brave men, who were police officers.

Please contact the APOA office in Anchorage at 277-0515 if there is anything our organization can do to assist in the passage of this bill.

Sincerely,

Leo Brandien
State President

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

Ref. House Bill 507 "An Act naming the Trooper Roelle 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

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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.

<input type="checkbox"/> Leave a Reflection	<input checked="" type="checkbox"/> Send this memorial to a friend
<input type="checkbox"/> List all officers from this agency	<input type="checkbox"/> 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.

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 accepted 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)**

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

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

Annoymus



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**



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**

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**

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**

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**

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

If I can assist 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**

*

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**

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!

*

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**

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**

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.**

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**

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.**

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.

X 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**

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**

X 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. Good bye brother.

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

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

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

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**

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-

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**

* 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 miss you from down here, and make sure KRISTY and KRISTIN are safe.

**Jared McKay
Anchorage P.D.**

* 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**

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.**

X 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 II
By Saint Louis Police Department

Justin,

X 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

X 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.



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



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



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



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 office:(s) hears that, I think

* they're surprised. I explain why I'm saying thank you - that our family lost you recently and that you were the type of officer that they would want to work with and have at their side and that all police officers should be told "thank you" by those they protect. I can tell that they're touched and appreciate my word of thanks. I'm going to keep doing it, Justin. Go with God, bud. I look forward to seeing you again in a better place. We'll miss you always. Your cousin, Barbra

Barbra Kamer (civilian)

* Justin,
you were the best man in my wedding, my husband's best friend, you saved me from the monsters at the haunted house in Houston, you laughed at me when I won that big ugly hat at Astroworld. There are too many memories to list but I am gonna miss you dearly. I know I will see you again and we will have many more memories to make together. I will be praying for Kristy and Kristen everyday.

forever friends
sara keenom

sara

* Dear Justin,
When I got that phone call from Texas I didn't understand how something so awful could happen to someone who is so loved. We have watched you grow up by pictures, letters and long phone calls. Of course your visit to Md was great, but our visit to Texas was unforgettable. You and Beverly fought from the time we left the airport to the time we went back, boy what a week you and Beverly had. Then you both cried when we left. Oh, you kids. I'll be in Texas in a few weeks, so I'll visit you. Mom and I have been friends for almost 40 years, so I'll keep a good watch out for her. We talk a lot these days. You and my Beverly just grew up so fast. We will always remember you and think of all the good times our family has had. We love you.

Aunt Elsie, Beverly and Family

Hey TEXAS SLIM, aka: JUSTIN

miss you.
I am not good on writing a message, I would rather talk to you in person, so I will say to you, can't wait to see you.

love always,
lj
back home in TEXAS.

**Patrol/ Laura Jo
Angleton Police Department/TEXAS**

Dear Justin,

*

This is your Mom. You were such a pleasure to your dad and me for 28 years. You know if your Dad or me could have taken your place and died for you we would have done it. But it was Gods will for you to join h m in heaven. Your dad and I will talk about funny things you did when you were little. Like the time we had to make a sudden stop by the road coming from the mall, (That is our secret, huh son) and how we would go out to eat you would always order the most expensive thing. Your brother Russell would always say "Justin that's too expensive" but you would order it anyway. You know son; I wouldn't have it any other way. The one thing I'll miss most of all is when we talk on the phone; the last thing you would always say to me is "I love you Momma". Son your Dad and I will always have an empty place in our hearts not having you here with us. I know you are in Gods hands and He is taking care of everything.

We Love You and We Miss You,

Momma and Daddy

PS. I've learned to make chicken and dumplings, but they're not as good as Ma-Maw's

Beverly Wollam
Justin's Mother

Not all heros live in New York. You are missed by all in Anchorage.

Anonymous

*

Justin, its been seven months since that fatefull night in July and we miss you as much today as we did then. Things are changing left and right here at APD with people retiring and resigning and new guys coming on, we always make sure we tell the new guys about you and what a great guy you are. Kristin and Kristy seem to be holding up real well its great that they have the family out here and they will always be a part of the APD family. Well buddy guess Ill close for now and get ready for work, I know you are watching over us from above and we all appreciate that. Until we meet again my friend.

Anonymous

*

Justin

Well its come to a close I guess...the people responsible for providing the alcohol to the teens that were in the accid'ent with you got the maximum sentence, which still isnt enough in my opinion. This will hopefully bring relief to Kristy and Kristin and your family and friends. Hopefully "Justins Law" will pass all the legal hurdles it has awaiting and when in effec: will keep this from happening again. Well my friend, rest easy and well meet again someday.

Anonymous

FISCAL NOTE

STATE OF ALASKA
2002 LEGISLATIVE SESSION

Fiscal Note Number: _____
Bill Version: HB507
() Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
Title An Act naming the Trooper Rolle BRU Highways and Aviation
Memorial Weigh Station ... Component Central Region Highways and Aviation
Sponsor House Rules
Requester House Transportation Component No. 564

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	0.0					
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
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FUND SOURCE (Thousands of Dollars)

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

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)

The department will change the sign on the outbound weigh station on the Glenn Highway to reflect the name change. The department will also install proper markers designating the new trail name at either end of the trail.

Prepared by: Dennis R. Poshard, Assistant to Commissioner Phone 465-3904
Division: Commissioner's Office Date/Time 4/1/02 1:47 PM
Approved by: Joseph L. Perkins, Commissioner Date 4/1/2002
Agency: Alaska Department of Transportation and Public Facilities

22-LS1601A.1
Chenoweth
4/2/02

AMENDMENT

OFFERED IN THE HOUSE
TO: HB 507

BY REPRESENTATIVE MASEK

- 1 Page 1, line 1, following "Station":
- 2 Delete "and"
- 3 Insert ", "
- 4
- 5 Page 1, line 2, following "Trail":
- 6 Insert ", and the Joseph L. Perkins Bridge"
- 7
- 8 Page 1, following line 9:
- 9 Insert new material to read:
- 10 "Sec. 35.40.160. Joseph L. Perkins Bridge. The bridge at mile 56.5 of the
- 11 Seward Highway, popularly known as the Canyon Creek Bridge, is named the Joseph
- 12 L. Perkins Bridge."

HB

510

Alaska State Legislature

House of Representatives



Transportation Committee

SPONSOR STATEMENT

HB 510

COMMERCIAL MOTOR VEHICLES: REGULATIONS

This legislation completes the consolidation of the truck size, weight, safety and permitting regulatory programs that was started with Executive Order 98 effective at the beginning of Fiscal Year 98.

The authority to promulgate regulations for driver/vehicle safety requirements and hazardous materials transport currently resides in the Department of Public Safety. This legislation transfers that authority to the Department of Transportation and Public Facilities.



Commercial Vehicle Statute Changes

Driver/Vehicle Safety Requirements

Hazardous Material Transport Requirements

House Bill

March 22, 2001

This legislation completes the consolidation of the truck size, weight, safety and permitting regulatory programs that was started with Executive Order 98 effective at the beginning of Fiscal Year 98. The authority to promulgate regulations for driver/vehicle safety requirements and hazardous materials transport currently resides in the Department of Public Safety. This legislation transfers that authority to the Department of Transportation and Public Facilities. The following bullets describe the effect of the legislative change.

- Alaska has not received any formal sanctions from the Federal Motor Carrier Safety Administration, US DOT on our currently outdated regulations. We have regulations prepared and ready to go through the adoption process as soon as this legislative change is effective.
- The proposed legislation will transfer the authority to adopt regulations related to commercial motor vehicle safety from the Department of Public Safety to the Department of Transportation and Public Facilities. The transport of hazardous material is not the only matter addressed in the state's commercial motor safety regulations. The other subjects also include equipment standards, working conditions for drivers, and vehicle inspection standards.
- This legislation continues the process that began with Executive Order 98. That executive order transferred the authority to run weigh stations and issue over weight and over size vehicle permits from the Department of Commerce and Economic Development to DOT&PF. It also transferred the authority to conduct commercial motor vehicle safety inspection programs from the Department of Public Safety to DOT&PF.
- With the changes that were made under Executive Order 98, the trucking industry has had one stop service, i.e. vehicles are weighed, over weight or over size permits are issued, commercial motor vehicles inspected.

Commercial Vehicle Statute Changes
March 22, 2002

- The proposed legislation will complete the transfer of the regulatory authority over commercial motor vehicles to the DOT&PF. It will be in the best interests of the state and the trucking industry for this transfer to occur because the people responsible for the adoption of the commercial motor vehicle safety will also be enforcing the standards.
- Federal law requires that the state commercial motor vehicle safety inspections be no less stringent than federal law or regulations. Under 49 USC 31141 state commercial motor vehicle safety regulations are pre-empted if the Secretary of Transportation finds that state commercial motor vehicle regulations are less stringent than federal law or regulation. Alaska has avoided that result by incorporating by reference the federal commercial motor vehicle safety regulations which provide equipment standards, working conditions for drivers and vehicle inspection standards.
- At the present time Alaska's commercial motor vehicle safety standards incorporate by reference the federal regulations that existed in 1995. While there have not been any notices of non-compliance issued by the Federal Motor Carrier Safety Administration, operators in Alaska have not received the benefit of any advantages that newer regulations may provide.
- In order for Alaska to continue receiving federal grant money, our regulations need to be compatible with the Code of Federal Regulations

Aves D. Thompson, Director
Measurement Standards and
Commercial Vehicle Enforcement
AK Dept of Transportation and Public Facilities
907 345-7750 Phone

FISCAL NOTE

STATE OF ALASKA
2002 LEGISLATIVE SESSION

Fiscal Note Number: 1
 Bill Version: HB 510
 (H) Publish Date: 4/3/02

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
 Title An Act relating to the regulation of BRU Measurement Standards and CVE
commercial motor vehicles... Component Measurement Standards and CVE
 Sponsor House Transportation
 Requester House Transportation Component No. 2332

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	0.0					
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

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

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)

Prepared by: Dennis R. Poshard, Assistant to Commissioner Phone 465-3904
 Division: Commissioner's Office Date/Time 4/1/02 1:42 PM
 Approved by: Joseph L. Perkins, Commissioner Date 4/1/2002
 Agency: Alaska Department of Transportation and Public Facilities

FISCAL NOTE

STATE OF ALASKA
2002 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: HB510
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
 Title An Act relating to the regulation of BRU Measurement Standards and CVE
commercial motor vehicles... Component Measurement Standards and CVE
 Sponsor House Transportation
 Requester House Transportation Component No. 2332

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	0.0					
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

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

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)

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 4/1/02 1:42 PM
 Date 4/1/2002

HB

523

Alaska State Legislature
Representative Carl E. Moses



SESSION
State Capitol Building
Juneau, Alaska 99801-1182
Phone: (907) 465-4451
800-898-4451
Fax: (907) 465-3445

INTERIM
P.O. Box 730
Unalaska, Alaska 99685
Phone: (907) 581-2275
Fax: (907) 581-4949

Member
House Finance Committee

MEMORANDUM

DATE: April 22, 2002

TO: Rp. Vic Kohring, Chairman
House Transportation Committee

FROM: Rp. Carl E. Moses *CEM*
House District 40

SUBJ: CS for House Bill 523

Please find the attached work draft of a committee substitute for House Bill 523. This is necessary to correct a technicality as to the correct name of the state airport located within the City of Unalaska. Should you decide to put out a committee substitute, please consider this proposed change. If you need any additional information, please contact Susan Wells at 465-4451.

Alaska State Legislature
Representative Carl E. Moses



Member
House Finance Committee



SESSION
State Capitol Building
Juneau, Alaska 99801-1182
Phone: (907) 465-4451
800-898-4451
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INTERIM
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Unalaska, Alaska 99685
Phone: (907) 581-2275
Fax: (907) 581-4949

SPONSOR STATEMENT

CS HB 523 – Madsen Airport in Unalaska

This bill will rename the state airport in the City of Unalaska in honor of Charles Thomas Madsen, Sr., who was tragically killed in Juneau on April 10th, 2002, in a plane accident. The Unalaska City Council and surrounding communities fully support this bill to honor a pilot that had given so much to the people of the Aleutian chain.

Thomas Madsen was a bush aviator for nearly twenty years through out the Aleutians and is well known for willingly jeopardizing his own life in order to save the lives of others. He was instrumental in many medical emergencies and search and rescues. He knowingly flew in extremely hazardous weather in order to transport persons with medical crises. If he had not acted selflessly, lives most certainly would have been lost. In one particular incident, he flew in 100 miles per hour winds with heavy snow and sleet in order to save the life of a toddler who had ingested a fatal amount of iron pills.

Thomas Madsen epitomizes the term "bush pilot" in selflessly putting others' needs above his own to meet the needs of humanity. The residents of the Aleutian chain will fondly remember him, both as the owner of Aleutian Air, and for his heroic acts. In so commemorating him with the renaming of the City of Unalaska airport, his memory will live on for generations to come.

22-LS1705\F
Utermohle
4/19/02

CS FOR HOUSE BILL NO. 523()
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-SECOND LEGISLATURE - SECOND SESSION

BY

Offered:
Referred:

Sponsor(s): HOUSE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE

A BILL
FOR AN ACT ENTITLED

1 "An Act naming the state airport at the City of Unalaska the Charles Thomas Madsen,
2 Sr., Airport."

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

4 * Section 1. AS 35.40 is amended by adding a new section to read:

5 **Sec. 35.40.150. Charles Thomas Madsen, Sr., Airport.** The state airport at
6 the City of Unalaska is named the Charles Thomas Madsen, Sr., Airport.

Alaska State Legislature
Representative Carl E. Moses



Member
House Finance Committee

SESSION
State Capitol Building
Juneau, Alaska 99801-1182
Phone: (907) 465-4451
800-898-4451
Fax: (907) 465-3445

INTERIM
P.O. Box 730
Unalaska, Alaska 99685
Phone: (907) 581-2275
Fax: (907) 581-4949

MEMORANDUM

DATE: April 19, 2002

TO: Rp. Vic Kohring, Chairman
House Transportation Committee

FROM: Rp. Carl E. Moses *CEM*
House District 40

SUBJ: Request for a Committee Hearing – HB 523

I would like to respectfully request a hearing to schedule HB 523, a bill to rename the state airport at Dutch Harbor, Alaska to the Charles Thomas Madsen, Sr. Airport in his memory. Tom Madsen was a pilot in the Aleutians for nearly 20 years, often risking his own life to save the lives of others. He lost his life in a tragic plane accident in Juneau, Alaska last week.

This bill has the support of both the mayor and community of Unalaska. I have attached support material for your consideration, and remain available to provide any additional assistance. If there is need for further assistance, please contact Susan Wells in my office at 4451. Thank you for your attention to this timely matter.

CITY OF UNALASKA

P.O. BOX 610
UNALASKA, ALASKA 99685-0610
(907) 581-1251 FAX (907) 581-1417



April 15, 2002

Representative Carl Moses
State Capitol, Room 500
Juneau, Alaska 99801

RE: Renaming Unalaska/Dutch Harbor Airport

Dear Representative Moses,

This letter is in support of renaming the Unalaska/Dutch Harbor Airport to honor Tom Madsen.

Tom Madsen flew in the Aleutians for nearly 20 years. Throughout the years, Tom provided needed air services to Unalaska and many other Aleutian communities. He has been involved in many medical emergencies and search & rescues, often risking his own life for others by flying in severe weather conditions and darkness for people in need. Tom Madsen's skills as a pilot and his willingness to be involved have resulted in many lives being saved.

Tom Madsen is a pilot of the highest standards who does the term "bush pilot" proud. The City and community of Unalaska supports renaming our airport to honor this man who has touched so many lives in the Aleutians.

Sincerely,



Pam Fitch
Mayor

CITY OF UNALASKA
UNALASKA, ALASKA

RESOLUTION NO. 2002-24

A RESOLUTION OF THE UNALASKA CITY COUNCIL SUPPORTING HB 523 WHICH RENAMES THE UNALASKA/DUTCH HARBOR AIRPORT TO HONOR CHARLES THOMAS (TOM) MADSEN SR.

WHEREAS, Charles Thomas (Tom) Madsen Sr., owner of Aleutian Air, flew in the Aleutians for nearly twenty years, providing needed air service for Unalaska, and many other Aleutian communities; and

WHEREAS, Tom Madsen has been involved in many medical emergencies and search & rescues, often risking his own life for others by flying in severe weather conditions and darkness for people in need; and

WHEREAS, Tom Madsen's skills as a pilot and his willingness to be involved has resulted in many lives being saved; and

WHEREAS, Tom Madsen, a pilot of the highest standards, made "bush pilot" a title to be proud of; and

WHEREAS, on April 10, 2002, Tom Madsen died tragically in a plane accident in Juneau, Alaska; and

WHEREAS, the City and community of Unalaska wish to honor a person who has touched so many lives in the Aleutians.

NOW THEREFORE BE IT RESOLVED that the Unalaska City Council supports HB 523, which renames the Unalaska/Dutch Harbor Airport to Charles Thomas Madsen Sr. Airport.

PASSED AND ADOPTED BY A DULY CONSTITUTED QUORUM OF THE UNALASKA CITY COUNCIL THIS _____ DAY OF _____, 2002.

MAYOR

ATTEST:

CITY CLERK

PROCLAMATION

**A PROCLAMATION OF THE CITY OF UNALASKA
HONORING TOM AND STEPHANIE MADSEN.**

WHEREAS, Tom and Stephanie Madsen have been residents of Unalaska since 1980; and

WHEREAS, Stephanie Madsen has been involved in volunteer service in our community for many years, and has played an important part in the growth of the City of Unalaska; and

WHEREAS, Stephanie Madsen served nine years on the Unalaska City Council, and was always prepared and knowledgeable about every issue; and

WHEREAS, Stephanie Madsen has always been a strong advocate for Quality of Life development in Unalaska, and

WHEREAS, Stephanie Madsen also served many years on the Iliuliuk Family and Health Service Board, and was very involved with the construction of the new clinic in our community, one of the first Quality of Life projects to be built in our community and which raised the level of health care in our community; and

WHEREAS, Stephanie Madsen has been involved in many other organizations in our community, such as the Chamber of Commerce, Unalaska Convention & Visitor's Bureau, Aleutians West CRSA, Fish & Game Advisory Committee, PTSA, and state-wide organizations such as Southwest Alaska Municipal Conference, and North Pacific Fishery Management Council Advisory Panel; and

WHEREAS, the City and community of Unalaska has benefited from her involvement in these organizations, and her participation and knowledge will be missed; and

WHEREAS, Tom Madsen, owner of Aleutian Air, is a pilot of the highest standards who does the term "bush pilot" proud; and

WHEREAS, throughout the years, Tom Madsen has provided needed air services for Unalaska, and many other Aleutian communities, and

WHEREAS, Tom Madsen has been involved in many medical emergencies and search & rescues, often risking his own life for others by flying in severe weather conditions and darkness for people in need; and

WHEREAS, Tom's skills as a pilot and his willingness to be involved has resulted in many lives being saved; and

WHEREAS, Tom Madsen and Aleutian Air have provided many flights to assist the seafood industry by moving needed parts and personnel for vessels and processing operations, thus saving the industry thousands of dollars; and

WHEREAS, with this proclamation, the City of Unalaska wishes to convey our appreciation to Tom and Stephanie Madsen for their eighteen years of dedicated services to our community.

NOW THEREFORE I, MAYOR FRANK KELTY, DO PROCLAIM that the City of Unalaska conveys to Tom and Stephanie Madsen our best regards and best wishes on their move to Juneau, Alaska, and we wish them well in all their future endeavors; and

BE IT FURTHER PROCLAIMED that the City and community of Unalaska will never forget Tom and Stephanie Madsen and thanks them for their years of dedicated service and commitment to our community.

DATED THIS 22ND DAY OF DECEMBER, 1998.

MAYOR FRANK KELTY

ATTEST:

DEBRA MACK, CITY CLERK

Tom Madsen: Aviator of the Aleutians

By Sarah Burridge
For The Fisherman

Storms had raged all day on Dec. 6, 1986. It was late at night and the wind had been howling for hours when aviator Tom Madsen received an urgent call at his home. A friend told him the clinic was searching for a rescue pilot. Andrea Wilt, just 14 months old, had accidentally ingested a lethal dose of iron pills.

Her mother, Annabelle Wilt, pregnant with her third child, had put the pills in her diaper bag. She had set the bag down to answer the phone when Andrea, a toddler, went right for those pretty pills.

"We didn't have safety caps back then," Wilt remembers. "I just put the bag down for a moment, and Andrea stuffed them in her mouth right in front of me. I just dropped that phone."

She retrieved every pill she could from the toddler's mouth, but several were missing. At the clinic, the staff did everything they could, but she had clearly ingested a potentially fatal amount. Her only hope was an antidote 800 miles away in Anchorage.

Jim Bird of the Iliuliuk Clinic desperately searched for a way to get the child to the life jet standing by in Cold Bay. Due to the severity of the weather, the life jet couldn't land in Unalaska.

Bird sought other air carriers.

anyone who would fly her out. As pilot after pilot declined, his heart grew heavy. Unless the antidotal treatment was administered within the next few hours, coma and perhaps even death were all that lay ahead for Andrea.

The winds were pounding at nearly 100 miles per hour, with heavy snow and sleet. All Madsen could do was glumly stare out the window after receiving the call.

"There was no way," the seasoned pilot recalled. "It was too stormy, too dangerous to attempt."

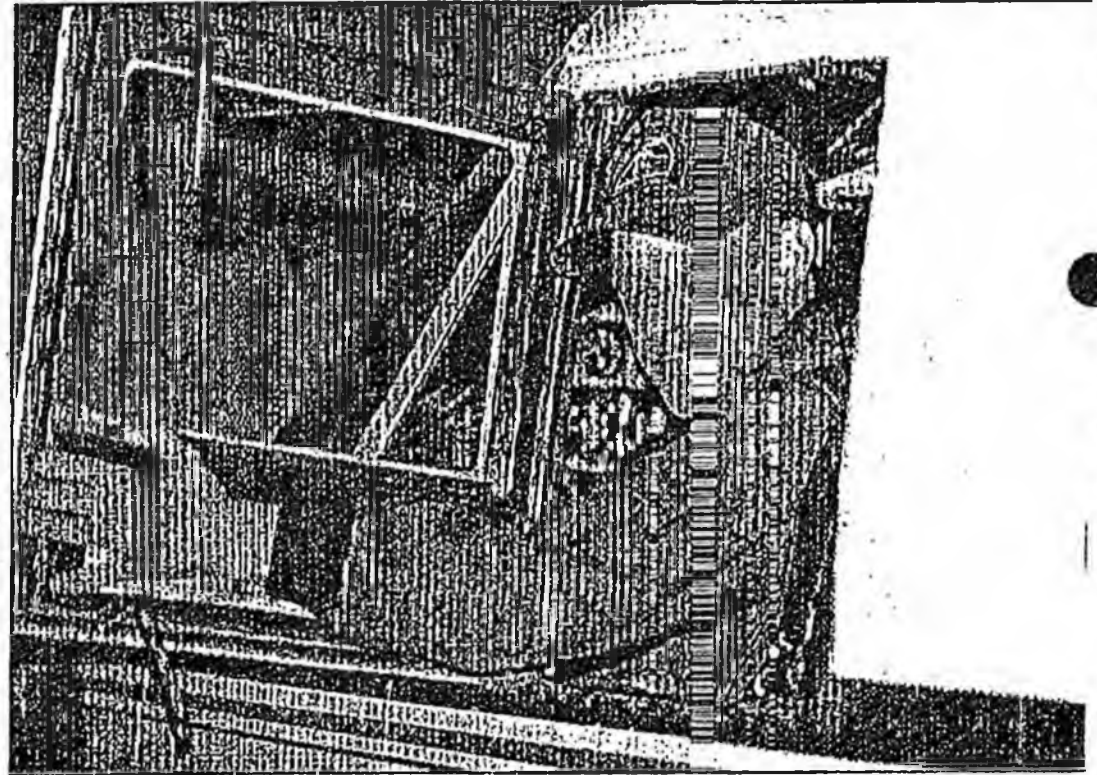
Pacing the dark halls of his house, unable to sleep, Madsen paused in the doorway of his son's room. Watching his own child sleeping peacefully, he felt the all-consuming love of a parent for their child. He knew then he had no choice.

Returning to the window to study the maelstrom swirling outside his home, Madsen began to notice a pattern to the squalls. There were definite and somewhat predictable pauses in its intensity.

Madsen called Jim Bird.

Into the tempest

In a letter written to The Dutch Harbor Fisherman years later, Bird recalled, "I felt obligated to tell him that I wouldn't hold it against him if he refused. I can still hear his voice even now telling me that the girl needs the help and that if I want him to fly her that he will."



Alex DeMarban/The Fisherman

Tom Madsen, who has flown in the Aleutian Islands for nearly 20 years, moved to Juneau with his family this week.

"Within 20 minutes," the letter continued, "I was down on the airfield trying to find the 'break in the weather' that Tom said was there."

A cautious Madsen allowed only Bird and the sick girl to make the trip — he considered it too dangerous for her parents to go. As Madsen took off, only the headlights of Unalaska squad cars illuminated the original World War II gravel runway.

The flight, Madsen said, was

go. I mean, what kind of a person would I be if I wasn't willing to risk my own life to save another? How could I live, knowing I could make the difference between life and death, and not go?"

Making that difference

Charles Thomas Madsen, now 49, has regularly been flying in some of the most dangerous weather in the world since he came to

Christmas turkeys to villages, lying home bodies of Alaska Natives for burial, and for work on numerous search and rescue missions.

A life's direction

The idea of flight has consumed Madsen since childhood.

"I was meant to fly," he says. "That's why I was put on earth." Madsen fondly remembers

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As the plane danced and did every-
thing in the air except roll over,
Madsen wasn't sure he and his pas-
sengers would make it.

Finally pulling above the storm,
he safely delivered little Andrea to
the life jet waiting at the all-weather
airport in Cold Bay.

In his letter, Bird credited
Madsen for saving not only
Andrea's life, but his own as well.
"I am still alive and able to talk
about how Tom finally pulled that
plane out of the storm using his
skills and experience. Tom was the
best I have ever flown with."

The memory of that flight still
gives Madsen — an intense and
focused pilot — several moments
of pause. Still, he maintains, "If
there was any way I believed I
could fly out safely, I would always

As the owner of Aleutian Air
Ltd. during most of that time, he has
become a local legend, often serv-
ing as a safety net and supply line
for the region, flying in conditions
when no one else would.

He braved the elements when
Betty Arriaga recently suffered a
heart attack, delivering her to a life
flight in Cold Bay. It had been
storming for a day and a half.

Madsen took Ben Phillips to
Anchorage in tumultuous weather
for an emergency appendectomy.

"If Tom hadn't flown him out
when he did," said Phillips' mother,
Michaela, "my son would have
died."

In a file at their home, Madsen
and his wife Stephanie have letter
after letter of thanks from residents
in the region — for flying in

years old, he was sitting on
porch of his home in Kodiak w
he heard the four reciprocal
engines of a Lockheed
Constellation rumbly down
nearby runway. Turning toward
noise, the gleaming "Connie" c
into full view.

"It was beautiful," said Mad-
his eyes dancing. "I remem
thinking, 'How lucky could a
body possibly be to be flying
airplane?' I knew right then th
what I wanted to do."

A year later, his father
Madsen bought a Piper Tri-Pa
on floats to transport clientele
his guiding business. Allowe
take over the co-pilot controls
brief intervals, Madsen v
hooked.

As a child, he jumped
rooftops with umbrellas to achie
the sensation of flight. He mov
lawn, shoveled snow, anything
raise money for model airplane
or aviation books and magazine

At age 14, he obtained a stud
license and earned his pilot lice
two years later in 1966.
September of that same ye
Madsen's father died in the sa
plane in which he had soloed.
Madsen had crashed after his pl

See Madsen, Pa

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FROM : VALDEZ VANGUARD FAX NO. : 3355101 MAR. 12 2002 04:30PM P2

Madsen ...

From Page 2

developed engine trouble after dropping off a group of bear hunters.

With that, Madsen's mother was determined to end her son's flying days. He was even more determined that she wouldn't. She finally relented when it became apparent that "unless I had my arms and legs cut off and my eyes poked out, I was going to fly."

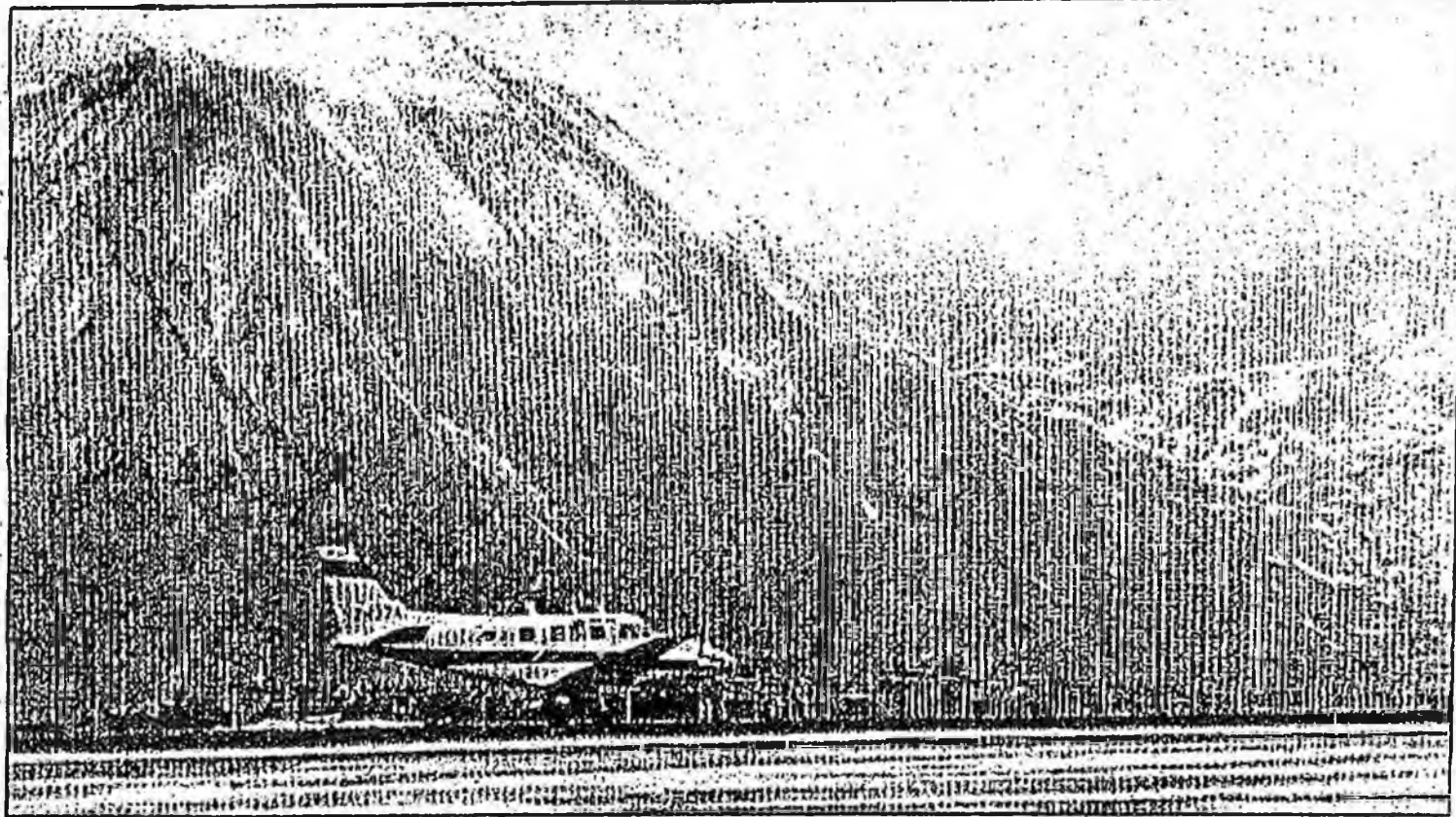
Madsen earned his commercial pilot license at 19. Hired by Harbor Air on the day he passed the exam, Madsen would spend the next couple of years flying around Prince William Sound. He made \$600 a month. "You couldn't keep a gnat alive on those wages," he laughed. But he got to fly.

Later, he was hired by Kodiak Airways in his early 20s, with the promise of flying a DC-4. Madsen's new job lasted until a management pilot assigned him to a 5 a.m. flight huttling the pilot around. Madsen abruptly replied that he wouldn't be getting up that early to shuttle the resident of the United States. He was fired at the same instant he quit.

Home in the Aleutians

In 1980, Madsen was hired by Virpac to fly a Grumman Goose in Unalaska. Not happy working for someone else, the independent Madsen obtained the certification to start his own air taxi service. By early 1983, Aleutian Air Ltd. was a reality.

Madsen started with an eight-passenger, tan-and-brown twin-engine Beechcraft B-1KS, christened



Alan DeMarban/The Fisherman

Tom Madsen sets down the "Aleutian Spirit" for one of its final landings in Unalaska.

blessing from Father Gromoff.

"On my very next flight out, could suddenly see all those things," Madsen stated in awe. "Hundreds of 'em."

Knowing your limits, flying safe

Madsen feels privileged to have flown here. Unalaska has afforded him that rare opportunity to pursue his own goals and to be his own person. A very private man, he is uneasy in the public eye.

But in the familiar atmosphere of the aircraft hanger, surrounded

any pilot flying in the Aleutians is the weather — the elements," Madsen said. "If you have to think twice about anything else, you shouldn't be flying here."

Madsen's wife, Stephanie, learned the hard way to never question her husband's judgment. Working together in Cordova, the Madsens had a charter scheduled to fly hunters to their camp. The weather became marginal. Tom refused to fly.

Stephanie Madsen, pressured by the impatient hunters standing in

be very unpleasant. Tom never wants anyone to remember a flight with him with anxiety or fear."

Having safely deposited their unsettled clientele, the plane hit a down draft on the return flight. Dramatically dropping altitude, everything that had been on the floor was suddenly on the ceiling. Stephanie Madsen's stomach followed suit. The pilot remained calm. The passenger didn't. "I never questioned his judgment again," she said.

Her faith in that judgment is now

Aleutians, things have changed. The high school in Unalaska has grown to the point where it no longer competes with smaller schools in the chain. After three years of handling the mail contract to Nikolski, Madsen let the contract go. And he has grown weary of delays due to the infamous weather, of canceling flights and losing precious time in the air.

When Stephanie Madsen was recently offered the opportunity to pursue her lobbying career in Juneau, they reviewed their

to the Aleutian spirit: with a five-foot cargo door, his plane was the only one in the region to provide large cargo service. His first clients, related to the oil industry, had him flying seismic instruments, materials and propane to study stations throughout the Aleutians.

In 1986, he rented a Goose and went into direct competition with PenAir. It lasted until that December, when a storm forecast to blow to 50 mph delivered winds peaking at over 170 mph, Madsen said. Most of the tethers tying his plane down snapped. The Goose was totaled.

Undeterred, the determined Madsen leased a nine-passenger Beechcraft Queen Air. The extra seat meant he could handle the needs of the school district, flying high school teams to competitions on neighboring islands.

Madsen has always gone out of his way to meet the needs of residents in the region. Out of respect for the beliefs of his Alaska Native clientele, Madsen had his planes blessed in Russian Orthodox ceremonies. As the late Father Gromoff blessed both pilot and plane, Madsen felt his skin tingle.

"He asked the spirits to keep me safe. It was like he was really talking to them."

Gromoff gave him an icon to watch over him, which still sits in its place of honor in the cockpit.

Though not a particularly religious man, Madsen believes the blessing opened his eyes to the secrets and mysteries of the Aleutian islands.

"These islands are home to literally hundreds of ancient sites, villages, fish camps, burial locations," he said. "I could fly you right over them and you would never see them."

Neither could Madsen, until the

the radio controlled model planes he built himself, Madsen is clearly at home.

It is here that he has spent several years working on building a single engine, single passenger kit plane. The delicate wooden skeleton of the wings sit in hard contrast to the concrete walls of the hangar. He has hand-sanded the wood of the fuselage to the softness of skin.

His hands are those of a man well acquainted with such labor, the creases around his knuckles soaked in oil. Madsen is unusual in that he does most of the mechanical work on his planes himself, his intimate knowledge of his aircraft enhancing the quiet confidence he has in his ability.

Now, pushing 26,000 flight hours, Madsen's safety record speaks for itself. In 35 years of flying, he has never scratched a plane, never had an accident, never had a mishap.

The fact that so many of his flight hours have been in the Aleutians, a region notorious for quick and dramatic weather changes, makes that record even more impressive.

"The single biggest challenge to

his judgment.

"He said, 'OK, Stephanie, we'll go,'" she related, "on the condition that you fly with us."

Winds buffeted the little plane in all directions. Rain poured in sheets: Visibility was low.

"Tom won't ever go if he feels the chances of landing are less than 50 percent," she said. "He knew we would make it, but he knew it would

that if he were to ever not return from a flight, she would be at peace with it.

"I know it would be the way he would have wanted it," she said. "And I would know that whatever happened would have been beyond his control."

A chapter closes. Now, after 18 years in the

Unalaska to support what Tom wanted to do. Now they decided to support Stephanie's desires.

If the Madsens have one regret about leaving, it is the void they will leave in the safety net for those left behind. "I feel bad about that," said Stephanie Madsen, "and I worry about what will happen when Tom isn't there to fly someone out."

THANK YOU UNALASKA!

With special thanks to the sponsors of the unforgettable reception: Alyeska Seafoods, City of Unalaska, Iliuliuk Family and Health Services, UniSea and Westward Seafoods.

The Madsens may be leaving Unalaska but Unalaska will never leave our hearts. This has been home for 18 years and you have been our family!

Work will bring us back on occasion and we will visit but here is how to get a hold of us and we hope you do!

We will miss all of you ...
Unalaska is truly Unforgettable.

Tom, Stephanie, Haans and Melinda

THE MADSENS

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(907) 789-5051 (Haans and Melinda)
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Aviator's death hits Aleutians hard

Jeff Richardson

Dutch Harbor Fisherman

Tom Madsen, a bush aviator who achieved legendary status during his two decades in the Aleutians, was killed last Wednesday in a plane crash near Juneau International Airport.

Madsen, 52, was the only person

■ Madsen obit... Page 6

aboard his twin-engine Beech E-18S when it crashed about 600 feet from the runway after takeoff. Investigators are still trying to determine what caused the accident.

News of the crash rocked the

Aleutians, where Madsen had developed a reputation as a peerless aviator. For 18 years, he was the owner and chief pilot for Aleutian Air, a small Unalaska-based air taxi service.

"He was just something," said Augie Kochuten, who made frequent flights with Madsen to visit her relatives in False Pass. "I used to look at his blue

eyes and the blue sky, and think, 'This man was meant to fly.'"

Madsen served villages throughout the Aleutians, Pribilofs and southwestern Alaska, and became a vital transportation link in the region almost immediately after establishing his taxi service



Tom Madsen

See Crash, page 6

Crash...

Continued from page 1

in 1983. He was known as a generous, enthusiastic aviator who handled virtually every task from flying in Christmas presents to remote villages, transporting high school sports teams to away games, and delivering parts to disabled fishing boats.

All of the trips were made through the most treacherous conditions of the Aleutians, and all of them were successful. During his time in the Aleutians, Madsen noted that his planes never suffered a single scratch.

"You could go on and on about the things he'd do that nobody else could, just because of the type of pilot he was and the airplanes he had," said former mayor Frank Kelty.

Most of all, Madsen was known as a lifeline between Unalaska and the outside world. On countless occasions, he made emergency flights to Cold Bay for patients who needed to be medevaced to Anchorage.

"People are alive today because he flew into harm's way, and the alternative has always been certain death," said Jim Bird, a physician assistant at the Iliuliuk Clinic who accompanied Madsen on many lifeflights to Cold Bay.

One of his most legendary flights came in 1985, when 14-month-old Andrea Wilt accidentally swallowed a fatal dose of iron pills. Unless she reached a hospital in Anchorage,



Alex DeMarban/Dutch Harbor Fisherman

Tom Madsen, pictured in Dutch Harbor in early 1999 in the cockpit of "The Aleutian Spirit," was a safety net and supply line for the people of the Aleutian Islands.

doctors said she would likely die.

With 100 mph gusts blowing outside, every other pilot in Unalaska said it was too dangerous to fly the toddler out. After surveying the weather, Madsen volunteered.

After a harrowing, stomach-churning flight through the storm, Madsen safely delivered

Wilt and Bird at the Cold Bay airport. Bird credits the flight with saving the girl's life.

"We're just forever indebted," said Sinclair Wilt, Andrea's father. "It was a pretty awful feeling to be there on a night and not be able to do anything, and he stepped out to help us."

Aleutian Air closed in 1999, when Madsen

and his family moved to Juneau. He moved when his wife, Stephanie Madsen, accepted a job as a fisheries lobbyist.

A memorial citation in honor of Madsen is being co-sponsored by Rep. Carl Moses, D-Unalaska, and Rep. Bill Hudson, R-Juneau. It will be read on the House floor as a tribute to Madsen and his impact on Alaskans.

There is also an effort underway to name the Dutch Harbor Airport after Madsen. On Tuesday, the Unalaska City Council spoke favorably of the move, which would require an act of the state Legislature.

Councilman Gregg Hanson said that renaming the airport would be a fitting way to recognize a man who quietly added so much to Unalaska. "His impacts were huge on this community, but always in the background."

A memorial service for Madsen was held on Monday in Juneau. Remembrances may be made to either the Haans and Melinda Madsen Education Fund at Key Bank or Wells Fargo Bank, or to KAKM-Alaska Weather, in memory of Tom Madsen.

Madsen was preceded in death by his father, Alf Madsen, who was a legendary master guide on Kodiak Island. He is survived by his wife, Stephanie; his mother, L. Maxine Elliott of Medford, Ore.; brother, Brad Poland of Missouri; sister, Shari Howard and her husband Bill of Fairbanks; sons Tom Jr. and Haans; and daughter Melinda. Madsen also has numerous extended family members in Kodiak and friends throughout Alaska.

FISCAL NOTE

STATE OF ALASKA
2002 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: HB523
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
 Title An Act naming the state airport at BRU Highways and Aviation
Dutch Harbor the Charles Madsen, Sr., Airport Component Central Region Highways and Aviation
 Sponsor House C&RA
 Requester House Transportation Component No. 564

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						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

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)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

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)

Prepared by: Dennis R. Poshard, Assistant to Commissioner Phone 465-3904
 Division Commissioner's Office Date/Time 4/22/02 10:19 AM
 Approved by: Joseph L. Perkins, Commissioner Date 4/22/2002
 Agency Alaska Department of Transportation and Public Facilities

HJR

6

Alaska State Legislature

House of Representatives



Official Business

State Capitol
Juneau, AK. 99801-1182

Representative Peggy Wilson

SPONSOR STATEMENT – HJR 6

Opposing the Clinton Administrations' decision on the Roadless Policy

On January 5, 2001, President Clinton announced the final Record of Decision for the roadless policy including the Tongass and Chugach National Forests.

Alaskans from across this state must join forces to overturn the inclusion of Alaska forests within President Clinton's Roadless Policy.

This Presidential action is an affront to all Alaskans and continues the history of breaking promises to Alaskans regarding land management.

The president's Roadless Policy is a blatant disregard of the process that has been agreed to. Countless hours, over eleven years and 13 million dollars were spent making revisions to the Tongass Land Management Plan. The Chugach Forest Plan revision process has been underway for over three years requiring considerable investment of time money and resources. Now these processes have been completely disregarded.

The Roadless Initiative violates the "no-more" clauses of ANILCA and creates approximately 15 million acres of new defacto wilderness within Alaska.

I, like many Alaskans, am vehemently opposed to the inclusion of the Tongass and Chugach National Forests in the president's Roadless Initiative and ask that we work together and support the overturning of this inclusion by litigation, congressional action or by action of President-elect Bush.

Map 21

The USDA Forest Service uses the most current and complete data available. GIS data and product accuracy may vary. Using GIS products for purposes other than those for which they were intended may yield inaccurate or misleading results. The USDA Forest Service reserves the right to correct, update, modify, or replace GIS products without notification.

September 15, 2000
Data Supplied by Tongass National Forest
Contact: Tongass N.F.
Federal Building
648 Sitkum Street
Sitka, AK 99501
(907) 228 6202

SCALE IN MILES



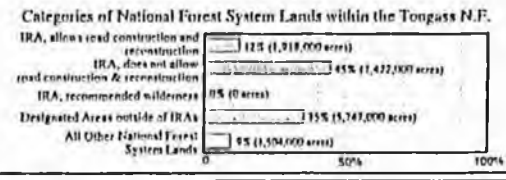
TONGASS NATIONAL FOREST Inventoried Roadless Areas

- Inventoried Roadless Area where road construction or reconstruction is allowed
- Inventoried Roadless Area where road construction or reconstruction is not allowed
- Inventoried Roadless Area where road construction or reconstruction is not allowed, and the forest plan recommends wilderness
- Designated Areas outside of Inventoried Roadless Areas - *These are already roadless*
- National Forest System lands outside of Inventoried Roadless Areas - not all public land is shown on the map

Interstate Highway Other Highways County boundaries

TONGASS NATIONAL FOREST Inventoried Roadless Areas

(Bar chart values apply to the entire Tongass National Forest)



TONGASS NATIONAL FOREST

The USFS is a part of the Department of Agriculture. For more information, visit us at www.fs.fed.us

Map 21 0 10 Miles

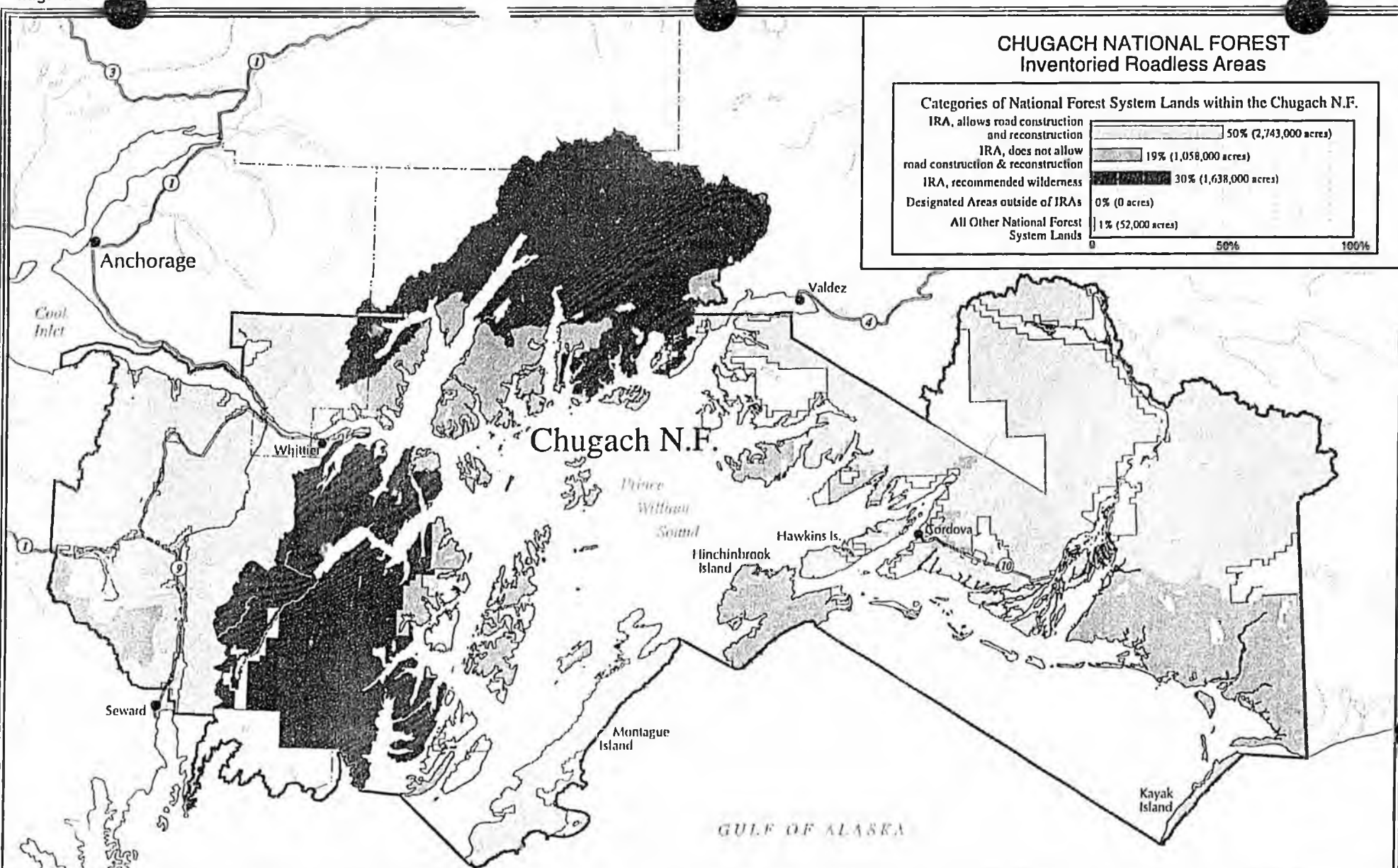
TONGASS NATIONAL FOREST Inventoried Roadless Areas

Russell Fjord Wilderness

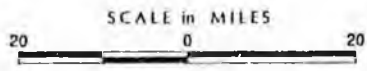
CHUGACH NATIONAL FOREST Inventoried Roadless Areas

Categories of National Forest System Lands within the Chugach N.F.

IRA, allows road construction and reconstruction	50% (2,743,000 acres)
IRA, does not allow road construction & reconstruction	19% (1,058,000 acres)
IRA, recommended wilderness	30% (1,638,000 acres)
Designated Areas outside of IRAs	0% (0 acres)
All Other National Forest System Lands	1% (52,000 acres)



The USDA Forest Service uses the most current and complete data available. GIS data and product accuracy may vary. Using GIS products for purposes other than those for which they were intended may yield inaccurate or misleading results. The USDA Forest Service reserves the right to correct, update, modify, or replace GIS products without notification.



September 15, 2000
 Data Supplied by Chugach National Forest
 Contact: Chugach N.F.
 3301 C Street, Suite 300
 Anchorage, AK 99503-3998
 (907) 271-2500



- Inventoried Roadless Area where road construction or reconstruction is allowed
- Inventoried Roadless Area where road construction or reconstruction is not allowed
- Inventoried Roadless Area where road construction or reconstruction is not allowed, and the forest plan recommends as wilderness
- Designated Areas outside of Inventoried Roadless Areas
- National Forest System lands outside of Inventoried Roadless Areas - not all private land is shown on the map
- Interstate Highway
- Other Highways
- County boundaries



January 12, 2001

Representative Peggy Wilson
State Capitol, Room 409
Juneau, AK 99801-1182

JAN 13 2001

Via Fax (907) 465-3175, Original Via Mail

Re: HJR 6, Federal Roadless Rule

Dear Representative Wilson:

I am writing on behalf of Chugach Alaska Corporation (Chugach) to express our full support of HJR 6. As the largest non-federal landowner within the Chugach National Forest (Chugach owns or has selection rights to 625,000 acres of full fee, subsurface and oil and gas estate within the boundaries of the Chugach National Forest) Chugach has participated fully in the Chugach Forest Plan revision process, investing considerable resources over the past several years. The roadless rule makes a mockery of that process.

We also have a future need to perfect road access across National Forest lands, access that was promised to Chugach as an integral part of its land settlement. It is disingenuous for the Forest Service to characterize those lands within the Chugach Forest that are burdened by Chugach's statutory access rights as forever roadless. The Roadless rule will only make perfecting such promised access more difficult.

We applaud Governor Knowle's resolve to defend our Corporation and all Alaskans who will suffer from this executive fiat. HJR 6 articulates these issues well and will further support the Governor's effort, while providing the needed backing for our President-elect and Congressional delegation in Washington to overturn this rule.

Enclosed is additional correspondence regarding this matter, should you wish to explore Chugach's position on this issue in greater detail. Feel free to contact me if you would like to discuss this issue further. Thank-you for your support

Sincerely,

Rick Rogers, Vice President
Lands, Resources and Tourism

Enclosures: Letter to Governor Knowles

Letter to Secretary of Agriculture Glickman

360 East 34th Avenue Suite 200 Anchorage, Alaska 99503-4196 Phone 907-563-8866 Fax 907-563-8402

MY TURN

by Robert W. Loescher

President & CEO, Sealaska Corporation

Alaskans from across this great state need to join forces with Governor Tony Knowles and the Alaska Congressional Delegation and keep the Clinton Administration's "roadless policy" out of our Tongass and Chugach National Forests. Here are four reasons why: (1) The roadless policy totally ignores the established forest land planning process. (2) By fiat, the roadless policy locks up so much suitable forest land that we can not sustain jobs and a viable timber industry. (3) The roadless policy violates the clause in Alaska National Interest Lands Conservation Act (ANILCA) that unequivocally said no more public land would be locked up in Alaska. (4) It precludes rural communities from improving their core infrastructure needs including drinking water and utility and transportation corridors.

Governor Tony Knowles staunchly supports the right of the Alaskan public to participate in administrative and legislative actions that affect their lives. He said that the roadless initiative is not a public process. He understands that the roadless policy ensures that Alaska's forests will not sustain a viable and economically important timber industry. This policy will hurt Alaska's urban and rural communities. Alaska and our forest-dependent communities cannot absorb more loss of jobs and restricted access to land for core community needs that this policy will cause.

Alaska has a long history of responsible, public processes to guide the management of our forests and forest ecosystems. They were designed to protect wilderness, jobs and community well-being. ANILCA struck the right balance between the reservation of national conservation system units and those public lands necessary and appropriate for more intensive use and disposition. ANILCA's "no more" clause prohibited any further land withdrawals without the

approval of the US Congress. The "no more" clause made sure that voices of the small, forest-dependent communities were not drowned out by the "postcard diplomacy" of well-financed corporate environmental organizations and foundations.

Congress passed the Tongass Timber Reform Act (TTRA) in 1990 and set aside another 1.2 million acres of national forest land. TTRA was a very public process that fixed obvious oversights in ANILCA by adding small but important ecosystems to conservation units. In this process, the voice of Alaska residents was heard.

Unfortunately, the Clinton administration ignored the open and public processes in ANILCA and TTRA that produced the revisions to the Tongass Land Management Plan (TLMP). The revised TLMP Plan, initiated in 1986, and finally ratified in May 1997 allowed national public participation. Two years later, US Dept. of Interior Undersecretary Lyons disregarded this public process and significantly amended the 1997-revised TLMP. He cut the annual allowable harvest from the Tongass National Forest by over 30% and injured Alaskans' ability to sustain a viable timber industry.

This blatant disregard for the public process and the health of Alaska's forest-dependent communities occurred after Undersecretary Lyons declared his support for the public forest land management planning process. Lyons said to the Southeast Conference that there would be no further significant timber or other land withdrawals on the Tongass National Forest. Undersecretary Lyon's unilateral actions demonstrate clearly why there was a "no more" provision in the ANILCA: to stop Washington D.C. bureaucrats from imposing their own misguided ideology behind closed doors.

The Clinton administration continues to steamroll the Alaskan public. Undersecretary Lyons told us that the new national roadless policy would not apply to the Tongass National Forest because the Tongass land planning

process had just been completed. In an about-face, the US Forest Service EIS now recommends inclusion of the Tongass. This action reduces the annual harvest from Tongass by 82% and destroys our forest industry. All this without any meaningful site-specific considerations that the local planning processes require. The key public official obligated to ensure public participation in forest management decisions ignored the public's rights and became an agent for the corporate national environmental organizations who place ideology and perception above good science and the people's right to live and work in this great land.

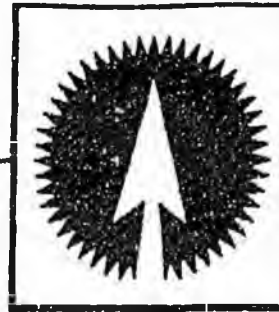
The roadless agenda is clear. The Clinton administration's threat to implement its roadless policies is real. It will harm our communities, who depend on access to the adjacent forests for drinking water, for cheaper electrical power, and for basic safe and reliable transportation corridors.

We, as a State, must pull together and stop the economic strangulation of our communities. I applaud the way Governor Knowles stood up for Alaska and protested the preemption of the TLMP process. Governor Knowles said in a letter to Agriculture Secretary Dan Glickman, "I remain firm in my opposition to any action that undermines the Tongass plan through federal fiat."

The Congressional Delegation has been using its authority and prestige in Washington, D.C. to urge Secretary Glickman to adhere to the National Forest Management Land Planning process and not to apply the roadless policy to the Alaska National Forests. The Governor and the Congressional Delegation working together with Alaskans can influence the outcome. However, lukewarm and measured responses to this threat will not prevail. We must adopt an aggressive strategy that may include litigation, congressional action and administrative challenges to prevent application of the roadless policy to either the Tongass or Chugach National Forest.

This is now a matter of survival. Alaskans treasure independence, and take pride in self-reliance. If we fail to act, our communities and the economies of the Tongass and Chugach National Forests will become financially-dependent wards of the State and Federal government.

Robert W. Jacobsen

Alaska Forest Association, Inc.

111 STEDMAN STREET, SUITE 200
KETCHIKAN, ALASKA 99901-0599
Phone 907-225-6114
FAX 907-225-5920
Web Site www.akforest.org

January 12, 2001

Representative Peggy Wilson
State Capitol, Room 409
Juneau, AK 99801-1182

JAN 12 2001

Via Fax (907) 465-3175, Original Via Mail

Re: House Joint Resolution 6, Opposing the Roadless Rule

Dear Representative Wilson:

Thank you for introducing HJR 6, a resolution opposing the inclusion of the Tongass and Chugach National Forests in the President's Roadless Rule. The Alaska Forest Association fully supports HJR 6 because Alaska is disproportionately harmed by the rule.

As HJR 6 clearly spells out, Alaska National Interest Lands Conservation Act (ANILCA) contains provisions which were intended to prohibit the very kinds of actions that are at issue here. Aside from the immediate harm that will accrue to the industry and communities of Alaska's coastal region, the Roadless Rule should be opposed by the State of Alaska because of the promises embodied in ANILCA. Whether the Clinton Administration chose to call these roadless withdrawals "wilderness" or not, it amounts to the same thing. As HJR 6 states, these new areas will be *de facto* wilderness, the designation of which, or *even the study* of which, is prohibited by ANILCA. Additionally, the Roadless Rule violates the National Forest Management Act of 1976 (NFMA) which established a planning process for land management plans in individual forests.

The Tongass Land Management Plan (TLMP) was revised in 1997 after the Forest Service spent 11 years and \$13 million on the revision. In 1999, Under Secretary of Agriculture, Jim Lyons unilaterally amended the plan under the guise of granting appeal points to some radical environmental groups. Whether his action was legal under federal laws and regulations is presently the subject of a complaint filed in federal district court by the AFA, the Metlakatla Indian Community, Coffin Cove, Wrangell, Ketchikan Gateway Borough, the City of Craig, Southeast Conference, Concerned Alaskans for Resources and Environment (C.A.R.E.) and some individuals. The result of Mr. Lyons' decision was a plan that is able to produce a maximum annual offering level of only 153 million board feet of timber, and is likely to produce much less, based on historic Forest Service performance. As a point of reference, existing sawmills in Southeast Alaska (including some that are currently closed) have a normal annual operating capacity of 355.5 million board feet.

Estimates given by the Forest Service, Alaska Region, state that application of the Roadless Rule to the Tongass and the Chugach will further reduce the land available for timber harvest from 576,000 to 311,000 acres in the Tongass, and to 53,000 in the Chugach. The Forest Service estimates it can offer approximately 50-55 million board feet of timber per year under the Roadless Rule and TLMP. If implementation of the Roadless Rule occurs there will certainly be more mill closures and loss of employment in the region. Given the dramatic decline in timber-related economic activity in Southeast Alaska over the past decade, it is time Alaska said "enough is enough" to these unnecessary and unacceptable federal preservation actions.

With respect to the Chugach National Forest, 98 percent of that forest is presently inventoried roadless. Application of the Roadless Rule would prohibit all new transportation infrastructure in that forest without the benefit of a public planning process specific to the Chugach. The Chugach Land and Resource Management Plan is presently undergoing revision under terms set forth in the National Forest Management Act of 1976. AFA and several other user groups have been very actively involved in the Chugach planning process. That is the proper venue for land use allocation decisions to be made in the Chugach, as it is with all the other national forests in this country. Such decisions should not be made through a national super-EIS initiated for the purposes of establishing an "environmental legacy" for the President and furthering his political aims.

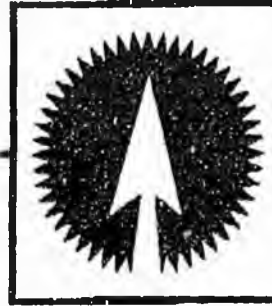
Again, thank you for introducing this important resolution. It is our hope that the Alaska State Legislature will act swiftly in strong support of HJR 6. If you have any questions regarding the Roadless Rule, please call me.

Sincerely,



Jack E. Phelps
Executive Director

cc: The Honorable Tony Knowles, Governor of Alaska
Senator John Torgerson

Alaska Forest Association, Inc.

111 STEDMAN STREET, SUITE 200
KETCHIKAN, ALASKA 99901-0599
Phone 907-225-6114
FAX 907-225-5920
Web Site www.akforest.org

January 12, 2001

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State Capitol, Room 409
Juneau, AK 99801-1182

Via Fax (907) 465-3175, Original Via Mail

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Again, thank you for introducing this important resolution. It is our hope that the Alaska State Legislature will act swiftly in strong support of HJR 6. If you have any questions regarding the Roadless Rule, please call me.

Sincerely,

Handwritten signature of Jack E. Phelps in cursive, with a small mark below the name that appears to be "by Ram".

Jack E. Phelps
Executive Director

cc: The Honorable Tony Knowles, Governor of Alaska
Senator John Torgerson



JAN 15⁶ RECD

750 W. 2nd Ave. #109, Anchorage AK 99501 / Ph. 907-258-6171 / Fax 907-258-6177

P.O. Box 22151, Juneau AK 99802 / Ph. 907-463-3366 / Fax 907-463-3312 / unite@akvoice.org

HJR 6 ~ A Resolution relating to the Inclusion of Alaska's National Forests in the Roadless Policy

TO: House Transportation Committee

DATE: January 16, 2001

Alaska Conservation Alliance and Alaska Conservation Voters are sister nonprofit organizations dedicated to protecting Alaska's environment through public education and advocacy. Our 44 member organizations and businesses represent over 21,000 registered Alaskan voters, most of whom are frequent users of the Tongass and Chugach National Forests for subsistence, recreational, and commercial activities. We support efforts by the U.S. Forest Service to protect roadless areas within our national forests. Discussions surrounding HJR 6 and last session's HJR 54 have included many misconceptions and much misinformation. We would like to address some of those issues here:

- The Roadless Policy does not violate open public process. During an 18-month long public process, over 600 hearings were held around the country. Over 1.6 million comments were received by the Forest Service. Here in Alaska, hearings were held in Anchorage, Girdwood, Seward, Cordova, Sitka, Ketchikan, Juneau, Yakutat, Kake, Tenakee, Hoonah, Petersburg, Thorne Bay, Craig, Angoon, Gustavus and Wrangell. Over 1,000 Alaskans attended these hearings; 62% of those testifying at the hearings supported the roadless proposal.
- The Roadless Policy does not violate the "No More" clause of ANILCA; it is not creating new parks, refuges or wilderness areas, de facto or otherwise. It is, rather, another tool in the Forest Service's tool box of management options for protecting currently roadless areas for multiple uses. For example, protection of roadless areas will help maintain water quality for community water supplies and a viable fishing industry and help preserve wildlife habitat for continued subsistence and sport hunting.
- The Roadless Policy does not affect existing roads. No roads currently in existence will be closed under this rule. In fact, money saved from building new roads into roadless areas will be available for use by the Forest Service to help maintain existing roads and keep them open and safe for use by Alaskans.
- The Roadless Policy will not mean the end of the timber industry in Alaska. In the Tongass, billions of board feet of timber outside of roadless areas would still be available for logging. This timber, that can be accessed by the 4,650 miles of existing road, is enough to support a moderately-sized timber industry. In the Chugach, the current small-scale operations for house logs, firewood, and safety reasons can continue in the existing roaded areas.

We only need to look south to the national forests in Washington state to see the "collateral damage" that comes with extensive road building, including landslides, damage to salmon streams, problems with game poaching and increased risk of human-caused fires. The Roadless Policy will give us the opportunity to do it differently here in Alaska. This policy will allow better management of the Tongass and the Chugach for the benefit of all users – subsistence, recreational and commercial. ACA/ACV urges you not to support HJR 6.

Susan Schrader, Conservation Advocate

Conserve Alaska. It's Only Natural.



Southeast Alaska Conservation Council

SEACC 419 6th Street, Suite 328, Juneau, AK 99801
(907) 586-6942 phone (907) 463-3312 fax
info@seacc.org

STATEMENT OF KATYA KIRSCH, EXECUTIVE DIRECTOR SOUTHEAST ALASKA CONSERVATION COUNCIL

HEARING ON HOUSE JOINT RESOLUTION 6,

BEFORE THE
ALASKA HOUSE TRANSPORTATION COMMITTEE
JANUARY 16, 2001

Mr. Chairman and Members of the Transportation Committee:

My name is Katya Kirsch. I am the Executive Director of the Southeast Alaska Conservation Council (SEACC).

SEACC is a coalition of eighteen volunteer conservation groups in fourteen communities across Southeast Alaska, from Yakutat to Ketchikan. SEACC's individual members include Alaska Natives, subsistence users, commercial and sport fishermen, hunters and guides, tourism and recreation business owners, small timber operators and high value-added wood product manufacturers, as well as concerned citizens from all walks of life. SEACC is dedicated to safeguarding the integrity of Southeast Alaska's unsurpassed natural environment while providing for balanced, sustainable use of our region's resources.

I have lived in Southeast—Haines, Juneau, Wrangell, and Ketchikan—for the past 26 years. During this time I have seen many changes—many thousands of acres of clearcuts, and in this last decade, a much more diversified economy, including huge growth in the tourism and recreation industries, as well as new high tech businesses, fishing and much more.

It is time to stop looking backwards to recreate an economy that chews through our landscape for the gain of just one industry sector. Southeast Alaska's largest industries depend on a healthy Tongass National Forest and the renewable forest resources it provides. While employment in the timber industry continues to decline, increases in the construction, trade, health care and other parts of the service sector continue to march forward. *Alaska Economic Trends* (Jan. 2001). We must keep moving ahead. We need you to have the wisdom to look forward, instead of trying to continue the economy of past years.

SEACC strongly supports the decision to immediately include the Tongass National Forest in the Forest Service Roadless Area Conservation plan. This decision is not about closing down any of the nearly 5,000 miles of roads that currently exist on the Tongass National Forest. It is about

managing these valuable wildlands for multiple uses, such as hunting, fishing, subsistence, recreation, and tourism.

Southeast Alaskans depend upon these roadless areas for food, recreation and income. For example, the policy protect Farragut Bay. Petersburg fishermen are concerned about negative impacts to important king salmon trolling areas and crab grounds in this water body from logging development.

The Forest Service and the Administration listened to what the people said. It is time for you to listen also. The fact that the majority of Alaskans, millions of Americans, and the scientific community support full and immediate protection of Tongass roadless areas cannot be overlooked by those who may challenge this decision. The roadless policy is a thoroughly considered administrative rule-making process that afforded the maximum opportunity for public involvement.

The Forest Service held a total of 617 public hearings--including 17 in Alaska--that were attended by over 39,000 Americans. More than 1.6 million comments were received, the vast majority of which supported inclusion of the Tongass and the Chugach in the final rule. Estimates based on eyewitness accounts show that nearly 75 percent of the citizens who testified at public hearings in Southeast Alaska's four (4) largest communities (Juneau, Ketchikan, Sitka, & Petersburg) supported including the Tongass in the Roadless policy. In Ketchikan, an emphatically pro-timber community for the past live decades, more than 40 percent of the citizens who publicly testified supported including the Tongass in the roadless policy. In the 13 hearings held across the region, roughly 60 percent of the Southeast Alaskans who testified supported protecting all Tongass roadless wildlands from commercial logging and roadbuilding. This outpouring of local citizen support for applying the roadless policy on the Tongass illustrates that Southeast Alaskans reject the assumption that the recently revised Tongass plan, by itself, will ensure the long-term ecological integrity of our nation's largest national forest. It also reveals a desire for the Tongass to be treated just like any other national forest.

In fact, the best rationale for including the Tongass in the national roadless policy immediately was the very product of implementing the revised Tongass Land Management Plan (TLMP). As required by TLMP, the Forest Service and other federal and state agencies evaluated the ability of existing forest roads to meet TLMP standards for fish passage. The results of this inter-agency effort are shocking and show the legacy of damage caused by roadbuilding on salmon and trout habitat. According to the Tongass Road Condition Survey Report, released by ADF&G in June 2000, two-thirds of the culverts crossing salmon streams provided inadequate fish passage; eighty-five percent of the culverts crossing trout streams provided inadequate fish passage.

Out of an estimated \$20 million backlog to fix the nearly 1000 culverts that block safe fish passage, the Forest Service has been budgeting only one half million dollars per year to fix these failing roads. At this rate, it would take 40 years to fix current fish passage problems on the Tongass. Instead of this resolution, the Alaska Legislature should call for sufficient federal funding to fix these culverts---providing jobs for Southeast Alaskans and safe passage for wild salmon so important to our commercial and sports fishermen. The Forest Service needs to use its

shrinking budget to maintain its existing road network instead of punching new roads and clearcuts into roadless areas.

We strongly disagree that the Tongass Timber Reform Act of 1990 (TTRA) provides any basis for treating the Tongass differently from other national forests. This excuse is contrary to judicial interpretation of this landmark conservation bill. By deleting in its entirety the mandate for unsustainable logging levels and excessive and permanent taxpayer subsidies, Congress clearly intended to halt the practice of treating the Tongass differently from other national forests. Thus, the Forest Service's first obligation on the Tongass is to manage "all of the various renewable surface resources of the national forests so that they are utilized in the combination that will best meet the needs of the American people." 16 U.S.C. § 531(a) (Multiple Use-Sustained Yield Act). If the combination of renewable resources that best meets the needs of the American people protects the roadless areas on the Tongass from commercial logging and roadbuilding, as a majority of Alaskans agree, then the Forest Service is complying with the TTRA.

The resolution's reliance on ANILCA's "no-more" clause is similarly misplaced because this is not a "withdrawal" of public lands but just the exercise of the Forest Service's management discretion to define appropriate uses for land under its jurisdiction. The policy does not bar location, entry, or leasing of minerals under federal mining laws. Nor, as alleged in the resolution, does the national roadless policy violate the "study" provision contained in Section 1326(b) of ANILCA. This section does not prohibit the Forest Service's review of roadless area management because the review was not conducted for the single purpose of establishing new conservation system units by Congress. The Forest Service review was only a process for the Forest Service to decide how to manage the lands under its jurisdiction pursuant to its existing management authorities and responsibilities.

As a last note, it appears that HJR 6 was hastily written. There are several errors in the "whereas" sections. For example, the resolution claims, "the forest products industry ... contributes significant revenue to local communities through the 25 percent revenue sharing provisions of federal law." However, a new federal law (P.L. 106-393) was passed last year and guarantees stable payments for roads and schools to local forest communities. According to the formula provided under that statute, local governments would get an annual payment equivalent to the average payment of their 3 highest years of timber receipts over the past 15 years. A reduction, if any, in timber receipts on the Tongass from immediately including it in the roadless policy will not reduce the amount of money Southeast Alaska communities will receive for roads and schools.

Please look forward and not backward. Please do not support this resolution. Instead, support fixing the culverts which are impeding safe fish passage now, providing jobs for Alaskans who fix them, and the fishing and recreation industries which will thrive along with wild salmon, wildlife and wild roadless forests.

Thank you.

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Thank you.

FAX TRANSMITTAL

FROM: Frank Richards Richards & Sons Inc.
Phone 907-747-3355 Fax 907-747-6535
Jay Kassner K & R Enterprises Inc.
Phone 907-345-6535 Fax 907-345-8244

DATE: January 22, 2001

RE: President Clinton's move to make the Tongass National Forest roadless

This letter is intended to make comments concerning President Clinton's attempt to designate the Tongass National Forest as a roadless area.

We encourage you to sponsor and support legislation or initiatives which will require the State of Alaska to take an active role in overturning the Tongass National Forest Roadless initiative. This initiative is a strictly political ploy and is not based on facts or policies required to be adapted by the U. S. Forest Service under the Multi-use provisions in Federal law.

Prior ANILCA legislation stated that there would be no further change's or restrictions placed on the Tongass National Forest. President Clinton's move to designate the Tongass as a roadless area will further decrease property values and cause the economy of Southeast Alaska to further deteriorate.

During the past forty years, many southeast communities and individual businessmen made decisions to make large investments in infrastructure based on on-going long term timber harvest contracts as well as continued multi-use of the Tongass National Forest. The K & R Office Building in Sitka is a case in point. We built a large state-of-the-art office building for the U. S. Forest Service in Sitka. Attached is an assessed valuation chart showing a drop of over six hundred thousand dollars on our property from 1993 to 1994. This is the period when ALP's long-term timber contract was illegally voided by the Clinton administration.

As you are no doubt aware, the U. S. Forest Service has dramatically scaled back their mission in Southeast Alaska. We anticipate that we eventually will be left with a building for their specific purposes and no tenant to cover ongoing costs. If our building were located in Seattle or Portland we could most likely find another tenant. However, that is not the case and we will be left "holding the bag" when the U. S. Forest Service departs Sitka.

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We believe it is only equitable that the State of Alaska, local communities and business should be justly compensated for the termination of the timber contracts and the on-going lockup of the Tongass National Forest. We urge you to join in on ALP's suit against the Federal government and to assist local communities, business and individuals to join as damaged parties to any actions taken.

We encourage you to start a public relations campaign to provide people outside Alaska with accurate information regarding the Tongass and ANILCA. This is desperately needed to counteract the massive effort by outside environmental groups set on destroying the economy and livelihood of Southeast Alaskans.

We also encourage you to start an economic development commission to assist Southeast Alaskans during the transition from a resource based economy to an economy based on sight seeing excursions. Low interest or zero interest loans should be provided to assist residents and businesses in Southeast Alaska during the difficult times to come.

ATTACHMENTS: Assessed valuation K & R Building from City
& Borough of Sitka, assessors office
Fact sheet on Tongass National Forest

Tongass Forest Facts

- The Tongass National Forest spans 16,883,000 (17 million) acres.
- There are 5,721,733 (5.7 million) acres within the Tongass National Forest that are Congressionally designated Wilderness Areas and National Monuments. That accounts for 34% of the Tongass. No logging is allowed in these areas.
- For each acre of the Tongass that is managed for timber production, there are 8.5 acres of land designated by Congress as Wilderness. This land can never be logged.
- There are 9,933,000 (9.9 million) forested acres in the Tongass and 6,949,000 (6.9) acres of the Tongass are not forested. That means 58% of the Tongass is covered by trees and 41% is covered by rock, glaciers, water, etc.
- Of the 9.9 million acres of trees on the Tongass there are 4,233,455 (4.2 million) acres that have been deemed by the land manager, the Forest Service, "non productive" timber lands. So 43% of the forested acres on the Tongass are "non-productive" which means they are either lands not capable of growing commercial wood, or land physically unsuitable for reasons such as steep slopes, some land has not yet been evaluated, and some land has been withdrawn from land use designations allowing timber harvest.
- The remaining forested acres comprise the area where timber harvest may be planned. There is 3,700,000 million acres in the "commercial forest" of the Tongass. That accounts for 37% of the forested acres of the Tongass, or 22% of the entire Tongass.
- The Tongass Land Management Plan revised in 1999 plans to harvest timber from 576,000 acres from the commercial forest of the Tongass over a 200 year rotations. That means that less than 10% the forests in the Tongass will be cut in the next 100 years - a mere 3.5% of the entire Tongass is available for timber management, which

- The Tongass is roughly the size of the entire state of West Virginia.
 - The current status of fisheries resources on the Tongass is unequalled anywhere in the world.
 - The combined Southeast Alaska fish habitat and harvest goals set by fisheries biologists in the late 1980's for the year 2000 have already been surpassed by 145 percent.
 - The new Tongass Land Management Plan provides for maintaining deer habitat capability sufficient to sustain wolf populations and current levels of human deer use.
-
- The importance of the beach and estuary buffers to a variety of ecological functions is well established. The current TLMP establishes 1,000 foot no harvest zones along beaches and estuaries to protect important habitat for deer, goshawks, marten, brown bear and bald eagles. The 1,000 foot no harvest zone along the coastline is in addition to the millions of acres of forested lands in Wilderness and Habitat Conservation Areas, where no logging is allowed.
 - When President Theodore Roosevelt created the Tongass National Forest in 1907 he did so with the utmost wisdom. Roosevelt was way ahead of his time, recognizing as early as 1903 the importance of multiple use. "...First and foremost," President Roosevelt explained, "you can never afford to forget for a moment what is the object of our forest policy. That is not to preserve the forests because they are beautiful, though that is good in itself, nor because they are refuges for the wild creatures of the wilderness, though that too is good in itself; but the primary object of our forest policy, as the land policy of the United States, is the making of prosperous homes."

- Of the 9.9 million forested acres in the Tongass, 8.3 million will remain closed to timber access and harvest. Under the current TLMP this is correct. However, this number could change and not all areas within that 8.3 million acres are permanently protected from timber harvest activities.
- It's a tricky thing to talk about how much forest land is "unavailable." It is tricky because its definition varies. That number may or may not include all sorts of different factors.
- There are 731,000 acres identified in TLMP as suitable for scheduling the expected 576,000 acres of harvest over the next 200 years (rotation). That's less than 1% of the forested acres of the Tongass.
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