

ALASKA LEGISLATURE COMMITTEE FILES, 2003-2004 8672
11107 SENATE COMMUNITY & REGIONAL AFFAIRS

Written testimony by: Denny Kay Weathers
From: Hawkins Island in Prince William Sound
Date: May 9, 2003
Subject: SCR 12

Mr/Madam Chair;

Alaska has six regions, the economy in each region is varied as are the People that live in Alaska. Alaska is a diversified State with many classes of people, some choosing to be city dwellers some choosing the rural life.

Some areas of Alaska have trees some don't, some areas in Alaska have a dry climate some a wet climate, some areas of Alaska have a good economy base others have a poor economy base, some areas of Alaska are supported solely on a government income while in another area it might be supported by fishing or mining, some areas are good for agriculture while some are all rock unable to grow anything. Nothing is equal except our Declaration of rights as it was written.

The federal government allows subsistence halibut fishing in the rural areas of Alaska while denying those Alaskan's living in the urban areas... Why? Because it is a documented fact that those that live in the rural areas pay higher cost for living such as in fuel, groceries, transportation and medical needs.

For the record please note that any SCR 12 monies if passed WILL NOT go into a school or education fund as PUBLIC MONIES CAN NOT be dedicated as stated in Article IX. Sec. 7. Dedicated Funds.

SCR 12 is only designed to build the bureaucracy.

In fact as I testified before on SCR 12 the past feasibility study done in 1997 concerning a PWS borough predicts a deficit of about \$100,000 to almost \$3.6 million by year 5. Beware Senator Wilken is giving the Legislature False information and he and the LBC Board have been notified concerning said false information. End Testimony

DENNY KAY WEATHERS
Denny Kay Weathers
May 9, 2003

| | | | |
|---|---------------|----------------------|---|
| Sponsor and/or Committee Name | | | Date |
| SCRA- Sen. Thomas Wagoner, Chair | | | 5-9-03 |
| Start/End Time | Chairing site | Juneau Room | Testimony |
| 1:30-3:30 | Juneau | CAP 203 | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Invitational <input type="checkbox"/> |
| Contact Person and | Phone Number | Other sites may add? | Testimony Limit. |
| Mary Jackson | 465-4989 | yes | |
| Subject of meeting and/or Bills on agenda | | | |

HB 209 Muni Tax: Property
 Affected BY BLSASTER
 Promoted by Hd/SCR 12 BORO INCORP: UNDER APPRO

| Sites - LIOs | Sites - Offnets | Phone # |
|----------------|-----------------|---------|
| Anchorage | | |
| Barrow | | |
| Bethel | | |
| Cordova | | |
| Delta Junction | | |
| Dillingham | | |
| Fairbanks | | |
| Glennallen | | |
| Homer | | |
| Juneau | X | |
| Kenai | X | |
| Ketchikan | | |
| Kodiak | | |
| Kotzebue | | |
| Matsu | | |
| Nome | | |
| Petersburg | | |
| Seward | | |
| Sitka | | |
| Tok | | |
| Valdez | | |
| Wrangell | | |

Notes

ALASKA STATE LEGISLATURE



SENATE COMMUNITY & REGIONAL AFFAIRS COMMITTEE

Senator Tom Wagoner, Chair

Official Business

Senator Robin Taylor, Vice-Chair
Senator Kim Elton
Senator Georgianna Lincoln
Senator Gary Stevens

State Capitol, Room 427
Juneau, AK 99801-1182
Phone: (907) 465-4989
Fax: (907) 465-4779

DATE: May 7, 03

TC: Senate Secretary

FROM: Senator Tom Wagoner, Chair *Tom Wagoner*
Senate Community and Regional Affairs Committee

RE: Meeting Schedule: May 9, 2003

May 9: 1:30 – 3:30pm: Fahrenkamp, Room #203

+ HB 209 MUNI.TAX: PROPERTY AFFECTED BY DISASTER

Bills Previously Heard

+ SCR 12 BOROUGH INCORPORATION: UNORG AREAS

- * First Hearing
- + Teleconferenced
- ++ Testimony by invitation only

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: SCR 12
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: DCED
 Title Borough Incorporation: Unorganized Areas BRU Comm Assist & Econ. Dev. (405)
 Component Community & Business
 Sponsor Senator Wilken Development
 Requester Senate Community & Regional Affairs Component No. 2486

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 | | | | | | |
|-----------------------------|--|--|--|--|--|--|

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

FUND SOURCE (Thousands of Dollars)

| | | | | | | |
|---|------------|------------|------------|------------|------------|------------|
| 10.2 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
 Check 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)

Please see Analysis Continuation.

Prepared by: Gene Kane, Director Phone 907-269-4578
 Division Community & Economic Development Date/Time 5/6/03 5:18 PM
 Approved by: Edgar Blatchford, Commissioner Date 5/6/2003
 Agency Department of Community & Economic Development

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

BILL NO. SCR 12

ANALYSIS CONTINUATION

Senate Concurrent Resolution Number 12 asks the Local Boundary Commission to consider borough incorporation in four specific areas; Upper Tanana Basin, Copper River Basin, Glacier Bay region and the Chatham region.

Those four areas were identified as meeting the standards for borough incorporation in the Local Boundary Commission's February 19, 2003 report entitled "Unorganized Areas of Alaska that Meet Borough Incorporation Standards."

If, after further study and public hearings, the Commission affirms the determination expressed in its February 19, 2003 report that those four areas meet the standards for borough incorporation, the resolution asks the Commission to present recommendations to the legislature under Article X, Section 12 of the constitution for incorporation of those areas as boroughs.

Any recommendations from the Commission for borough incorporation would be subject to review by the legislature under Article X, Section 12 of the constitution.

The division will perform this work within existing resources, therefore, new funds are not required.

ALASKA STATE LEGISLATURE

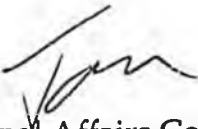


SENATE COMMUNITY & REGIONAL AFFAIRS COMMITTEE Senator Tom Wagoner, Chair

Official Business

Senator Robin Taylor, Vice-Chair
Senator Kim Elton
Senator Georgianna Lincoln
Senator Gary Stevens

State Capitol, Room 427
Juneau, AK 99801-1182
Phone: (907) 465-4989
Fax: (907) 465-4779

DATE: May 2, 2003
TO: Senate Secretary
FROM: Senator Tom Wagoner, Chair 
Senate Community and Regional Affairs Committee
RE: Meeting Schedule: May 7, 2003

May 7: 1:30 – 3:30pm: Fahrenkamp, Room #203

* + SCR 12++ BOROUGH INCORPORATION: UNORG AREAS

* First Hearing
+ Teleconferenced
++ Testimony by invitation only

FRANCINE WILLIS + 2, ANGOON

CHITNA + 5

G. Cane \approx D. BOCKHORST, DCED

~~CARL CROSSMAN, KENNY LAKE~~

~~ROBERT LEWIS + 2, TENAKEE, ^{1.3} Terry Kennedy (11)~~

ELSIE SANFORD, TANACROSS

JOE HICKS, ~~TANACROSS~~

CHRISTOCHINA No Testimony

ROBIN MCCORMICK + 2

GLEN ALLEN GARY

ANGON -

CHITWA - DANIEL BOONE

- ALLEN MINISH

-

~~Francine Willis + 2, ANGOON~~

~~— Peter Jack~~

~~— FLOYD Jim~~

STANLEY

G. CANE & D. BOCKHURST, DCED
QUESTIONS

KEITH BETTRIDGE IS ON
HOONAH



Welcome, alur
Home > Future Meeting

Sign Out | Help



Meeting Information

Meeting ID 7272
 Phone Number 907-465-4648
 Date MAY 7, 2003
 Time 1:30PM (America/Anchorage)
 Scheduled End Time 3:30 PM
 Length 180 (minutes)
 # of Callers 4

Billing Code SCRA
 Meeting Room CAP 203
 Contact Person & Phone # Mary/4989
 Testify (Y/N) /Time/Invitation Y/ 2 minutes
 Record Meeting Yes
 Subject SCRA
 Meeting Description *jnu,cor, fbx, djt,gln, tok,vts (12), Off(1) 1:30-3:30 Senate Comm. & Regional Affairs SCR 12 other sites may add 5/5 added glennallen 5/6 added vts's, added fbx, cor 5/6 Slana, Hyder, Pelican, Angoon, Kake, Gustavus, Hoonah, Tenakee, and Darrell Hargraves may also join 5/7 added VTS

Options

Attachments/Recordings (1)

Invitees

HOME

| | | | |
|---|---------------|----------------------|---|
| Sponsor and/or Committee Name | | | Date |
| SCRA- Sen. Thomas Wagoner, Chair | | | MAY 7 2003 |
| Start/End Time | Chairing site | Juneau Room | Testimony |
| 1:30-3:30 | Juneau | CAP 203 | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Invitational <input type="checkbox"/> |
| Contact Person and | Phone Number | Other sites may add? | Testimony Limit |
| Mary Jackson | 465-4989 | Yes | -2 MINUTES- |
| Subject of meeting and/or Bills on agenda | | | |

SCR 12 - BOK - INC. & UNOR6. AREAS

NOTE: I EXPECT SEVERAL OFFNET SITES & WILL GET THEM TO YOU ASAP. / MW


| Sites - LIOs | Sites - Offnets | Phone # |
|----------------|-----------------|---------|
| Anchorage | | |
| Barrow | | |
| Bethel | | |
| Cordova | | |
| Delta Junction | ✓ | |
| Dillingham | | |
| Fairbanks | | |
| Glennallen | | |
| Homer | | |
| Juneau | ✓ | |
| Kenai | | |
| Ketchikan | | |
| Kodiak | | |
| Kotzebue | | |
| Matsu | | |
| Nome | | |
| Petersburg | | |
| Seward | | |
| Sitka | | |
| Tok | ✓ | |
| Valdez | | |
| Wrangell | | |

Notes

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| |
| |
| |

$$\begin{array}{r} 60 \\ \times 2 \\ \hline 120 \end{array}$$

$$\begin{array}{r} 20 \\ \hline 3/60 \end{array}$$

2:41 PM = 
JIM EASON

RDC
ALLIANCE
KEVIN T.
UNOCAL

OPINION

Delta, Tok need to carry weight

I read with great interest the March 30 Fairbanks Daily News-Miner article titled, "Delta grapples with school funding issues." This article highlighted the problems the Delta/Greely School District is having funding its local schools, and I share their concern. And to their credit, Delta/Greely school officials have certainly done their homework in locating expanded revenue sources to assist them in their current plight. However, I found it very disappointing that not one of their suggested methods to help fund their local public schools involved the financial participation of the residents of Delta and the surrounding area.

The Delta/Greely School District is a Regional Educational Attendance Area: a school district that exists within the unorganized borough. It is a political entity found only in Alaska. An REAA receives 100 percent state funding for its schools, including all K-12 costs associated with the school's operation, maintenance and capital needs, without any requirement of local support. In short, the same educational costs that taxpayers in organized Alaska (as in our Fairbanks North Star Borough) provide are funded totally by the state of Alaska in the REAAs.

As directed by state law, organized Alaska this year is required to contribute \$162 million to help operate its schools across Alaska. Only after that contribution do these school districts receive state of Alaska education funding support. In 2003, the property-tax payers of the Fairbanks North Star Borough are required to pay \$19.5 million, and will voluntarily pay an additional \$14 million, to help support our local schools. At this same time, \$121 million is sent directly to the 19 REAAs in order to provide 100 percent fund-

Community Perspective

By Sen.
Gary Wilken



ing for their schools—with no local contribution required. Specifically, Delta/Greely received \$6.5 million for 1,004 students or \$6,500 per student with no financial support from the residents of the area.

Well, one might ask, why don't REAAs contribute to their education like the rest of Alaska? To be up front, there are some areas of the state that simply don't have the ability to help—yet. However, there are other areas where the necessary wealth does exist, but unfortunately some residents conveniently hide behind the refrain, "We can't wait any government." But at the same time they seek millions in general funds (your money), federal grants and other assistance from "any government." Regrettably, the search for additional funding is done without looking inward and asking whether they can help themselves as do the Alaskans in organized Alaska.

I respectfully ask the leaders and the residents of the Delta/Greely and Tok/Gateway areas to look to themselves before looking for help from local Alaskans who are already paying their fair share for education. I challenge the residents of the Delta/Greely/Tok school districts to have a discussion about helping themselves, just as do the people I represent. I ask: 1. Have the courage to look at a property tax using the pipeline value to provide support if you tax yourselves at the same tax rate. 2. Consider a sales tax to enable the thousands of tourists and hundreds of tempo-

rary workers who transit your area each summer to help fund your schools. 3. Maybe a gas tax, perhaps seasonal, to get the visitors' big RVs to help. 4. Have a discussion with the owners of the proposed Pogo gold mine (expected to be more valuable than our local Fort Knox mine) about helping fund the government services the mine workers will require. 5. How about an income tax on all the workers within your area (the Federal Employment Security Division report shows that, in 2002, 713 workers in the Delta/Greely area earned \$24.9 million in wages)? 6. Understand that additional PL 874 federal impact dollars are available to you if you make a local contribution. All these options, and perhaps more, are open for consideration by the people of the Delta/Greely/Tok area and will enable local residents to begin supporting their neighborhood schools.

The communities of Delta Junction and Tok have been blessed with great opportunity. The potential for growth and prosperity in this region of the state is the envy of many. However, with these opportunities come educational challenges, like building a new school. The local residents, parents and children who are the most affected by these challenges are those that will best solve these problems. It's time to step up and use your area's potential resources to help fund your schools, as does 87 percent of the population of Alaska. I am confident your local communities and school districts will be better off because of your financial support. Your local contribution will speak loudly; you'll say, "We care and are willing to pay our fair share" and organized Alaska will hear you.

Sen. Gary Wilken is a Republican from Fairbanks and is co-chairman of the Senate Finance Committee.

FAIRBANKS

Daily News - Miner

"Independent in All Things ... Neutral in None"
Established in 1891

CHARLES L. GILAY
Publisher Emeritus

MARILYN ROMANO
Publisher

KELLY BOSTIAN
Managing Editor

DERMOT COLE
Columnist

ROD BOYCE
Assistant Managing Editor

More rural areas need to pay

With Alaska facing a serious budget crisis, it is time for the unorganized areas of the state to help out by taking on some of the cost of education.

Although it is unclear just how much these rural areas can provide toward solving the state's budget problems, having them pay is also a matter of principle. Residents of all boroughs and some cities contribute, usually through property taxes, toward the cost of educating their children. The state still provides most of the money, however.

But outside those local boundaries the state pays the full cost—only because residents have not decided to form a local government to tax themselves.

Changing this arrangement will take some cajoling.

The state Local Boundary Commission, in meetings with lawmakers this week, presented its case that Alaska has seven unorganized regions with potential to form borough governments.

Four of the seven regions, including the region of Delta Junction and Fort Greely, pay nothing toward education, which consumes a good portion of the state budget. The other three contain organized cities in unorganized areas. Those cities do pay toward education.

If the Delta area, for example, were to become a borough, it could take a share of the property tax paid by the owners of the trans-Alaska oil pipeline. The area, home to the national missile defense and Pogo Mine projects, might see an influx of new homeowners—all who could pay a property tax, if that were the chosen taxation method. Some Delta residents, to their credit, recognize that the time has come to contribute to education costs and have formed the Delta Regional Government Options Study Committee, which met this week.

While Delta is wise to move ahead, the Legislature may nevertheless find itself applying pressure.

Delta and the three other regions that pay nothing are the subject of a resolution by Sen. Gary Wilken that urges the Local Boundary Commission to either coax those areas to organize or to force organization upon them. The commission is generally supportive of creating new boroughs, continuing a belief it held under Gov. Tony Knowles.

Opponents argue that many rural communities have economies too weak to support local taxation. Some suggest that residents of one community, more populous than another in a proposed borough, will not want to share property tax revenue with a smaller community in that same new borough.

Others say, too, that the unorganized area already contributes to the state by not organizing, therefore giving up a sizable portion of federal money that comes to Alaska school districts as payment for having within their borders federal land that cannot be subjected to a local property tax.

Those reasons do not outweigh the fact that the time truly has come, evidenced by the state's budget problems, for the unorganized areas to help fund education. Leaders in Delta Junction should be commended for recognizing that reality. We hope leaders in other regions follow suit.

SCR

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) 465-4871 Fax


SENATOR DONALD C. OLSON

DISTRICT T

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Ambler
Anaktuvuk Pass
Atkasuk
Barrow
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Browerville
Buckland
Chevak
Deering
Diomedea
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

4/11/03

To:
Sen. Wagoner
Senate Community and Regional Affairs

From:
Sen. Olson 

Re: SJR 14, FAA Flight Service Stations

I respectfully request a Senate Labor and Commerce Committee hearing for SJR 14 at your earliest convenience. I have attached my sponsor statement and support documentation is forthcoming. Please contact me if you need additional information.

Thank you for your attention to 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

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Kiana
Kivalina
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Kotlik
Kotzebue
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Mountain Village
Noatak
Nome
Noorvik
Nuiqsut
Nunam Iqua
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Shaktolik
Shishmaref
Shungnak
St. Mary's
St. Michael
Stebbins
Teller
Unalakleet
Wainwright
Wales
White Mountain

Sponsor Statement

SJR 14, FAA flight Service Stations

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
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
Component Statewide Aviation
Sponsor Olson
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 |
|-----------------------------|------------|------------|------------|------------|------------|------------|

| | | | | | | |
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| 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

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
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SENATOR DONALD C. OLSON

DISTRICT T

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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

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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.

THE
FOLLOWING
DOCUMENT(S)
ARE
POOR
ORIGINAL
COPIES

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 FAIF 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

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Subject: SJR 14

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

From: Mike Evans <frostbite@pci.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

SJR-14 Support Flight Service

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

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Subject: SJR14

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

From: connie cloud <ccloud@oci.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@oci.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 <naatsak1@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

I support SJR-14

Subject: I support SJR-14

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

From: "Jeffrey C. Thompson" <jcar80a@oci.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: jcar80a@oci.net

SJR

25

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
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Anaktuvuk Pass
Atkasuk
Barrow
Brevig Mission
Browerville
Buckland
Chevak
Deering
Diomedes
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
Shaktoolik
Shishmaref
Shungnak
St. Mary's
St. Michael
Stebbins
Teller
Unalakleet
Wainwright
Wales
White Mountain

Sponsor Statement

SJR 25, FLOODING AND EROSION CONTROL ASSISTANCE

SJR 25 is a resolution requesting the Army Corp of Engineers ease their cost and benefit analysis for projects in rural Alaska.

I have proposed this resolution in response to many concerns voiced by my constituents with regards to the erosion and flooding problems that plague western Alaska. Currently many of the villages in western Alaska are not receiving the assistance needed for the protection of life and property.

On November 8, 2003 a winter storm hit western Alaska. This storm caused considerable damage to Unalakleet, Shishmaref, and some of Nome's surrounding areas. While the Governor has declared a state of disaster because of this storm, the continued effects of erosion on the villages of Alaska are not going to be solved by emergency disaster

declarations. A more comprehensive, coordinated effort is required by the Army Corps of Engineers and other federal and state agencies.

I respectfully urge your support for this resolution to focus attention on this serious problem.

SHISHMAREF EROSION AND RELOCATION COALITION

Luci Eningowuk, Chairperson

P.O. Box 72100

Shishmaref, Alaska 99772

(907) 649-2289 Fax (907) 649-4461

■

Tony A. Weyiouanna, Sr. - Shishmaref Village Transportation Planner, tony@kawerak.org
Sophie Weyiouanna - Administrative Assistant

Alaska State Senate
Alaska House of Representatives
Juneau, Alaska

February 25, 2004

REF: Request for Assistance

Dear Senators and Representatives:

The Shishmaref Erosion and Relocation Coalition, made up of the three governing bodies of the community of Shishmaref, requests your assistance in seeking both funding and technical support. Our immediate goal is to seek assistance in providing erosion protection measures for the community. Our longer-term goal is to reestablish Shishmaref at a new mainland site. Our goal is to enhance our working relationship with the State government.

We request the State's assistance in the following:

Immediate Erosion Protection for Shishmaref - the U.S. Army Corps of Engineers has agreed to provide a Section 14, Emergency Shoreline Protection Project on the northern seaward side of our School's property. This project requires a \$400,000 local match. We request one of the following solutions:

1. The State urges the Federal Government to make an exception to the requirement for the local match and fund the project as 100% Federal.
2. The State urges the Federal Government to consider the adjoining project being constructed jointly by Kawerak, Inc. and the Native Village of Shishmaref, using Bureau of Indian Affairs, Indian Reservation Roads program funds, to protect the community's main street and road to the airport, as the local match.

Or if neither of these are acceptable to the Federal government,

3. The State authorizes within its budget, the required local share.

A large majority of the community is unprotected and thus left vulnerable to even minor storms. We urge the State government to provide funding to place erosion protection measures in other areas of the community that are left unprotected. Kawerak Transportation Project heavy equipment is mobilized and ready. Reusable armor flex cement blocks and gabions are available from prior erosion measures. With a small amount of assistance, we could minimize expenses and provide protection to other areas in the community by reusing this material.

Relocation of the Community of Shishmaref to the nearby mainland - we seek support from the State to urge the federal government to initiate the following:

SERVING THE COMMUNITY FOR A BETTER FUTURE

1 of 4

Supporting
Documentation

1. That Congress enact special measures to ensure that the Alaska villages qualify for and receive federal assistance for erosion protection and if needed relocation.
2. That Congress enact legislation that establishes Shishmaref, Alaska as a demonstration project for both erosion and relocation assistance, as a coordinated effort between the respective Federal Agencies: Federal Emergency Management Agency (FEMA), US. Army Corps of Engineers (Corps), and the Natural Resource Conservation Service (NRCS); and the Denali Commission. That FEMA be identified as the Agency responsible to head the coordination and identify other Federal agencies that need to be involved, as well as establishing a cooperative working relationship with the State of Alaska.
3. We seek support from the State's respective Departments to provide technical and funding assistance for the establishment of a new community.
 - o Studies for the following that may fall within the responsibility of the State:
 - o Wind studies for a new airport
 - o Assistance with community infrastructure
 - o Water
 - o Sewer
 - o Landfill
 - o Utilities
 - o Etc.
4. We seek support from the State for the construction of an emergency evacuation shelter at the Tin Creek site on the mainland. A building large enough to provide space as a temporary school and provide for other critical functions during an emergency situation.

Background:

The situation at Shishmaref is dire and requires immediate action. On an annual basis, until the protective winter ice arrives, we agonize that the next storm will be the one that wipes us out. The most recent storm event of November 21, 2003 caused significant beach erosion. We did not lose any homes this time, however, we, who live in Shishmaref, know that it is merely a matter of time.

We are concerned for the cohesion of our community. The community has expressed and reconfirmed its desire to retain community integrity; this intent was articulated through a community wide vote held on July 10th of 2002, showing overwhelming support to relocate the community. With the decision to relocate we passed an ordinance that requires that all new buildings or facilities be movable. We anticipate that once a new site is prepared, it will be a straightforward process to skid existing structures across the ice to the new community location.

Subsistence is a vital factor to our way of life and our ability to provide for ourselves; we believe that relocation to a site on the mainland near our current location is the optimum solution. In 2002, the USDA Natural Resource Conservation Service (NRCS) performed preliminary site evaluations at 5 locations on the mainland. In 2003,

they narrowed their review to two sites, Tin Creek and West Tin Creek. They delivered their report to the community on January 13, 2004, providing their recommendation for the Tin Creek site. The community discussed the report, and has endorsed the Tin Creek site for further studies.

The rate of erosion and the number of flooding events has accelerated. Even though the storms have been moderate in level; the damage is more severe in recent years. The community and Coalition would like to stress the immediacy of the problem and will continue to push for an expedited relocation. Below are challenges limiting our efforts.

No Federal Champion

The massive nature of relocating an entire community will require interagency cooperation and coordination as there is no one agency stepping forward to take the lead. We have reviewed the GAO report and encourage you to consider their recommendations. We strongly agree a coordinated effort to address issues caused by erosion and flooding of the threatened Alaska Native Villages is necessary. We believe the agency assigned to coordinate must be one that has proven itself to be proactive in addressing the needs of Alaska Native Villages.

Limited Local Capacity

Now that the community has identified a new community site, we are moving forward with relocation planning. Shishmaref does not have the administrative capacity to facilitate such a massive effort without additional funds and technical assistance. Kawerak, Inc. provides staff support and facilitation but is limited to the transportation components of the relocation.

Limited Ability For Massive Evacuation

There is no infrastructure at the new site. We request assistance to build an emergency evacuation building at Tin Creek Relocation Site, a structure that would be the command center and provide room for school, offices, clinic, and warehouse for emergency supplies is desperately needed. A massive evacuation of Shishmaref's population could not be absorbed long-term by the surrounding communities.

No Viable Bluff Protection in Place

The only protection of our shoreline is the permafrost, and it is increasingly vulnerable to even minor, silent storms. We recognize that relocation will take several years and building infrastructure will continue for many years after that. Our expedited local plan for relocation anticipates relocation to occur by 2009 therefore; we need some form of intervention to buy time. We have requested a Corps of Engineers Section 14, Emergency Protection Project for the section of shoreline in front of our school. The problem is that we can only piecemeal our efforts by the limited funding available to the respective programs. The Section 14 has a \$1 million federal cap, and the community just does not have the capacity to come up with hundreds of thousands of dollars.

Statutes and Regulations Are Not Designed for Emergencies

The government's programs are designed to do cleanup after the emergency rather than put funds into prevention. We had time after time been told by both Federal and State Agencies that they cannot provide the assistance we need until a "Disaster Declaration" has been made. The declaration itself requires a dollar value for the damage. In our case, because no value is provided for the lost land, and we have been able to tug homes out of harms way at the last moment, we don't have enough dollar value loss to qualify.

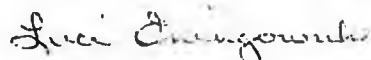
The situation facing Shishmaref should be categorized as an emergency, and that overly burdensome Federal regulations need to be eased. It is also a great concern to us, that many of the Federal requirements drive the estimated costs up and that the relocation could be accomplished at a significantly reduced cost should there be a loosening of regulations because of the emergency. The GAO report provides excellent recommendations to address these issues and should be adopted by Congress, however, our situation is urgent and we may not survive the full implementation of new Statutes, Regulations, and Policies. Because of this, we request that Shishmaref be identified as a demonstration project with maximum flexibility authorized, and used to help determine what changes to Statutes, Regulations, and Policies need be done overall.

We are providing a packet with additional information to help you understand and to share with others the situation in Shishmaref.

We, the people of Shishmaref, value our heritage and way of life; we are proud of who we are. We believe that any action, including inaction needs to take into consideration the human impacts. If we were not a true "community" the people of Shishmaref would long ago have drifted apart when faced with such complete devastation. Every year we watch as the ocean absorbs our island. We are connected to Kikigtaq (homeland of the people of Shishmaref), we ask for assistance in helping us to stay here.

Thank you for this opportunity to share with you our concerns. Please let us know if there is anything else that we can do to help you understand our situation.

Sincerely,



Luci Eningowuk
Chairperson

Enclosure: Packet

SHISHMAREF EROSION AND RELOCATION COALITION

Luci Eningowuk, Chairperson
P.O. Box 72100
Shishmaref, Alaska 99772
(907) 649-2289 Fax (907) 649-4461

■
Tony A. Weyiouanna, Sr. - Shishmaref Village Transportation Planner, tony@kawerak.org
Sophie Weyiouanna - Administrative Assistant

The Honorable Governor Frank Murkowski
Office of the Governor
P.O. Box 110001
Juneau, Alaska 99811-0001

February 25, 2004

REF: Request for Assistance

Dear Governor Murkowski:

The Shishmaref Erosion and Relocation Coalition, made up of the three governing bodies of the community of Shishmaref, requests your assistance in seeking both funding and technical support. Our immediate goal is to seek assistance in providing erosion protection measures for the community. Our longer-term goal is to reestablish Shishmaref at a new mainland site. Our goal is to enhance our working relationship with the State government.

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SERVING THE COMMUNITY FOR A BETTER FUTURE

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 - o Sewer
 - o Landfill
 - o Utilities
 - o Etc.
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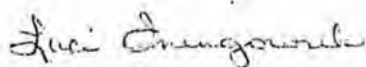
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Sincerely,



Luci Eningowuk
Chairperson

Enclosure: Packet



ALASKA STATE LEGISLATURE

SENATE COMMITTEE ON COMMUNITY & REGIONAL AFFAIRS

Senator Bert K. Stedman, Chair

Official Business

Senator Tom Wagoner, Vice-Chair
Senator Kim Elton
Senator Georgianna Lincoln
Senator Gary Stevens

State Capitol, Room 30
Juneau, AK 99801-1182
Phone: (907) 465-4989
Fax: (907) 465-3922

February 25, 2004

1:30 - 3:30 PM

Fahrenkamp 203

AGENDA

I. Call To Order

II. New Business

SJR 25 Federal Flooding & Erosion Control Assistance

Sponsor Testimony:

Senator Donny Olson, Dist T (D-Nome)

Invited Testimony:

Tony Weyiouanna

Public Testimony:

SB 328 National Forest Income Program

Sponsor Testimony:

Dick Coose, Staff Senator Stedman

Invited Testimony:

*Bill Rolfzen, Div of Community Advocacy, Dept of
Community & Economic Development*

Public Testimony:

III. Adjourn

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

2/06/04

To:
Senator Stedman
Senate Community and Regional Affairs

From:
Sen. Olson

Re: SJR 25 FLOODING AND EROSION CONTROL ASSISTANCE

I respectfully request a hearing for SJR 25 on February 25th, 2004. There will be a delegation from the city of Shishmaref visiting on this day. We are hoping to have them testify before your committee on the 25th. I have attached my sponsor statement. Please contact me if you need additional information.

Thank you for your attention to this request.

Alaska State Legislature

Out of Session:
PO Box 531
Golovin, Alaska 99762
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In Session:
State Capitol, Suite 510
Juneau, Alaska 99801-1182
(800) 597-3707
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SENATOR DONALD C. OLSON

DISTRICT T

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Selawik
Shaktolik
Shishmaref
Shungnak
St. Mary's
St. Michael
Stebbins
Teller
Unalakleet
Wainwright
Wales
White Mountain

Sponsor Statement

SJR 25, FLOODING AND EROSION CONTROL ASSISTANCE

SJR 25 is a resolution requesting the Army Corp of Engineers ease their cost and benefit analysis for projects in rural Alaska.

I have proposed this resolution in response to many concerns voiced by my constituents with regards to the erosion and flooding problems that plague western Alaska. Currently many of the villages in western Alaska are not receiving the assistance needed for the protection of life and property.

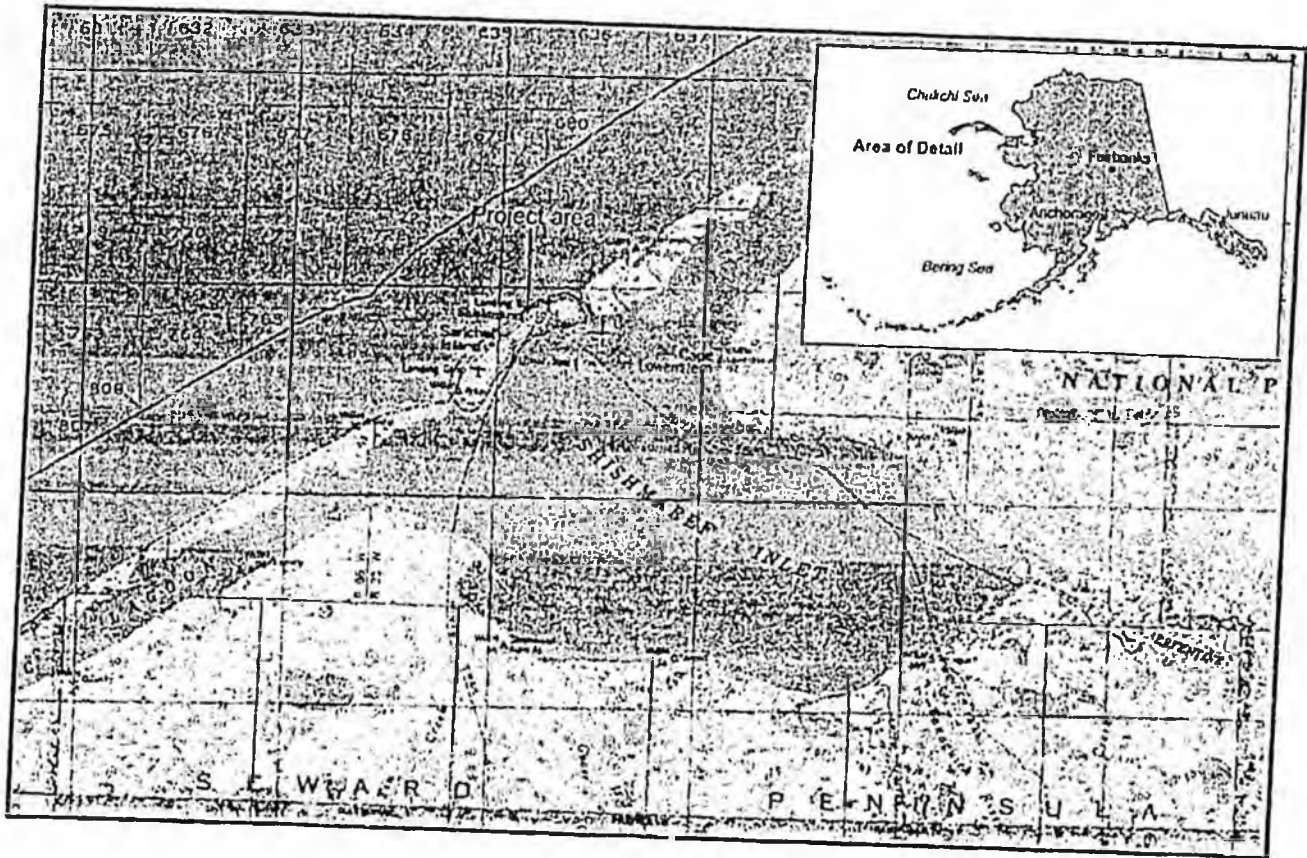
On November 8, 2003 a winter storm hit western Alaska. This storm caused considerable damage to Unalakleet, Shishmaref, and some of Nome's surrounding areas. While the Governor has declared a state of disaster because of this storm, the continued effects of erosion on the villages of Alaska are not going to be solved by emergency disaster

declarations. A more comprehensive, coordinated effort is required by the Army Corps of Engineers and other federal and state agencies.

I respectfully urge your support for this resolution to focus attention on this serious problem.

THE
FOLLOWING
DOCUMENT(S)
ARE
POOR
ORIGINAL
COPIES

Enclosures



SHISHMAREF EROSION AND RELOCATION COALITION

Luci Eningowuk, Chairperson
P.O. Box 72100
Shishmaref, Alaska 99772
(907) 649-2289 Fax (907) 649-4461

■
Tony A. Weyiouanna, Sr. - Shishmaref Village Transportation Planner, tony@kawerak.org
Sophie Weyiouanna - Administrative Assistant

Alaska State Senate
Alaska House of Representatives
Juneau, Alaska

February 25, 2004

REF: Request for Assistance

Dear Senators and Representatives:

The Shishmaref Erosion and Relocation Coalition, made up of the three governing bodies of the community of Shishmaref, requests your assistance in seeking both funding and technical support. Our immediate goal is to seek assistance in providing erosion protection measures for the community. Our longer-term goal is to reestablish Shishmaref at a new mainland site. Our goal is to enhance our working relationship with the State government.

We request the State's assistance in the following:

Immediate Erosion Protection for Shishmaref - the U.S. Army Corps of Engineers has agreed to provide a Section 14, Emergency Shoreline Protection Project on the northern seaward side of our School's property. This project requires a \$400,000 local match. We request one of the following solutions:

1. The State urges the Federal Government to make an exception to the requirement for the local match and fund the project as 100% Federal.
 2. The State urges the Federal Government to consider the adjoining project being constructed jointly by Kawerak, Inc. and the Native Village of Shishmaref, using Bureau of Indian Affairs, Indian Reservation Roads program funds, to protect the community's main street and road to the airport, as the local match.
- Or if neither of these are acceptable to the Federal government,
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A large majority of the community is unprotected and thus left vulnerable to even minor storms. We urge the State government to provide funding to place erosion protection measures in other areas of the community that are left unprotected. Kawerak Transportation Project heavy equipment is mobilized and ready. Reusable armor flex cement blocks and gabions are available from prior erosion measures. With a small amount of assistance, we could minimize expenses and provide protection to other areas in the community by reusing this material.

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SERVING THE COMMUNITY FOR A BETTER FUTURE

1. That Congress enact special measures to ensure that the Alaska villages qualify for and receive federal assistance for erosion protection and if needed relocation.
2. That Congress enact legislation that establishes Shishmaref, Alaska as a demonstration project for both erosion and relocation assistance, as a coordinated effort between the respective Federal Agencies: Federal Emergency Management Agency (FEMA), US. Army Corps of Engineers (Corps), and the Natural Resource Conservation Service (NRCS); and the Denali Commission. That FEMA be identified as the Agency responsible to head the coordination and identify other Federal agencies that need to be involved, as well as establishing a cooperative working relationship with the State of Alaska.
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 - o Studies for the following that may fall within the responsibility of the State:
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Background:

The situation at Shishmaref is dire and requires immediate action. On an annual basis, until the protective winter ice arrives, we agonize that the next storm will be the one that wipes us out. The most recent storm event of November 21, 2003 caused significant beach erosion. We did not loose any homes this time, however, we, who live in Shishmaref, know that it is merely a matter of time.

We are concerned for the cohesion of our community. The community has expressed and reconfirmed its desire to retain community integrity; this intent was articulated through a community wide vote held on July 10th of 2002, showing overwhelming support to relocate the community. With the decision to relocate we passed an ordinance that requires that all new buildings or facilities be movable. We anticipate that once a new site is prepared, it will be a straightforward process to skid existing structures across the ice to the new community location.

Subsistence is a vital factor to our way of life and our ability to provide for ourselves; we believe that relocation to a site on the mainland near our current location is the optimum solution. In 2002, the USDA Natural Resource Conservation Service (NRCS) performed preliminary site evaluations at 5 locations on the mainland. In 2003,

they narrowed their review to two sites, Tin Creek and West Tin Creek. They delivered their report to the community on January 13, 2004, providing their recommendation for the Tin Creek site. The community discussed the report, and has endorsed the Tin Creek site for further studies.

The rate of erosion and the number of flooding events has accelerated. Even though the storms have been moderate in level; the damage is more severe in recent years. The community and Coalition would like to stress the immediacy of the problem and will continue to push for an expedited relocation. Below are challenges limiting our efforts.

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The massive nature of relocating an entire community will require interagency cooperation and coordination as there is no one agency stepping forward to take the lead. We have reviewed the GAO report and encourage you to consider their recommendations. We strongly agree a coordinated effort to address issues caused by erosion and flooding of the threatened Alaska Native Villages is necessary. We believe the agency assigned to coordinate must be one that has proven itself to be proactive in addressing the needs of Alaska Native Villages.

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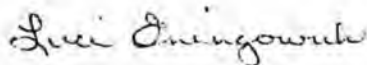
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Enclosure: Packet

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Luci Eningowuk, Chairperson
P.O. Box 72100
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(907) 649-2289 Fax (907) 649-4461

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The Honorable Governor Frank Murkowski
Office of the Governor
P.O. Box 110001
Juneau, Alaska 99811-0001

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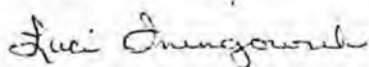
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Chairperson

Enclosure: Packet

SHISHMAREF EROSION AND RELOCATION COALITION

Luci Eningowuk, Chairperson

P.O. Box 72100

Shishmaref, Alaska 99772

(907) 649-2289 Fax (907) 649-4461



Tony A. Weyiouanna, Sr. - Shishmaref Village Transportation Planner, tony@kawerak.org

Sophie Weyiouanna - Administrative Assistant

Information Packet Contents

PowerPoint Presentation

Shishmaref Measurements 11-25-03

Kawerak Transportation Seawall Project Update

US Corp of Engineers Section 14 School Property Seawall Project Update

Evacuation Plan

NRCS Relocation Site Report


Relocation Strategic Plan

Copy of City Ordinance-Establishing a Land Use Regulations

City of Shishmaref, Resolution 04-04

SHISHMAREF EROSION AND RELOCATION COALITION
Serving the Community for a Better Future

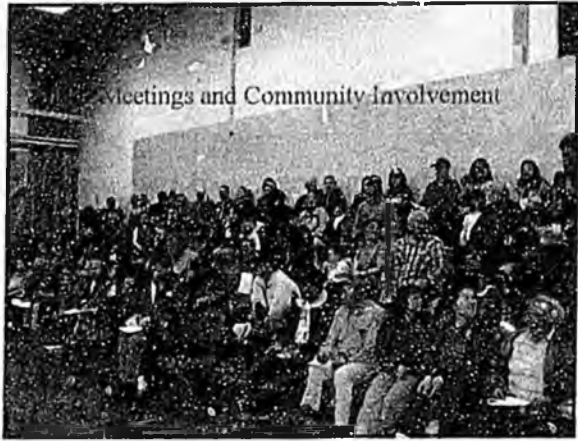
Relocation and Erosion Concerns
Shishmaref, AK




Shishmaref Erosion and Relocation Coalition is made up of the three local governing entities

- Native Village of Shishmaref
- City of Shishmaref
- Shishmaref Native Corporation

Kawerak, Inc., the Regional Non-Profit facilitates the coalition and provides some staff support.


Shishmaref is located on a barrier Island


Map Location Shishmaref

- Communities within the Region: Shishmaref, Wales, Diomedea, Brevig Mission, Teller/Mary's Igloo, Nome Eskimo/Solomon/King Island/Council, White Mountain, Elim, Koyuk, Golovin, Shaktoolik, Unalakleet, St. Michael, Stebbins, Gambell, Savoonga


Life in Shishmaref




Getting around town



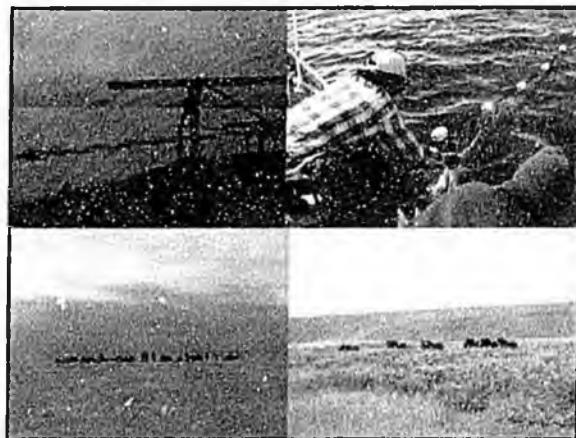
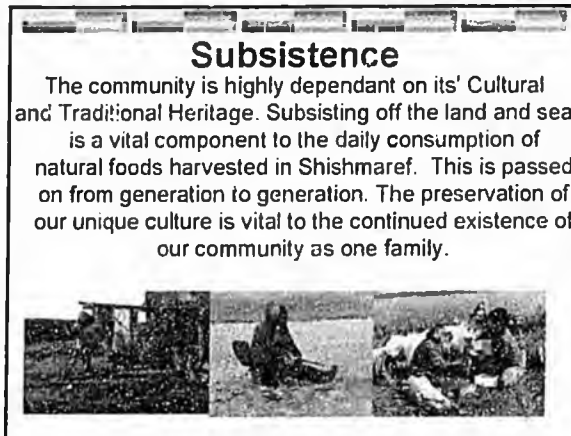
Access to Shishmaref is by small aircraft

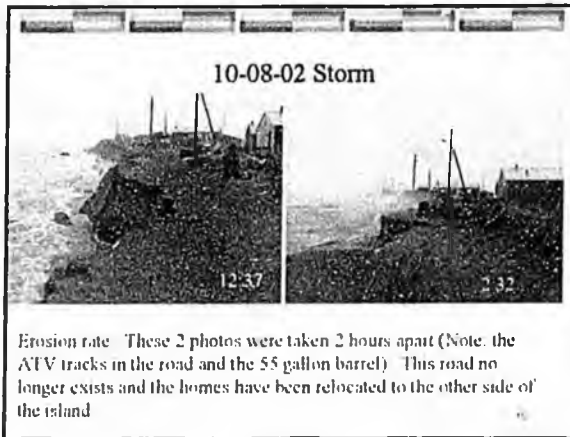
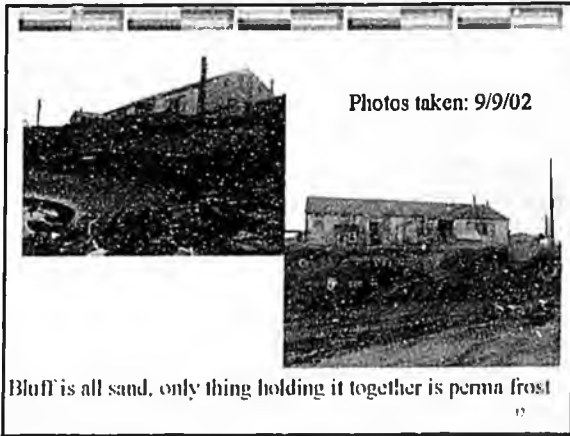


Summer transportation



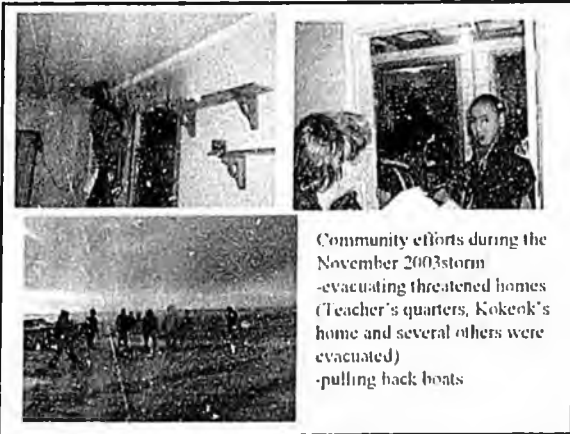
Reindeer in the corral



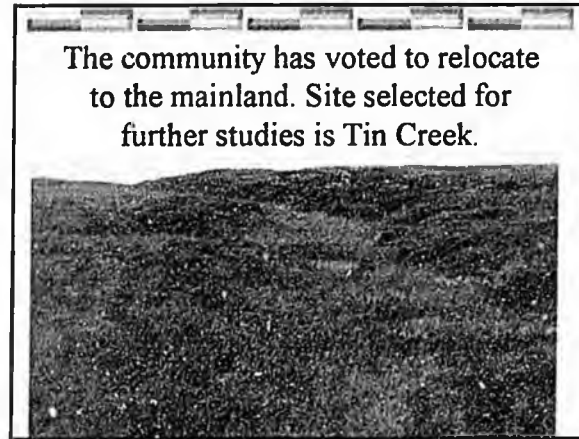




Flooding near the Shishmaref Tannery— November 2003 26



Community efforts during the November 2003 storm
 -evacuating threatened homes (Teacher's quarters, Kokeok's home and several others were evacuated)
 -pulling back boats



The community has voted to relocate to the mainland. Site selected for further studies is Tin Creek.

Agencies Providing or Offering Assistance

- Natural Resource Conservation Service
- U.S. Army Corps of Engineers
- AK Division of Emergency Services
- FEMA
- AK Community and Economic Development
- Innovative Readiness Training
- Housing Authority – HUD
- Denali Commission

Requests for State Assistance

- Shoreline Erosion Protection
- Relocation Preparation and Planning

Erosion Protection School Property

- 3 options for Corps Section 14 Project local match
 - Request the Federal Govt. to waive the local match for Section 14 Project, or
 - Urge Corps to Consider Kawerak Transportation Project as the local match, or
 - State authorizes funds to provide local match



•Kawerak Transportation Project

- Rip Rap Seawall to Protect main road
- Equipment Mobilized
- Construction to begin March '04

Erosion Protection Other Areas

- Assistance to provide protection for other areas with nothing in place.
 - Kawerak Project equipment already mobilized
 - Local material reusable armorflex cement blocks and gabions available from previously constructed and failed seawalls.



Relocation

- Request for the Federal Govt. to enact special measures to ensure Alaska villages qualify for and receive federal assistance for erosion protection and relocation
 - Coordinated effort between Federal and State Agencies
 - FEMA to be the agency to take the lead
- Request for the Federal Govt. to enact legislation that establishes Shishmaref as a Demonstration Project for both erosion and relocation assistance

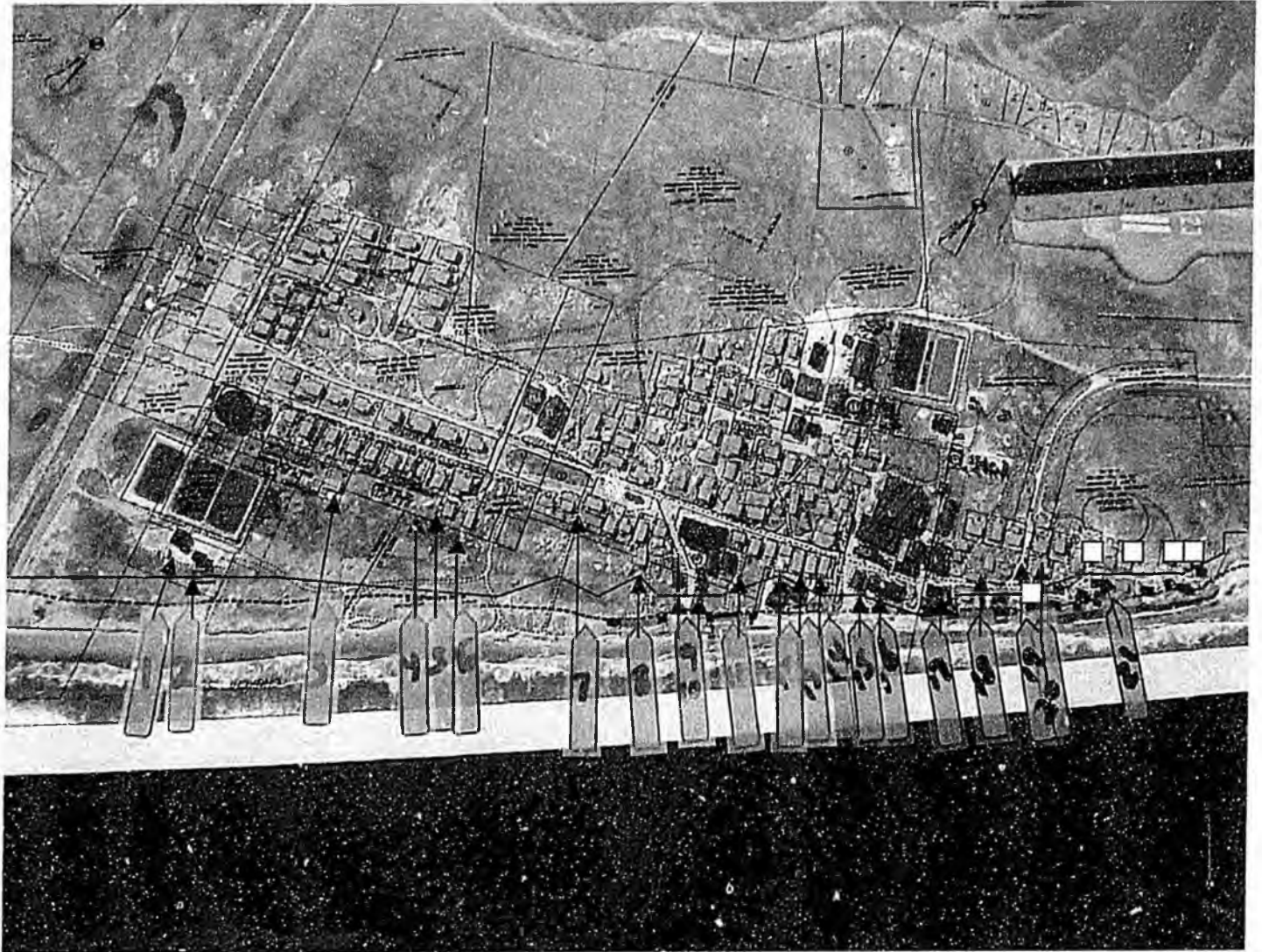
Relocation

- Request that various state agencies are fully involved and engaged in establishing a new community
 - Full Cooperation and Coordination with Federal agencies and local entities
- Support from State's respective Depts. To provide technical and funding assistance for the establishment of the new community

Shishmaref, we are worth saving






**Shishmaref
Measurements 11-25-03**



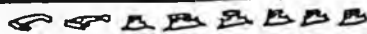
- 1 - Tannery Building
- 2 - Cottage Building
- 3 - Charlene Ningalook
- 4 - Alfred Pootogooluk
- 5 - Archie Kiyutelluk
- 6 - Jim/Janet Barr
- 7 - Alvin Pootogooluk Sr.
- 8 - Bill Jones
- 9 - East - Bulk Tank
- 10 - West - Bulk Tank
- 11 - Margie Ningalook
- 12 - Winfred Obruk
- 13 - Nora Kuzuguk
- 14 - Jenny Kuzuguk
- 15 - Red School
- 16 - Blue School
- 17 - Native Store Warehouse
- 18 - Lloyd Kiyutelluk
- 19 - Shelton Kokeok

- 20 - Signa Kokeok
- 21 - Nathan Weyiouanna

Current estimated beach line 
 Measurement edge to building 
 Homes moved 2002 



KAWERAK, INC. • P.O. Box 948 • Nome, AK 99762



TEL: (907) 443-5231 • FAX: (907) 443-4452



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January 15, 2004

Luci Eningowuk, Chairperson
Shishmaref Erosion and Relocation Coalition
P.O. Box 72100
Shishmaref, AK 99772

Re: Seawall Project Update

Dear Luci:

The Seawall project was fully mobilized by September 2003. The project was shut down early because of our inability to dig in the beach, due to a "running sand" condition. The test holes that we dug, shortly filled with water and sloughing sand. To build the project, we must be able to dig a toe trench to a depth of approximately 5 feet. The trench will have geotextile fabric placed into it, then filter rock, and finally topped with heavy armor rock to form the project toe or foundation. We will re-start the project early this upcoming spring while the beach is still frozen and prior to the loss of the protective pack ice. We elected to start the project in the spring rather than in December because of the short daylight conditions, and colder temperatures likely to be encountered in December and January versus April and May.

We will be coming out in February to re-survey the bluff due to changes caused by the significant erosion from the October and November storms. If we find that too much bluff has been lost, it may require a revision of the right-of-way documents, a requirement imposed by the Bureau of Indian Affairs (BIA). We have consistently asked that the BIA relax some of their requirements, not only because of the emergency nature of your situation, but the dynamic changes of your shoreline. They have been hesitant to make any exceptions without a disaster declaration.

In regard to the efforts of the Corps of Engineers, in an effort to expedite their process, we have provided them all information regarding the shoreline survey, our archaeological report, and our design. If funding is secured to build onto the east end of our seawall, I am concerned that they will run into the same problems that we have regarding the establishment of the toe. I believe they will be able to mobilize this summer, but it will be very difficult for them to work in the beach until after the beach is frozen.

Our project, once complete will provide a buffer of time for a small portion of the community. The seawall is not a permanent solution. All the experts that we worked with in the development of the project, including the U.S. Army Corps of Engineers had indicated that they believe the community needs to move.

Sincerely

Julianne Baltar,
Director, Kawerak Transportation Program



Civil Works Branch

Public Notice

Alaska District
U.S. Army Corps of Engineers

Date FEB - 9 2004 Identification No. ER 04-06
Please refer to the identification number when replying.

ENVIRONMENTAL ASSESSMENT AND UNSIGNED FINDING OF NO SIGNIFICANT IMPACT

SHORELINE EROSION PROTECTION SHISHMAREF, ALASKA

To All Interested Parties:

The U.S. Army Corps of Engineers, Alaska District, has completed an environmental assessment (EA) under the National Environmental Protection Act (NEPA) for erosion protection at Shishmaref, Alaska. Erosion of the shoreline fronting the community of Shishmaref is threatening public structures, roads, utilities, fuel tanks, and the sewage lagoon. The proposed rock revetment would protect the shoreline fronting the school property.

The proposed revetment would be constructed along 230 feet of shoreline and consist of three layers of rock of different gradations and one layer of filter fabric on the bluff. The revetment would rise to a crest height of +12 feet mean low lower water (MLLW) and extend to an excavated toe at -5 feet MLLW. Sand excavated from the toe would be placed in the intertidal zone. The northeast end of the revetment would tie into a similar revetment currently being constructed by the Bureau of Indian Affairs.

Under optimal conditions, the rock revetment would slow erosion of the bluff in front of the school property, which is part of a school reserve owned by the State of Alaska Department of Education and Early Development and managed by the Bering Straits School District. Construction of the revetment is expected to cause only temporary disturbance to fish and invertebrates in the area.

The EA is enclosed for your review and comments. Please submit comments regarding the proposed action no later than 30 days from the date of this public notice. No public meeting is scheduled. If you believe a public meeting is needed, please explain in writing why a meeting is necessary and mail it to the address below during the 30-day review period. The FONSI will be signed upon review of comments received and resolution of significant objections. Please send comments to:

U.S. Army Engineer District, Alaska
ATTN: CEPOA-EN-CW-ER (Grover)
P.O. Box 6898
Elmendorf AFB, AK 99506-6898

The Alaska District, U.S. Army Corps of Engineers is also applying for State certification from the Alaska Department of Environmental Conservation under Section 401 of the Clean Water Act of 1977 (PL 95-217) that the discharge from the Corps project as described would comply with the Clean Water Act, the Alaska Water Quality Standards, and other applicable State laws. Any person desiring to comment on the project with respect to water quality certification may submit written comments within 30 days of this public notice to:

Department of Environmental Conservation
WQM/401 Certification
555 Cordova Street
Anchorage, AK 99501-2617
Telephone (907) 269-7564
FAX (907) 269-7508

Please contact Ms. Margan Grover of the Environmental Resources Section for more information by calling (907) 753-5670, by fax at (907) 753-2625, or e-mail at margan.a.grover@poa02.usace.army.mil.



Guy R. McConnell
Chief, Environmental Resources Section

Enclosure

RESIDENTS OF SHISHMAREF, ARE YOU READY FOR A FLOOD??

Summer can't last forever. Soon the weather will be cooler, the birds will be flying south. And, YOU'LL BE IN THE WORST DANGER OF FLOODING ALL YEAR.

WHAT TO DO

- ☞ Listen for current flood information on radio and TV. You can check breakup reports on the Internet at either the Division of Emergency Services web-site www.ak-prepared.com
- ☞ Contact your city office at 907-649-4781/3781 or insurance agent to find out if flood insurance is available in your community.
- ☞ Remember that flooding is serious. Make sure your children and pets are safe. Keep them away from culverts and floodwaters and don't leave pets in areas that might be flooded.
- ☞ Take measures to protect homes and personal property. Locate problem areas and **MOVE PROPERTY TO HIGH GROUND IF NECESSARY** (snow machines, chain saws, ATV's, commercial fishing gear, etc.).
- ☞ Monitor septic systems, wells and fuel tanks. Make sure valves are shut so tanks won't spill if floodwaters move them.
- ☞ Electricity will be shut down if the power plant floods. Be prepared to do without electricity.
- ☞ Be ready to be isolated for several days if your airport floods.
- ☞ Stock up on food and water.
- ☞ Keep a battery-powered radio and good batteries available.
- ☞ The Shishmaref Lutheran Church and the Shishmaref High School is your community shelter is and be prepared to move into one of them if necessary.

Disaster Services - Disaster Supplies Kit

Disasters happen anytime and anywhere. And when disaster strikes, you may not have much time to respond. A fuel spill or hazardous material could mean evacuation. A

winter storm could confine your family at home. An earthquake, flood, or any other disaster could cut water, electricity, and telephones-for days.

After a disaster, local officials and relief workers will be on the scene, but they cannot reach everyone immediately. You could get help in hours, or it may take days. Would your family be prepared to cope with the emergency until help arrives?

Your family will cope best by preparing for disaster before it strikes. One way to prepare is by assembling a Disaster Supplies Kit. Once disaster hits, you won't have time to shop or search for supplies. But if you've gathered supplies in advance, your family can endure an evacuation or home confinement.

Prepare Your Kit

- Review the checklist below.
- Gather the supplies that are listed. You may need them if your family is confined at home.
- Place the supplies you'd most likely need for an evacuation in an easy-to-carry container. These supplies are listed with an asterisk (*).
- There are six basics you should stock for your home: water, food, first aid supplies, clothing and bedding, tools and emergency supplies, and special items. Keep the items that you would most likely need during an evacuation in an easy-to carry container--suggested items are marked with an asterisk (*).

Possible Containers Included

- A large, covered trash container,
- A camping backpack,
- A duffle bag.

Water

- Store water in plastic containers such as soft drink bottles. Avoid using containers that will decompose or break, such as milk or glass bottles. A normally active person needs to drink at least two quarts of water each day. Hot environments and intense physical activity can double that amount. Children, nursing mothers, and ill people will need more water.
- Store one gallon of water per person per day *with a minimum of a one week supply and more if possible.*
- Keep at least a three-day supply of water per person (two quarts for drinking, two quarts for each person in your household for food preparation/sanitation).

Food

- Store at least a three-day supply of non-perishable food. Select foods that require no refrigeration, preparation or cooking, and little or no water. If you must heat

food, pack a can of sterno. Select food items that are compact and lightweight. Include a selection of the following foods in your Disaster Supplies Kit:

- Ready-to-eat canned meats, fruits, and vegetables

First Aid Kit

Assemble a first aid kit for your home and one for each boat. A first aid kit should include:

- Sterile adhesive bandages in assorted sizes
- Assorted sizes of safety pins
- Cleansing agent/soap
- Latex gloves (2 pairs)
- Sunscreen
- 2-inch sterile gauze pads (4-6)
- 4-inch sterile gauze pads (4-6)
- Triangular bandages (3)
- Non-prescription drugs
- 2-inch sterile roller bandages (3 rolls)
- 3-inch sterile roller bandages (3 rolls)
- Scissors
- Tweezers
- Needle
- Moistened towelettes
- Antiseptic
- Thermometer
- Tongue blades (2)
- Tube of petroleum jelly or other lubricant

Non-Prescription Drugs

- Aspirin or non-aspirin pain reliever
- Anti-diarrhea medication
- Antacid (for stomach upset)
- Syrup of Ipecac (use to induce vomiting if advised by the Poison Control Center)
Poison Control Center Phone Number (1-800-222-1222)
- Laxative
- Activated charcoal (use if advised by the Poison Control Center)
Poison Control Center Number (1800-222-1222)

Tools and Supplies

- Mess kits, or paper cups, plates, and plastic utensils

- Emergency preparedness manual
- Battery-operated radio and extra batteries
- Flashlight and extra batteries
- Cash or traveler's checks, change
- Non-electric can opener, utility knife
- Fire extinguisher: small canister ABC type
- Tube tent
- Pliers
- Tape
- Compass
- Matches in a waterproof container
- Aluminum foil
- Plastic storage containers
- Signal flare
- Paper, pencil
- Needles, thread
- Medicine dropper
- Shut-off wrench, to turn off household gas and water
- Whistle
- Plastic sheeting
- Map of the area (for locating shelters)

Sanitation

- Toilet paper, towelettes
- Soap, liquid detergent
- Feminine supplies
- Personal hygiene items
- Plastic garbage bags, ties (for personal sanitation uses)
- Plastic bucket with tight lid
- Disinfectant
- Household chlorine bleach

Clothing and Bedding

- Include at least one complete change of clothing and footwear per person.
- Sturdy shoes or work boots
- Rain gear
- Blankets or sleeping bags
- Hat and gloves
- Thermal underwear
- Sunglasses

Special Items

- Remember family members with special requirements, such as infants and elderly or disabled persons

For Baby

- Formula
- Diapers
- Bottles
- Powdered milk
- Medications
- *All Prescription Medication*

For Adults

- Heart and high blood pressure medication
- Insulin
- Prescription drugs
- Denture needs
- Contact lenses and supplies
- Extra eye glasses
- *All Prescription Medication*

Entertainment

- Games and books

Important Family Documents

- Keep these records in a waterproof, portable container:
 - Will, insurance policies, contracts deeds, stocks and bonds
 - Passports, social security numbers, immunization records
 - Bank account numbers
 - Credit card account numbers and companies
 - *Photo's*
- Inventory of valuable household goods, important telephone numbers
- Family records (birth, marriage, death certificates)
- Store your kit in a convenient place known to all family members. Keep a smaller version of the Disaster Supplies Kit in your boat.
- Keep items in airtight plastic bags. Change your stored water supply every six months so it stays fresh. Replace your stored food every six months. Re-think your kit and family needs at least once a year. Replace batteries, update clothes, etc.
- Ask your physician or pharmacist about storing prescription medications.

SHISHMAREF

EMERGENCY PREPAREDNESS PLAN

WHAT TO DO IN THE EVENT OF A SEVERE STORM

If a forecast of an approaching storm is received over commercial or marine radio or by direct radio/telephone, it may be necessary to move people from the endangered area of the village to a more substantial structure on higher ground in the event of a severe storm. The buildings to be used are the Shishmaref Lutheran Church and the Shishmaref High School.

Decision to Evacuate

A. The Mayor or his designee working with guidance provided by the Shishmaref Emergency Services (SES), *VPSO and in coordination with the* Division of Emergency Services (DES) will determine the prudent time to begin activation of the evacuation plan.

B. *Once informed of an evacuation notice, DES will initiate its emergency measures.*

C. Shishmaref Emergency Services (SES) and local VPSO will Coordinate, Alert, and Notification of residents of the evacuation.

1. The Mayor working with guidance provided by the SES and VPSO will determine when it is safe for residents to move back to their homes.

CONTACTS

A. National Weather Service

Weather service notifies the VPSO (Thomas Nayokpuk) and provide radio announcement to the public. Also Statewide weather on ARCS.
Alaska Division of Emergency Services (DES) (800)-478-2337
(907) 428-7100

VPSO Office Phone Number wk. 907-649-3411 Hm. 907-649-2274

Fax 907-649-2181

Kotzebue weather service 907-442-3231

- City of Shishmaref Mayor- 907-649-3781
- IRA President- 907-649-3821
- Coalition/ Kawerak Transportation Program- 907-649-2289/2290
- Church- 907-649-3321
- SES President- 907-649-2160
- School Principal- 907-649-3021

B. DES - maintains a 24-hour *capability within the* State Emergency Coordination Center (SECC) and is prepared to coordinate efforts for

possible evacuation due to any natural or man made emergency. Call DES if any concern exists regarding a possible evacuation.

- C. Alaska State Troopers (AST) Nome Post 1-800-443-2835 (24 hours)
(After hours Nome Police Dept. Dispatch)
Nome Police Department Dispatch 1-800-764-5525 (24 hours)
American Red Cross (Fairbanks Chapter) 1-907-451-8267 (24 hours)
Alaska Division of Emergency Services 1-800-478-2337 (24 hours)
- D. Shishmaref Emergency Services (SES) Phone (907) 649-2160/2162 fax 649-2161
SES provides services for search and rescue, EMS, and are available 24 hours a day.
Stanley Tocktoo Hm. 907-649-8594, Fred Davis hm. 907-649-4451
- E. Village Public Safety Officer (Thomas Nayokpuk) 907-649-3411 (will change answering machine to provide home phone number for after hour emergencies)
Thomas Nayokpuk 907-649-2274 hm./ Fax 907-649-2181
Loren Geary 907-649-2293
- F. Search and rescue, fire, law enforcement, EMS and EMT and first responder. Direct link to State Troopers. 1-800-443-2835
- G. AVEC 1-800-478-1818
Need to be contacted to turn off or disconnect power
Local operator Winfred O'bruk 907-649-3091
- H. Fire Department/Police department- VPSO 907-649-3411
- I. Health Aides- Medical services and contacts for medivacs
Health Clinic 907-649-3311/2127 fax 907-649-2083
Melissa Johnson - hm. 907-649-2142
Judy Eningowuk - hm. 907-649-5773
Darlene Olanna hm. 907-649-3099
Frieda Eningowuk 907-649-2261
Melinda Nayokpuk 907-649-3651
Wanda Schultze
Lori Hadley
Pearl Davis- CTC

EVACUATION:

Sea waves condition may develop which threatens the island, or actually cover up, a part or all of the island, or fire, or ground water contamination may also be among the hazards to cause the need for evacuation. Such a situation poses a grave threat to life and property; therefore, it is essential that provisions be made to evacuate the population to nearby safe areas on the mainland or to established evacuation centers in Nome or Kotzebue.

ORGANIZATIONS AND RESPONSIBILITIES

- A. The Mayor working with guidance provided by the Shishmaref Emergency Services and *in coordination with* DES, will make a decision when to evacuate the community SES and DES will determine the prudent time to begin activation of the evacuation plan.).
Mayor Curtis Nayokpuk hm 907-649-3651
City office- 907-649-3781/4811 fax 649-2131

Work on local evacuations etc....

- B. The following will fall under DES coordination:
1. Discuss ability to evacuate
 2. AST (evacuation, search and rescue)
 3. Army National Guard (ARNG) and USCG (equipment and transportation support for evacuation)
ARNG Battalion Headquarters- Nome 907-443-5282
Shishmaref Headquarters- 649-3891

C. The following will fall under Local Government coordination

1. Shishmaref Lutheran Church and Shishmaref School (sheltering evacuees)/Contact the American Red Cross.
2. Local corporation officials are responsible for assisting in the dissemination of information to local residents.
 - Shishmaref Native Corporation, President Percy Nayokpuk- 907-649-3751, hm 907-649-3181 wk 907-649-3191, Karen Sinnok Vice President, wk 907-649-3741 hm 907-649-4211

The person(s) and alternates to be in charge of each shelter are as follows: High School – Principal Joe Braach, Alternate: John Hersrud, Assistant Principal. Church: Pastor Tim Oslovich, Alternate: President Vincent Tocktoo Sr.

PROCEDURES:

- 1) Orders to occupy the shelters will be given by the Mayor.

- 2) Shishmaref Emergency Services (SES) and the local Law enforcement Authorities will act as the evacuation coordinators as assigned by the Mayor or his designee.
- 3) The Mayor may request authority through the Division of Emergency Services to use food supplies of the State Operated School to help feed the shelter occupants. Also, he may request authorization from the American Red Cross to obtain supplementary items from local stores.
- 4) Persons moving to the shelters will be told to take bedding, personal items, special medicines, and as much food and water as possible.
- 5) The person(s) in charge of the shelters will organize teams to help operate the shelters.
- 6) A representative from the American Red Cross will go to Shishmaref to help operate shelters if travel is possible.
- 7) After the danger has passed, the Mayor will determine when it is safe for the residents to return to their homes. SES will do a safety check on electric, gas, oil, and stoves/heaters for each home affected by the evacuation.
- 8) Prior to leaving the shelter the occupants will assist in clean up of the shelter.
- 9) The shelter managers will keep a record of food items consumed from the stocks of the State Operated School or obtained from local stores for feeding of shelter occupants. Such record will support later replacement by the American Red Cross or may be authorize by the State or Federal Agencies for reimbursement.

PROCEDURES:

A) EVACUATION BY BOAT:

- 1) During a storm, evacuation by boat may not be possible because of turbulent waters in the lagoon, and the inability to forecast how severe a storm may become. However, if the following conditions exist, evacuation by boat may be considered:
 - a) A 24-hour advanced warning is received that an extremely severe storm is approaching and;
 - b) Wave conditions in the lagoon will permit boat operations.
- 2) The decision to relocate by boat will be announced by the Mayor.
- 3) The relocation area is the East Nunatuq area, five miles southeast of Shishmaref.
- 4) Families should take as much of their emergency equipment with them as is possible.
- 5) The most experienced boat operators will be assigned to supervise the lagoon crossing.
- 6) The Mayor or his designee will be in charge of the relocation site.

B) EVACUATION BY AIR:

- 1) Evacuation by air will be a last resort. Normally aircraft operations will be hampered or be impossible during the height of a storm. This condition will not, however, preclude the Mayor from requesting evacuation, if in his opinion, he believes it is necessary to save lives.
- 2) The Mayor will forward a request for evacuation to the Division of Emergency Services Representative or to the Governor's Representative. This request will be transmitted to the Division of Emergency Services in Anchorage by the local agencies.
- 3) The Division of Emergency Services will coordinate air transportation requirements with the Adjutant General or the Alaskan Air Command.
- 4) The Mayor of Shishmaref, will be kept advised of the status of his request and the expected arrival time of aircraft at Shishmaref. (Note: it must be recognized that several hours may elapse from the time of the request until aircraft arrive at Shishmaref because of the flight time at Anchorage Elmendorf Air Force Base, which is the normal location at aircraft suitable to carry out an evacuation).