

ALASKA LEGISLATURE COMMITTEE FILES . 2003-2004 8672

11097 HOUSE TRANSPORTATION

Subject: FW: rollski

Date: Tue, 17 Feb 2004 10:02:06 -0500

From: "bill mcdonnell" <bill.mcdonnell@uaf.edu>

To: "Brian Hove" <Brian_Hove@legis.state.ak.us>

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

From: tigerdemers@att.net [<mailto:tigerdemers@att.net>]

Sent: Tuesday, February 17, 2004 9:59 AM

To: bill.mcdonnell@uaf.edu

Subject: rollski

fyi

Judy & Tiger E. Demers
P.O. Box 991
26975 Williwa St.
Kasilof AK 99610 0991
tigerdemers@att.net
907-283-5133

February 17, 2004

Bill McDonnell
University of Alaska Fairbanks
P.O. Box 757440
Fairbanks Alaska 99775

Dear Mr. McDonnell,
The purpose of this letter is to express our support for the proposed roller-ski legislation.

We are residents of Kasilof , a small rural community with no public recreational facilities. No sidewalks, no bike paths, and hardly any paved roads other than the Sterling Highway and Kalifornski Beach Road. The one thing that we like to do is either bicycle and or roller ski on Coho Loop Road which has a low volume of local traffic. In the past, the state police have observed us roller skiing and for what ever reason have never talked to us about any infractions.

I am 64 years old and an ex Olympic athlete, the 1964 Nordic Winter Olympic Team at Innsbruck Austria. One other to consider is our current Olympian and World Cup Biathlon competitor , Jay Hakk..nen of Kasilof. And, there are others who will be positively affected by this legislation.

Thank you for your kind attention. If any additional information is desired, we will make every effort to meet your request.

Au Revoir Mon Ami,
Tiger Demers

--
Au Revoir Mon Ami
Tiger & Judy Demers
P.O.Box 991
26975 Williwa St.
Kasilof AK 99610
907-283-5133

Subject: FW: support of roller skiing

Date: Tue, 17 Feb 2004 10:15:54 -0900

From: "bill mcdonnell" <bill.mcdonnell@uaf.edu>

To: "Brian Hove" <Brian_Hove@legis.state.ak.us>

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

From: Kiki Abrahamson [mailto:kabrahamson@kpbsd.k12.ak.us]

Sent: Tuesday, February 17, 2004 10:07 AM

To: bill.mcdonnell@uaf.edu

Subject: support of roller skiing

I support making roller skiing legal.

My 15 year old daughter won gold and silver medals in international biathlon competition in Sweden, but training in Alaska has been problematic. She trained in Lake Placid and with the Minnesota team and with them learned how to roller ski and develop a year round training plan. Although this worked for several years, it became too expensive for our family. Now she could rollerski to maintain her training here, but not if it is illegal.

That roller skiing is illegal seems completely ludicrous to me. We are constantly faced with challenges to help young people make wise activity choices and encourage everyone to keep up exercising for health as a life long pursuit. Then why would there be an ordinance against an activity that promotes a healthy activity? What is the message lawmakers are sending out... Sorry, you can't roller ski so why don't you go hang out at the beach with your friends and smoke some pot... Or, why don't you just sit down in front of the TV, drink a few beers and catch a game or two. If you're lucky you may even get a peek at Janet Jackson's breast.

Kiki Abrahamson

FW: In Support of Roller-skiing

Subject: FW: In Support of Roller-skiing

Date: Tue, 17 Feb 2004 12:37:16 -0900

From: "bill mcdonnell" <bill.mcdonnell@uaf.edu>

To: "Brian Hove" <Brian_Hove@legis.state.ak.us>

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

From: Debbie & Charlie [mailto:pooregib@xyz.net]

Sent: Tuesday, February 17, 2004 12:22 PM

To: bill.mcdonnell@uaf.edu

Subject: In Support of Roller-skiing

Yes, I support roller-skiing in Alaska. We are an outdoors type of people and should have all means of exercise and recreation encouraged. With the unpredictable snow conditions it makes sense that roller-skiing be available for people to continue training and exercising. Roller-skiing is a life-long exercise and helps combat cabin fever and SAD, which many Alaskans are familiar with. Please do all you can to change the legislation in support of roller-skiing.

Thank you. Sincerely, De. h Poore

Homer, Alaska

Subject: FW: rollerskiing

Date: Wed, 18 Feb 2004 09:17:19 -0900

From: "bill mcdonnell" <bill.mcdonnell@uaf.edu>

To: "Brian Hove" <Brian_Hove@legis.state.ak.us>

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

From: ida martin [mailto:xc_ski_frog@yahoo.com]

Sent: Tuesday, February 17, 2004 5:08 PM

To: bill.mcdonnell@uaf.edu

Subject: rollerskiing

My name is Ida Martin, I am from Homer Alaska and I am an active cross country skier from Alaska. I am away at college on a skiing scholarship in Gunnison Colorado, I return to Alaska for the summer to work and train for skiing. Rollerskiing is a big part of my summer training, and if I was not able to rollerskiing it would make it hard for me and many other skiers to return to Alaska for training. Also this would affect UAA's and UAF's ski teams, many high schools, and many club teams. Alaska has prouded its self on having a great team at Junior team at the Juniorr Olympics. All over the nation people know that Alaska has the skiers to beat. the Two times I traveled to the Juniorr Olympics as part of thAlaskaka team, wdominateded thcomposition. Puttingng 3 to 7 people in the top team, wining many of the age class relays, and having many of our athletes named Juniorr Olympic champions. As a team we won the team title by 500 points or more.

University Alaska Anchorage is doing really well on the college NCAA circuit right now in 2004. Sara Handson won her first western division collegiatet title at the the Utah races. She uses roller skiing as summer training.

Katie Ronse of the Alaska Winter Stars and the Service High school ski team, was named to the world Junior team of US skiers to go over to Europe and compitcompete; I trained with her over last summer and she was an avide avidroller skier; She used roller skiing to get in shape, and she has gotten to were she is by using summer training, mostly roller skiing.

Alaska has made a name in the US and the world through the skiers that have come out of Alaska. Many if not all skiers use roller skiing as summer training. It is the most accuaccuratem of simulating skiing when a skier can't get on snow.

People use the roads for training with bikes, on foot, and rollroller skiessp; If we allow rollerskiing to be band were will it stop. Who is to say that bikes won't be band, or you will get a ticket for running on a road that has been part of your traing for years. Alaska is know for its skiers, why short them on all opportunities to get as far as they can. It is like asking a person to work with a handicap that is not natural, one that has been put on them by someone.

I want to know why this is even an issue right now. PeopPeoplee been roller skiing in Alaska for many years. who wants to get rid of roller skiing, people who don't understand the sport of skiing. I feel that I try to be fair when I pass jujudgmentr I keep an open mind. I think that people should also when it comes to the issue of roller skiing.

FW: rollerskiing

I am sstronglyin favor of keeping roller skiing legal in Alaska, as both a citizen and an athlete.

I can be reached at 970-943-2760 or xc_ski_frog@yahoo.com and CPO Box 5477 Gunnison, Co 81231

Do you Yahoo!?

Yahoo! Finance: [Get vour refund fast by filing online](#)

FW: In Support of Roller-Skiing

Subject: FW: In Support of Roller-Skiing

Date: Wed, 18 Feb 2004 09:15:46 -0900

From: "bill mcdonnell" <bill.mcdonnell@uaf.edu>

To: "Brian Hove" <Brian_Hove@legis.state.ak.us>

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

From: Wayne Watson [mailto:watson@xyz.net]

Sent: Wednesday, February 18, 2004 7:27 AM

To: Bill Mcdonnell

Subject: In Support of Roller-Skiing

To Whom it May Concern,

I have been involved with Cross-country skiing in Alaska for 25 years and President of the Kachemak Nordic Ski Club in the Homer area for the past ten years. I am the current President of KNSC. KNSC has a membership of about 250 members and grooms and manages about 50 kilometers of trails in the Homer area. I am an avid cross-country skier and off-season roller-skier. My wife and I are the proud parents of a 3 time Junior Olympian who also skied in college at the University of Nevada. Off-season roller-skiing was a key element in his training program as a Junior and in college. We also enjoy roller-skiing but are very limited in places we can legally participate in the sport. We strongly believe Nordic skiing is a very healthy, lifelong sport and roller-skiing is part of that pasttime. To that end I'd like to go on record in support of State Senator Ralph Seekins of Fairbanks introduction of a bill to the legislature that will specifically amend the existing statutes to make roller-skiing legal in the state of Alaska.

Sincerely,

Wayne Watson

President-Kachemak Nordic Ski Club

PO Box 884

Homer, AK 99603

Thank you for your support of Skiers of Alaska

Subject: Thank you for your support of Skiers of Alaska

Date: Thu, 19 Feb 2004 15:02:47 -0900

From: "Kent Karns" <kkarns@hswarehouse.com>

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

Senator Seekins,

Thanks for introducing the bill allowing roller skiing. You have drafted a bill that allows for safe use of the roads for serious skiers, including high school and college athletes from Alaska that continue on the road to national, international and Olympic ski competitions.

Please keep up the good work in Juneau.

Yours,

R. Kent Karns
H&S Warehouse, Inc.
Treasurer

Subject: Roller skiing

Date: Thu, 19 Feb 2004 09:07:04 -0800 (PST)

From: Don Pendergrast <don_pendergrast@yahoo.com>

To: Senator_Ralph_Seekins@legis.state.ak.us

Dear Senator Seekins,

Thank you for introducing legislation legalizing roller skiing in Alaska. We have a strong skiing community, UAF and UAA are national powers. Alaska has Olympians and Jr. Olympians in abundance. We consistently send cross skiers to national and international competitions.

It's hard to imagine not having enough snow in Alaska, but world class athletes need to train year round and roller skies allows this to happen.

Thank you again,

Don Pendergrast
1358 Spring Glade Rd
Fairbanks, AK 99709

Do you Yahoo!?

Yahoo! Mail SpamGuard - Read only the mail you want.

<http://antispam.yahoo.com/tools>

Subject: FW: Legislation letter

Date: Fri, 20 Feb 2004 09:30:18 -0900

From: "bill mcdonnell" <bill.mcdonnell@uaf.edu>

To: "Brian E. Hove" <Brian_Hove@Legis.state.ak.us>

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

From: Sigrid Aas [<mailto:sigrid-a@online.no>]

Sent: Friday, February 20, 2004 1:13 AM

To: Bill.McDonnell@uaf.edu

Subject: Legislation letter

Here is the letter for the rollerskiing proposition. Feel free to correct any spellings or errors in it. I didn't know who to adress it for either, or what to put on the heading.

To Whom it Might Concern

Rollerskiing Legislation

Fairbanks is a town filled with cross country skiers. The two high schools in town have cross country ski teams and UAF has a nordic skiing program. In addition to that, The Nordic Ski Club of Fairbanks has numerous members and they offer activities to children and people of all ages and abilities. In the summer time, nordic skiers with ambitions have to train well in order to become better at skiing. Rollerskiing plays a great part in this, and it is basically a way to nordic ski on wheels.

This fall rollerskiing became a hot issue in Fairbanks after me and some UAF skiers got transported by the Troopers after one of our rollerski practises. I can understand that drivers sometimes get anxious and angry after they encounter rollerskiers on the road. Sometimes the road just isn't wide enough to safely pass in turns and curves. With a little cooperation between the rollerskier and the driver, however, it should be perfectly safe to pass in most cases. This is where the problem starts. Sometimes rollerskiers are not being considerative enough of cars coming, and sometimes car drivers are not being considerate enough on behalf of the rollerskiers. However, as far as I know (judging by my own experiences and by training with the UAF team) rollerskiers largely do their best to avvoid dangerous situations and conflicts. After all, it is most likely the rollerskier, and not the car driver who would be left with broken bones after a potential accident. Believe me, I do my uttermost to avoid that from ever happening, and I think that goes for other rollerskiers as well.

Nordic skiers also bike a lot for training in the summer and fall. During many of my bike rides, I have been harrassed by car drivers in the same fashion as while rollerskiing, while safely keeping within the white line on the road shoulder. Now, many drivers apparently think that biking is also dangerous on the roads. Should we forbid biking as well? I think that many drivers are starting to believe that the roads should be a domaine for cars only, so that it is more permissible to drive faster, more recklessly, and without having to worry about hitting a rollerskier, biker or, even, a walking person. Is this right? Should everybody adjust their exercising and commuting habits so that drivers can drive without taking any considerations?

After the insident where UAF skiers were transported with Troopers from Pearl Creek, one of the troopers talked about how the rollerskiing on that road was going to kill someone one day since people were speeding and drunk driving there!! I think that is a fundamentally wrong way of looking at it, since that actually excuses the fact that people are drunk driving and speeding on that road. If the troopers already knew that, perhaps they should focus more on catching those drunk drivers and speeding cars instead of jumping in front of a rollerskier coming down a hill during a workout. (That insident represent the only accident we had on the UAF team so far, and ironically it was only because the Trooper was trying to "prevent" an accident).

All in all, I think that to forbid rollerskiers on the road will be the beginning of somthing that in the long run will make for more dangerous roads and more reckless driving. More resources should be delegated to the real problems as far as road safety, such as drunk driving and speed control.

Sincerely,
Sigrid Aas
UAF Ski Team

roller skiing

Subject: roller skiing

Date: Mon, 23 Feb 2004 07:25:29 -0900

From: "Faryniarz, Kathy" <KFarynia@provak.org>

To: "'Senator_Ralph_Seekins@legis.state.ak.us'" <Senator_Ralph_Seekins@legis.state.ak.us>

Please support roller skiing on alaska's roads It is critical for training esp those athletes that represent us nationally and internationally Thanks
Kathy Faryniarz

This message is intended for the sole use of the individual to whom it is addressed and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not the addressee you are hereby notified that you may not use, copy, disclose, or distribute to anyone the message or any information contained in the message. If you have received this message in error, please immediately advise the sender by reply email and delete this message.

Steve & Karen Clautice
1465 Hans Way
Fairbanks, AK 99708
February 23, 2004

Dear Legislators,

We are writing in support of SB 327.

Alaska is home to past, present and future Olympic cross country skiers. UAF ski team took home medals from the NCAA national competition last year. Alaska High School skiers medalled last spring in the US Junior Olympics in Fairbanks and placed first with their relay team. To reach this level, incredible commitment and physical effort is required to put in more than 600 hours of structured workouts a year. Roller skiing (on long, rolling, and smooth roads) is an essential part of their workout schedule.

SB 327 would allow our athletes to complete their necessary training while addressing safety concerns. It would help maintain Alaska's prominence in a sport that is uniquely suited to our environment and offers so much to the State.

We urge your support of SB 327.

Sincerely,

Karen & Steve Clautice

FW: rollerskiing

Subject: FW: rollerskiing

Date: Tue, 24 Feb 2004 07:38:49 -0900

From: "bill mcdonnell" <bill.mcdonnell@uaf.edu>

To: "Brian E. Hove" <Brian_Hove@Legis.state.ak.us>

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

From: The Gunkel Family [mailto:mfgun@gci.net]

Sent: Tuesday, February 24, 2004 6:39 AM

To: bill.mcdonnell@uaf.edu

Subject: rollerskiing

Hello,

I would like to show my support for rollerskiing in Anchorage, or for that matter in Alaska. It is an important way to train in the summer months. Thanks for your attention to this matter. Michele Gunkel

Subject: SB 327

Date: Tue, 24 Feb 2004 09:24:30 -0900

From: "Jon Quinn-Hurst" <jqhurst@alaskapacific.edu>

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

Dear Senator Seekins,

Thank You for submitting the legislation regarding legalizing roller skiing in Alaska, SB 327.

The development of top level cross country ski athletes depends on quality dry land training, which includes many hours of roller skiing during the spring, summer and fall. The ongoing development of Olympic caliber athletes is a primary goal of the APU Nordic Ski Center, and it is essential that athletes be able to legally train on the shoulders of the public roads in Alaska.

Alaska has a long and proud history of supporting and producing top level cross country ski athletes, all of whom have depended upon the ability to roller ski in the non-winter months. In the 2002 Olympics, 25% of the U.S. Nordic Olympic team trained in the APUNSC program in Anchorage, all having benefited from the ability to roller ski in the off season. Additionally, three other top Alaska skiers represented the U.S. on the Nordic teams. Top level college athletes at UAF, UAA, and APU rely on the ability to dry land train by roller skiing. It is done with safety in mind. Risk management is always a priority. Our program insists that the athletes follow the simple rules of the road, the same as bicyclists, and that they wear safety gear, especially helmets.

Your support in passing this legislation will help to assure that the legacy of the development of Olympic athletes can continue in Alaska, legally.

Sincerely,

Jon Quinn-Hurst
8242 Parkridge Circle
Anchorage, AK 99507
h. 907-5612-5444

APU Nordic Ski Center
907-564-8328
<<Jon Quinn-Hurst (E-mail).vcf>>

Jon Quinn-Hurst (E-mail) <jqhurst@alaskapacific.edu>

Subject: SB327

Date: Wed, 25 Feb 2004 00:06:16 -0000

From: Nugent Nicholas J DPW FWA ENG <nickolas.nugent@us.army.mil>

To: Senator_Ralph_Seekins@legis.state.ak.us

CC: bill.mcdonnell@uaf.edu

Dear Sen. Seekins;

I wish to thank you for your efforts in the introduction of this legislation. Though I may never have need to roller ski it is of inestimable value to those pursuing a goal of being a world class competitor. As more is published on the value of this type of off season training the interest will continue to grow. As a summer bicyclist I have seen first hand that not all of our bike trails are able to function as roller ski trails. I also do not mind sharing the road with non motorized traffic. I am looking forward to the advance of this legislation. Again thanks for your efforts to support our local skiers and their endeavors.

Nickolas Nugent
Fairbanks AK

Subject: SB 327 hearing on Thursday February 25

Date: Wed, 25 Feb 2004 12:03:26 -0900

From: "Jim Mery" <MERYJ@doyon.com>

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

Senator Seekins:

Recently I sent you a letter in support of SB 327 on behalf the Nordic Ski Club of Fairbanks. The purpose of this note is to let you know that many in support of SB 327 will not be able to attend the hearing tomorrow, including myself, due to a conflict with a major ski competition at the same time.

Tomorrow afternoon is the start of the three day Alaska State High School Ski Championships. The Nordic Ski Club of Fairbanks, the Fairbanks North Star Borough and School District are putting on these races at the Birch Hill here in Fairbanks. About 200 student athletes, plus their coaches and many parents will be at the races. Several dozen of our 900 strong ski club members will also be helping. Undoubtedly, there is strong support for SB 327 within this one group of skiers.

Thanks again for your support.

Jim Mery

President

Nordic Ski Club of Fairbanks

Subject: FW: Letter of support for SB 327

Date: Wed, 25 Feb 2004 08:19:05 -0900

From: "bill mcdonnell" <bill.mcdonnell@uaf.edu>

To: "'Brian E. Hove'" <Brian_Hove@Legis.state.ak.us>

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

From: diana evans [mailto:e2solutions@gci.net]

Sent: Tuesday, February 24, 2004 10:55 PM

To: bill.mcdonnell@uaf.edu

Subject: Letter of support for SB 327

Dear Legislators,

I strongly support the adoption of SB327. Alaska has a great history of producing cross-country ski athletes from high school competitors to Olympic athletes. Roller-skiing is a necessary training element and since we in Alaska do not have dedicated off-road roller-skiing training facilities like European countries, it is necessary to use other paved surfaces such as roads. I have often rollerskied on roads safely, and hope that cross-country ski community can continue to do so with the passage of SB 327. We should encourage physical activity in every form possible, for the health and well-being of our citizens.

Diana Evans

2518 Galewood St

Anchorage AK 99508

907-301-5927

Diana J. Evans PE <e2solutions@gci.net>

President

e2 Solutions, Inc

Subject: SB 327 Testimony

Date: Sat, 28 Feb 2004 17:31:19 -0900

From: "Bruce Miller" <MILLERB@doyon.com>

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

Senator Seekins,

Due to an unfortunate mixup regarding the timing of the open discussion of SB327, I was not able to attend. I had been asked by Bill McDonell, head coach of the University of Alaska, Fairbanks ski team to present written testimony on his behalf. Please find his testimony attached to this e-mail. Additionally, I would like to point out some facts that may have not been brought to your attention:

1: Ten Alaskans were chosen to compete in the 2002 Salt Lake Olympic Games, Eight who were in Nordic Skiing (including Fairbanks' own Aelin Peterson) or Biathlon. Rollerskiing factors heavily in their training.

2: A perfect acknowledgement to Alaska's prowess as a producer of exceptional nordic talent is the name of the team title given to the highest scoring team at the United States Ski Association Junior Nationals: the Alaska Cup. This is due to the dominating presence Alaska has had in the national arena. Alaska is by far the winningest region in the Cup's history, winning 13 of the last 15 years.

3: Alaska's reputation for fine skiing conditions and warm hospitality have enabled the state to host Junior, Senior and Master Nationals several times in recent history. These events bring a tremendous number of people to the State and provide a significant winter season boom to the local economy.

4: Due to our early snowfall relative to the rest of the U.S., we are a mecca for national teams from several countries as well as factory teams to come and conduct early season training before major national and international competitions. This again provides an economic boost to local economies as well as providing an unmatched stimulus for local youth whom have access to these national/international skiers that they read about in headlines and watch on television.

Senator Seekins, the ability for our skiers to be able to maintain their cardiovascular and technique base through rollerskiing is paramount to maintaining the successes I have mentioned above. The roads are already open to bicyclists. All we ask is that the same consideration be given to a group of people that have brought honor and integrity as well as significant offseason dollars to the State of Alaska.

Sincerely,

Bruce Miller

Member of Nordic Ski Club of Fairbanks

Member of Nordic Ski Association of Anchorage

Former member of Lathrop High School Ski Team

Former member of the University of Alaska, Fairbanks Ski Team

3 time member of the Alaska Junior National Ski Team

7 year Coach of Fairbanks Junior Nordics

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

From: Jim Mery

Sent: Wed 2/25/2004 11:44 AM

To: Bruce Miller

Cc:

Subject: FW: Testimony

Bruce, Here is the testimony you need to read into the record on Bill's behalf.

James Mery
Senior Vice President
Lands and Natural Resources
Doyon, Limited
Fairbanks, Alaska
907-459-2039
907-459-2062 fax
meryj@doyon.com

-----Original Message-----
From: bill mcdonnell [mailto:bill.mcdonnell@uaf.edu]
Sent: Wednesday, February 25, 2004 11:39 AM
To: Jim Mery
Subject: Testimony

Hi Jim,

Attached is a short statement with regards to my thoughts on roller-skiing. I kept the comments brief; as I am sure that there will be many looking to make comment. If the opportunity presents itself and you believe it will be beneficial to the cause, please have my comments with regards to this issue entered as testimony during the hearing.

Thanks,

Bill

<u>Hearing Testimony.doc</u>	Name: Hearing Testimony.doc Type: WINWORD File (application/msword) Encoding: base64 Description: Hearing Testimony.doc Download Status: Not downloaded with message
------------------------------	---

Honorable Senators,

As today's important hearing proceeds, I am on my way to Michigan with ten of Alaska's finest student-athletes. Employed as the Head Ski Coach for the University of Alaska-Fairbanks, I have been fortunate to be a member of the Alaskan ski community for the past five years. During that time I have had the distinct pleasure of being involved with nearly forty different student-athletes. Some of these athletes have represented Alaska in the highest levels of collegiate competition at the NCAA Championships, internationally in the World Junior Championships and World Under-23 Championships, and most recently on the World Cup. All have represented the University and the State of Alaska with distinction.

I can without a doubt say that the achievements of these athletes have been made possible in large part due to the ability of these athletes to make roller-skiing a significant part of their off-season training. No other training activity simulates skiing as realistically and specifically as roller-skiing. Taking away a cross-country athletes' training tool of rollerskiing by banning the activity, or forcing those that desire to rollerski onto bike paths in ill-repair, insures that the State of Alaska would be doing their utmost to handicap the ability of our athletes to continue to represent our State with distinction.

As a skier, a member of the Alaskan ski community, and a citizen of this great state, I ask you to support the continuation of Alaska's tremendous skiing achievements and pass Senate Bill 327.

Thank you,

Bill McDonnell



**SATELLITE
TV**

**Local Channels
Now Available!**



adn.com

Anchorage Daily News

Print Page

Close Window

UAF, UAA skiers 1-2 at NCAA meet

CLASSICAL: Aas, Kaempf beat the heat to dominate; UAA finishes 6th.

By MATT NEVALA

Anchorage Daily News

(Published: March 14, 2004)

Temperatures hovered above 50 degrees Saturday as skiers in the women's classical race at the NCAA Championships trucked their way along the 15-kilometer course in Truckee, Calif. The heat made the intake of fluids a huge priority.

"We gave them several feeds, like four or five," UAA coach Greg Cress said by telephone. "We had to keep them hydrated."

And it worked. Alaska skiers drank well and raced even better.

UAF senior Sigrid Aas, of Norway, and UAA sophomore Mandy Kaempf, of Germany, finished 1-2 for the second time in two races at the championships. And four others -- Zach Violet, Eric Strabel and Sarah Hansen of UAA and Fairbanks' Jesse Carlstrom of the University of Nevada -- joined Aas and Kaempf as All-Americans on the final day of the championships.

Aas claimed the Nanooks' second individual championship two days after she earned the first one. She edged Kaempf down the stretch to win the classical title in 53 minutes, 4 seconds.

Kaempf finished in 53:12. In two seasons, she has been the national runner-up in three races.

"I'm a little disappointed because we were skiing together into the stadium," Kaempf said of Saturday's battle with Aas. "She pulled away from me right at the end."

Kaempf said the weather conditions didn't help anyone.

"It was really hot, and the snow was really wet," she said. "But the good thing is everyone has to go through it. You just have to be really hard on yourself."

Aas and Kaempf weren't Alaska's lone All-Americans (top-10 finishers). Hansen, a junior from Wasilla, finished ninth in the women's race (53:46).

Violet (53:22) came in fourth in the men's 20-K, Carlstrom (53:40) of Fairbanks finished eighth and Strabel (53:47) was ninth. Utah's Henning Dybendal won in 53:11.

It was a big week for Violet, who placed seventh in Thursday's 10-K freestyle race. His Saturday finish might have been even better if not for a mishap midway through the race.

"Zach was tripped up and fell about seven or eight kilometers in," Cress said. "He tangled up with a guy and fell from fourth to 13th. But he fought back and had just an incredible race."



UAA coach Trond Flagstad hugs UAA skier Brent Knight after Saturday's 20-K classic race. Knight finished in 16th place. (Photo by Emma Garrard / Anchorage Daily News)

Click on photo to enlarge

UAA, which qualified 10 skiers (six nordic and four alpine) for the championships, extended its string of top-10 team finishes to 20 straight. Competing against schools with 11 or the maximum 12 skiers in the field, the Seawolves finished sixth with 504 points. It was UAA's best finish since a second straight fifth-place performance in 1998.

"Our big goal was to finish in the top five, and we know it would be more of a realistic goal if we could qualify a full team," Cress said. "But we're pretty thrilled."

New Mexico won the national championship with 623 points. UAF finished 10th with 219 points.

Daily News reporter Matt Nevala can be reached at mnevala@adn.com or 257-4335.

NCAA Ski Championships

At Truckee, Calif.

Final Team Standings

1) New Mexico 623; 2) Utah 581; 3) Denver 568; 4) Colorado 564; 5) Vermont 533.5; 6) UAA 504; 7) Middlebury 495.5; 8) Dartmouth 391; 9) Nevada 383; 10) UAF 219; 11) Colby 210.5; 12) Northern Michigan 198.5; 13) Williams 178; 14) New Hampshire 149; 15) Montana State 127; 16) Western State 110; 17) Boise State 67; 18) Whitman 62; 19) Harvard 40; 20) Bates 27; 21) Michigan Tech 11; 22) Wisconsin-Green Bay 1.

Saturday's Nordic classical races

Women

15 kilometers

1) Sigrid Aas, UAF, 53:04; 2) Mandy Kaempf, UAA, 53:12; 3) Trine Lundamo, New Mexico, 53:21. **Other Alaska finishers --** 8) Sarah Hansen, UAA, 53:46; 15) Tara Hamilton, Denver, 54:45; 16) Nicole Deyong, UAA, 54:46; 23) Emma Garrard, Nevada, 55:43; 28) Johanna Turunen, UAF, 55:28; 32) Chrissy May, Dartmouth, 56:49; 34) Sigrid Lagerfelt, UAF, 57:11.

Men

20 kilometers

1) Henning Dybendal, Utah, 53:11; 2) Tor Erik Schjellerud, Colorado, 53:16; 3) Geir-endre Rogn, New Mexico, 53:21. **Other Alaska finishers --** 8) Jesse Carlstrom, Nevada, 53:40; 9) Eric Strabel, UAA, 53:47; 16) Brent Knight, UAA, 54:44; 18) Erik Wickstrom, UAF, 55:25; 32) Jonas Tetlie, UAF, 59:12; 37) Anders Haugen, Williams, 1:03:01.

Print Page

Close Window

SB

382



Official Business

ALASKA STATE LEGISLATURE

SENATOR THOMAS H. WAGONER

- Co-Chair, Senate Transportation Committee
- Vice-Chair, Senate Resources Committee
- Vice-Chair, Community & Regional Affairs
- Member, Legislative Council

Session: January – May
State Capitol, #427
Juneau, AK 99801
Phone: 907-465-2828 Fax: 907-465-4779

Interim: May – December
145 Main Street Loop; Suite 226
Kenai, AK 99611
Phone: 907-283-7996 Fax 907-283-8127

DATE: May 5, 2004

TO: Representative Jim Holm, Chair
House Transportation Committee

FROM: Senator Tom Wagoner

RE: Scheduling of SB 382 – Eminent Domain/Replat of Boundary
Changes

I would appreciate your scheduling this bill, pending referral, before your House Transportation Committee.

I am electronically attaching information regarding the bill for your review and inclusion with your committee packet.

Thank you for your time and consideration.

Sponsor Statement
Prepared by Alaska Department of Transportation and Public Facilities
April 1, 2004
In Support of SB 382

In late March, Commissioner Barton wrote to both Senate and House Transportation, requesting legislation be prepared to address an urgent problem regarding the method used to perform property line changes associated with right-of-way for new transportation projects. His concern was based on a recent lawsuit filed on the C Street extension project in Anchorage. Based on discussion between the Department of Law and right-of-way staff within the department, there was a concern the argument used in the lawsuit could be extended to several other projects across the state. Indeed, that same week, a second lawsuit was filed on the Kenai River bridge project at Soldotna, based on the same legal argument.

The novel legal theory being advanced in the C-Street and Kenai River cases is based on a state law that dates back to 1975. What's new is the interpretation that the state cannot fulfill the typical replat provisions required by local governments (mandated by AS 09.55.275) while also fulfilling the legal processes associated with property acquisition under eminent domain powers.

While the state will vigorously defend against these lawsuits, we are quite fearful of the consequence of an adverse decision as well as the time delay associated with such litigation. Several major projects across the state are at risk. Most critical is the Soldotna project that is slated for construction this summer and several others slated for construction in 2005. If either case is decided in favor of the landowner, the state's ability to use eminent domain powers will be virtually extinguished.

Our principal concern with the current language in AS 09.55.275 is that it requires:

"The platting authority shall treat applications for replat made by state or local governmental agencies in the same manner as replat petitions originated by private landowners.

Inherently, a replat associated with property acquired under eminent domain proceedings, is different than a replat a property owner pursues voluntarily. Accordingly, boroughs with platting authority have created different procedures for such replats involving right-of-way. The argument being advanced in court is that having two separate procedures violates the 1975 legislative intent. The state strongly disagrees with this position, but it is possible that an Alaska Superior Court judge could find that the separate procedures are not treated in the "same manner," and could therefore also find that the state has no authority to acquire needed property.

To prevent further project delay, the legislation before you is offered. It ensures that a state or municipal entity can still reasonably proceed with property acquisition under eminent domain while retaining the local government's locally structured replat procedure.

THE
FOLLOWING
DOCUMENT(S)
ARE
POOR
ORIGINAL
COPIES

delegated his statutory authority to the Interior authorizing the Alaska Land Title Ass'n, 667 U.S. 1040, 118 S.Ct. 1884 (1998).

not be construed to limit the right-of-way or other easements acquired under the Alaska Stat. 418. (§ 3 ch 118)

apply to patents issued under the Alaska Stat. of 1938, 43 U.S.C. & 50 Stat. 1062 (1938). State v. Alaska Land Title Ass'n, 667 U.S. 1040, 118 S.Ct. 1884 (1998). 79 L. Ed. 2d 168 (1984). 366 does not apply to public land order issued under which the Interior delegated his statutory authority to the Alaska Land Title Ass'n, 667 U.S. 1040, 118 S.Ct. 1884 (1998).

shall appear that

is to be applied is

findings in condemnation proceedings and those under a public use order for less than 3.60 Acres, More or Less

low authority and right of eminent domain for a public use taking of property by the state or a municipality. A complaint or petition for eminent domain shall be filed plainly and affirmatively with the court. The court shall have authority for the taking of property for such public use. 138 F. 544 (9th Cir. 1905).

in eminent domain proceedings, a positive statement that the taking of property is necessary and supported by a

statement of facts from which the court can see that the property is intended to be used for that purpose. *Miocene Ditch Co. v. Lyng*, 138 F. 544 (9th Cir. 1905).

Authority and necessity must be found by court before condemnation. — This section has been construed as requiring the court to find the use is authorized by law and the taking is necessary "before condemnation." *Bridges v. Alaska Hous. Auth.*, 349 P.2d 149 (Alaska 1960).

Necessity of findings. — It is upon findings made in accordance with this section that there is established a basis for further proceedings. The findings constitute the decision of the court upon the vital question of whether or not the property sought to be taken can be condemned at all. *Van Dyke v. Midnight Sun Mining & Ditch Co.*, 177 F. 85 (9th Cir. 1910).

Questions to be considered by court. — Ordinarily the only questions to be considered by the courts in condemnation proceedings are: First, whether the petitioner has the power to exercise the right of eminent domain; second, whether the property itself is of a nature subject to condemnation; third, whether the property is being taken for a public or a private use; and fourth, whether the power is being used for taking an excessive amount of property. *Town of Seward v. Margules*, 9 Alaska 354 (1938).

Absolute necessity not required. — Although the condemnor may have the burden of making a prima facie showing of necessity, the language of this section ought to be construed to require no more than that the particular taking be shown to be "reasonably requisite and proper for the accomplishment of the purpose for which it is sought." *City of Fairbanks v. Metro Co.*, 540 P.2d 1056 (Alaska 1975).

Particular questions left to discretion of condemning authority. — In general condemnation proceedings under this article, once the condemnor has presented sufficient evidence to support a finding that a particular taking is "reasonably requisite" for the effectuation of the authorized public purpose for which it is sought, particular questions as to the route, location or amount of property to be taken are to be left to the sound discretion of the condemning

authority absent a showing by clear and convincing evidence that such determinations are the product of fraud, caprice or arbitrariness. *City of Fairbanks v. Metro Co.*, 540 P.2d 1056 (Alaska 1975).

Burden of proof. — One seeking to show that a particular taking is excessive or arbitrary has a heavy burden of proof in the attempt to persuade the court to substitute its judgment for that of the condemnor. *City of Fairbanks v. Metro Co.*, 540 P.2d 1056 (Alaska 1975).

Relative private injury. — That certain property owners suffer relatively greater injury than others, or are less directly benefited by the project, does not establish that the taking of their property is unnecessarily injurious or unwarranted. *City of Fairbanks v. Metro Co.*, 540 P.2d 1056 (Alaska 1975).

While it is true that the inability of a particular condemnee to obtain immediate beneficial use from the project may be considered as a factor in weighing the project's impact in terms of the degree of private injury involved in a proposed route or location, the interest in minimizing private injury is not absolute and must always be weighed in relation to the goals and efficacy of the project in its entirety at the time such determinations are made. *City of Fairbanks v. Metro Co.*, 540 P.2d 1056 (Alaska 1975).

City clearly met its initial burden of demonstrating that its taking certain parcels of land for purposes of the construction of a sewer line was reasonably necessary under the circumstances. *City of Fairbanks v. Metro Co.*, 540 P.2d 1056 (Alaska 1975).

Complaint held sufficient. — Where a complaint used the words "imperatively required" for a public use and alleged facts supporting the same, this was sufficient to show necessity under this section. *Town of Seward v. Margules*, 9 Alaska 354 (1938).

Appeal from interlocutory order finding use authorized and taking necessary. — See *Van Dyke v. Midnight Sun Mining & Ditch Co.*, 177 F. 85 (9th Cir. 1910); *Northern Mining & Trading Co. v. Alaska Gold Recovery Co.*, 20 F.2d 5 (9th Cir. 1927).

Collateral references. — Sufficiency of condemnor's negotiations required as preliminary to taking in eminent domain, 21 ALR4th 765.

Sec. 09.55.275. Replat approval. An agency of the state or municipality may not acquire property located within a municipality exercising the powers conferred by AS 29.35.180 or 29.35.260(c) that results in a boundary change unless the agency or municipality first obtains from the municipal platting authority preliminary approval of a replat showing clearly the location of the proposed public streets, easements, rights-of-way, and other taking of private property. Final approval of replat shall be similarly obtained. However, if a state agency clearly demonstrates an overriding state interest, a waiver to the approval requirements of this section may be granted by the governor. The platting authority shall treat applications for replat made by state or local governmental agencies in the same manner as replat petitions originated by private landowners. (§ 2 ch 96 SLA 1975; am § 23 ch 74 SLA 1985)

Revisor's notes. — In 1994, in the first sentence of this section, "An agency of the state or municipality may not" was substituted for "No agency of the state

or municipality may" to conform the section to the current style of the Alaska statutes.



Alaska State Legislature

Senate Majority Web: <http://www.akrepublicans.org>

Sponsor: Senate Transportation Committee
Current Version: CSSB 382 (CRA) am
Contact: Mary Jackson, 465-4937
Date: April 20, 2004

Fact Sheet for: Senate Bill 382

Short Title: Eminent Domain/Replat of Boundary Changes

Summary:

- Clarifies an ambiguity in existing eminent domain law that unnecessarily limits municipalities in their consideration of replat approval petitions.
- Authorizes municipalities to adopt replat approval procedures targeted specifically to the eminent domain process.

Benefits:

- Gives municipalities greater flexibility in the processes used to review replat approval petitions in eminent domain proceedings.
- Conforms state law to municipal treatment of eminent domain replat approval petitions.

Background:

DOT proposed this legislation following the recent filing of a lawsuit over the C Street Extension in Anchorage. The state's legal staff believed the litigant's legal theory would extend the suit to many other DOT construction projects, including the Kenai River bridge in Soldotna. The state is defending against the lawsuit, yet the consequences of an adverse ruling would be severe. This legislation ensures that DOT or a municipality can reasonably proceed with property acquisition under eminent domain while retaining local government's replat procedures.

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: 1
 Bill Version: CSSB 382(TRA)
 (S) Publish Date: 4/2/04

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
 Title Replatting provisions of Eminent RDU Administration & Support
Domain Right of Way Component Commissioner's Office
 Sponsor Senate Transportation
 Requester Senate Transportation Component No. 530

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
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 (FY2004) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Nona Wilson
 Division: Legislative Liaison
 Approved by: John MacKinnon
 Agency: Deputy Commissioner

Phone 465-6973
 Date/Time 3/31/04 12:29 PM
 Date 3/31/2004

SCR

1

LEGAL SERVICES

DIVISION OF LEGAL AND RESEARCH SERVICES
LEGISLATIVE AFFAIRS AGENCY
STATE OF ALASKA

(907) 465-3867 or 465-2450
FAX (907) 465-2029
Mail Stop 3101

State Capitol
Juneau, Alaska 99801-1182
Deliveries to: 129 6th St., Rm. 329

MEMORANDUM

March 26, 2003

SUBJECT: Distribution of copies of SCR 1
(Work Order No. 23-LS0228\S)

TO: Representative Jim Holm
Chair, House Transportation Committee
Attn: Barbara Cotting

FROM: George Utermohle *GU*
Legislative Counsel

*Entered
Final*

Enclosed is a draft of House CS CSSCR 1 (TRA). This version of the resolution adds a new section providing for the distribution of copies of the resolution to a number of communities in the state.

For communities where there is a municipal government (borough or city), a copy of the resolution is to be sent to the mayor of that municipality. For communities that do not have a local government but do have a post office, a copy of the resolution is to be sent to the postmaster of each of those communities. It is unclear whether Iliamna and Pedro Bay have post offices; both communities have zip codes, so I assume they have post offices.

Those communities that do not have either a local government or a post office are not included in the list of communities to receive copies of the resolution because there is no place to send the copy. Those communities that have neither a local government nor a post office are: Igiugig, Kokhanok, Georgetown, Napaimiut, Eight Mile, Parks, and Oskawalik. Igiugig and Kokhanok are located within the Lake and Peninsula Borough, so a copy of the resolution is directed to the mayor of the Lake and Peninsula Borough.

It is not necessary to direct a copy of a resolution to the governor because all resolutions are transmitted to the governor as a matter of course under Uniform Rule 49(b).

If I may be of further assistance, please advise.

GU:med
03-356.med

Enclosure

23-LS0228\S
Utermohle
3/26/03

HOUSE CS FOR CS FOR SENATE CONCURRENT RESOLUTION NO. 1(TRA)

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-THIRD LEGISLATURE - FIRST SESSION

BY THE HOUSE TRANSPORTATION COMMITTEE

**Offered:
Referred:**

Sponsor(s): SENATORS WILKEN, Therriault, Seekins, Taylor, Dyson, Gary Stevens, Ben Stevens, Cowdery, Hoffman, Green

REPRESENTATIVES Lynn, Ogg

A RESOLUTION

1 **Relating to economic development generated by new road construction and to the design**
2 **and construction of the Hot Springs Loop Road to connect Chena Hot Springs and**
3 **Circle Hot Springs, of a highway along the Bradfield/Iskut Rivers transportation**
4 **corridor, of the Knik Arm Crossing, of a road from Iliamna Bay to Pile Bay, and of**
5 **other roads and highways.**

6 **BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

7 **WHEREAS** new roads are needed to connect communities with the resources that
8 create the increased potential for commercial, industrial, recreational, and social activities for
9 residents and visitors; and

10 **WHEREAS** new local roads will allow Alaskans to get to local schools and health
11 facilities and to quickly respond to local emergency situations; and

12 **WHEREAS** improving the transportation infrastructure in Alaska is vital to the
13 economic growth and prosperity of the state; and

14 **WHEREAS** Alaska is the largest state in the Union, comprising one-fifth of the total
15 area of the continental United States, yet Alaska has barely 2,000 miles of roadways, less than

1 the state of Vermont; and

2 **WHEREAS** the proposed Hot Springs Loop Road from Chena Hot Springs to Circle
3 Hot Springs will complete a transportation loop connecting Fairbanks and the two resort areas
4 and will open areas of Interior Alaska for residents and visitors to explore, enjoy, and
5 develop; and

6 **WHEREAS** the Hot Springs Loop Road would connect the Steese Highway with the
7 Chena Hot Springs Road either through or around the Steese National Conservation Area; and

8 **WHEREAS** the Hot Springs Loop Road will allow residents and tourists an
9 opportunity to drive the scenic loop between Fairbanks and the resort areas at Chena Hot
10 Springs and Circle Hot Springs; and

11 **WHEREAS** the Hot Springs Loop Road will foster increased outdoor activities, new
12 tourism ventures, and economic growth in Interior Alaska; and

13 **WHEREAS** construction of a highway along the Bradfield/Iskut Rivers transportation
14 corridor would increase the traffic flow between Southeast Alaska and the Alaska marine
15 highway to British Columbia by permitting a more efficient flow of travelers into and out of
16 the region; and

17 **WHEREAS** a transportation corridor between Southeast Alaska and British Columbia
18 would generate recreational growth benefiting Alaskans and British Columbians; and

19 **WHEREAS** communities in southern Southeast Alaska have suffered immense and
20 catastrophic declines in their economic base due to removal of the timber industry as a key
21 component of their economies by the previous national administration; and

22 **WHEREAS** the Alaska marine highway system is placing severe constraints on the
23 shipment of fresh seafood to United States and Canadian markets because it has a policy to
24 maximize revenue in the summer period at the expense of reserved deck space for fresh
25 seafood containers, because the capacity to transport shipping vans has been severely
26 curtailed due to international SOLAS shipping standard requirements, and because the Prince
27 Rupert transfer bridge is not of sufficient weight carrying capacity; and

28 **WHEREAS** the shipment of fresh seafood, both caught and processed domestically,
29 by way of airlines is both capacity constrained and expensive, thus denying efficiencies and
30 potential markets for high margin fresh seafood products; and

31 **WHEREAS** a land transportation link to the North American highway system could

1 provide viable development of new vocations resulting from new economic growth; and

2 **WHEREAS** the southern region of Southeast Alaska has been negatively affected in
3 recent years with individual fishery quota (IFQ) landings moving to road-connected
4 communities such as Haines and Prince Rupert; and

5 **WHEREAS** the people of southern Southeast Alaska wish to increase trade with our
6 Canadian neighbors; and

7 **WHEREAS** the Knik Arm Crossing project has been identified as a project that
8 would have a profound effect on future development in Southcentral Alaska; and

9 **WHEREAS** construction of a road from Iliamna Bay to Pile Bay on Lake Iliamna will
10 provide a greatly enhanced transportation route to Lake Iliamna, Newhalen, Lake Clark, the
11 upper Bristol Bay area, several mineral deposits, and unparalleled recreational opportunities
12 and will provide for more economical transportation of food, fuel, and materials to the several
13 villages in the area; and

14 **WHEREAS** the Donlin Creek Road project has been identified as a project that will
15 greatly enhance economic development and establish a transportation corridor in the
16 Kuskokwim area, which will have a profound effect on future development in the region;

17 **BE IT RESOLVED** that the Alaska State Legislature recognizes that the economic
18 development activity generated by the construction of new roads is important to the growth
19 and prosperity of the state; and be it

20 **FURTHER RESOLVED** that the Alaska State Legislature supports the design and
21 construction of the Hot Springs Loop Road to provide a scenic loop route to connect
22 Fairbanks and the resort areas at Chena Hot Springs and Circle Hot Springs; and be it

23 **FURTHER RESOLVED** that the Alaska State Legislature supports the efforts of
24 Governor Frank Murkowski and the City of Wrangell to continue their work with the
25 Province of British Columbia, and Cassiar and Yellowhead Highways communities in their
26 efforts to reach an agreement to construct a highway along the Bradfield/Iskut Rivers
27 transportation corridor; and be it

28 **FURTHER RESOLVED** that the Alaska State Legislature supports the pre-National
29 Environmental Policy Act scoping and environmental impact statement process and the
30 design and construction of a highway along the Bradfield/Iskut Rivers transportation corridor
31 to connect southern Southeast Alaska to British Columbia; and be it

1 **FURTHER RESOLVED** that the Alaska State Legislature supports the design and
2 construction of the Knik Arm Crossing and a road from Iliamna Bay to Pile Bay; and be it

3 **FURTHER RESOLVED** that the Alaska State Legislature supports the continued
4 effort for construction of the Donlin Creek Road; and be it

5 **FURTHER RESOLVED** that the Alaska State Legislature supports the design and
6 construction of a road to Rock Creek, bypassing Moon Light Springs, for development of
7 mineral extraction operations on the Seward Peninsula.

8 **COPIES** of this resolution shall be sent to the Honorable Frank Murkowski, Governor
9 of Alaska; the Honorable Mike Barton, Commissioner, Department of Transportation and
10 Public Facilities; Al Ewing, Chief of Staff, Denali Commission; Rick Van Nieuwenhuyse,
11 President and Chief Executive Officer, NovaGold Resources Inc.; the mayors of the
12 Municipality of Anchorage, Fairbanks North Star Borough, City of Fairbanks, City of
13 Wrangell, City of Petersburg, Ketchikan Gateway Borough, City of Ketchikan, City of
14 Klawock, City of Craig, Kenai Peninsula Borough, City of Homer, City of Kenai, City of
15 Soldotna, Matanuska-Susitna Borough, City of Wasilla, City of Palmer, Lake and Peninsula
16 Borough, and City of Nome; the Postmasters of Central, Circle, Pedro Bay, Iliamna, Crooked
17 Creek, and Red Devil; and to the Honorable Ted Stevens and the Honorable Lisa Murkowski,
18 U.S. Senators, and the Honorable Don Young, U.S. Representative, members of the Alaska
19 delegation in Congress.

GARY WILKEN

SENATOR
West Fairbanks

Interim:
1851 Fox Ave.
Fairbanks, Alaska 99701
Tel: (907) 451-4347
Fax: (907) 456-8163

Alaska State Legislature

Senate

During Session:
State Capitol Building
Juneau, Alaska 99801-1182
Tel: 451-5501 (from Fbks)
Tel: (907) 465-3709 (outside Fbks)
Fax: (907) 465-4714
Website: www.garywilken.com
E-Mail: Senator_Gary_Wilken@legis.state.ak.us

MEMORANDUM

DATE: March 13, 2003

TO: Representative Jim Holm, Chairperson
House Transportation Committee

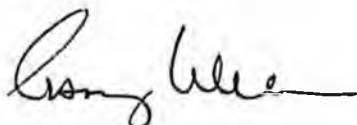
FROM: Gary Wilken
Senator, Fairbanks

RE: Hearing Request for SCR 1

I'm writing to respectfully request that Senate Concurrent Resolution 1 be scheduled for a hearing before the House Transportation Committee.

SCR 1, "Relating to economic development generated by new road construction and to the design and construction of the Hot Springs Loop Road to connect Chena Hot Springs and Circle Hot Springs, of a highway along the Bradfield/Iskut Rivers transportation corridor, of the Knik Arm Crossing, of a road from Iliamna Bay to Pile Bay, 4, and of other roads and highways," encourages increased economic and resource development opportunities in Alaska. It favors the identification, evaluation, design and construction of new roads.

Thank you for your consideration. Please feel free to contact me if you have any questions or would like additional information.



GARY WILKEN

SENATOR
West Fairbanks

Interim:
1851 Fox Ave.
Fairbanks, Alaska 99701
Tel: (907) 451-4347
Fax: (907) 456-8163



During Session:
State Capitol Building
Juneau, Alaska 99801-1102
Tel: 451-5501 (from Fbks)
Tel: (907) 465-3709 (outside Fbks)
Fax: (907) 465-4714
Website: www.garywilken.com
E-Mail: Senator_Gary_Wilken@legis.state.ak.us

Senate Concurrent Resolution 1

Sponsor Statement

“Relating to economic development generated by new road construction and to the design and construction of the Hot Springs Loop Road to connect Chena Hot Springs and Circle Hot Springs, of a highway along the Bradfield/Iskut Rivers transportation corridor, of the Knik Arm Crossing, of a road from Iliamna Bay to Pile Bay, and of other roads and highways.”

SCR 1 is submitted in the spirit of promoting economic development in Alaska. This resolution encourages the identification, discussion, and evaluation of road projects which would significantly improve both the quality of life and the orderly development of Alaska.

We are at a turning point in Alaskan history. Before us is an opportunity to dream and to explore new horizons on the Alaskan frontier. Our transportation infrastructure is integral to Alaska's economic health. We must support the flow of goods and services and the movement of people in order to create and retain Alaskan jobs.

Alaska is resource rich and a favorite travel destination. By targeting new roads that will facilitate, improve, and enhance resource extraction, tourism, accessibility, and local community development, we can meet the needs of Alaskans and support the long-term economic growth of our great State.

I respectfully request your support.

THE
FOLLOWING
DOCUMENT(S)
ARE
POOR
ORIGINAL
COPIES

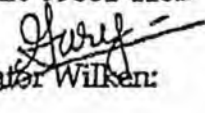
GREATER * FAIRBANKS
CHAMBER
OF COMMERCE

250 Cushman St., Suite 2D, Fairbanks, AK 99701-4665
phone: (907) 452-1105, fax: (907) 456-6968

e-mail: staff@fairbankschamber.org
website: www.fairbankschamber.org

February 5, 2003

Senator Gary Wilken
State Capitol, Room 518
Juneau, AK 99801-1182


Dear Senator Wilken:

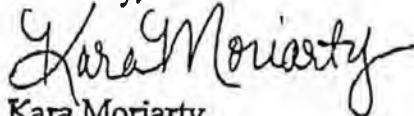
On behalf of the Board of Directors and over 750 business members of the Greater Fairbanks Chamber of Commerce, I would like to offer our wholehearted support for SCR 1, a resolution of support for the construction of new roads to stimulate economic development and for the design and construction of a scenic loop road connecting Chena Hot Springs and Circle Hot Springs.

This fall, the Greater Fairbanks Chamber of Commerce met with officials from the Fairbanks North Star Borough, the City of Fairbanks, the City of North Pole, and the Interior Delegation to discuss needed transportation projects for Interior Alaska. These groups agreed upon a list of thirteen projects consisting of long-term conceptual plans for transportation infrastructure and needed upgrade and maintenance projects.

Of those projects, a loop road between Chena Hot Spring Road and Circle Hot Springs was listed as an identified project that would have long-term benefits for Interior Alaska. The proposed loop road would further enhance the tourism market to Chena and Circle Hot Springs, as well as attract more tourists in the winter for viewing of the aurora borealis.

Thank you for sponsoring SCR 1. We strongly encourage the passage of this resolution. If you have any questions, please feel free to contact me at 907-452-1105.

Sincerely,



Kara Moriarty
President/CEO

Daily News - Miner

"Independent in All Things ... Neutral in None"
Established in 1903

CHARLES L. GRAY
Publisher Emeritus

MARILYN ROMANO
Publisher

KELLY BOSTIAN
Managing Editor

DERMOT COLE
Columnist

ROD BOYCE
Assistant Managing Editor

If you build them ...

We're beginning to get a feel for this new kind of talk coming out of Juneau, and we like it.

People are talking about building things and the leaders of our state have not talked that way for some time.

Sen. Gary Wilken forwarded a resolution supporting construction of a road linking the Chena and Circle hot springs resorts, and the resolution made it through its first Senate committee on Tuesday. Other senators, following Wilken's lead, even added a few of their ideas to the docket.

Wilken said that he had, in fact, introduced the bill in the hopes it would become a wish list of road proposals for legislators to forward to the congressional delegation and to Gov. Frank Murkowski.

The state House voted late last week to forward a resolution urging the governor to encourage the Alaska Railroad Corp. to build an extension of the Alaska Railroad from its terminus at Eielson Air Force Base another 70 miles to Fort Greely to supply the missile defense facility under construction there. And on Wednesday, Gov. Murkowski said in a press conference that his cabinet is narrowing its proposals for new roads, with projects near Delta and on the North Slope rising to the top of the priority list. The cabinet has challenge revenue commissioner Bill Corbus to be innovative in searching for construction finances—beyond the millions available through federal highway funds.

We can thank the governor for this kind of talk; part of his campaign platform included proposals to expand Alaska's road system to spur development.

Our cautious side makes us want to know more details before we start bulldozing the countryside, but we know from experience that there is plenty of time for financial planning, design and environmental assessment. First, there must be a dream.

The Murkowski administration is encouraging leaders to think creatively about building infrastructure that will boost Alaska's prosperity. Any good entrepreneur first has a dream and sets goals. Then the plan comes together on how to make the dream into reality.

A quote in the News-Miner earlier this week from Sen. Wilken about his hot springs loop idea brought it home. "This resolution simply says, 'Let's look,'" Wilken said. "This is my seventh year here and this is the first year that we've had the opportunity to talk about building roads and have had some support."

Sen. Wilken and Gov. Murkowski and others who share these visions have our support.

February 16, 2003

Fairbanks Daily News-Miner

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

Fiscal Note Number: 1
 Bill Version: SCR1
 (S) Publish Date: 2/12/03

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
 Title Support Roads/Hot Springs Loop Road BRU Commissioner's Office
 Component Commissioner's Office
 Sponsor Wilken
 Requester STRA Component No. 530

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
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 (FY2003) cost: 0.0
 Mark this box (X) if funding for this bill is included in the Governor's FY 2004 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Dennis R. Poshard Phone 465-3900
 Division Special Assistant to Commissioner Date/Time 2/10/03 3:09 PM
 Approved by: Commissioner Mike Barton Date 2/10/2003
 Agency Alaska Department of Transportation and Public Facilities

AMENDMENT

Withdrawn

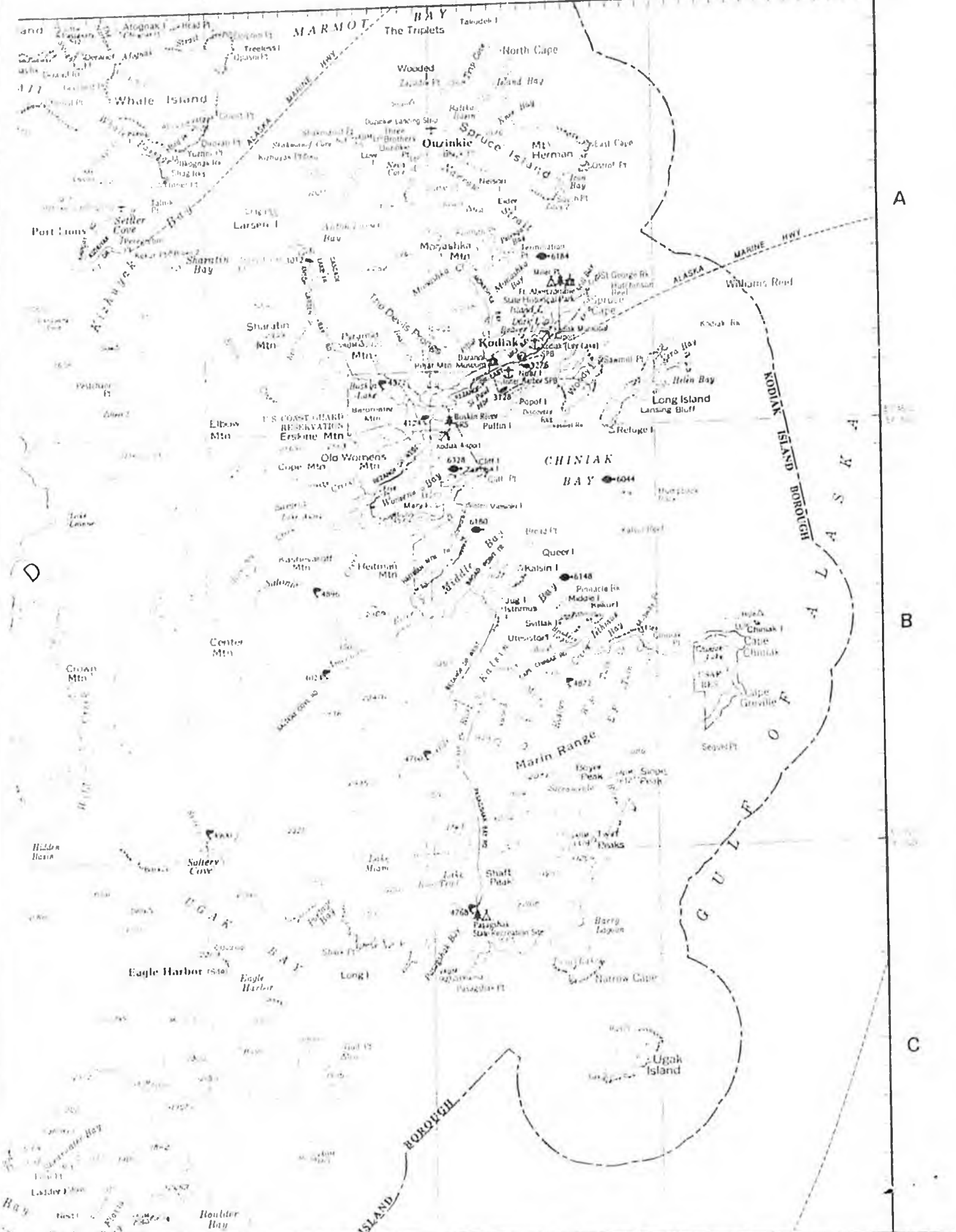
OFFERED IN HOUSE TRANSPORTATION

BY REP. OGG

TO: SCR 1

p. 4 Line 8, ADD:

FURTHER RESOLVED that the Alaska State Legislature supports the completion of the identified needed improvements prioritized by the Alaska DOT STIP program for the realignment, reconstruction and providing of hard surface to Anton Larsen Bay Road on Kodiak Island.



A

B

C

KNIK ARM CROSSING

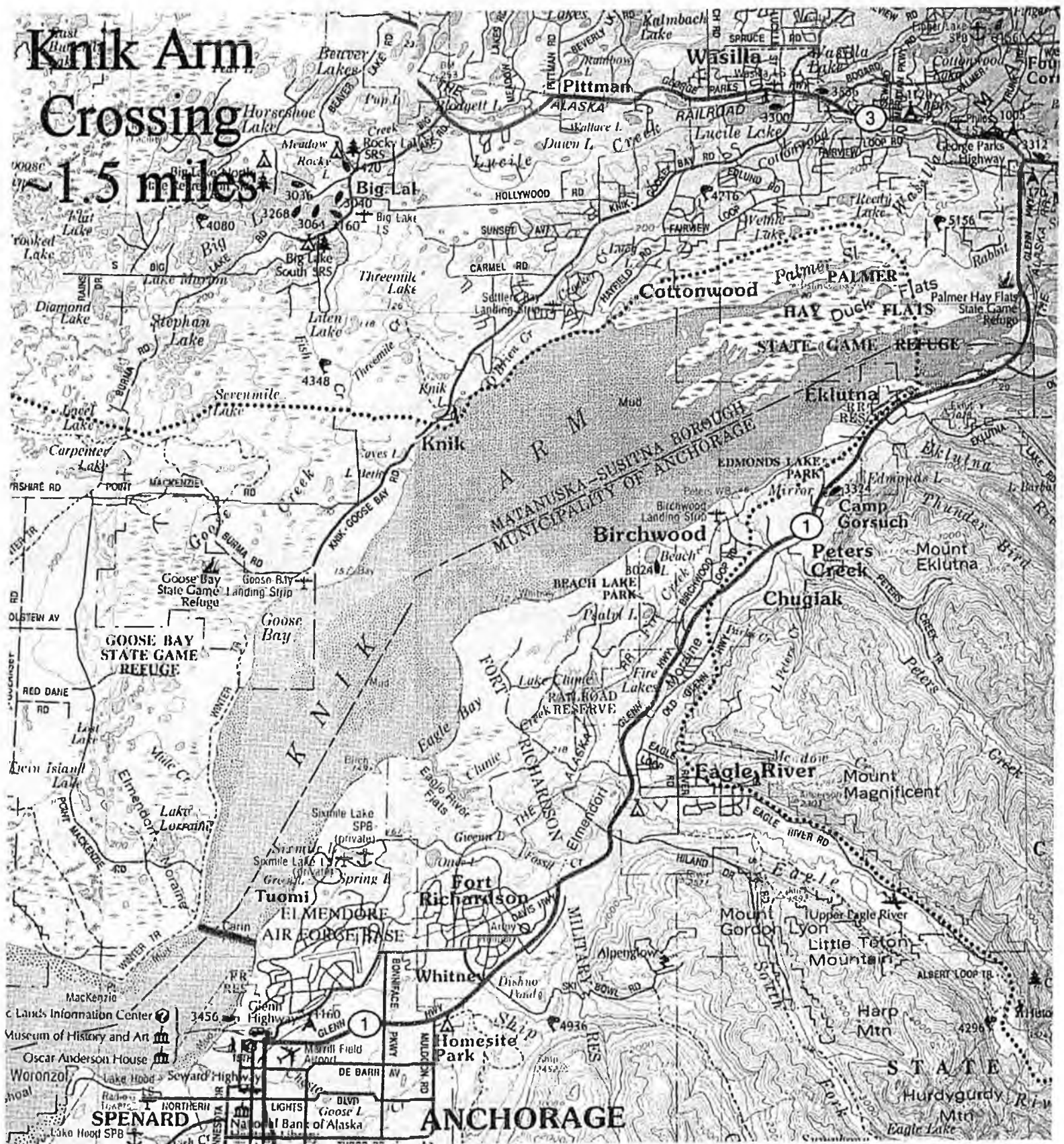
Engineers, developers, elected officials, and citizens have long advocated for a one-mile bridge linking Anchorage with Point MacKenzie, citing it as both beneficial and feasible in several ways.

SCR 1 is an appropriate and timely venue to facilitate progress on this long-discussed proposal that is drawing increasing attention with the growing ability of Alaska's congressional delegation to secure federal transportation funds for state infrastructure projects.

The benefits of a bridge across Cook Inlet have been plain to see for decades. It would mean new land for homes and businesses, reduced travel times from Anchorage to the Mat-Su Valleys and the Interior, and improved public safety in terms of alternative transportation and evacuation links. Such a bridge would serve to maximum the possible accommodations for car, truck, rail, pipeline, and communications links across Cook Inlet.

Knik Arm Crossing

1.5 miles



DONLIN CREEK ROAD

This road is proposed to connect the Kuskokwim River at Canoe Village approximately 15 miles north to Donlin Creek.

Donlin Creek is one of the largest undeveloped gold resources in the world with an estimated 23.1 million ounces of gold available for extraction. Development of this resource is underway and, once online, is expected to provide fulltime employment for between 450 and 600 Alaskan's, and an additional 500+ during construction.

A major stumbling block is the necessary transportation infrastructure to supply and equip the mine. The Kuskokwim River will serve as the main transportation artery. Supplies would be barged up the river to a marine facility near the village of Crooked Creek, followed by the need to construct an all-season road to deliver the supplies to the mine site.

Another important consideration is the power generated by this mine, in excess of 25 megawatts. All excess power is proposed to be permanently integrated into the regional power network, and thus offset the utility costs of the regional communities. That component alone speaks strongly to the long-term economic advantages of constructing this road.



Donlin/Crooked Creek

15 Miles

To McCrath
10 Miles

To Bethel
180 Miles

ROCK CREEK ACCESS ROAD

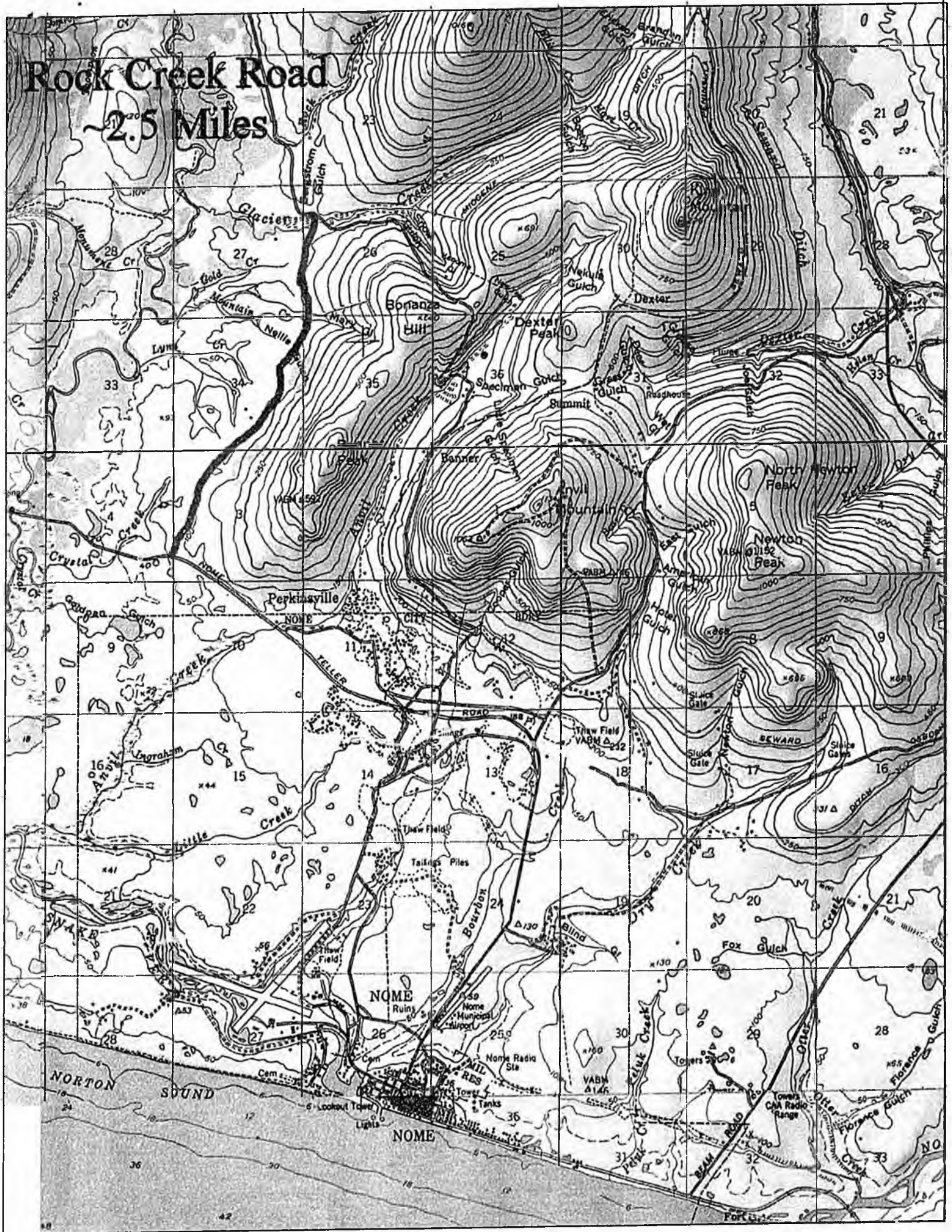
This project would produce a new access road to rock Creek Mine, allowing for the safety of the Moonlight Springs water source and mineral development in the Seward Peninsula.

Rock Creek has an estimated 800,000 ounces of gold available. Nova Gold is the primary owner of Rock Creek and has been investigating the prospect of Rock Creek as a major source of gold production. Rock Creek is in the vicinity of Nome, thus allowing for a readily available work force and transportation hub. This mine would spur the economy of Nome and provide well-paying jobs to many local citizens.

A concern of the City of Nome is the protection of the municipal water source. The new Rock Creek access road would allow for the safe development of the Rock Creek mine without impacting this water source.

Rock Creek Road

2.5 Miles

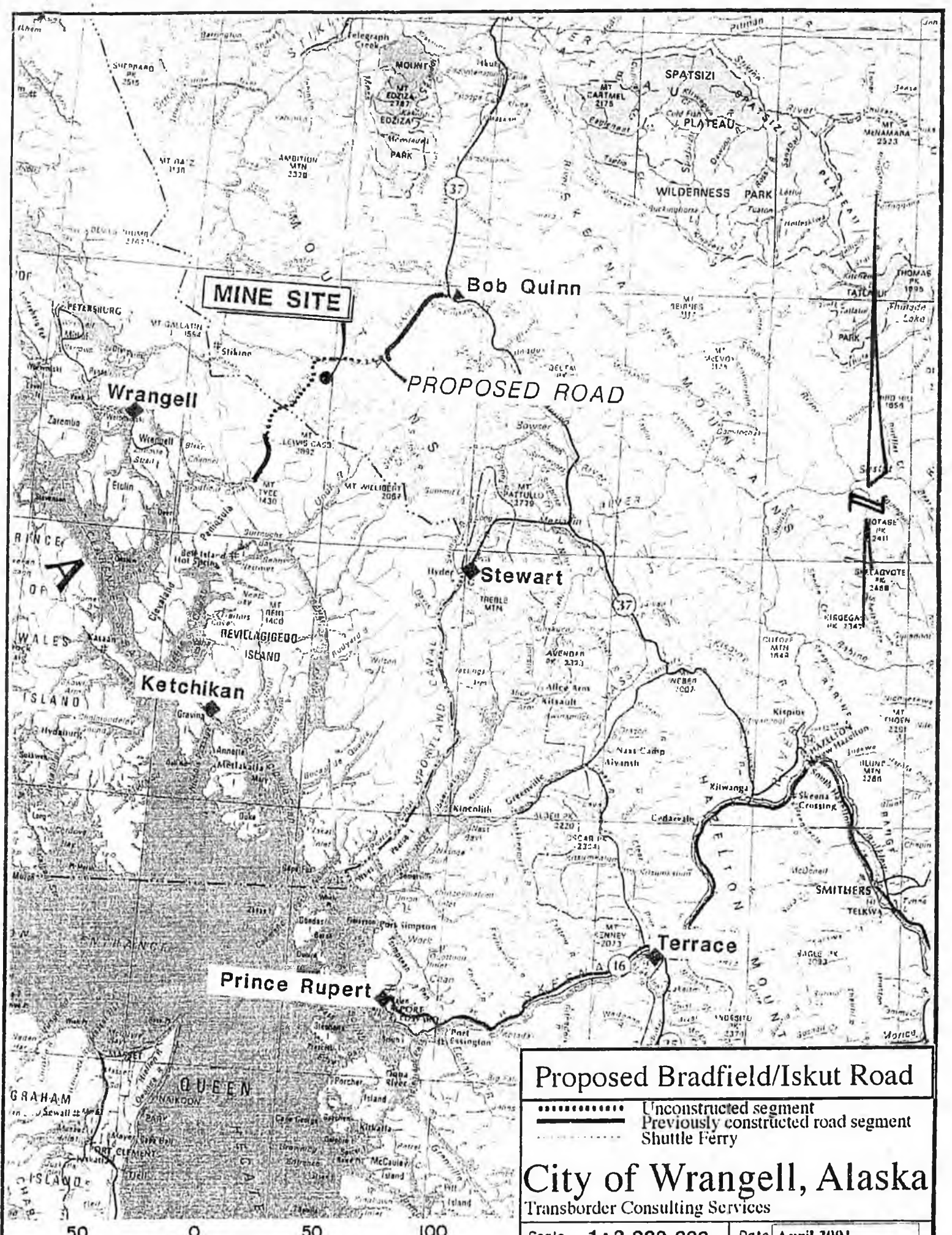


BRADFIELD/ISKUT RIVER TRANSPORTATION CORRIDOR

This road would connect an existing logging road on mainland southeast Alaska to an existing mining road in British Columbia, connecting Southeast Alaska to a major Canadian highway system. It has been under consideration for some 40 years.

Currently, access to southeast Alaskan ports and cities is limited to air and ferry. Such a road would provide alternative and substantial access for people and commerce in the area. It would specifically aid in the processing and delivery to market of millions of pounds of fresh Alaska seafood, provide economic development opportunities along the proposed route in the form of resource extraction, establish and maintain new jobs for Alaskans, and spur recreational access and tourism development to southeast Alaska as a whole.

Several tens of thousands of Alaska residents, ranging at least from Juneau to the Prince of Wales Island are expected to benefit from this road connection. It would eliminate approximately 350 miles of road travel between, for example, Juneau and the Lower 48.



MINE SITE

Bob Quinn

PROPOSED ROAD

Wrangell

Stewart

Ketchikan

Terrace

Prince Rupert

Proposed Bradfield/Iskut Road

- Unconstructed segment
- Previously constructed road segment
- - - - Shuttle Ferry

City of Wrangell, Alaska

Transborder Consulting Services

Scale 1 : 2 000 000 Date April 2001

Ref. _____



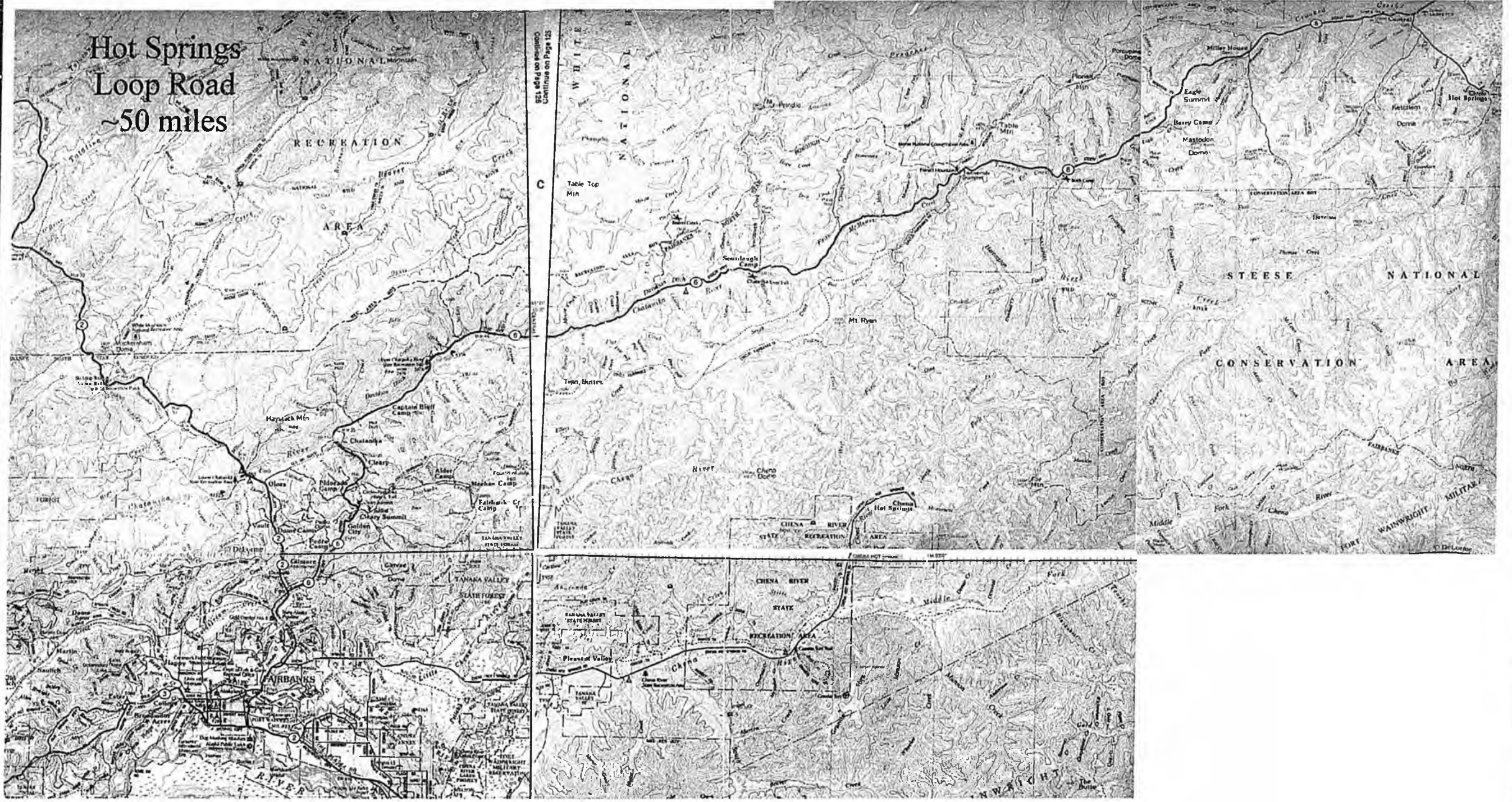
HOT SPRINGS LOOP ROAD

There is considerable tourism activity at both Chena and Circle Hot Springs. Connecting these two sites will spur further tourism activity at both locations, and potentially at new sites established along the way.

Local residents also frequent these locations, not only to enjoy the hot springs' facilities, but also to access fishing, hunting, camping and hiking areas that intersect the routes to both hot springs. Extending the road to form a loop will extend and improve access to these Alaskan resources and pastimes.

The increased traffic along this Loop Road will lend itself to increased commercial and industrial activities, including resource extraction and entrepreneurial ventures, thus promoting job opportunities and long-term economic growth to the area and to the State.

Hot Springs Loop Road ~50 miles



Continued on Page 128
Continued on Page 128

C

Table Top
Mtn

Southlough
Camp

Table Top
Mtn

Table Top
Mtn

Table Top
Mtn

Table Top
Mtn

Table Top
Mtn

Table Top
Mtn

DeLober

PILE BAY ROAD

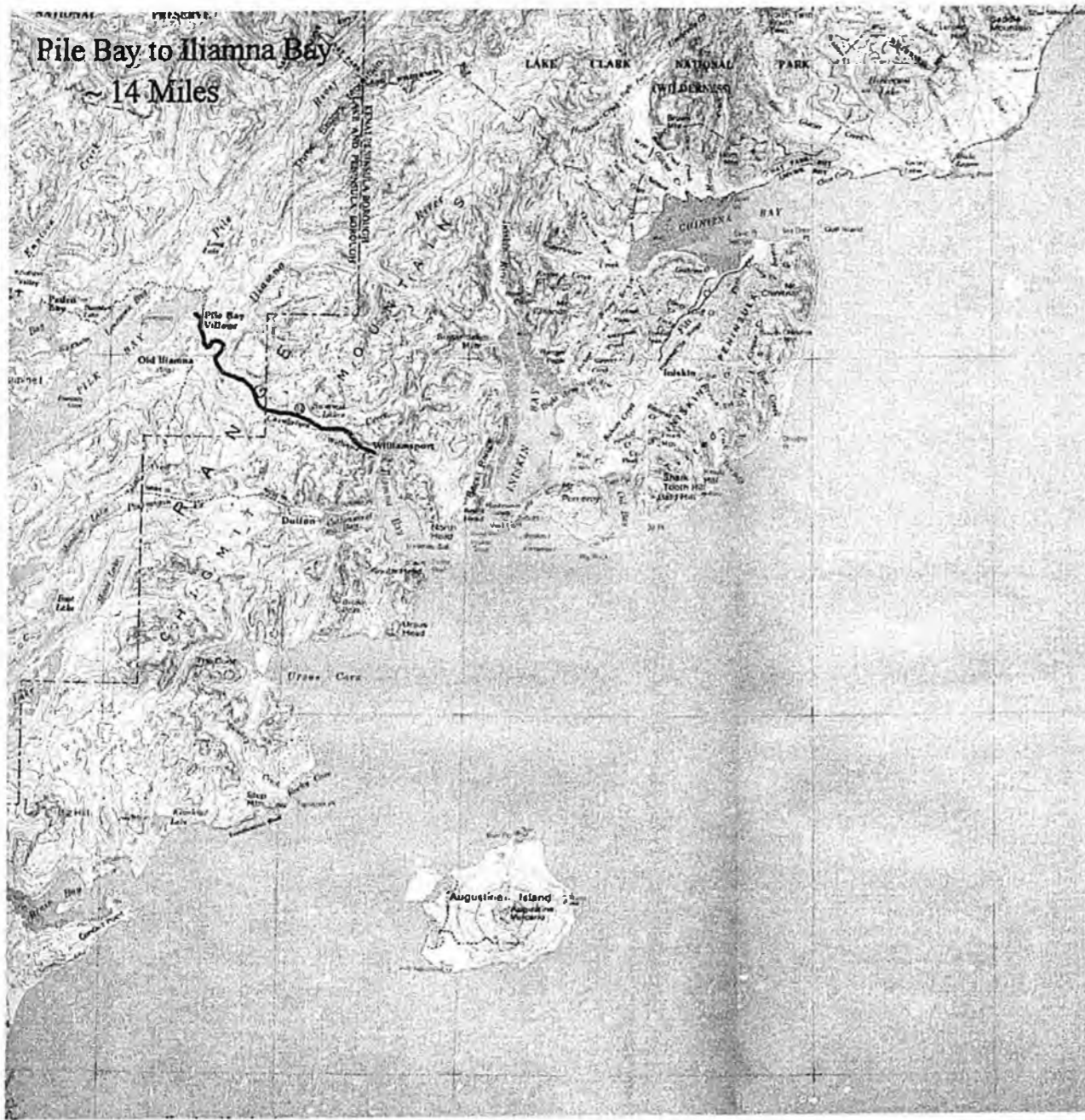
This road from Iliamna Bay on Cook inlet to Pile Bay on Lake Iliamna is about 15 miles and is an existing badly damaged road.

Opening up this road will allow an alternative and perhaps year round freight route for supplies for all of the communities and businesses in the Lake country including Lake Clarke. Now the freight must come up the Kvikak River which is problematic during times of low water. Also this river is braided on the flats and the channel keeps changing.

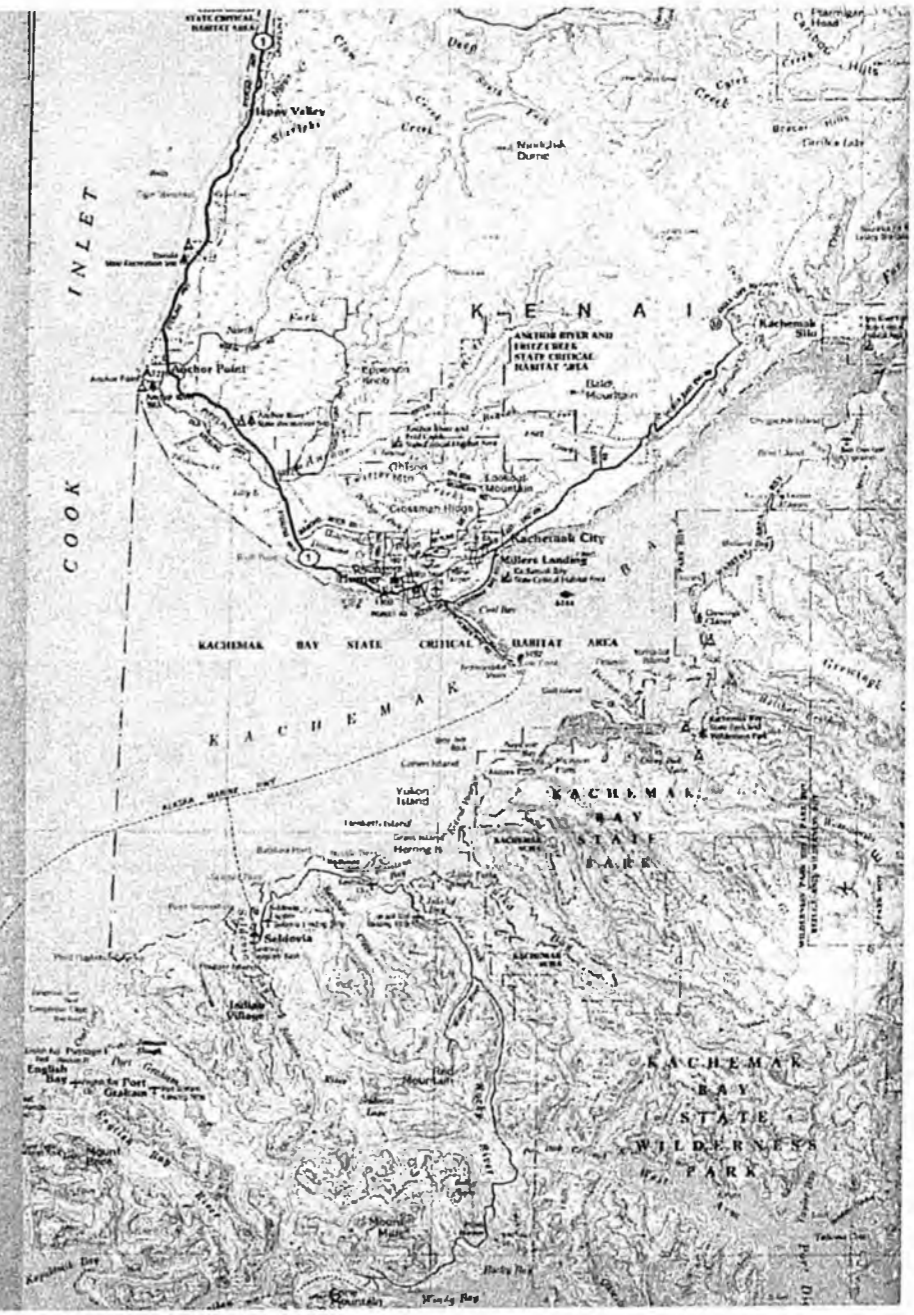
The Pile Bay road will also be a vital link for some planned mineral development in the area. Some Bristol Bay fishermen would also use this road to bring their boats back to south central Alaska without having to make the long trip through False Pass and Sheilikoff Straights which can be dangerous for small boats.

Ultimately this road may be an access route for recreation opportunities for people all over south central Alaska and may facilitate tourism related industry in the Lake country.

Pile Bay to Iliamna Bay
~ 14 Miles



C O O K
I N L E T



SJR

14

Alaska State Legislature

Out of Session:
PO Box 531
Golovin, Alaska 99762
(907) 443-5599

In Session:
State Capitol, Suite 510
Juneau, Alaska 99801-1182
(800) 597-3707
(907) 465-3707
(907) 465-4821 Fax

SENATOR DONALD C. OLSON

DISTRICT T

Alakanuk
Ambler
Anaktuvuk Pass
Atkasuk
Barrow
Brevig Mission
Browerville
Buckland
Chevak
Deering
Diomede
Elim
Emmonak
Gambell
Golovin
Hooper Bay
Kaktovik
Kiana
Kivalina
Kobuk
Kotlik
Kotzebue
Koyuk
Mountain Village
Noatak
Nome
Noorvik
Nuiqsut
Nunam Iqua
Pilot Station
Pitka's Point
Point Hope
Point Lay
Savoonga
Scammon Bay
Selawik
Shaktolik
Shishmaref
Shungnak
St. Mary's
St. Michael
Stebbins
Teller
Unalakleet
Wainwright
Wales
White Mountain

3/26/04

To:
Representative Holm, Chair
House Transportation Committee

From:
Sen. Olson



Re: SJR 14 FAA Flight Service Stations

I respectfully request a hearing for SJR 14 at your earliest convenience. I have attached my sponsor statement and supporting information. Please contact me if you need additional information.

Thank you for your consideration of this request.

Alaska State Legislature

Out of Session:
PO Box 531
Golovin, Alaska 99762
(907) 443-5599

In Session:
State Capitol, Suite 510
Juneau, Alaska 99801-1182
(800) 597-3707
(907) 465-3707
(907) 465-4821 Fax

SENATOR DONALD C. OLSON

DISTRICT T

Sponsor Statement

SJR 14, FAA flight Service Stations

Alakanuk
Ambler
Anaktuvuk Pass
Atkasuk
Barrow
Brevig Mission
Browerville
Buckland
Chevak
Deering
Diomede
Elim
Emmonak
Gambell
Golovin
Hooper Bay
Kaktovik
Kiana
Kivalina
Kobuk
Kotlik
Kotzebue
Koyuk
Mountain Village
Noatak
Norne
Noorvik
Nuiqsut
Nunam Iqua
Pilot Station
Pitka's Point
Point Hope
Point Lay
Savoonga
Scammon Bay
Selawik
Shaktolik
Shishmaref
Shungnak
St. Mary's
St. Michael
Stebbins
Teller
Unalakleet
Wainwright
Wales
White Mountain

SJR 14 is a resolution requesting the Federal Aviation Administration to fully staff and maintain its flight service stations in Alaska.

Alaska is a vast state that relies on air transportation for much of its commerce and connectivity. A substantial portion of the State of Alaska does not have the road infrastructure to facilitate the transport of freight and the movement of people.

Furthermore, coastal and river communities in Western, Central, and Northern Alaska lose their marine transportation alternative during the 5 to 8 months of winter ice conditions. These communities then are solely dependent on air transportation for travel, goods and emergency services for a substantial part of the year.

Furthermore, there is a large number of Alaskans that own and fly airplanes. Indeed, Alaska has the highest percentage of general aviation users per capita in the United States. General aviation users depend on FAA flight service stations to inform them of runway closures and conflicting runway traffic.

FAA flight service stations are essential for the continued safety and dependability of Alaska's vital air transportation network. Both commercial and private pilots are totally reliant on the expertise and competence of FAA's flight service personnel. The state of Alaska has over 180 airports that depend on flight service stations for weather updates, runway conditions, and assistance with safe air travel.

I respectfully urge your support for this resolution, helping to ensure the safety of air travel in Alaska.

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: 2
 Bill Version: SJR 14
 (S) Publish Date: 3/19/04

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
 Title FAA Flight Service Stations BRU Statewide Aviation
 Component Statewide Aviation
 Sponsor Olson
 Requester Senate Rules Committee Component No. 1811

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
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	0.0	0.0	0.0	0.0	0.0	0.0
-----------------------------	------------	------------	------------	------------	------------	------------

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 (FY2004) cost: 0.0
 Mark this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

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

Prepared by: SENATE RULES COMMITTEE Phone _____
 Division _____ Date/Time 3/18/04 4:32 PM
 Approved by: /s/Senator Cowdery, Chair Date 3/18/2004
 Agency _____

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

Fiscal Note Number: 1

Bill Version: SJR 14

(S) Publish Date: 4/11/03

Revision Date/Time (Note if correction): _____

Dept. Affected: DOT&PF

Title: FAA Flight Service Stations

BRU: Statewide Aviation

Sponsor: Olson

Component: Statewide Aviation

Requester: STRA

Component No.: 1811

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
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	0.0	0.0	0.0	0.0	0.0	0.0
-----------------------------	------------	------------	------------	------------	------------	------------

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 (FY2003) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2004 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Dennis R. Poshard

Phone 465-3900

Division: Special Assistant to Commissioner

Date/Time 4/9/03 4:31 PM

Approved by: Commissioner Mike Barton

Date 4/9/2003

Agency: Alaska Department of Transportation and Public Facilities

Subject: [Fwd: SJR14 FAA FSS]

Date: Mon, 07 Apr 2003 11:30:30 -0800

From: Senator Donny Olson <Senator_Donny_Olson@Legis.state.ak.us>

Organization: Alaska State Legislature

To: Haven Harris <Haven_Harris@legis.state.ak.us>

Subject: SJR14 FAA FSS

Date: Sun, 6 Apr 2003 13:57:10 -0500

From: "Mary Ellen Cunningham" <maryelen@starband.net>

To: Senator_Thomas_Wagoner@legis.state.ak.us, Senator_Gene_Therriault@legis.state.ak.us,

Senator_Georgianna_Lincoln@legis.state.ak.us, Senator_Donny_Olson@legis.state.ak.us,

Senator_John_Cowdery@legis.state.ak.us

CC: Senator_Johnny_Ellis@legis.state.ak.us

It was just brought to my attention that on Monday 10 April 2003 the Senate Transportation Committee will be hearing testimony on SJR14 FAA FSS. I am currently on rotational travel from the Kenai AIFSS to the Dillingham FSS, so I will not be able to call in. I have thus copied quotes from both the National Association of Air Traffic Specialists (NAATS) and the National Air Traffic Controllers Association (NATCA).

Mary Ellen Cunningham
1539 Toyon Way
Kenai, Alaska 99611-7926

maryelen@starband.net

ENA 907-283-0206
DLG 907-842-5626

NAATS

Federal Aviation Administration
Plans to Contract Out U.S. Air Traffic Control
Services To The Lowest Bidder

The Air Traffic Control system in the United States is the largest and safest in the world. Our system is the envy of all nations. It has been carefully designed to ensure that tragedies like the one in Switzerland this year -- a collision between two airlines -- will not happen here. Ensuring the safety and security of its citizens is the clearest mandate the federal government has. It is clearly an inherently governmental function. But the FAA has already compromised safety by contracting out air traffic control towers at smaller airports and the installation and maintenance of flight-critical navigation equipment.

The FAA plans to continue to sell additional Air Traffic Control services by privatizing the functions of Flight Service Controllers. One

only needs to look to Europe's and Canada's results to see how this will turn out. Nationalization and privatization of these services have been an expensive and inefficient failure by any standard. Europe's system is now so complicated and expensive, only the wealthiest can fly their own planes and airline passengers pay excessive premiums for the European Community's commercialized Air Traffic Control. American Flight Service Controllers provide critical weather and aeronautical information to our nation's pilots. They also played a major role in managing the National Airspace System on 9/11. As the Air Traffic Control services slowly returned, amidst the confusion and complexity of new, more detailed security requirements, FAA Flight Service Controllers responded with professionalism. Aviation safety and security of the national Airspace System were never compromised.

The events of 9/11 demonstrated that safety and security should never be compromised. However, the FAA has set the wheels in motion to privatize your Air Traffic Control system. Small towers were the first to go, followed by aviation systems. Now, Flight Service Controller duties will be sold to the lowest bidder with no system announced as of yet to monitor safety and security. Left unchecked, the FAA will sell safety and security all the way to the next mid-air collision.

NATCA

Bush Administration - Outsourcing
Even after the tragic events of September 11, the Administration remains firm in its commitment to contract over 400,000 federal jobs to the private sector and to mandate A-76 competitions for half of the positions listed on the FAIR inventories. The Office of Management and Budget has directed federal agencies to open up at least five percent of commercial jobs to contractor competition in FY02 and ten percent in FY03, with the goal of eventually reaching 50 percent of commercial jobs. NATCA opposes the Bush Administration competitive outsourcing initiative that sets arbitrary quotas for federal agencies and provides incentives to meet those quotas.

The OMB will rely on accurate FAIR Act lists provided by agencies that identify jobs that are commercial in nature. In addition, agencies are being required to submit lists of inherently governmental jobs. OMB intends to scrutinize these lists, which are due on June 30, to ensure that jobs are properly classified.

Subject: * SJR 14 *****

Date: Sun, 6 Apr 2003 20:32:23 -0700 (PDT)

From: Tim <timbeaux12002@yahoo.com>

To: haven_harris@legis.state.ak.us

Honorable Members of the Senate Transportation Committee,

My name is Tim Fowler. I am one of over 200 devoted men and women working in Alaska's Automated Flight Service Stations. Alaska's Automated Flight Service Stations provide the Alaskan aviation community with essential weather, aeronautical data and interpretation, and provide support and service to the private and public support infrastructure of the Alaskan aviation community. We assist pilots before and during their flights to help them make critical and often life saving decisions. In addition, we initiate, conduct, and assist in searches for missing and overdue aircraft. Unlike any other state, Alaska is dependent upon aviation for our way of life and in many instances our very existence. Whether it is assisting Alaska bush pilots, air ambulance flights, commercial operators flying people and supplies over rugged terrain often in the worst of weather or assisting our military in matters of national security; Alaska's Flight Service Stations provide an invaluable service that is intimately related to the public interest.

Unfortunately, the FAA continues to allow the degradation of these services in Alaska. Staffing levels are falling dangerously low, funding is being cut on a regular basis and necessary equipment is often in a state of disrepair.

Additionally, an A-76 study that may privatize each and every Automated Flight Service Station in the lower 48 within the next few years, is currently being conducted. Alaska is exempt from this current study, but if successful, the Federal government could soon set their sights on Alaska Flight Service Stations, resulting in fewer Alaskan jobs, and less income to those who staff Flight Service jobs. Degradation in service to the aviation community, less money for the Alaskan economy, and ultimately, an untold rippling effect through the entire state in service and expense to each and every Alaskan are likely possibilities. It is my belief that SJR 14 would send a strong clear message, and show early support against any efforts by the Federal government in the future to privatize Alaskan Automated Flight Service Stations.

We feel that with your support, "SJR 14" would send a very strong message to the Federal government and the FAA expressing our resolve to maintain only the highest degree of aviation safety in Alaska.

Thank you for your support in this matter.

Sincerely,

Tim Fowler

Do you Yahoo!?

[Yahoo! Tax Center](#) - File online, calculators, forms, and more

Subject: SJR 14

Date: Sat, 05 Apr 2003 18:10:00 -0900

From: Mike Evans <frostbite@gci.net>

To: haven_harris@legis.state.ak.us

Honorable Members of the Senate Transportation
Committee,

My name is Mike Evans and I work at the Fairbanks Automated Flight Service Station. It is one of 14 Flight Service Stations that provide pilots with essential weather and aeronautical data and interpretation before and during their flights to help them make critical and often life saving decisions. As you know, Alaska is dependent on its aviation community more than any other state in the union. This was evident right after the attacks of Sept 11, 2001 when we passed the word to all pilots, commercial and private to land immediately or risk interception by the military. If it had not been for the Flight Service Controllers it would have been more of a nightmare than it was. As you know it pretty much shut down most services, ie: mail, food, fuel delivery for the state.

Unfortunately, the FAA, in it's ultimate wisdom, continues to allow the degradation of the services provided by the Flight Service Stations in Alaska. Staffing levels are falling dangerously low, funding is being cut on a regular basis and necessary equipment is often in a state of disrepair. We are still using 1970's era equipment and technology. Up to date equipment and technology is slowly being installed in the lower United States, but it won't reach Alaska Flight Service Stations for several years and most of it is at least 5 or more years old technology and still has a few teething problems.

Fairbanks AFSS is losing 2 controllers in the next two months to retirement and possibly 3-4 more to transfers by the end of the year. Fairbanks AFSS has only received 3 Flight Service Controllers within the past 12 months and these were in service transfers. Although the FAA administered an Air Traffic Controllers exam earlier this year, the FAA has put a hiring freeze on due to the current world situation and we have no idea when it will lift.

I feel that with your support for "SJR 14" will send a very strong message to the Federal government and the FAA our resolve to maintain the best possible service and the highest degree of safety in Alaska.

Thank you,

Mike Evans

Subject: SJR-14 Support Flight Service
Date: Sat, 05 Apr 2003 01:22:58 -0500
From: PMAmes8@aol.com
To: haven_harris@legis.state.ak.us

Hi Donnie,

I would like to thank you for sponsoring SJR-14 supporting the Flight Service in Alaska and keeping it 'inherently governmental'.

Thanks for all your great support of the FSS's and your initiative to get this resolution passed. I hope this trend can continue into the lower 48 as well.

I know the rest of us here at Nome FSS support you whole-heartedly. If there is anything we can do to help, let me know.

Margaret Ames
Nome FSS 443-2502

Subject: SJR- 14

Date: Thu, 03 Apr 2003 08:32:25 -0900

From: Charleen <ccajun@gci.net>

To: haven_harris@legis.state.ak.us

CC: retrofed@acsalaska.net

Dear Senator Don Olson.

My name is Charleen Hollier. I am a devoted and proud Flight Service Station employee working in the Fairbanks, Deadhorse and Barrow, Alaska Flight Service Stations. I provide pilots with not only essential weather and aeronautical data and interpretation before and during their flights to help them make critical and often life saving decisions but I am the eyes and ears that helps that pilot make it into the airport when the weather is bad. Unlike any other state, Alaska pilots are dependent upon Flight Service Station Specialists. Whether it is assisting the Alaska bush pilots, or the air ambulance flights and commercial operators flying people and supplies over rugged terrain often in the worst of weather or assisting our military in matters of national security; Alaska's Flight Service Stations provide an invaluable service that is intimately related to the public interest of safety. I talk to bush pilots and state employees who maintain the states runways everyday. I update them on the proposed "future" of Alaska Flight Service and the feedback I get back is this: "We won't feel safe flying out here without you, we need your eyes and ears to help us". Taking us away/reducing staffing personnel and hours of operations means pilots and state employees will be more fearful of their lives.

Unfortunately, the FAA continues to allow the degradation of these services in Alaska. Staffing levels are falling dangerously low, funding is being cut on a regular basis and necessary equipment is often in a state of disrepair.

We feel that with your support, "SJR 14" would send a very strong message to the Federal government and the FAA expressing our resolve to maintain only the highest degree of aviation safety in Alaska.

Thank you for your time,

Charleen Hollier

Subject: SJR-14

Date: Thu, 3 Apr 2003 10:00:34 -0800 (PST)

From: dennis carman <astroboy483@yahoo.com>

To: haven_harris@legis.state.ak.us

Senator Olsen,

I have been following the news and I'm looking forward to reports that SJR-14 has been passed by the Alaska Legislature.

Aviation in Alaska is vital. It is difficult to emphasize how vital to someone who has not experienced the distance and transportation hurdles some Alaskans face to eat and heat their homes. The government support must not be allowed to decrease. Safety and human lives are literally are first casualties if SJR-14 is not approved.

Thank you for your support.

Sincerely,

Dennis Carman

613 Fir Drive

Kenai, AK 99611

Do you Yahoo!?

Yahoo! Tax Center - File online, calculators, forms, and more

Subject: SJR14

Date: Thu, 03 Apr 2003 14:37:35 -0900

From: connie cloud <ccloud@qci.net>

To: haven_harris@legis.state.ak.us

I want to thank Senator Olson for supporting SJR14 in support of the Alaska Flight Service Stations. As a pilot and a FSS employee I know the value these station provide.

Thanks again for the support

Connie Cloud
pob 71208
Fairbanks Alaska 99707
ccloud@qci.net

Subject: SRJ-14

Date: Fri, 04 Apr 2003 00:09:35 +0000

From: "steve kelsey" <skelsey@hotmail.com>

To: haven_harris@legis.state.ak.us

To Honorable Senator Don Olson,

My Name is Steve Kelsey. I am the Kotzebue flight Service Station Union Facrep. Needless to say the Current A76 Study to Privatize flight Service is more than a little bothersome. There are currently 9 Air Traffic Control specialists stationed to Kotzebue Flight service. We are all glad to see the introduction of bill SRJ-14. I would like to pledge our full support for the bill. Aviation Safety is not for Sale in Alaska. Thank You for your efforts on this important Matter.

Steve Kelsey
NAATS Facrep OTZ FSS

Help STOP SPAM with the new MSN 8 and get 2 months FREE*
<http://join.msn.com/?page=features/junkmail>

Subject:

Date: Thu, 3 Apr 2003 15:12:48 -0900

From: john.newell@faa.gov

To: haven_harris@legis.state.ak.us

Senator Don Olson,

I am an Air Traffic Controller at the Juneau Automated Flight Service Station and I am asking you to not only support SJR-14 on saving Flight Service Stations in Alaska, but to help promote SJR-14.

Flight Service, and the safety of the flying public should not be compromised just so private companies can take over inherently governmental jobs.

I have lived in Alaska for over 35 years and have worked in Flight Service for 15 of these. My years of commitment to Alaska and Alaska's flying community is typical of the average Flight Service Station Air Traffic Controller. To ask a private company to move up to Alaska from the lower 48 and try to provide this level of service and experience would prove to be costly to the Alaskan people in not only dollars, but lives!

So once again I urge you to help support SJR-14.

Thank you,

John Newell
Juneau Alaska

Subject: SJR-14

Date: Thu, 03 Apr 2003 16:42:49 -0900

From: Mark Boberick <naatsaki@ptialaska.net>

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

Dear Senator Olson,

I am writing to encourage your support and efforts on behalf of SJR-14. I have invested the better part of my adult life in service to Alaska's flying public as an air traffic controller. The FAA needs to hear from our legislature that the further reduction or elimination of Alaskan Flight Service Stations will result in a serious degradation of aviation safety.

Thank you again for your efforts.

Mark Boberick
Fairbanks
Air Traffic Control Specialist

Subject: SJR-14 /A-76

Date: Thu, 03 Apr 2003 19:21:09 -0900

From: WTyson <wtyson@gci.net>

To: haven_harris@legis.state.ak.us



Senator Don Olson

It has been brought to my attention that you are sponsoring SJR-14. I can't begin to express my appreciation for your support of Flight Service in Alaska. After the passage of your bill helps ensure flight safety in Alaska, we can only hope it will be the springboard needed to do the same in the lower 48 by shutting down the A-76 study. Your support will not be forgotten.

William A. Tyson
Air Traffic Specialist, Fairbanks Automated Flight Service Station

Subject: I support SJR-14

Date: Fri, 04 Apr 2003 00:02:22 -0900

From: "Jeffrey C. Thompson" <jqar80a@gci.net>

To: haven_harris@legis.state.ak.us

Senator Don Olsen,

I support the passage of SJR-14. I am a current Alaska resident, have lived in this state since 1964 and have been involved with aviation in Alaska since 1980.

Sincerely,

Jeffrey C. Thompson
1820 Esquire Avenue
Fairbanks, Alaska 99709

email: jqar80a@gci.net