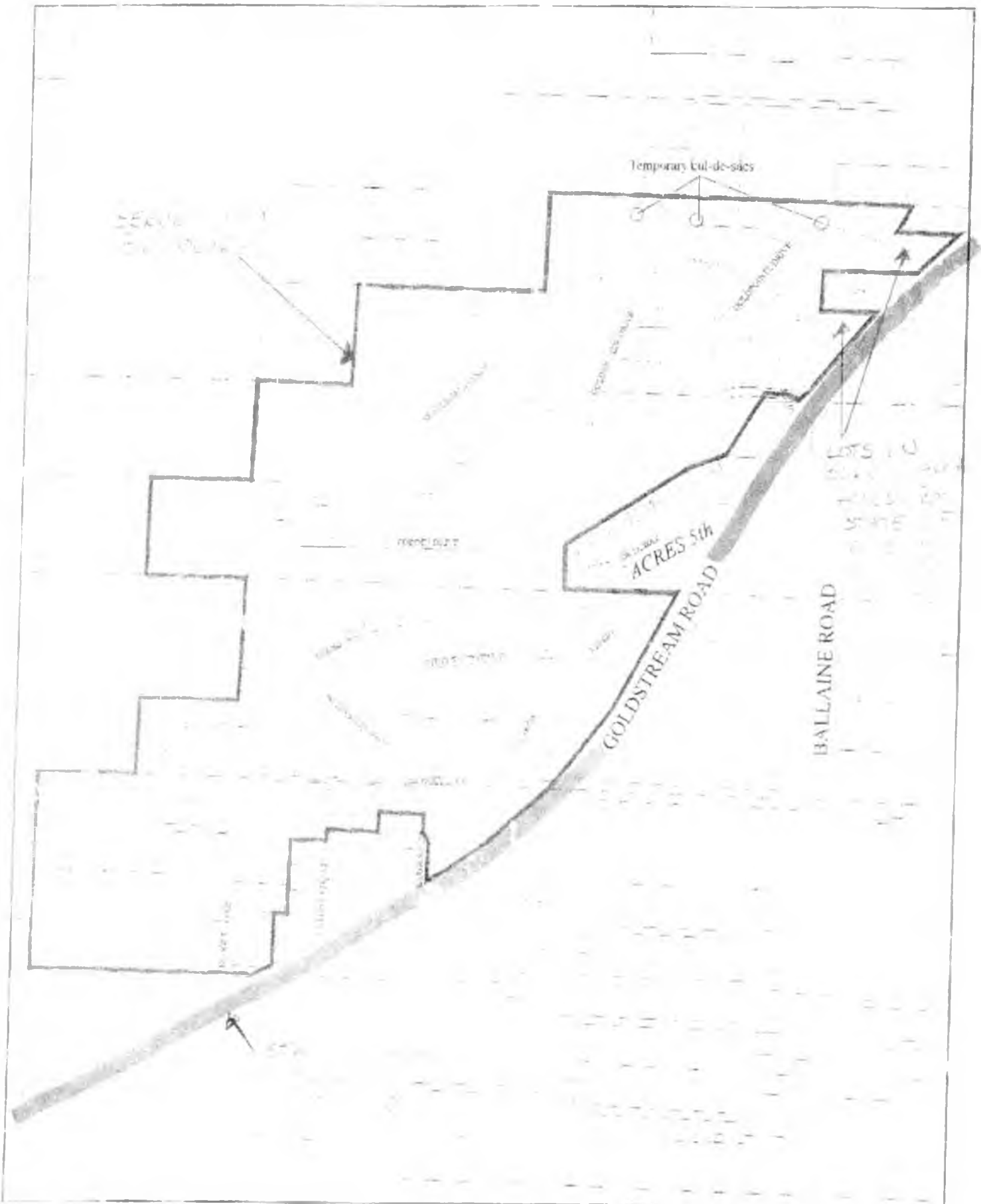


ALASKA LEGISLATURE COMMITTEE FILES 2007-2008 HTRA 12404



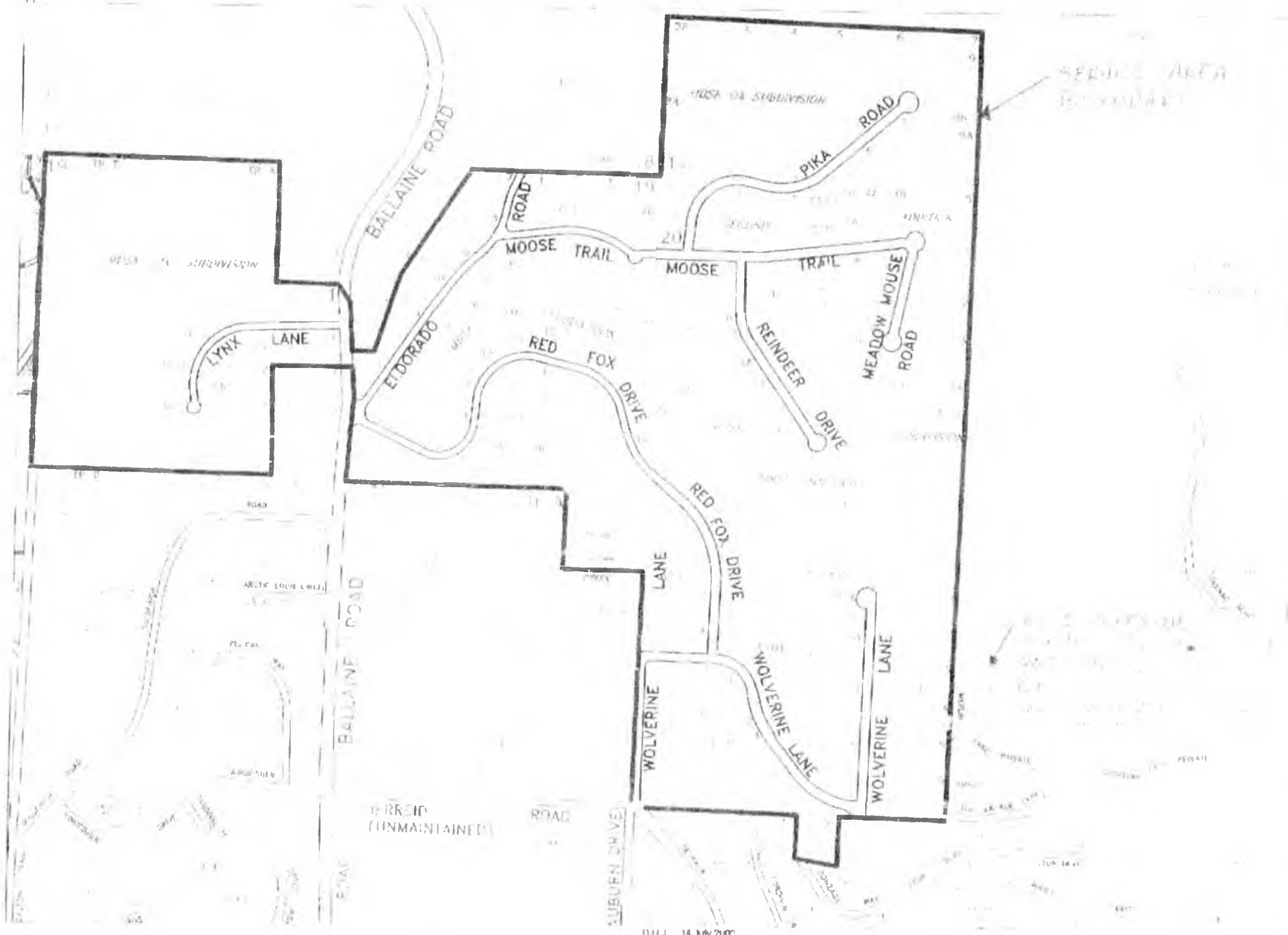
Cordes Drive Road Service Area



LEE LANE SERVICE AREA



Musk Ox Road Service Area



The Constitution of the State of Alaska

Adopted by the Constitutional Convention February 5, 1956

Ratified by the People of Alaska April 24, 1956

Became Operative with the Formal Proclamation of Statehood January 3, 1959

Article 10 - Local Government

§ 1. Purpose and Construction

The purpose of this article is to provide for maximum local self-government with a minimum of local government units and to prevent duplication of tax-levying jurisdictions. A liberal construction shall be given to the powers of local government units.

§ 2. Local Government Powers

All local government powers shall be vested in boroughs and cities. The State may delegate taxing powers to organized boroughs and cities only.

§ 3. Boroughs

The entire State shall be divided into boroughs, organized or unorganized. They shall be established in a manner and according to standards provided by law. The standards shall include population, geography, economy, transportation, and other factors. Each borough shall embrace an area and population with common interests to the maximum degree possible. The legislature shall classify boroughs and prescribe their powers and functions. Methods by which boroughs may be organized, incorporated, merged, consolidated, reclassified, or dissolved shall be prescribed by law.

§ 4. Assembly

The governing body of the organized borough shall be the assembly, and its composition shall be established by law or charter. [Amended 1972]

§ 5. Service Areas

Service areas to provide special services within an organized borough may be established, altered, or abolished by the assembly, subject to the provisions of law or charter. A new service area shall not be established if, consistent with the purposes of this article, the new service can be provided by an existing service area, by incorporation as a city, or by annexation to a city. The assembly may authorize the levying of taxes, charges, or assessments within a service area to finance the special services.

ALASKA STATE HOUSE OF REPRESENTATIVES



Session

(907)-465-3719

FAX# (907)-465-3258

State Capitol
Room 204

Contact:

Interim Address:

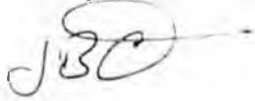
3340 Badger Road
North Pole, AK 99705
(907)-488-5725
Fax# (907)-488-4271

REPRESENTATIVE JOHN COGHILL

MEMORANDUM

Date: March 27, 2007

To: Representative Kyle Johansen, Chairman
Transportation Committee

From: Representative John Coghill 

Re: HB 185 Road Service Areas

I am requesting a hearing for HB 185 "relating to certain municipal service areas that provide road services" before the House Transportation Committee.

Attached are the sponsor statement and other information. A copy will be delivered to all Transportation Committee members.

FISCAL NOTE

STATE OF ALASKA
2007 LEGISLATIVE SESSION

Fiscal Note Number: HB185-COM-DCA-03-21-07
 Bill Version: HB 185
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: Commerce
 Title: Municipal Road Service Areas RDU: Community Assist & Ec Dev (405)
 Component: Community Advocacy
 Sponsor: Coghili
 Requester: House Community & Regional Affairs Component No.: 2703

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

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

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

FUND SOURCE (Thousands of Dollars)

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

Estimate of any current year (FY2007) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2008 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This legislation amends AS 29.35.450 to add two exceptions to the law which requires a public vote before making certain changes to municipal service areas. The first exception states that a subdivision may be added to a service area without a public vote, if the roads provide the only access or are required by subdivision plat, regulation or ordinance. The second exception states that a subdivision may be excluded from a service area without a public vote, if the roads do not provide the only access or are required by subdivision plat, regulation or ordinance.

This legislation will have no fiscal impact on the operations of the division.

Prepared by: Mike Black, Director Phone 907 269 4535
 Division: Community Advocacy Date/Time 3/21/07 2:48 PM
 Approved by: Emil Notti, Commissioner Date 3/21/2007
 Agency: Commerce, Community, and Economic Development

FISCAL NOTE

STATE OF ALASKA
2007 LEGISLATIVE SESSION

Fiscal Note Number: 1
 Bill Version: CSHB 185(CRA)
 (H) Publish Date: 3/28/07

Revision Date/Time (Note if correction): _____ Dept. Affected: Commerce
 Title Municipal Road Service Areas RDU Community Assist & Ec Dev (405)
 Component Community Advocacy
 Sponsor Coghill
 Requester House Community & Regional Affairs Component No. 2703

Expenditures/Revenues (Thousands of Dollars)

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CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
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Temporary						

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Prepared by: Mike Black, Director Phone 907.269.4535
 Division Community Advocacy Date/Time 3/21/07 2:48 PM
 Approved by: Emil Notti, Commissioner Date 3/21/2007
 Agency Commerce, Community, and Economic Development

**THE FOLLOWING PAGES MAY
NOT FILM LEGIBLY BECAUSE OF
THE POOR QUALITY OF THE ORIGINAL**

HB 185

HSE. TRANSPORTATION COMMITTEE -

Please Do Not Pass H.B. 185, this Amendment gives local governments the power to take Peoples ~~land~~ land. This amendment would allow local government to take land without just compensation, + certainly where people don't want to sale.

Please see the attached exhibits.

Treal Wayne Foutch

Post: c/o 1071 Chenault Road

Fairbanks, Alaska,

Non-Domestic



Fairbanks North Star Borough Rural Services Division

3175 Peger Road PO Box 71267 Fairbanks, Alaska 99707-1267 (907)459-1223 FAX 459-1499

August 31, 2006

Fairbanks, AK 99701

Re: Notification of Public Information Meeting concerning the annexation of a portion of the common section line easement of Section 14 and 23, T.1S,R.2W,FM to the Chena Marina Road Service Area.

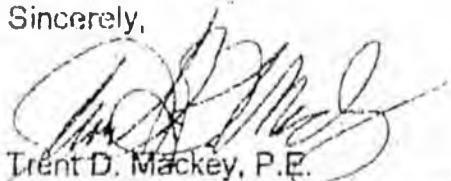
Dear Ms.:

Recent grant funds received by the Fairbanks North Star Borough have been allocated for the extension of Sea Way to Chena Pump Road. In order for the Borough to maintain the road after construction the section line easements must first be annexed into a road service area (RSA). The Chena Marina RSA commission supports the annexation of the Sea Way right-of-way to their RSA.

You are cordially invited to attend the public information meeting to discuss this annexation on September 12, 2006 at 6 PM at the Pioneer Park Civic Center. Please note, if the annexation is successful, TL 2324 will not be subject to road taxes collected for the Chena Marina RSA as the annexation is of the section line easement and not TL 2324.

If you would like to discuss this annexation proposal prior to the public meeting you can reach me at 459-1218. Thank you.

Sincerely,


Trent D. Mackey, P.E.
Rural Services Engineer/Manager

Attachments: Midchena Subdivision Plat 2004-101, Twin Lakes Subdivision Phase I Plat 99-77 indicating proposed annexation easements

cc: Chena Marina S/A Commissioner
Chena Hills S/A Commissioner

Note: This notification is addressed to the most recent Fairbanks North Star Borough billing address for the parcel identified as TL-2324, SEC 23, T1S-R2W. Additional notification has been posted in the Borough news section of the Fairbanks Daily News-miner and also mailed to Chena Marina RSA property owners and properties adjacent the proposed annexation area.

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By: Jim Whitaker, Mayor
Introduced: 09/14/06
Advanced: 09/14/06
Adopted: 10/12/06

FAIRBANKS NORTH STAR BOROUGH

ORDINANCE NO. 2006 - 60

AN ORDINANCE ALTERING THE BOUNDARIES OF THE CHENA MARINA ROAD SERVICE AREA TO INCLUDE A PORTION OF COMMON SECTION LINE EASEMENT OF SECTION 14 AND SECTION 23, T.1S, R.2W, FM, AND PROVIDE FOR AN ELECTION

WHEREAS, a portion of the section line easement located between the east boundary of the Chena Marina Service Area and Chena Pump Road within the proposed section line annexation will provide direct access to the Chena Marina Service Area and alleviate adjacent subdivision cut-through traffic; and

WHEREAS, grant funds are available to construct this extension of Sea Way to Chena Pump Road; and

WHEREAS, expenditure of service area taxes cannot be used for road maintenance outside of service area boundaries; and

WHEREAS, an election is required of the qualified voters in the Chena Marina Service Area; and no election is required within the proposed area that consists solely of section line easement.

NOW, THEREFORE, BE IT ORDAINED by the Assembly of the Fairbanks North Star Borough:

Section 1. Classification. This ordinance is not of a general and permanent nature and shall not be codified.

Section 2. Election. An election shall be held within 60 days of the effective date of this ordinance, within the area shown on the map Exhibit A, attached hereto, to place before the registered voters residing within the Chena Marina Service Area, the following question:

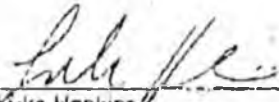
"Shall the Chena Marina Service Area annex the proposed area into the road service area for the purpose of road maintenance and construction powers within the area indicated on the attached map?"

The map attached to this ordinance (Exhibit A) shall accompany the ballot.

47 Section 3. Actions Upon Annexation. The boundaries of the Chena
48 Marina Service Area shall be amended to include the common section line easement
49 section 14 and section 23 T.1S, R.2W, FM AK commencing at the east boundary of the
50 Chena Marina Service Area to the Chena Pump Road right-of-way, as shown on Exhibit
51 A attached hereto. The Clerk of the Assembly shall adjust the official map to reflect this
52 alteration.

53
54 Section 4. Effective date. Section 2 of this ordinance shall be effective at
55 5:00 p.m. on the first Borough business day following its adoption. Section 3 shall
56 become effective on the day following certification of the election; if a majority of those
57 qualified voters casting their ballots vote in favor of the issue.

58
59 PASSED AND APPROVED THIS 12th DAY OF OCTOBER 2006.
60


Luke Hopkins
Presiding Officer

ATTEST:


Mona Lisa Drexler, CMC
Municipal Borough Clerk

61
62
63 Ayes: Beck, Hargesheimer, Sattley, Tharnien, Rex, Hopkins
64 Noes: None
65 Excused: Bartos, Foote, Frank

P. 05
FAX NO. 901/4563346
SENATOR THUMBS
HPK-04-01 WED 04:32 PM

§ 16-1-21

Governance Court

thereto. Such council shall also designate the time and place or places at which the polls will be open within such city and in such territory so proposed to be annexed, which place or places shall be those usually used for that purpose within such city and also within such territory, if any such there be. Such council shall also appoint and designate in such notice the names of the judges and clerks of election. The judges and clerks before entering upon the discharge of their duties at such election shall each take and subscribe before an officer authorized to administer the same, an oath for the honest and faithful discharge of his or her duties as such judge or clerk. In case of the absence or inability of any judge or clerk appointed to act at such election, the qualified electors present at the polls before proceeding to vote, may choose an elector to act in his or her place from among their number, who shall duly qualify as aforesaid before entering upon the discharge of his or her duties as judge or clerk at such election. Such council shall meet on the Monday next succeeding the day of such election at one o'clock p. m. and canvass the votes cast thereat, and the council shall issue under their hands, and the seal of the city, a certificate showing the number of votes cast in favor of annexation and the number of votes cast against the annexation, separately stating the number of votes for or against in the city and in the territory sought to be annexed. Said certificate together with all the ballots cast and the oaths of the judges and clerks of election shall immediately be filed with the clerk of the district court in the proceedings authorizing said election. [1, 1923, ch 97, § 53, p 216; C.A. 1933, § 2420.]

COLLATERAL REFERENCES

19 Am Jur 215, 240, 245.

§ 16-1-24. Declaration of annexation. If it shall appear to the district court or the judge thereof from the certificate of election filed with the district court as aforesaid, that two-thirds of the votes cast at said election in the territory sought to be annexed were in favor of the annexation and that a majority of the votes cast in the city were also in favor of the annexation, and that the provisions of law relating to annexation have been substantially complied with, then the district judge shall by an order in writing entered in the records of the court duly adjudge and declare such annexation and the said territory shall, from henceforth, be a part of the city. Such order shall describe the boundaries of the territory annexed and give the name of the city to which it is annexed. [1, 1923, ch 97, § 53, p 217; C.A. 1933, § 2421.]

§ 16-1-26. Proceedings for exclusion of territory. Territory may be excluded from any city in the same manner and following the

FIRST CLASS CITIES—CITY COUNCIL

§ 16-1-28

same procedure as in the case of annexation, except that if territory is to be excluded, the petition to be filed shall be signed by a majority of property owners as herein provided for, owning property within the territory sought to be excluded, and the electors shall be invited to vote upon such proposition by placing upon their ballots the words "for exclusion from the city of" or "against exclusion from the city of" and the votes shall be canvassed, the results of the election certified and all other steps taken in like manner as in this Article provided relating to the annexation of territory. [1, 1923, ch 97, § 54, p 217; C.A. 1933, § 2422.]

COLLATERAL REFERENCES

37 Am Jur 452.

Note: 147 ALR 267 (power to detach land from municipality).

§ 16-1-26. Fees: Subpoenas: Procedure. In proceedings under this Article, the court, marshal and witnesses shall be entitled to the same fees as are allowed in the trial of civil actions in the district court, and subpoenas may be issued and the procedure provided for in civil actions shall be followed as far as practicable. [1, 1923, ch 97, § 55, p 218; C.A. 1933, § 2423.]

§ 16-1-27. Filing copies of order of annexation or exclusion. Whenever the court shall by order annex any territory to a city or exclude any territory therefrom, a certified copy thereof shall be filed in the office of the Auditor of the Territory, another in the office of the commissioner of the precinct in which the corporation is situated and a third in the office of the city clerk of the city in which the territory has been annexed or from which the territory has been excluded. [1, 1923, ch 97, § 56, p 218; C.A. 1933, § 2424.]

See L. 1929, ch 113, § 6, p 242, transferring to the Auditor local or Territorial duties or functions of the Secretary of the Territory.

§ 16-1-28. Qualifications of electors. The qualifications of an elector for election in this Article provided for, shall be as follows: He or she shall be a person of the age of twenty-one years or more and shall be the owner of substantial property interests in land, buildings or improvements on land or tideland within said city or within the territory proposed to be annexed, or excluded from said city. [1, 1923, ch 97, § 57, p 219; C.A. 1933, § 2425.]

Article 3

City Council: Powers: Food Regulations

§ 16-1-31. Election and qualifications of council members.

§ 16-1-32. Canvass of votes for council members: Certificate of their election.

Fairbanks Daily News-Miner, Sunday, October 15, 2006

Sorenstam finally seizes c

The Associated Press

PALM DESERT, Calif. -- The birdie putt found the heart of the cup to give Anika Sorenstam a three-shot lead at Bighorn, a course where she has never lost, and it all looked so routine.

Sorenstam sure didn't feel that way.

Walking off the 10th green after her 12-foot putt Saturday in the Samsung World Championship, she offered a few polite waves to the gallery, turned and privately pumped her fist two times.

Going for her record sixth title

in this elite tournament, and the 70th of her LPGA Tour career, Sorenstam shows no quit. She was mildly angry at herself for letting her attention waver in the third round, a fault that has kept her from being her best this year.

"I was trying to get myself going a little bit," Sorenstam said after a 6-under 66, the best score of the week to build a three-shot lead over Lorena Ochoa. "My mind was wandering. I can't focus long enough. I'm playing in a superb tournament, and all of a sudden I'm having a tough time

concentration. I made that put and I was like, 'C'mon, you can't it. Stay focused'"

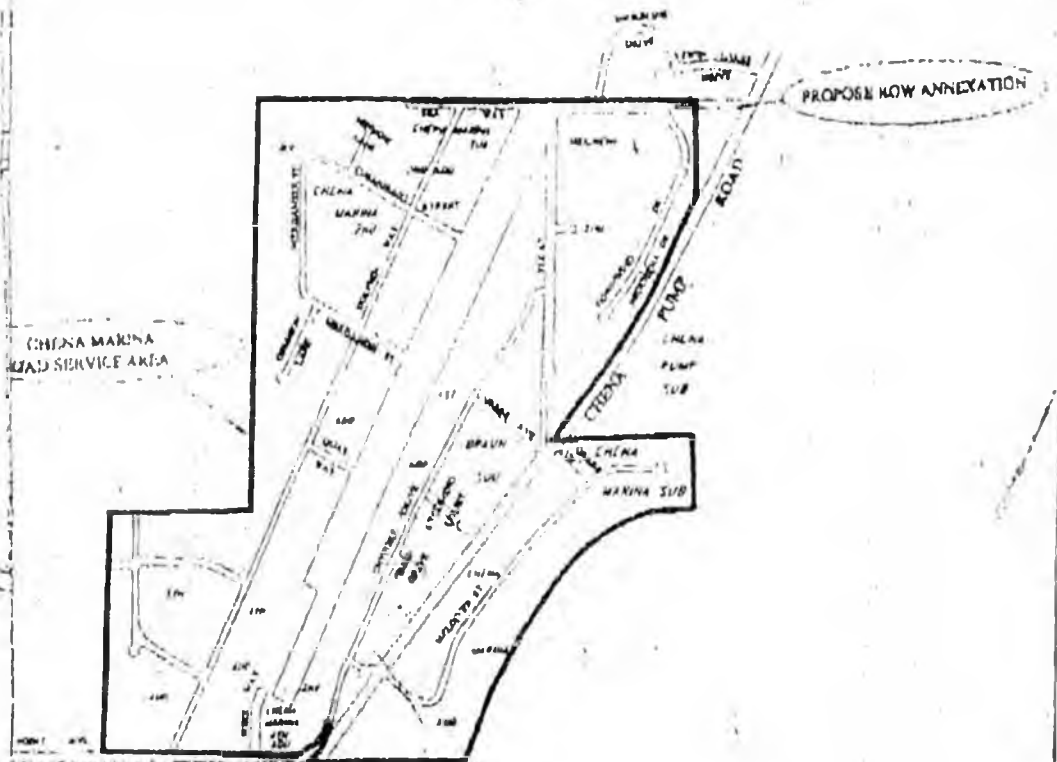
She held it together with consecutive birdies early in the third round to quickly build a lead. At this time, she made it last.

Sorenstam finished off the round with a 12-foot birdie on the 18th and was at 12-under 20 reviving her hopes of winning LPGA Player of the Year for the sixth straight season.

Leading the points-based race for player of the year is Ochoa and she still holds all the cards.

SEARCH AREA

CHENA MARINA ROAD SERVICE AREA



"Shall the Chena Marina Service Area annex the proposed area into the road service area for the purpose of road maintenance and construction powers within the area indicated on the attached map?"

Informational Meeting...

**Chena Marina Road Service Area /
Portion of Common Section Line
Easement Sec 14 & 23
Boundary Change Request**

WHERE: Pioneer Park Civic Center

WHEN: Tuesday
September 12, 2006

TIME: 6—7:30 PM



For more information contact Dan Jordan,
FNSB Rural Services, 459-1217.

Dear Property Owner:

The location of the proposed area is east of the Service Area boundary, as shown on the map.

- ▶▶ This meeting will provide general information on this request.
- ▶▶ The FNSB Assembly will hold a public hearing in October. Only one election is required of the qualified voters in the Chena Marina Road Service Area. A YES vote in this election will authorize the Fairbanks North Star Borough to assume road maintenance and construction powers for the portion of the common section line easement of section 14 and section 23, T.1S, R.1W, FM and will allow the Chena Marina Road Service Area to provide public road maintenance for this area.
- ▶▶ Existing Chena Marina Road Service Area property owners will not see an increase in taxes.
The current mill levy for road maintenance within the Chena Hills Road Service Area is 0.825.

The Borough Clerk's office will mail a public hearing notice and an application to request a ballot by mail to all property owners. Residents can also request a ballot directly by contacting the Clerk's Office at 459-1401.

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Portion of Common Section Line
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HB 185

- The next bill is HB 185. It is sponsored by Rep. Coghill. His staff Carol Beecher should be in the audience to present the bill to the committee.
- Witnesses
 - Rene Broker, Fairbanks North Slope Borough, Attorney
 - Randy Frank, Fairbanks North Slope Borough Assemblyman
 - Other witnesses?

Alaska State Legislature

Rep. Sharon Cissna
Rep. Nancy Dahlstrom
Rep. Mark Neuman
Rep. Kurt Olson
Rep. Woodie Salmon



State Capitol, Room 124
Juneau, AK 99801-1182
Co-Chairs
Rep. Gabrielle LeDoux
(907) 465-3882 FAX 465-4956
Rep. Anna Fairclough
(907) 465-3777 FAX 465-2819

COMMUNITY & REGIONAL AFFAIRS COMMITTEE

Date: March 27, 2007
To: Randy Ruaro, Transportation Committee Aide
From: Sonya Hymer, CRA Committee Aide *SH*
Re: HB 185

Here is the referral packet for CSHB185, which was reported out of the House CRA Committee today.

Alaska State Legislature

Rep. Sharon Cissna
Rep. Nancy Dahlstrom
Rep. Mark Neuman
Rep. Kurt Olson
Rep. Woodie Salmon



State Capitol, Room 124
Juneau, AK 99801-1182
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COMMUNITY & REGIONAL AFFAIRS COMMITTEE

Facsimile Transmittal

DATE: March 27, 2007
TO: Legal Services
FROM: Sonya Hymer, Legislative Aide
RE: CS with conceptual amendment to HB 185 (25-LS0687\A)

This morning the House CRA Committee passed HB 185 with a conceptual amendment (see attachment). I would like to order a final CS of this bill to conform with the amendment. Please let me know if I can provide any further information. Thank you.

-Sonya

AMENDMENT

OFFERED IN THE HOUSE

BY REPRESENTATIVE

TO: HB 185

Page 2, Line 19:

Insert: **"or parcel"**

Immediately following the word "subdivision" at the end of line 19

Page 2, Line 21:

Insert: **"or parcel"**

Immediately following the word "subdivision" in the middle of line 21

Page 2, Line 22:

Insert: **"or parcel"**

Immediately following the word "subdivision" at the start of line 22

Page 2, Line 25:

Insert: **"or parcel"**

Immediately following the word "subdivision" at the start of line 25

Page 2, Line 26:

Insert: **"or parcel's"**

Immediately following the word "subdivision's" in the middle of line 26

Alaska State Legislature

Rep. Sharon Cissna
Rep. Nancy Dahlstrom
Rep. Mark Neuman
Rep. Kurt Olson
Rep. Woodie Salmon



State Capitol, Room 124
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COMMUNITY & REGIONAL AFFAIRS COMMITTEE

AGENDA

House Community & Regional Affairs

Tuesday, March 27, 2007

Room 124, State Capitol

1. Bills Previously Heard:

HB 185 – MUNICIPAL ROAD SERVICE AREAS

The Committee is currently working off version A of the bill.

The Public Hearing has been closed.

25-LS0687AE
Cook
3/21/07

CS FOR HOUSE BILL NO. 185()
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-FIFTH LEGISLATURE - FIRST SESSION

BY

Offered:
Referred:

Sponsor(s): REPRESENTATIVE COGHILL

A BILL

FOR AN ACT ENTITLED

1 **"An Act relating to certain municipal service areas that provide road services."**

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

3 *** Section 1.** AS 29.35.450(c) is amended to read:

4 (c) If voters reside within a service area that provides road, fire protection, or
5 parks and recreation services, abolishment of the service area is subject to approval by
6 the majority of the voters residing in the service area who vote on the question. A
7 service area that provides road, fire protection, or parks and recreation services in
8 which voters reside may not be abolished and replaced by a larger service area unless
9 that proposal is approved, separately, by a majority of the voters who vote on the
10 question residing in the existing service area and by a majority of the voters who vote
11 on the question residing in the area proposed to be included within the new service
12 area but outside of the existing service area. A service area that provides road, fire
13 protection, or parks and recreation services in which voters reside may not be altered
14 or combined with another service area unless that proposal is approved, separately, by
15 a majority of the voters who vote on the question and who reside in each of the service

1 areas or in the area outside of service areas that is affected by the proposal. This
2 subsection does not apply

3 (1) to a proposed change to a service area that provides fire protection
4 services that would result in increasing the number of parcels of land in the service
5 area or successor service area if the increase is not more than six percent and would
6 add not more than 1,000 residents;

7 (2) [. THIS SUBSECTION DOES NOT APPLY] in a second class
8 borough to abolishment of a road service area or consolidation of two or more road
9 service areas if

10 (A) [(1)] taxes have not been levied in the service area for road
11 maintenance or construction during the last 12 months and there is no balance
12 in any account available to pay for these road services for the service area;

13 (B) [(2)] during the last 12 months, the service area board has
14 not met with a quorum present and in accordance with law; or

15 (C) [(3)] there are no road maintenance contracts in effect for
16 the service area or the existing road maintenance contracts fail to provide for
17 minimum road standards required by law that are necessary to protect the
18 borough from civil liability;

19 (3) to require approval by the voters residing on property
20 proposed to be added to a road service area if roads maintained by the service
21 area provide the only access to the property or provide access to the property
22 that is required by a subdivision plat or by other regulation or ordinance;

23 (4) to a change in the boundaries of a road service area to exclude
24 property that does not rely on the use of roads maintained by the service area for
25 the property's only access or for access to the property that is required by a
26 subdivision plat or by other regulation or ordinance.

Amendment to HB 185 – Municipal Road Service Areas

Page 2, lines 19-27

(3) to require approval by the voters residing in a property subdivision proposed to be added to a road service area if roads maintained by the service area provide the only access to the property subdivision or provide access to the property subdivision that is required by the subdivision plat or by other regulation or ordinance;"

(4) to a change in the boundaries of a road service area to exclude a property subdivision that does not rely on the use of roads maintained by the service area for the property's subdivision's only access or for access to the property that is required by the subdivision plat or by other regulation or ordinance.



Fairbanks North Star Borough

Department of Law

809 Pioneer Road • PO Box 71267 • Fairbanks, AK 99707 - (907) 459-1318 FAX 459-1155

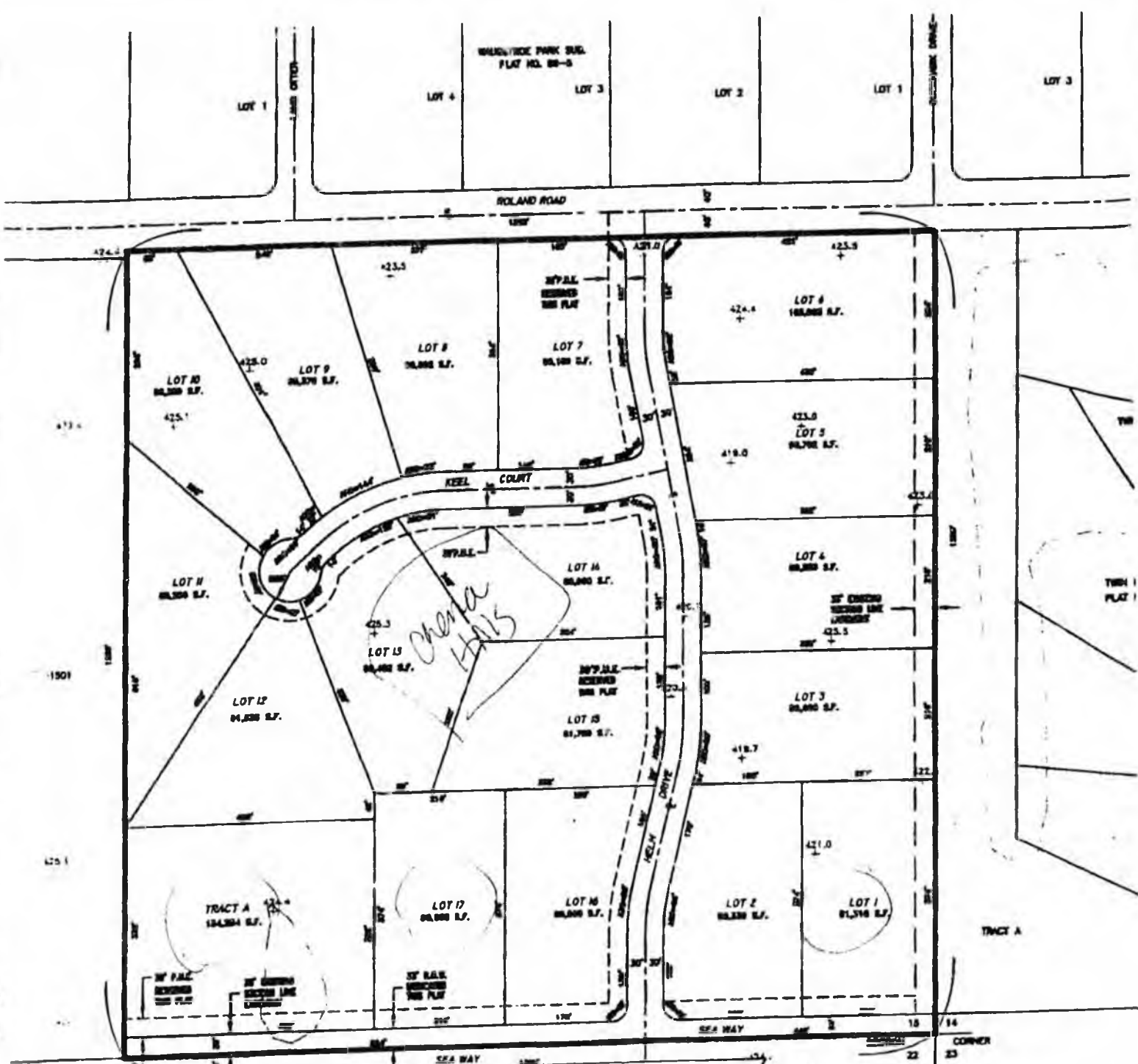
MEMORANDUM

TO: Rynnieva Moss, Legislative Aide
FROM: Rene Broker, Borough Attorney *RB*
DATE: March 19, 2007
SUBJECT: HB 185 Service Area Roads

Our subdivision ordinances generally require, for plat approval, legal, constructed road access to the subdivision. [See FNSBC 17.60.070] That required road access must connect to either a state-maintained roadway or a roadway previously approved for subdivision access. Access that is simply platted or dedicated but not constructed would not normally qualify. Also, access utilizing roads that have not been constructed to appropriate subdivision standards (width, drainage, stable road bed, etc.) would not qualify. Finally, access that is not on a dedicated right-of-way would not qualify.

A subdivision plat itself must show these approved access routes and otherwise show compliance with our subdivision code in order to obtain approval by the platting board. Subdivision plats can also preclude access onto certain streets.

Currently, I believe only our subdivision laws would fit the term "other regulation or ordinance". I do not believe the borough has any other regulations or ordinances, other than our subdivision laws, that require access to subdivisions.



15.

SOILS FOR THIS SUBDIVISION ARE LEMERA POZI, TAMANA SILT LOAM, AND GOLDSTREAM SILT LOAM, 6 TO 3 PERCENT SLOPES, PER USDA SOIL MANUAL NO. 28, 1939 SERIES.

A PORTION OF THIS AREA IS WITHIN FLOOD ZONE "X", THE PORTION WITHIN ZONE "X" HAS A S.F.E. OF 436 FT. BASED PER F.A.R.M. MAPPING DATED 1/2/82

A SEPTIC TANK AND ITS SOIL ABSORPTION SYSTEM MAY NOT BE PLACED WITHIN 100' HORIZONTAL, OF ANY WETLAND, OR SHAW-SHORE LAKE, RIV. OR CREEK, OR CORNER THEREOF OF THE EDGE. THE SOIL ABSORPTION SYSTEM BE A MINIMUM OF 4 FEET ABOVE THE SEASONALLY HIGH WATER TABLE.

ALL ON-SITE WASTEWATER DISPOSAL SYSTEMS MUST MEET THE REGULATORY REQUIREMENTS OF THE ALABAMA DEPARTMENT OF ENVIRONMENTAL CONSERVATION. THE TERRAIN IN THIS AREA IS RELATIVELY FLAT WITH AN MEAN ELEV. OF 423.06'

- UTILITY EASEMENTS**
1. THERE WILL BE A 30' RIGHTS EASEMENT AT EACH POLE LOCATION FOR DUCTS, ANCHORS AND OTHER SUPPORTING STRUCTURES.
 2. A 15' WIDE STRIP OF LAND AS DETERMINED BY THE UTILITY COMPANIES IS GRANTED FOR THE INSTALLATION, MAINTENANCE, REPAIR OR REMOVAL OF WIRE POLES.
 3. THE UTILITY COMPANIES SHALL HAVE THE RIGHT TO SERVICE ALL THEIR SERVICE AND DRAIN, UNDER, OVERPASSING OR OTHERWISE CROSSING THESE ADJACENT TO OR IN THE VICINITY OF THE EASEMENT.
 4. AN EASEMENT IS HEREBY RESERVED WITHIN ALL LOTS FOR SECONDARY ADJACENT CROSSINGS AS DETERMINED NECESSARY BY THE UTILITY COMPANIES.

AREA SUMMARY

LOTS 1-17	32.22 AC.
TRACT A	3.08 AC.
R.O.W.	3.80 AC.
TOTAL	39.11 AC.

PL-2204

CHENA MARINA SECOND ADDITION
 PLAT NO. 02-006 (REPLAT OF 036-00)

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By: Randy Frank
Tim Beck
Introduced: 02/08/07
Substituted: 02/08/07
Adopted: 02/08/07

FAIRBANKS NORTH STAR BOROUGH

RESOLUTION NO. 2007 - 04

A RESOLUTION ASKING THE ALASKA STATE LEGISLATURE TO MODIFY STATE LAW CONCERNING SERVICE AREA ALTERATIONS

WHEREAS, it is the responsibility of local governments to ensure service areas are established, operated, and altered in a manner consistent with the constitutional purpose of service areas and the overall public good; and

WHEREAS, the Fairbanks North Star Borough Assembly supports legislative changes that would enable local governments to exercise appropriate control and management of its service areas; and

WHEREAS, the Assembly recently placed a request for a state law change concerning service area alterations on its 2007 legislative priority list; and

WHEREAS, the previously suggested language would only permit the assembly to include property in a road service area if the property utilizes the road services area's roads; and

WHEREAS, as a matter of fairness, the assembly should also have the right to remove property from a road service area if the property does not utilize the road service area's roads.

NOW, THEREFORE, BE IT RESOLVED that the Assembly of the Fairbanks North Star Borough supports the following change to AS 29 35.450(a):

(a) A service area to provide special services in a borough or unified municipality may be established, operated, altered, or abolished by ordinance, subject to (c) of this section except that:

(1) no vote of the area proposed to be included into a road service area shall be required if the area proposed to be included utilizes the road service area's roads for either its sole or its legally required subdivision access; and

(2) no vote should be required to alter the boundaries of a road service area to exclude an area that does not utilize the road service area's roads for either its sole or its legally required subdivision access.

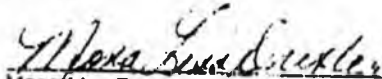
47 BE IT FURTHER RESOLVED that the Assembly requests the Alaska
 48 State Legislature to modify the current language in AS29.35.450(e) concerning service
 49 area alterations as noted above.

50
 51 BE IT FURTHER RESOLVED, that copies of this resolution shall be sent
 52 to the Alaska Interior Delegation.

53
 54 PASSED AND APPROVED THIS 8th DAY OF FEBRUARY 2007.


 Luke Hopkins
 Presiding Officer

ATTEST.


 Mona Lisa Drexler, CMC
 Municipal Borough Clerk

55
 56 Ayes: Bartos, Beck, Frank, Foote, Winters, Musick, Tharrien, Rex, Hopkins
 57 Noes: None
 58

Sonya Hymer

From: Sonya Hymer
Sent: Wednesday, March 21, 2007 3:06 PM
Subject: HB 185: Road Services in Municipal Service Areas
Importance: High
Attachments: HB0185A.pdf

Dear Community Leaders,

Gabrielle's committee, the House Committee on Community & Regional Affairs, will meet tomorrow at 8:00 a.m. to consider HB 185: "An Act relating to certain municipal service areas that provide road services." Representative Coghill has proposed this legislation.

Please forward this email to local road board members. Please let us know your position on this bill. If you would like to testify at the committee hearing tomorrow, go to the Kodiak LIO, or call in to the meeting at 1 888 295 4546. The bill will move to the House Committee on Transportation next

Best regards,
Sonya

Sonya Hymer, Legislative Aide
Representative Gabrielle LeDoux
State Capitol
District 36
phone: (907) 465-2487
fax: (907) 465-4956

Sonya Hymer

From: Rep. Anna Fairclough
Sent: Wednesday, March 21, 2007 2:41 PM
To: SchnellSD@ci.anchorage.ak.us
Cc: AbbottMK@ci.anchorage.ak.us; CER Chamber Susan Gorski; ossainder@muni.org; starrwe@muni.org; RoddaJH@ci.anchorage.ak.us; RamseurDS@ci.anchorage.ak.us
Subject: HB 185
Importance: High
Attachments: HB0185A.pdf

Scott,

Community and Regional Affairs will meet tomorrow at 8:00 a.m. to consider HB 185, I have spoken with David Ramseur at the Muni (a few minutes ago), but want local road board members perspective on this legislation.

"An Act relating to certain municipal service areas that provide road services." Representative Coghill has proposed this legislation.

Please forward to local road board members. I have included the Chamber, our Assembly members and Park and Rec.

My cell is 748.4506, I know this is short notice, but, we haven't heard from the municipality on this issue. I do not want to move forward with anything that could harm our service areas or cause an unintended consequence. The bill will move to transportation next.

Unfortunately the municipality has not been testifying in C&RA on some issues that effect Anchorage. Please let me know as soon as possible your position.

Representative Anna Fairclough

State Capitol: 907.465.3777

Eagle River: 907.694.8944

Representative_ ' ma_Fairclough@legis.state.ak.us



Municipality of Anchorage


P O Box 196650 • Anchorage, Alaska 99519-6650 • Telephone: (907) 343-4431 • Fax: (907) 343-4499 <http://www.muni.org>

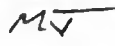
Mayor Mark Begich

Office of the Mayor

Memorandum

TO: The Honorable Anna Fairclough, Chair
Community and Regional Affairs Committee

THROUGH: Mayor Mark Begich 

FROM: Michael Johnson 
Mayor's Office

DATE: March 23, 2007

SUBJECT: House Bill 185

With the benefit of additional time to review the matter, I write to clarify Mayor Begich's position on House Bill 185 relating to service areas within a 1st Class Borough. Contrary to my email of Wednesday the 21st, Mayor Begich supports the passage of House Bill 185 with minor amendments.

As has been transmitted to you under separate cover, our Municipal Attorney's office, working with their counterparts in the Fairbanks North Star Borough, have resolved both our constitutional and charter concerns with this measure. With those items addressed, we wish only to suggest a minor amendment. In new section 3, beginning on line 19, we suggest the addition of the words "or parcel" immediately following the word "subdivision" at the end of line 19, in the middle of line 21 and at the start of line 22.

I thank again for the opportunity to comment on this legislation, and I regret any confusion caused by my previous email.

Community, Security, Prosperity

Sonya Hymer

From: Tammie Wilson [wilson6t@yahoo.com]
Sent: Sunday, March 25, 2007 2:17 PM
Subject: RE: HB185

Dear Rep. LeDoux:

I am writing to you concerning HB185: Road Service Areas and am asking that you do not pass this legislation.

Here is the current process in the Fairbanks North Star Borough to become a road service area. First you must get a petition signed by 51% of those residents whose names are on the tax record, not registered voters. Then it goes to the borough assembly to be voted on and a public hearing is held. It then goes to two separate votes, one by the service area they are wanting to join and the other by the group wanting to join, only registered voters in the area can vote on the issue, if you have property there but don't live there you have no vote. If the vote is unsuccessful the area may go back the following year and become their own service area and they don't have to join with anyone else. Furthermore, private roads can also be placed in road services but yet they are not eligible for snow removal or maintenance, unlike public roads, even though those homeowners are required to pay into the road service area. This is extremely unfair.

They say this is to keep things fair. The system currently isn't fair and to me this can allow abuses within the system and also make the jobs of the volunteer road service commissioners. Here are a few examples:

1. When an area wants to become a road service area they can draw the lines to keep out potential no votes and then later ask the borough to annex the group in.
2. It can cause hostility from residents forced into an area that they may choose to try to dissolve the road service or try to cut back the mill-rate so that they roads cannot be maintained.
3. It gives road powers to a borough that in my opinion is not allowed to have by law. People have a right to vote especially when it concerns adding a greater burden of property tax to a group already feeling the pressure.

I believe it is time for the Fairbanks North Star Borough to revisit how road services are set up and maintained. There are many problems with the current system and to me this only adds more problems. The borough talks about fairness, is it truly fair that those with higher assessed homes pay more to maintain the road than those of less value. If you want to be fair then it should be a fixed amount. Don't let the borough keep trying to fix piece by piece by to look at the whole system and see what truly needs to be done to make it work. Please vote this bill down. Thank you.

Sincerely,
Tammie Wilson
571 Canoro Road
North Pole, AK 99705

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http://advision.webevents.yahoo.com/mailbeta/features_spam.html



ALASKA STATE LEGISLATURE

Please enter into the record my testimony to the CRA
 Committee on Road Service Areas HB185 Dated 3/21/07
Committee Name
Bill / Subject

Please do not pass HB185. This bill can cause many negative effects. The following things can happen.

- ① Properties can be left out of vote if those circulating petition feel it would have a better chance to pass and then force without a vote into a road service area.
- ② Private roads in FNSB are currently put into road service areas yet not maintained like the public roads.
- ③ If a section/subdivision is forced in they may choose to petition for a vote to dissolve the road area.
- ④ On fairness, it is not fair that service areas are funded based on the value of ones home instead of a flat fee. In addition, only those registered voters in a proposed area get to vote not necessarily property owners with property elsewhere.
- ⑤ The borough does not need anymore powers that they don't fund.

SIGNED: Dan Wilson
 Testifier

Resident FNSB
 Representing

571 Concord Rd N.P. 99705 490-0312
 Address / Phone Number

Sonya Hymer

From: Rep. Anna Fairclough
Sent: Tuesday, March 27, 2007 9:02 AM
To: Dan&Ann Swift
Cc: Kim Skipper; Renee Limoge
Subject: RE: HB 185

Dan,

Thank you for taking the time to write and express your support on HB 185.

The bill moved from committee today.

Representative Anna Fairclough

State Capitol: 907.465.3777
Eagle River: 907.694.8944
Representative_Anna_Fairclough@legis.state.ak.us

From: Dan&Ann Swift [mailto:dswift@acsalaska.net]
Sent: Monday, March 26, 2007 8:21 PM
To: Rep. Anna Fairclough
Subject: HB 185

Representative Anna Fairclough:

I am writing in support of HB 185 that would allow a borough assembly to add neighborhoods to existing road service areas when the neighborhood uses a service area road for primary access to its neighborhood. It would also allow an assembly to remove a neighborhood from a service area if its residents are in a position of having to pay for maintenance on service area roads it does not use. The need for this legislation stems from the fact that residents of a neighborhood are usually not altruistic enough to give up a freebie if they don't have to. I am chairman of a local road service area. We have one family who is paying service area assessments, but does not use our roads. It is just too cumbersome a process to hold a service area election to let them off from paying our assessment. We also have two driveways that have sprung up on our roads from property that is not in our service area. As a matter of fairness to the other assessment payers, we feel that the owners of the properties these driveways serve should contribute to the roads they use.

The Friday's Fairbanks News-Miner had an article on HOB 185, indicating skepticism on the part of some CAR members the wisdom of having some 107 separate service areas in the Fairbanks North Star Borough. I tend to agree that it may not be the most efficient way of managing our local roads, but for various historical reasons that is what we have to deal with. We are simply asking for the Legislature to make things a little easier for us to take care of our patchwork of local roads

Sincerely,
Daniel WE. Swift, Ch
Edanella Heights Road Service Area

3/27/2007

HB

283

ALASKA STATE LEGISLATURE

Juneau

State Capitol Bldg. Rm 422
Juneau, AK 99801-1182
Phone (907) 465-4930
Fax (907) 465-3834
1-800-331-4930



Anchorage

716 W. 4th Avenue
Anchorage, AK 99501
Phone (907) 269-0174
Fax (907) 269-0177

Representative Berta Gardner

House District 24

SPONSOR STATEMENT

HB 283

"An Act designating the Alaska Highway and portion of the Richardson Highway as the Purple Heart Trail"

The Purple Heart medal is a United States military decoration, awarded in the name of the President to those who have been wounded or killed while in service to their country. HB 283 seeks to recognize and honor award recipients by establishing a Purple Heart Trail in Alaska.

The Purple Heart Trail is a national project to designate portions of the interstate highway system as "Purple Heart Trail System", reminding Americans of the sacrifices made by their men and women in uniform. The original Purple Heart Trail was established in the Commonwealth of Virginia at Mt. Vernon and runs the length of the Virginia Highway.

Today, the Purple Heart Trail extends across the nation. Signage drawing attention to the designation is placed at appropriate intervals along the highways to stimulate thought and discussion among adults and children alike in contemplating the history of this nation, and those who have sacrificed for it.

Alaska's participation in this national effort is long overdue. We have a strong military tradition; an estimated 73,000 resident veterans, approximately 25,000 active duty military, and more serving in the National Guard. In recent months, many returning Alaskan soldiers have been honored with the Purple Heart Medal.

The Alaska Highway, completed during World War II by the US Army to serve as a supply route, is an apt choice for the designation as "Purple Heart Trail System". Signs designating the Purple Heart Trail will be seen by both visitors and residents alike and will demonstrate that Alaska recognizes and honors the sacrifices made by our wounded and fallen soldiers.

Please join me in supporting the establishment of a Purple Heart Trail in Alaska.

FISCAL NOTE

STATE OF ALASKA
2008 LEGISLATIVE SESSION

Fiscal Note Number: HB 283
Bill Version: _____
() Publish Date: _____

Identifier (file name): HB283-DOT-NDE-02-29-08 Dept. Affected: DOT&PF
Title: Act Designating AK Hwy/Richardson Hwy as the Purple Heart RDU: Highways and Aviation
Sponsor: Reps Gardner, Lynn Component: Northern Region Hwys and Aviation
Requester: House Transportation Component Number: 2068

Expenditures/Revenues (Thousands of Dollars)

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

	Appropriation Required	Information						
		FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
OPERATING EXPENDITURES								
Personal Services								
Travel								
Contractual	150.0							
Supplies								
Equipment								
Land & Structures								
Grants & Claims								
Miscellaneous								
TOTAL OPERATING	150.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES								
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CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts								
1003 GF Match								
1004 GF	150.0							
1005 GF/Program Receipts								
1037 GF/Mental Health								
Other Interagency Receipts								
TOTAL	150.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2008) cost: _____

POSITIONS

Full-time	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Part-time	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Temporary	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ANALYSIS: (Attach a separate page if necessary)

Installation of six (6) major signs (approx 5'x12'), six (6) minor signs (4.5'x3'), and three (3) informational kiosks along locations on the Richardson and Alaska Highways. The cost for initial installation includes the concrete foundations and crash supports that breakway in an accident. A contractor will install these signs under the direction of the Department.

Prepared by: Mary Siroky
Division: DOT&PF, Commissioner's Office
Approved by: Nancy Slagle
Director of Division of Administration, DOT&PF

Phone 465-4772
Date/Time 2/29/08 3:00 PM
Date 2/29/2008

ALASKA STATE LEGISLATURE

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State Capitol Bldg. Rm 422
Juneau, AK 99801-1182
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Fax (907) 465-3834
1-800-331-4930



Anchorage

716 W. 4th Avenue
Anchorage, AK 99501
Phone (907) 269-0174
Fax (907) 269-0177

Representative Berta Gardner

House District 24

Sectional Analysis

Sponsor Substitute House Bill 283

"An Act designating the Alaska Highway and portion of the Richardson Highway as the Purple Heart Trail."

SS HB 283 amends Alaska statute title 35 to add a new section establishing the Purple Heart Trail.

Section 210 (a) Designates sections of the Alaska Highway as part of the Purple Heart Trail.

Section 210 (b) Gives the Department of Transportation and Public Facilities the responsibility to erect and maintain Purple Heart Trail signs. Designates the contents of the signs.

Section 210 (c) Gives the Commissioner of Transportation and Public Facilities the responsibility to select three visitor centers and/or pullouts to provide additional information about the Purple Heart Trail.

Section 210 (d) Gives the Department of Transportation and Public Facilities the ability to determine the appropriate size of the sign.

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
OFFICE OF THE COMMISSIONER

SARAH PALIN, GOVERNOR

3132 CHANNEL DRIVE
PO Box 112500
JUNEAU, ALASKA 99811-2500

FAX: (907) 586-8365
PHONE: (907) 465-3900

January 23, 2008

The Honorable Berta Gardner
Alaska State Legislature
State Capitol, Room 422
Juneau, AK 99801-1182

Dear Representative Gardner:

The Department of Transportation and Public Facilities (DOT&PF) supports the concept of designating the Alaska Highway and parts of the Richardson Highway as the Purple Heart Trail. The automobile and the Interstate Highway System represent symbols of America's freedom to get up and go anywhere anytime; that combined with the fact that the Alaska Highway was completed by the army during the World War II make it an appropriate choice.

My staff is working with your office to determine the appropriate signage and locations as well as the cost of installation of Purple Heart Trail signs and maintenance. I look forward to the installation of the first Purple Heart sign.

Sincerely,



Leo von Scheben, P.E., L.S., M.B.A.
Commissioner

cc: Gary Hogins, Chief Engineer, Design & Engineering Services, DOT&PF
Russ Kelly, Legislative Director, Office of the Governor
Randy Ruaro, Special Staff Assistant, Office of the Governor
Mary Siroky, Legislative Liaison, DOT&PF



RESOLUTION 2008-05

A RESOLUTION REQUESTING THE STATE OF ALASKA DESIGNATE THE ALASKA HIGHWAY AS A "PURPLE HEART TRAIL" WITHIN THE ALASKA ROAD SYSTEM

WHEREAS, it is fitting and proper to never forget those who have given their lives and shed their blood in defense of this great nation; and

WHEREAS, a Purple Heart Trail system has been established throughout the major road system of the lower 48 states; and

WHEREAS, Alaska is geographically located at the far northwest reaches of the United States of America; and

WHEREAS, it is in the interest of Alaska's citizens, Alaska's veterans, and Alaska's tourism industry to be part of the Purple Heart Trail system; and

WHEREAS, Alaska is proud to join this worthy effort in providing America with the ability to establish this Purple Heart Trail all across America; and

WHEREAS, the placement of signs indicating "Purple Heart Trail" will simply indicate a part of a nationally existing system; and

WHEREAS, the establishment of the Purple Heart Trail within Alaska will in no way change the name or numerical designation of any existing road; and

WHEREAS, the Alaska Highway has a well established historical military significance since it was built during the WWII era for military purposes; and

WHEREAS, the Alaska Highway is the best choice to establish and continue the Purple Heart Trail into the confines of the Alaska Road System.

THEREFORE BE IT RESOLVED THAT: The City Council for the City of Delta Junction by this resolution hereby requests the State of Alaska provide for the signage and placement of the Purple Heart Trail signs at approximately 50 mile intervals along the corridor of the Alaska Highway system within Alaska beginning at Beaver Creek and extending on to Delta Junction; and

BE IT FURTHER RESOLVED THAT: In order to inform all travelers, a sign designating the purpose for the Purple Heart Trail also be placed with the Purple Heart Trail signs at strategic locations such as entering or leaving the vicinities of Beaver Creek, Northway, Tok, Dot Lake, and Delta Junction; that explains the reason for the Purple Heart Trail; and

BE IT FURTHER RESOLVED THAT: The designated note of purpose signs read as follows:

*IN HONOR OF THOSE BRAVE PATRIOTS
WHO SHED THEIR BLOOD
WHILE ENGAGED IN THE SELFLESS ACT OF
DEFENDING OUR NATIONS FREEDOM*

PASSED AND APPROVED by a duly constituted quorum of the Delta Junction City Council this 4th day of December 2007.



CITY OF DELTA JUNCTION

Mary Leith-Dowling
Mary Leith-Dowling, Mayor

ATTEST

Pat White

Pat White, City Clerk



Tok Chamber of Commerce
"Main Street Alaska"
PO Box 389
Tok, Alaska 99780
907-883-5775

Fax: 907-883-5774
<http://www.tokalaska.info.com>

TO: State of Alaska
Senator Ted Stevens
Senator Johnny Ellis
Representative Don Young
Representative Berta Gardner

We are proud to offer our strong support for Alaska to be a part of the "Purple Heart Trail". We think its simple visible message is well deserved by those who bravely gave so much of themselves in defending this nation.

This worthy project can be of great benefit to our community and the State of Alaska. We believe that those who see the signs will have a better understanding of the sacrifices made by those who wear the Purple Heart. We believe that the traveling public, whether Alaskans or visitors, will realize that we care about our wounded veterans. We further believe that the signs will bear witness that we in Alaska not only care about our wounded veterans, but we are willing to put forth the effort to visibly display our deepest fondness for their sacrifice.

Many who travel our roads will surely know or be related to a wounded veteran or a veteran who lost their life in defense of our nation. The warm feeling they obtain will certainly be in their minds as they traverse the roads of our great state. By showing them we care we can instill a kind Alaskan memory of their travels, and hopefully we will see them again.

Be it known to all that the community of TOK Alaska will be proud to be part of the Purple Heart Trail. We support it and we encourage all Alaskans to support it as well.

Sincerely yours,

John A. Rusyniak, President
Home 883-3124; Cell 206-724-4591; Fax 305-425-7901
Email: john@rusyniak.com

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ALASKA'S NEWSPAPER

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20 wounded soldiers receive Purple Heart

Twenty with combat injuries honored for 'warrior spirit'

By GEORGE BRYSON
gbryson@adn.com

Published: October 17, 2007

Last Modified: October 17, 2007 at 12:55 PM

Twenty Purple Heart medals rested in the serving tray Tuesday while 19 Fort Richardson-based soldiers wounded in Iraq stood at attention as best they could -- some leaning on canes, one missing a leg, a few with injuries to the head



[Click to enlarge](#)

One by one the medals were pinned on their chests by Maj. Gen. Stephen Layfield, the senior Army commander in Alaska, who sternly told about 200 onlookers to "never ever miss the chance to say thank you" to the men -- all of whom are members of the 4th Brigade Combat Team (Airborne), 25th Infantry Division.

The ways they were injured were as varied as their wounds. Some were riding in vehicles that were blasted apart by projectiles. Some were hit by roadside bombs. Some were walking on patrols and shot by

unseen snipers.

But Staff Sgt. Chad LeBlanc, of Anchorage, may have had the most unusual tale to tell. He was stationed at an outpost south of Baghdad and was just preparing to lie down for the night inside his "can" -- a small mobile trailer just large enough for two bunks -- when he heard the sound of mortar fire outside.

Sticking his head out the door, LeBlanc just had time to see a mortar round blast into a



ERIK HILL / Anchorage Daily News
[enlarge](#)

Staff Sgt. Chad LeBlanc of Anchorage receives his Purple Heart medal from Maj. Gen. Stephen Layfield, senior Army commander in Alaska, as 19 soldiers assigned to the 4th Brigade Combat Team (Airborne), 25th Infantry Division received their medals Tuesday at Fort Richardson

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neighboring trailer -- one that was usually occupied by his buddy, Sgt. 1st Class Joshua Ferguson, who just then was away on leave in Alaska.

Shrapnel from the blast hit LeBlanc in the stomach and limbs and burnt his face and arms. Before falling into shock, he managed to find help.

"I ran about 25 meters to where the medics were and laid down on the ground and told them what happened," he recalled. "Then they put me on a helicopter, I went to Baghdad -- and that was it."

In an operating room, doctors removed 14 pieces of shrapnel from LeBlanc's arm and a big chunk from his side. The shrapnel that entered his stomach had to be removed through his back -- an operation that has since made the 32-year-old Alaskan less mobile.

He knows it could have been worse. He could have been inside the trailer that took the direct hit -- Ferguson's trailer. As it happened, however, his buddy didn't make it through their deployment unscathed either.

Returning to their unit -- a team within the 425th Brigade Special Troops Battalion that trains Iraqi army forces -- Ferguson was badly wounded about five weeks later when his vehicle was struck by an armor-piercing projectile.

The blast tore up his lower legs and shattered his left knee. Ultimately the leg would have to be amputated. On Tuesday, Ferguson was standing in the ranks with the other Purple Heart recipients, supported by a cane and a prosthetic leg.

"I set a record getting out of Walter Reed (Medical Center) for an amputee," Ferguson said, noting how anxious he was to return to Fort Richardson and his family. Now he's hoping to remain in the military -- he's served 11 years so far -- and in Alaska.

"If I could stay here until I retire in nine years, that would be perfect," he said.

Spc. William Swails, a native of Rockingham, N.C. -- who received his second Purple Heart on Tuesday after suffering shrapnel wounds to his hand and arm -- is hoping to remain on active duty in Alaska too. His wife, Chastity, is currently enrolled in the nursing program at the University of Alaska Anchorage.

Spc. Justin Tauriainen, who grew up in Anchorage -- and returned by motor home to a large throng of friends and family greeting him at the Muldoon overpass last week -- received a Purple Heart as well.

On May 21, his armored engineer vehicle was struck by "multiple IEDS," the improvised explosive devices his unit was charged with removing. Tauriainen, 23, sustained shrapnel wounds to his head, back, hands and legs.

Before pinning the medals on the assembled soldiers -- Sgt. Casey Wright of Tucson, Ariz., was unable to attend the ceremony -- Layfield emphasized their collective bravery.

"We're forever in your debt," he said. "We acknowledge your sacrifice and we acknowledge your warrior spirit and we acknowledge what you did for our country."

Find George Bryson online at adn.com/contact/gbryson or call 257-4318.

Comments

Please **log in** to post comments.

5 Wednesday, November 7, 2007 - 8:28am | **roryann**

Thank you

Thank you all for your sacrifice and service to our great nation, we are forever in debt to you. God bless you.

4 Thursday, October 18, 2007 - 4:04am | **pagrizzly**

From one Vet to many other Vet's

Thank you for your sacrifice and dedication. I was in the Vietnam Conflict. I didn't receive a purple heart, but my best friend during high school paid the ultimate price. I salute all the guys that are over there and may you come home safely. My son-in-law is scheduled to be deployed to Iraq in Jan or Feb, 2008. All of the men and women are in my prayers for a safe return. Freedom isn't fre ...

[read more](#)

3 Wednesday, October 17, 2007 - 4:53pm | **THANCE**

Thank You

Thank you to all of the soldiers. As Justin's aunt I hated to see him go to Iraq but always felt it was necessary for our military to be there and how can I expect other families to sacrifice and then not be willing to let my family go. I am so sorry that you all were injured but appreciate you and your families so much. You are in our prayers. Justin, I praise God for sparing your life. You are ...

[read more](#)

2 Wednesday, October 17, 2007 - 1:17pm | **vixen**

Soldiers deserve their Purple Hearts

I am a lifelong Alaskan. These men are so deserving of these medals. They are fighting for us all, at home and abroad. Please keep these men and all the other service men and women in your hearts and prayers. It is increasingly difficult not to be shocked when I read their ages, though. Most of them are younger than I am chronologically, but have lived a life time of experience and sacrifice ...

[read more](#)

1 Wednesday, October 17, 2007 - 4:55am | **miflannery**

Thank You

As the General said, "We're forever in your debt." Thank you for the sacrifices you and your families have made for all of us brave heroes.

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ALASKA'S NEWSPAPER

Anchorage Daily News



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Purple Heart recipients

Anchorage Daily News

Published: October 17, 2007

Last Modified: October 17, 2007 at 12:55 PM

20 soldiers from the 4th Brigade Combat Team (Airborne),
25th Infantry Division
Fort Richardson, Alaska

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The Purple Heart is awarded to any member of the United States armed forces who is wounded or killed in action against the enemy. Its origins date to General George Washington in 1782. It fell into disuse after the Revolutionary War until 1932 when President Herbert Hoover officially re-established it to honor the 200th anniversary of Washington's birth.

Spc. Timothy E. Holmgren is from Fuley, Minn. He is assigned to HHT 1-40th CAV. Pfc. Holmgren was a crew member for a 120mm mortar system. On April 30, 2007, Pfc. Holmgren's vehicle was struck by 300-plus pounds of homemade explosives. The vehicle flipped and was thrown 25. Pfc. Holmgren sustained a broken arm, leg, and three places in his back and lost his spleen.

Cpl. Derek Davison is from St. Louis, Mo. He is assigned to D Co 3-509 IN ABN. Cpl. Davison was struck by an IED on April 22, 2007 while conducting patrols in Iskandariyah, Iraq. He suffered shrapnel wounds to the left side of his body.

Sgt. Jason Brown is from Phoenix, Ariz. He is assigned to A-Troop 1-40th CAV. Sgt. Brown was a team leader in First Platoon of A-Troop. While on dismounted patrol on Aug. 4, 2007, his team was ambushed with small arms fire. Sgt. Brown sustained gunshot wounds in the leg.

Staff Sgt. Sean Reed is from San Diego, Calif. He is assigned to HHT, 1-40th CAV. Sgt. Reed was the gunner on a mounted patrol in Hawr Rajab on Aug. 4, 2007 when his truck hit a pressure plate IED and flipped over. Sgt. Reed received wounds to his face, arms, and lost part of a finger. He was joined at the ceremony by friends and family.

Sgt. Jesse Forte is from Greenville, Ohio. He is assigned to C-Troop, 1-40th CAV as a designated marksman in the sniper section. Sgt. Forte's dismounted patrol was struck by an IED while returning to FOB Falcon. Sgt. Forte received shrapnel to his right forearm. He was joined at the ceremony by friends and family.

Sgt 1st Class Kenneth R. Franco is from Queens, N.Y.. He is assigned to A-Troop 1-40th CAV. While on dismounted patrol on May 28, 2007, his platoon was ambushed with small arms fire. Sgt. Franco received gunshot wounds to his left calf during the engagement. He was joined for the ceremony by friends and family.

Spc. Ruben Aguilar is from Riverside, Calif. He is assigned to Delaware CO 1- 501st ABN. During a mounted combat patrol, his vehicle was struck by an EFP in the town of Mussaiyib. Spc. Aguilar suffered shrapnel injuries to all four extremities. He was joined at the ceremony by his wife, Annette.

Spc. Michael Dolce is from Sacramento, Calif. He is assigned to Delaware CO 1- 501st ABN. On June 25, 2007, while on a patrol; one of the vehicles was struck by an EFP in the town of Mussaiyib. Spc. Dolce suffered shrapnel injuries to his left knee and right wrist. He was joined at the ceremony by his wife, Amanda.

Spc. John Kegley is from Verona, Va. He is assigned to Delaware CO 1- 501st ABN. On 21 July, 2007, while conducting a mounted patrol in Mussaiyib, his vehicle was struck by an IED. He received shrapnel injuries to his right leg. He was joined today by his friends and fellow soldiers.

Staff Sgt. David Moore is from Tracy, Calif. He is assigned to Blackfoot CO 1-501st ABN. In April, 2007, while pulling security, the OP came under mortar attack. Moore sustained a head wound as a result of the attack. He was joined at the ceremony by his wife, Jessica.

Spc. William Swails is from Rockingham, N.C. He is assigned to Delaware CO 1-501st ABN. On July 21, 2007, while conducting a mounted patrol in Mussaiyib, his vehicle was struck by an IED. He received shrapnel injuries to his right hand and left forearm. He was joined at the ceremony by his wife, Chasity and son, Conner.

Cpl. John Smith is from Apollo, Pa. He is assigned to Comanche CO 1-501st ABN. Cpl. Smith was in an over watch position on Dec. 12, 2006 when his unit came under mortar attack. Cpl. Smith received a severe head injury as a result of the attack. He was joined at the ceremony by his wife, Lauren and her grandfather, Ralph Cargo, who is a Purple Heart recipient from the Korean War.

SGgt. Casey Wright is from Tucson, Ariz. He is assigned to Delaware CO 1-501st ABN. While on mounted patrol, SGT Wright's vehicle was struck by an EFP in the town of Mussaiyib. Sgt. Wright suffered shrapnel injuries to his left thigh. He was joined for the ceremony by his wife, Amberle.

Spc. Lenwood Stewart is from Springfield, Mass. He is assigned to C CO 3/509 IN ABN. On May 31, 2007, as a result of an enemy attack on his dismounted patrol, Spc. Stewart suffered third-degree burns to the left side of his body and shrapnel to his right leg as a result of an enemy attack on his dismounted patrol.

Spc. Justin Tauriainen is from Anchorage. He is assigned as an engineer in Alpha Company, 425th BSTB. On May 21, 2007, while conducting route clearance operations, his up-armored engineer vehicle was struck by multiple IEDs. He sustained shrapnel injuries to his head, back, hand and legs. He was joined at the ceremony by his mom, dad and extended family.

Sgt. Richard Johnson is from Houston, Texas. He is the lead crew served weapon operator assigned to the Brigade Personal Security Detachment. He was wounded on Aug. 14, 2007 while traveling in the lead up-armored HMMWV. The convoy was hit by a six-array EFP. Sgt. Johnson sustained injuries to his backside and groin area. He was joined at the ceremony by friends and

family.

Staff Sgt. Chad Leblanc is from Anchorage. He is assigned to Military Transition Team 820, 425th BSTB. He sustained severe shrapnel wounds and third-degree burns on March 13, 2007 during a mortar attack on Combat Outpost REO in Al Hillah, Iraq. Leblanc was joined at the ceremony by friends and family.

Sgt. 1st class Joshua Ferguson is from Minneapolis, Minn. He is assigned to Military Transition Team 820, 425th BSTB. He was wounded in an EFP attack on April 22, 2007, while on a combined combat patrol with the 2nd Battalion, 2nd Brigade, 8th Iraqi Army in Al Hillah, Iraq. Ferguson sustained severe injuries to both of his legs. He was joined at the ceremony by friends and family.

Spc. Jose Collazo is from New York, N.Y.. He is an engineer assigned to Alpha Company 425th BSTB at Camp Falcon. He was wounded Aug. 4, 2007, when the convoy he was traveling in was hit by an IED. He sustained blast injuries to his hand and head. He was joined at the ceremony by friends and family.

Spc. Ramsey Raheer is from San Francisco, Calif. He is assigned to HHB Battery 2-377 PFAR. Spc. Raheer was a forward observer for Headquarters Battery. On July 31, 2007, he was wounded in an indirect rocket attack at FOB Kalsu. Spc Raheer sustained shrapnel wounds to his back, stomach and arms. He was joined at the ceremony by friends and family.

Comments

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1 Wednesday, October 17, 2007 - 12:27pm | [dennissmoy](#)

The Arctic Warriors

God Speed to them all!!!

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Hurt soldier receives Purple Heart

Latseen Benson recovering from severe injuries incurred in Iraq

A critically injured soldier with roots in Southeast Alaska was awarded a Purple Heart by the U.S. Army, family members announced this week.

Gen. Richard Cody, vice chief of staff for the Army, presented 26-year-old Army Spec. Latseen Benson with the Purple Heart, a military medal bestowed on soldiers hurt or killed during combat, on Dec. 20 in a chapel ceremony at Walter Reed Military Hospital in Washington, D.C.

Benson, an Anchorage native with many Tlingit relatives in Southeast Alaska, is recovering at the military hospital from injuries he received on Nov. 13 from a roadside bomb in Tikrit, Iraq. The explosion took part of both his legs.

"He's doing very well," said his aunt, Sylvia Carlsson of Anchorage, on Tuesday.

"Eventually (Latseen) is going to come home because Alaska is his home," Carlsson said.

Benson is spending time visiting other injured soldiers at the military hospital. His wife, Jessica, and his mother and stepfather are with him, Carlsson said.

Benson has become adept in his wheelchair and now "it is hard for people to keep up with him," she said.

"We are blessed because he was able to return to us," said his mother, Diane Benson, in a prepared statement released Sunday. Benson, once a Green Party gubernatorial candidate, was born and raised in Ketchikan but now lives in Anchorage, where she raised her son.

According to family members, Latseen Benson's injuries, which occurred during his second tour in Iraq, will not allow him to return to his previous Army service.

Diane Benson, as well as some of his other supporters in Alaska, had

expressed pain and outrage that Latseen Benson was required to return to Iraq after his first tour under the military's "stop-loss" policy. The policy forces soldiers to return to duty or extend their tours to deal with military personnel shortages.

"My son is a brave and dedicated soldier, and he served his country with honor," Diane Benson said.

Many Tlingits in Southeast Alaska have been raising funds to assist the Benson family. One fundraiser held at the Alaska Native Brotherhood Hall in Juneau netted about \$4,000, according to Ashli Hobbs, an assistant with the Tlingit and Haida Central Council.

• Elizabeth Bluemink at elizabeth.bluemink@juneauempire.com.
Click here to return to story:
http://www.juneauempire.com/stories/122805/loc_20051228001.shtml

State of Alaska Department of Military & Veterans Affairs



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For Immediate Release
By: Army Maj. Nancy A. Hansen
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Kabul-Presscenter@efc-a.centcom.m

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11 October 2006
News Desk: 070-223-758
Press Center: 070-276-545

Combat Badge & Purple Heart Awarded *Purple Heart pinned on Eagle River's Dan Collins*

Kandahar Airfield, Afghanistan – U.S. Soldiers representing units from Fort Polk, Fort Stewart and Fort Bragg, who arrived in Kandahar Air Field last month to help augment operations for the 207th Infantry Brigade and 297th Support Battalion of the Alaska Army National Guard, were awarded the 10th Mountain Division patch in a combat patch ceremony here on Oct. 8.

The shoulder insignia represents a Soldier's unit of assignment during deployment to a combat zone. The lineage of the 10th Mountain Division insignia as a combat patch dates back to 1944 when it was approved for wear on the right sleeve of the uniform, after the division's heroic efforts on the battlefields of World War II.

"You are being awarded this patch after completing 30 days on the ground," said Col. R. Stephen Williams, commander of the 207th.

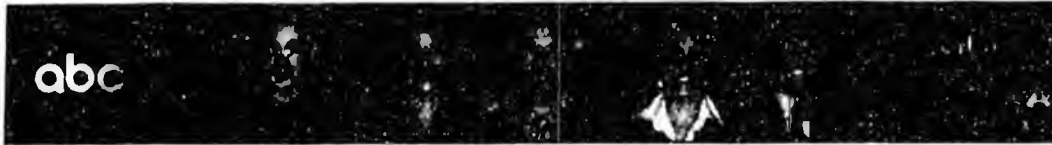
The Soldiers are eligible to wear the patch after only one day, but Williams, from Chugiak, Alaska, says that 30 days has given the Soldiers time to reflect on what they have accomplished here in that time. "You've all done a great job," he added.

In addition to the combat patch ceremony, the Purple Heart, along with the Combat Action Badge was awarded to Maj. Dan Collins, staff judge advocate for the 207th, for injuries he received when a rocket struck the dining facility on June 29 at Kandahar Air Field.

Collins, a resident of Eagle River, Alaska, was wounded in several areas on the left side of his body, including his shoulder and left leg, where he sustained nerve damage. Collins' injuries were substantial enough that he was sent to the United States for further treatment and rehabilitation.

"He could have stayed home but came back to serve," Williams said. "That's the kind of commitment we are looking for, and that's the kind of attitude we need."

While he admits that he is not completely recovered, Collins indicated he is glad to be back. "I've come back because I made a commitment to the commander and the unit," Collins said. "JAG officers are Soldiers first, so I came back to complete the mission."



Alaska's Supreme Court has ruled that teenage girls don't need a parent's permission before getting an abortion. Governor Palin calls it

HOME

ALASKAN SOLDIERS HONORED WITH THE PURPLE HEART AWARD

ALASKA NEWS

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Video High
ANCHORAGE - Friends and family gathered on Ft. Rich on Tuesday, to honor the bravery of seven injured soldiers. Each of the soldiers received the Purple Heart Award, a symbol of their service and sacrifice.

A ceremony was held in honor of the seven wounded soldiers. Each of them stood at attention, as they were pinned, despite the severe injury they survived.

The Seven Ft. Richardson Based Soldiers being Honored with the Purple Heart Award on Tuesday, July 10, 2007. The Purple Heart recipients stood before dozens of their comrades as they received their awards. Many of the army soldiers that attended this ceremony are currently deployed, but they decided to take one of the two breaks that allows them to return home, at this time to be able to attend this ceremony.

But, it was a trip back home well worth it. The purple heart is only awarded to members of the United States Armed Forces who is wounded or killed in action against an enemy.

The following is a list of the names of the soldiers that received the Purple Heart Award on Tuesday:

Major Marc Hoffmeister, Staff Sergeant Juan Cabrera, Specialist Olin Bingham, Specialist Sean Edmunds, Specialist Matthew Lacher, Specialist Zachary Slith and Specialist William Verme.

Although it's nice to receive an award, Soldiers say that receiving this one in particular wasn't their first choice, considering it's awarded to service men and women wounded or killed in action.

Major General Stephen Layfield presented the medals on Tuesday, he is the senior Army Commander in Alaska.

The Purple Heart Award has quite a bit of history behind it, it dates back to the days of George Washington.

The original Purple Heart was designated by George Washington as the badge of merit, back in 1782. It was only awarded to revolutionary war soldiers, after the war it wasn't used again until 1932 when President Hoover officially re-established it to honor the 200th anniversary of Washington's birth.

Reported by Christina Coleman

Story Created: Jul 11, 2007 at 1:45 AM AKST
 Story Updated: Jul 11, 2007 at 2:06 AM AKST

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VIEWER POLL

Could Anchorage Mayor Mark Begich win an election against Sen. Ted Stevens in 2008?

- Yes, Stevens is vulnerable due to the FBI probe
- No, Begich doesn't have the necessary name recognition
- I just don't know

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TONIGHT ON ABC



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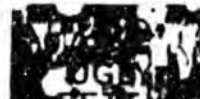
CARPOOLERS 7.30



DANCING WITH THE STARS 8.00



BOSTON LEGAL 9.00

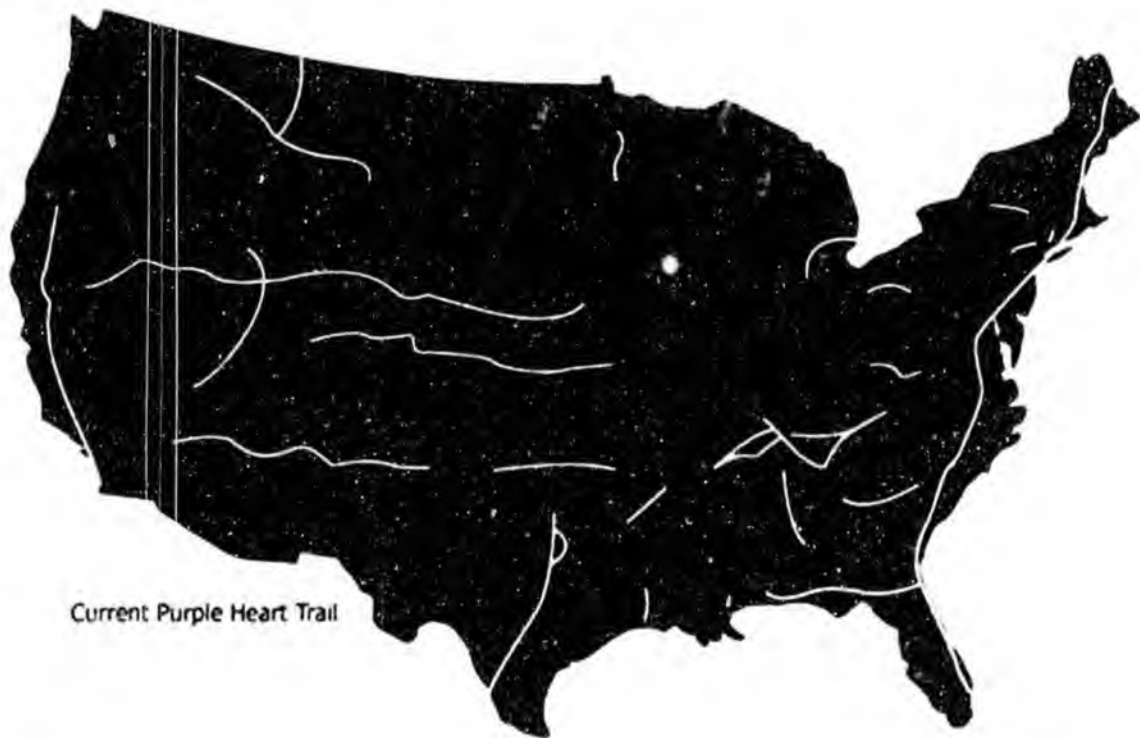


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abc NEWS WIDE



Purple Heart Trail was initially established in the Commonwealth of Virginia from its start point at Mt. Vernon, VA. Through positive legislative support of the Virginia General Assembly and through the leadership of two of its governors, The Honorable George Allen (now U.S. Senator) and incumbent Governor James Gilmore the trail now extends down Virginia highway 235 (the Mt. Vernon Parkway) to US Route #1, thence to I-95. All of I-95 is designated the Purple Heart Trail from the Potomac River in Alexandria, on the Maryland border, down to the State of North Carolina. It branches off at Fredericksburg on Virginia Highway 3 (the Kings Highway) to Stafford County and thence to the George Washington Birthplace National Monument in Westmoreland County, VA. Another leg goes eastward on I-64 at Richmond, the state capital, to the city of Norfolk. The Virginia Department of Transportation has placed 'Purple Heart Trail' signs at all rest stops on I-95 and I-64 and at other special points along the total trail.



Current Purple Heart Trail

Ultimately, the Purple Heart Trail will be extended from Virginia to all other states and major cities of the United States. Historically, the Purple Heart Trail concept was inspired by the George Washington Chapter #1732 of Fredericksburg/Spotsylvania, VA, in 1992. In convention of the Order, the delegates voted to approve a resolution establishing a symbolic Purple Heart Trail throughout the 50 states. With the Commonwealth of Virginia being the home of the two distinguished general officers involved in the development of the Purple Heart, Generals Washington and MacArthur, the Department of Virginia members of the Order took the lead to institute The Purple Heart Trail in Virginia, with a memorial marker to be erected and dedicated at Mt. Vernon as the start point of the trail.

In 1996, the General Assembly of the Commonwealth approved the first step in establishing the Purple Heart Trail parallel to I-95 and that portion of Virginia Route 3 from Washington's birthplace in Westmoreland County, VA, to his boyhood home at

<http://www.purpleheart.org/purple-heart-trail.html>

Ferry Farm in Stafford County, VA. In 1998, through subsequently legislative fiat, the trail was extended to Norfolk, VA, ending at the tomb of General Douglas MacArthur on Interstate 64 from Richmond (I-95) to Norfolk and to Mt. Vernon. The purpose of the Purple Heart Trail is to commemorate the patriotic American heritage given to us by George Washington and General MacArthur and for the people of Virginia, and ultimately all the states, to memorialize those service persons who have had the Purple Heart medal bestowed on them or their next of kin for wounds received in combat in defense of our nation.



By marking these trails with appropriate signage, it was conceived that the automobile and the Interstate Highway System represent very tangible symbols of our freedom; the ability to get up and go anywhere anytime. While taken for granted by so many, this and so many other freedoms we enjoy as Americans have been earned through the sacrifice of millions of Americans who have shed their blood and the many who have died in defense of freedom and liberty. The signage was intended as a reminder that freedom is not free and would stimulate thought and discussion among adults and children alike in contemplating the bountiful heritage enjoyed by all Americans as part of their legacy.

Major highways are the ideal setting for this virtual trail, and ultimately, the Military Order of the Purple Heart would like to see the entire Interstate Highway System, conceived by General Dwight D. Eisenhower during his tenure as President of the United States, designated as major portions of the Purple Heart Trail. Instructional kits have been developed and are in the hands of all Department Commanders on how to initiate necessary legislation in their respective states to implement the continued growth of the Purple Heart Trail System.

National Commander Louie Spinelli has accepted expansion of the trail as a major thrust of his leadership during his term of office. We who are on the forefront of this great effort, can take great pride in establishing this system as a most noble and patriotic endeavor of the Military Order of the Purple Heart that will become an indelible part of our continuing service to this great nation. If your state is not yet on board, we encourage all local chapters to take this up within the scope of their Americanism projects. Most legislatures have been found to be most receptive in support of legislative initiatives required to implement the program. The mood of the country is also such that many salons would welcome the opportunity to offer the necessary legislative language to make it happen. God Bless America, our home, sweet home!



Legend: White
 Background: Green
 Route Plaque: Black on White

Make symbol proportional
 to graphic shown.

Road Class	Dimensions (inches)									
	A	B	C	D	E	F	G	H	J	
Expressway	150	72	2	8	10	6	6	6	4	
	K	L	M	N	P	R	S	T	U*	
	5.75	138.5	13.25	24	49.5	10	30	18	11.75	

* Proportionately scale Purple Heart Emblem to 30" wide

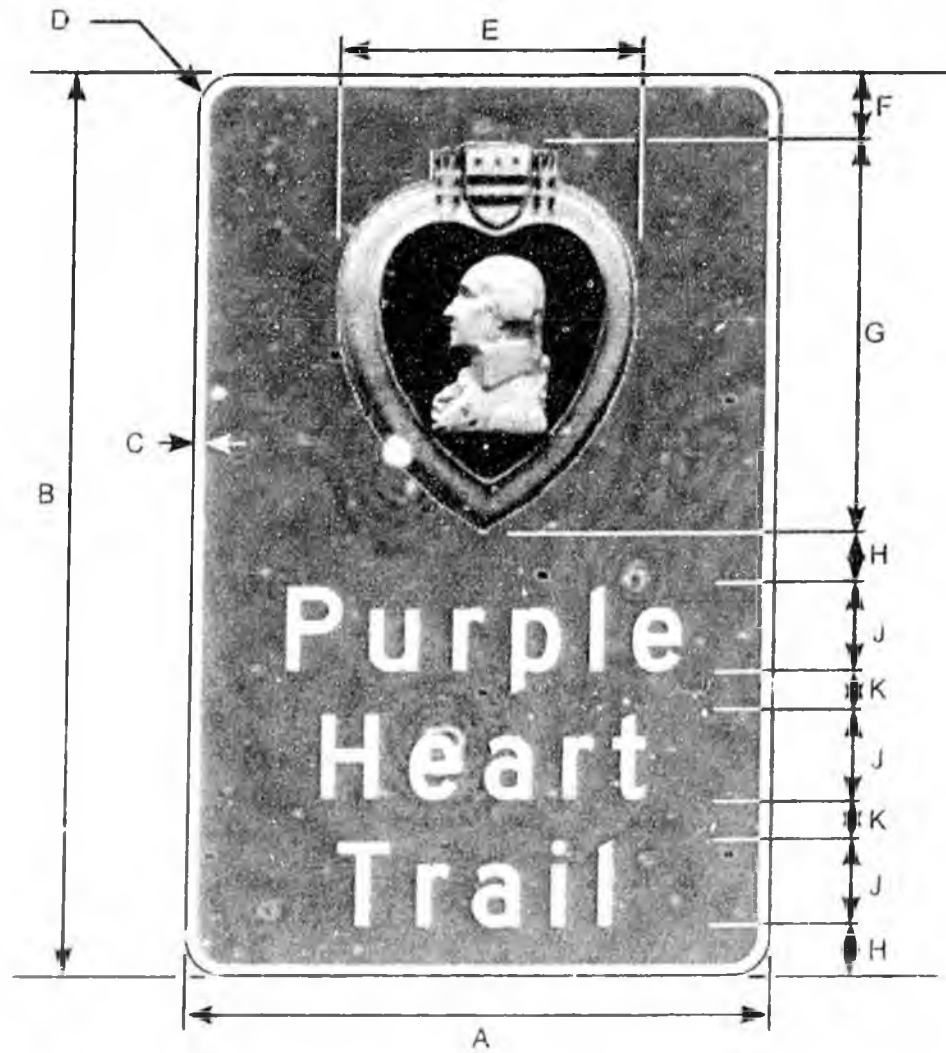


Legend: White
 Background: Green
 Route Plaque: Black on White

Make symbol proportional
 to graphic shown.

Road Class	Dimensions (inches)									
	A	B	C	D	E	F	G	H	J	
Expressway	132	54	2	3.5	8	10	5	9	24	
	K	L	M	N	P*					
	43.5	5.25	30	14.75	8.75					

* Proportionately scale Purple Heart Emblem to 30" wide



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 Marker: Black on White

* See Appendix B-4 for
 Standard Arrow Details.

Make symbol proportional to graphic shown

Letter Size (inches)	Dimensions (inches)									
	A	B	C	D	E	F	G	H	J	K
5	36	54	0.75	2.25	19.2	4	24	3	5	25



END
DOUBLE
TRAFFIC
FINE

PASS
WITH
CARE

↑
48"
↓
36
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Vanderbilt Hill Rd

HB

294

Alaska State Legislature

Representative Peggy Wilson
House District 2
Putting Alaska's Families First

MEMORANDUM

DATE: February 26, 2008

TO: Representative Kyle Johansen, Chair
House Transportation Committee

FROM: Representative Peggy Wilson, Chair ^{PW}
House Health Education and Social Services Committee

SUBJ: House Bill 294 [25-LS1220\K] – Request for Hearing

Sponsor Substitute for House Bill 294 is an Act establishing the division of marine transportation; establishing the Alaska Marine Transportation Authority Board and the position of director of the division of marine transportation, and assigning the powers and duties of each; making conforming amendments; and providing for an effective date.

I respectfully request a hearing for SSHB 294 at your earliest convenience. Attached you will find a copy of the most current version of this bill and the relative sponsor statement. A sectional analysis has been ordered from legislative legal. I will hand deliver that to your office upon receipt.

I've included a copy of the Marine Highway Transportation Improvement Study entitled: "Sustainability of the Alaska Marine Highway System (AMHS). As additional backup information, I've also provided a list of the vessels of the AMHS and the communities they serve.

All of these documents have been sent electronically to your office.

Please let Cliff Stone of my staff know if there is anything else we can provide. Thank you for your consideration.

Alaska State Legislature

Representative Peggy Wilson

House District 2

Putting Alaska's Families First

SPONSOR STATEMENT

Sponsor Substitute for House Bill 294

“An Act establishing the division of marine transportation; establishing the Alaska Marine Transportation Authority Board and the position of director of the division of marine transportation, and assigning the powers and duties of each; making conforming amendments; and providing for an effective date.”

The Alaska Marine Highway is one of two routes in Alaska that have earned the distinction of being named a National Scenic Byway by the United States Department of Transportation. In September of 2005, the Federal Highway Administration upgraded this designation to an All-American Road. Only 26 other roadways in America have received this title. Being called such, means that the Alaska Marine Highway has features that do not exist elsewhere in the USA and are scenic enough to be tourist destinations unto themselves.

The genesis of the Alaska Marine Highway System occurred in the late 40's when Steve Homer of Haines together with Robert Sommers and Associates started a commercial ferry service on Lynn Canal. Mr. Homer and Ray Gelotte, converted a surplus World War II, LCT-Mark 6 landing craft which they christened the *M/V Chilkoot*. The Chilkoot Motorship Lines operated from Tee Harbor in Juneau to Haines-Port Chilkoot and Skagway. Their business was purchased by the Territorial Board of Road Commissioners in 1951.

The *Chilkoot* continued to operate for another 6 years while the territorial government decided to build a new, but smaller ferry. Named the *M/V Chilkat*, this disunctive ferry was painted blue and gold and almost instantly dubbed the “Blue Canoe.” This vessel began daily service between Juneau and the communities on the Lynn Canal in June of 1957. After Alaska became a state in 1959, voters approved bond issues totaling \$18 million to expand the ferry fleet. The first of the new ships to go into service was the *Malaspina* in January of 1963 when it sailed the Inside Passage to Ketchikan. That community and the rest of Southeast Alaska had been without regular passenger ship service for nearly a decade when the Alaska Steamship Company stopped such service in 1954. The Alaska Marine Highway System (AMHS) became official in 1963. The system is under the auspices of the Alaska Department of Transportation and Public Facilities (ADOT/PF).

Today there are a total of eleven vessels serving in the Alaska's Marine Highway fleet. Over the years this ferry system has expanded to include additional routes between Whittier and Valdez, to Kodiak, Seward, Homer, along the Aleutian chain, Prince Rupert in British Columbia, and between otherwise isolated Native villages.

February 25, 2008

25-LS1220AK

I should note that in 1967, the southernmost terminus was in Seattle, but moved to the Port of Bellingham, Washington in 1989. This port is a world class facility and AMHS's direct access point to the lower 48. The ferry terminal itself is a multi modal facility that offers shuttle services to the airport, train, bus, and taxi service besides ferry services to Alaska, Victoria, British Columbia and the San Juan Island ferry transportation.

I've given the readers this very brief history of the System because I think it's important to know how something was developed and nurtured, especially when it comes to judging the value of this or any such organization. With that, please excuse the length of this statement.

The Alaska Marine Highway is part of the National Highway System (NHS), an interconnected system of routes that serve important national functions, e.g., security, commerce, and travel. The NHS is comprised of Interstate and defense routes, other principal arterial routes, and routes connecting to major intermodal facilities such as airports, ports, and ferry terminals. Our marine highway is an integral component of the intermodal system here in Alaska. The AMHS also falls under the mission and vision of the Federal Highway Administration (FHWA), in that this agency's goals include the protection and enhancement of the natural environment, and the communities affected by transportation which include mobility, safety, productivity, and national security.

The AMHS has historical significance as the main transportation link between many of Alaska's small isolated coastal communities. Some consider the marine highway as their "life blood" to other areas of the state. This is particularly significant for those towns and villages that aren't connected by any roadway to the mainland. A healthy marine highway system has given every one of those communities the opportunity to expand the commerce of their region and provides a vital link for families, schools, and cultures to flourish.

During the past few years there has been an almost thoughtless erosion of service by the AMHS. This steady deterioration would almost seem a selfish or careless act if it wasn't so systematic in character. One of the problems with trying to manage a system like the marine highways is that typically every four years a new management team is established at ADOT/PF. The appointed individuals have a varying degree of experience when it comes to managing an organization of this nature. They are typically very enthusiastic and ask for indulgence while they learn the diverse nuances of the department. Unfortunately this evolution is sluggish and breeds mediocrity.

In May of 2002, a study was released entitled: *Sustainability of the Alaska Marine Highway System*, which was prepared for the Southeast Conference by the McDowell Group. Two of the conclusions reached, speak volumes as to why AMHS is in trouble. One of the key issues expressed was that "the current operating model is outmoded and no longer adequately meets the needs of the users." Another conclusion stated that "the existing management structure may not be sufficient for the future..." The study also asserted that the AMHS had an economic impact statewide estimated at \$171 million in 1995. This lends credence to the arguments surrounding how important the AMHS is to local economies.

It is the intent of HB294 to solve this dilemma by establishing an Alaska Marine Transportation Authority Board. This Board will provide the steadfast command and control over the AMHS, the continuity if you will, that is essential throughout any transition of a new governor or any changes in the hierarchy at ADOT/PF.

The Board will consist of 11 members appointed by the governor. They are all required to be Alaska residents and will serve staggered terms. Five of the members will be from specified districts from around the state who have a significant level of experience in the private sector or local government specializing in financing, economic development or marketing.

As outlined in the bill, one member shall be a retired marine captain, engineer or a retired licensed seaman. One member shall be a representative of a recognized union that represents employees of the AMHS. One member shall be a business owner who has experience in the tourism industry and another member who is a travel agent or tourism specialist familiar with the reservations system of the AMHS. The last two members shall be from the public at large.

One very unique duty of the board will be to select up to three qualified nominees for the position of "director" of the division of marine transportation that is established in the ADOT/PF. This director will be responsible for the operations and management of the AMHS and carry out the policies as determined by the commissioner in consultation with the Board. This individual will also be responsible to draft and submit a master plan for the purpose of recommending short and long term opportunities, an annual service plan, and a capital plan for the replacement of our aging fleet of vessels.

In addition, the Board may establish volunteer regional advisory committees whose purpose is to provide recommendations to the Board from their areas. The Board shall also prepare a strategic plan that includes the mission, core values, objectives, initiatives, and performance goals of the AMHS. This goes hand in hand with the department being mandated to consult with the Board regarding a comprehensive long-range plan.

The Board also has the express authority to enter into contractual services. The authority granted includes issuing request for proposals to develop a ferry schedule for year round service. Ideally this schedule would be crafted for 2 years. It also grants authority to the Board to issue request for proposals for independent small feeder routes anywhere in Alaska.

Federal law requires Alaska to provide for consideration and implementation of projects, strategies, and services that will among others:

1. Increase accessibility and mobility of people and freight
2. Support the economic vitality of non-metropolitan areas
3. Improve the quality of life
4. Enhance the connectivity between communities

More often than not, our waterways are the shortest distance between two communities, even though they might be on the same island or landmass. Because of the fusion of Alaska's geologic formation, roadways can be impractical for connecting two or more communities. This isn't an argument about the marine highway vs. a gravel or paved roadway – quite the contrary. This is simply stating fact. Many communities will never be connected by a hard surfaced road for a multitude of reasons. For their economic stability and harmony, they deserve no less than a reliable transportation service.

I would argue that a safe and reliable transportation is an underpinning of any basic government responsibility. For without a dependable transportation system, you won't have a consistent work force, and people will not have access to basic education, much less higher learning. Their pursuit of life, liberty and happiness will be at risk because you've denied them equal access, and your constituents will be deprived of proper health care as well.

To quote the McDowell Study again – "Success over the long-term will require a carefully crafted combination of management, operations and funding strategies (and execution)."

Transportation is paramount in our society today. It is truly dominant of any society at any time in history. Let us demonstrate the prudence necessary to reinforce this foundational question by implementing a small but important element of a better transportation system by adopting this legislation.

Alaska Marine Highway System



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Vessels

There are currently eleven vessels in the AMHS fleet. The newest are the Fast Vehicle Ferries Fairweather and Chenega. They are the first vessels of this type to be built in the United States.

AMHS Vessel Fleet

M/V Aurora (AUR)	M/V Kennicott (KEN)	M/V Matanuska (MAT)
M/V Chenega (CHE)	M/V LeConte (LEC)	M/V Takli (TAK)
M/V Columbia (COL)	M/V Lituya (LIT)	M/V Tustumena (TUS)
M/V Fairweather (FWX)	M/V Malaspina (MAL)	

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M/V Aurora

The M/V Aurora was built by Peterson Shipbuilders in Sturgeon Bay, Wisconsin, and began service in 1977. The Aurora is 235 feet long, and can transport 300 passengers and 34 vehicles (20' lengths) at a service speed of 14.5 knots. Because the Aurora is used for short runs, staterooms are not available, although food service and a solarium are provided.



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M/V Chenega

The M/V Chenega is one of the new Alaska Marine Highway Fast Vehicle Ferries. Built by Derecktor Shipyards of Bridgeport, Connecticut at a cost of \$34.5 million, she began service in summer of 2005. The Chenega's designer is Nigel Gee & Associates (NGA), a British naval architecture firm that has many years of high-speed ship design and build experience. The Chenega is powered by four diesel engines and four water jets. The hull form is a 235-foot catamaran that has been shown to provide the highest transport efficiency of any high-speed ferry of this size. The Chenega operates in Southeast Alaska during the winter months and in Prince William Sound during the summer. Photo by Ed Lien



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M/V Columbia

The **MV Columbia** is the largest vessel of the Marine Highway fleet. Launched by Lockheed Shipbuilding in Seattle in 1974, the Columbia is 418 feet long, with capacity for 499 passengers and 134 vehicles (20' lengths). Its 103 total cabins include 44 four-berth units, and 56 two-berth units, 3 of which are wheelchair accessible. The Columbia boasts both a fine dining room and a cafeteria. The gift shop, cocktail lounge, solarium, and forward observation lounge round out the passenger amenities. Photo by Captain Jack Meyers



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M/V Fairweather

The **M/V Fairweather** is one of the new Alaska Marine Highway Fast Vehicle Ferries. Built by Derecktor Shipyards of Bridgeport, Connecticut at a cost of \$36 million, she began service in summer, 2004. The Fairweather's designer is Nigel Gee & Associates (NGA), a British naval architecture firm that has many years of high-speed ship design and build experience. The Fairweather is powered by four diesel engines and four water jets. The hull form is a 235-foot catamaran that has been shown to provide the highest transport efficiency of any high-speed ferry of this size. The Fairweather normally operates in Southeast Alaska. Photo by Peter Metcalfe



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M/V Kennicott

The **M/V Kennicott** was built by Halter Marine group of Gulfport, Mississippi at a cost of over \$80 million, she began service in the summer of 1998. Designed by Halter Marine, and the Glosten Associates of Seattle, Washington, the Kennicott is 382 feet long, 85 feet wide, with nine decks. She is driven by two 6,690 HP Wartsilla 32E diesel engines, and has a service speed of 16.75 knots. The vessel is ocean certified and is also designed to serve as a command and logistics center during an oil spill or other natural disaster. The ship has a capacity for 499 passengers, provides 109 berthing accommodations, and has space for 80 standard automobiles. There are 48 four-berth cabins (3 wheelchair accessible) and 56 two-berth cabins (2 wheelchair accessible). The observation lounges and the enclosed, heated solarium give excellent vantage points from which to enjoy Alaska's scenic splendor throughout her voyage. Photo by Frank Scigliano



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M/V LeConte

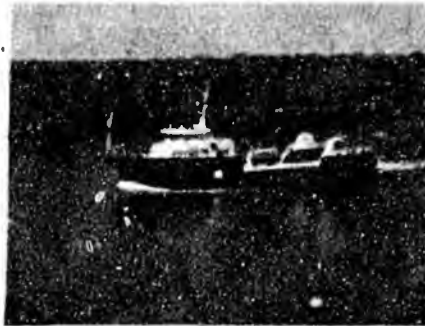
The **MV LeConte**, launched in late 1973 by Peterson Shipbuilders in Sturgeon Bay, Wisconsin, joined the fleet in 1974. The LeConte is 235 feet long, with capacity for 300 passengers and 34 vehicles (20' lengths), and operates at a service speed of 14.5 knots. The LeConte is used for shorter runs, so it does not have staterooms, but food service and a solarium are provided. Photo by Cathy Brown



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MV Lituya

The **MV Lituya** was designed by Coastwise Corporation of Juneau in 2001, built by Conrad Shipyards in Morgan City, Louisiana, and was launched in April of 2004. The \$9.5 million vessel provides daily ferry shuttle service between Metlakatla and Ketchikan. Lituya. The 180-foot, roll on/roll off steel ferry accommodates 18 cars and 149 passengers with an average speed of 10-12 knots.



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MV Malaspina

The **MV Malaspina** carries 499 passengers, and provides 46 four-berth and 26 two-berth cabins, one of which is wheelchair accessible. The vessel was built in Seattle in 1963 at the Lockheed Shipbuilding yards, then lengthened and renovated in 1972 at the Willamette Iron and Steel Company shipyard in Portland. The Malaspina is now 408 feet long, with capacity for 88 vehicles (20' lengths), and a service speed of 16.5 knots. Passenger services include a cafeteria, gift shop, cocktail lounge, solarium, and forward observation lounge. Photo by Rodney Stitt



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MV Matanuska

The **MV Matanuska** was built by Puget Sound Bridge & Dry Dock Company of Seattle and began service in 1963. In 1968 the vessel was lengthened and renovated. It now carries 499 passengers, and provides 4 four-berth, 21 three-berth, and 80 two-berth cabins. One two-berth cabin is wheelchair accessible. The Matanuska is 408 feet long, with capacity



for 88 vehicles (20' lengths), and has a service speed of 16.5 knots. Passenger services include a cafeteria, gift shop, cocktail lounge, solarium, and forward observation lounge. Photo by Rodney Stitt

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M/V Taku

The **M/V Taku** was built by Puget Sound Bridge & Dry Dock Company of Seattle and began service in 1963. Renovated in 1981, the vessel is 352 feet long, with capacity for 69 vehicles (20' lengths), and operates at a service speed of 16.5 knots. It can carry 370 passengers, and has 9 four-berth, and 33 two-berth cabins, two of which are wheelchair accessible. Passenger services include a cafeteria, gift shop, cocktail lounge, solarium, and forward observation lounge. Photo by Peter Metcalfe



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M/V Tustumena

The **M/V Tustumena** was built at Sturgeon Bay, Wisconsin in 1964, sailed Alaskan waters for five years, then was renovated in San Francisco in the winter of 1969. The vessel is 296 feet long, with capacity for 36 vehicles (20' lengths), and operates at a service speed of 13.5 knots. It can carry 174 passengers, and has 8 four-berth, and 17 two-berth cabins (one wheelchair accessible). Passenger services include a cafeteria, cocktail lounge, solarium, and forward observation lounge.



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Haines (HNS)	Hoonah (HNN)	Cordova (CDV)	Chignik (CHG)
Juneau (JNU)	Kake (KAE)	Homer (HOM)	Cold Bay (CBY)
Ketchikan (KTN)	Mellakalla (MET)	Kodiak (KOD)	False Pass (FPS)
Petersburg (PSG)	Pelican (PEL)	Port Lions (ORI)	King Cove (KCV)
Prince Rupert (YPR)	Tenakee Springs (TKE)	Seldovia (SDV)	Sand Point (SDP)
Sitka (SIT)		Tatitlek (TAT)	Unalaska
Skagway (SGY)		Valdez (VDZ)	Dutch Harbor (UNA)
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Other popular destinations visited by many Alaska Marine Highway travelers include Anchorage, Denali National Park, Fairbanks, and the Matanuska-Susitna Valley. For information about more Alaskan towns and cities, see the Alaska Department of Community and Economic Development's list of every community in Alaska and the Alaska State Chamber of Commerce Web site.

Southeast Alaska / Inside Passage

The Inside Passage is a protected waterway on the northern Pacific coast of North America, replete with spectacular rain forests, mountains, and glaciers. AMHS's service through the Inside Passage is served from road connections at Bellingham, Washington and Prince Rupert, British Columbia in the south to Haines and Skagway, Alaska, in the north.

Bellingham

Bellingham, Washington, southernmost terminus of the Alaska Marine Highway System, is 1-1.2 hours north of Seattle and one hour south of Vancouver, British Columbia. It is the traditional gateway to the San Juan Islands and Alaska. Bellingham's new multi modal facility offers train, bus, Alaska, Victoria and San Juan Island ferry service, all in one location. The ferry terminal and visitor information center are adjacent to the historic Fairhaven district. Shuttle services are available for travel between the terminal and major airports. See the Port of Bellingham for information about this multi modal facility, and the Bellingham Convention and Visitors Bureau Web site to find out about activities and events in Bellingham and Whatcom County.

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Haines

Haines connects the Inside Passage with the Alaska Highway at Haines Junction, in Canada's Yukon Territory. While in Haines, visit historic Port Chilkoot, the Native arts center, or camp within sight of glaciers at Chilkat State Park. The highlight of autumn is viewing the largest gathering of bald eagles in the world at the Chilkat Bald Eagle Preserve just outside the town. Many travelers board the ferry at Haines.

and sail to nearby Skagway, birthplace of the Klondike Gold Rush. See also Haines Visitor Bureau Home Page.

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Juneau

Juneau, Alaska's bustling capital and gateway to Glacier Bay, nestles between towering mountains and the Gastineau Channel. Although a modern city, Juneau wears its romantic Gold Rush past proudly. Exhibits, museums, and enchanting performances are waiting to entertain you. The Mendenhall Glacier and U.S. Forest Service Visitor Center offers programs, a naturalist to answer questions, trails and nature walks, and a panoramic view of the glacier face. Nearby Admiralty Island National Monument shelters the largest brown bear population in Southeast Alaska. See also The Juneau Web and Juneau Convention & Visitors Bureau.

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Ketchikan

Ketchikan is Alaska's southernmost major city. Its waterfront buildings rise above Tongass Narrows supported by a forest of pilings and joined together by a picturesque boardwalk. Visit the world's largest collection of totem poles at Saxman, Totem Bight, and the Totem Heritage Center. See also Ketchikan Visitors Bureau web site.

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Petersburg

Petersburg is off the beaten path of cruise ships and is famous for its Norwegian heritage which shows so beautifully in the decorative designs found on its homes and shop fronts. Local tours await you, too, offering spectacular views of the LeConte Glacier, the southernmost tidewater glacier in North America. See also Petersburg Visitor Information provided by Petersburg Chamber of Commerce.

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Prince Rupert

Prince Rupert, British Columbia, is an ideal starting point for drivers wishing to cruise up the Inside Passage. Take an archaeology tour, or visit the Museum of Northern B.C. with its carving shed and settlement history of the B.C.'s north coast. Tour the North Pacific Cannery Village Museum, a restored heritage site which offers a live performance to highlight its history. See also B.C. Ferries Corporation for sailings to Prince Rupert from other Canadian ports.

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Sitka

Sitka was the seaside capital of Russian America and a visit here is like stepping back in time to the 18th century. Visit St. Michael's Cathedral, one of the finest examples of rural Russian architecture. Stroll through the town's quaint shops and enjoy performances of Russian dancing. All of this entertaining history is presented under the shadow of stately Mt. Edgecumbe, a 3,201-foot-high, Fuji-like extinct volcano. See also Sitka Convention & Visitors' Bureau.

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Skagway

Skagway, the "Gateway to the Yukon," owes its birth to the Gold Rush of '98. The U.S. Park Service and the City of Skagway have made this one of the best historic sites in Alaska. The Klondike Highway follows part of the White Pass route and connects with the Alaska Highway at Whitehorse, Yukon Territory. See also Skagway Visitor Information.

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Wrangell

Wrangell, a half-mile walk from the Wrangell Ferry Terminal, is Alaska's fourth oldest city and its only community to have existed under four nations: the Tlingit, Russian, British, and American. Its even more ancient history is revealed by mysterious, centuries-old petroglyphs that are easily seen along the beaches at low tide. You will also enjoy the Chief Shakes Community House with its many totem poles, the replica tribal Chilkat blanket, and other historic items.

Wrangell is the "Gateway to the Stikine River", the fastest free-flowing navigable river in North America. Wrangell also hosts the largest springtime concentration of bald eagles in the world. Local tours are available to both the river and the Anan Bear and Wildlife Observatory. See also City of Wrangell Web Page.

Yakutat

Located on the scenic Gulf Coast of Alaska, and surrounded by Wrangell-St. Elias National Park and Tongass National Forest, Yakutat attracts a wide variety of outdoor enthusiasts to hike beaches, float rivers, explore bays and passages, climb mountains, view glaciers, snowboard, and surf remote breaks. Yakutat Bay provides some of the finest saltwater sport fishing in Alaska. See also the Yakutat Chamber of Commerce Web Page.

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Southeast Alaska Feeder Communities

Angoon, Hoonah, Kake, Metlakatla, Pelican, Tenakee, and Hollis (connected by road to several other Prince of Wales Island communities) are all linked to mainline AMHS ports by connecting vessels. Cultural sites complement a variety of outdoor activities and excellent wildlife viewing opportunities.

Angoon

Angoon, located on Admiralty Island some 60 miles south of Juneau, is surrounded by miles of picturesque waterways noted for fishing, hunting, and sightseeing opportunities.

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Prince of Wales Island

Prince of Wales Island, about 45 miles west of Ketchikan, receives ferry service at Hollis. It connects Craig, Klawock, Hydaburg, Thorne Bay and Colfman Cove. This area is noted for the good hunting and fishing along the roadways. Visitors will be particularly entranced by the many local examples of authentic Indian heritage.

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Hoonah

Hoonah was once the major village of the Huna Indians, a offshoot of the Tlingit tribe. Fishing boats line the harbor, and seafood processing is the major industry. Pleasure fishing in the area is excellent for Silver and King Salmon, as well as Cutthroat, Rainbow, and Dolly Varden trout.

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Kake

Kake is named for the tribe of Tlingit Indians which has occupied Kupreanof Island since prehistoric times. It is the site of the world's largest totem pole -- 132.5 feet high -- and enjoys a brisk logging and fishing trade.

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Metlakatla

Metlakatla is located on Annette Island, at the southern tip of Alexander Archipelago in Southeastern Alaska. Originally a religious colony, Metlakatla's population first consisted of 800 Tsimshian Indian converts who had moved from British Columbia. The native name means, "a passage joining two bodies of water." See the Metlakatla Tours/Metlakatla Indian Community Site for more information.

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Pelican

Pelican, in the mid 1930's, was nothing more than two large barges serving as cold storage for locally-caught salmon. Pelican grew with the fishing industry, and now consists of a main boardwalk and a cluster of weather-worn buildings that cling to the side of Chichagof Island. Besides great fishing and beautiful scenery, Pelican's main attraction is Rosie's bar, where fishermen have been carving their initials in the ceiling since the first beer was served. See the Pelican Web site for up-to-date information.

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Tenakee Springs

Tenakee Springs was once a leading Alaska spa with early miners coming from around the Territory and the Yukon to "take the waters" of its warm mineral springs. Today, the year-round residents are joined by summer visitors who still come to "take the waters" but who have also discovered the excellent saltwater fishing in the area.

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Southwest Alaska

AMHS' Southwest Alaska route serves communities in Prince William Sound and on Kodiak Island. These routes are served by road connections at Valdez, Homer, and Whittier (via the Alaska Railroad). See also Southwest Alaska trip planning information.

Chenega Bay

In 1996, the Alaska Marine Highway began "whistle-stop" service to the small communities of Tatitlek and Chenega Bay, made possible by the construction of new docks to provide staging areas for oil spill response capabilities in Prince William Sound.

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Cordova

Cordova is a fishing port where you can watch commercial fishermen bring in their catch or try your hand at Alaska-style sportfishing. Tour the salmon canneries, visit the famed "million dollar bridge", walk on Sheridan Glacier, or ride the chair lift to the top of Eyak Mountain. The activities and adventures are endless. [Cordova Chamber of Commerce Web Page](#).

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Homer

Homer sports a lively recreation scene along the 5-mile long, world-famous Homer Spit, and offers travelers an unbelievably spectacular view of Kachemak Bay. The harbor is lined with charter boats for hire, and fresh halibut, crab and shrimp can be purchased from seafood shops along the docks. For more information, go to the excellent Homer Chamber of Commerce site.

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Kodiak

Kodiak was the first capital of Russian America (1783-99), and remnants of the Russian occupation are still evident today. Kodiak also harbors Alaska's largest commercial fishing fleet and is home to the mighty Kodiak Brown Bear. Close to 3,000 of these giant bears live in the Kodiak National Wildlife Refuge. Visit the Kodiak Chamber of Commerce and Convention & Visitors Bureau site for more information.

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Port Lions

Port Lions, in Settler Cove on the northeast coast of Kodiak Island, offers the amenities of larger destinations such as full-service hunting and fishing lodges, the beauty of waterfalls tucked away in spruce-filled coves, beach combing, and sea kayaking through the still, blue waters of Kizkuyak Bay.

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Seldovia

Seldovia is accessible only by air or water and, therefore, has been able to maintain many of its age-old Russian traditions. Seldovia offers a view of Alaska's fishing industry with vessels moving in and out of Kachemak Bay, fresh catches in live tanks and fish processing at a local salmon plant. See also the Seldovia Chamber of Commerce site.

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Tatitlek

In 1996, the Alaska Marine Highway began "whistle-stop" service to the small communities of Tatitlek and Chenega Bay, made possible by the construction of new docks to provide staging areas for oil spill response capabilities in Prince William Sound.

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Valdez

Valdez began as a trading station in the early 1890s and served as a port of entry for gold seekers bound for the Klondike. The old city was destroyed by the 1964 earthquake, but its spirit lives in a new Valdez. This ice-free, saltwater port is the terminus of the 800-mile trans-Alaska pipeline, which carries oil from the North Slope. See also Valdez Convention & Visitors Bureau Web page.

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Whittier

Whittier is nestled between the glacier-capped Chugach mountains and Prince William Sound. Built by the U.S. Government during World War II as a hidden port, today Whittier is the gateway to a recreational wonderland. In May of 2000, a highway from Whittier to the Interior opened to the public. This spectacular drive from the edge of Prince William Sound through the Chugach mountains winds through a series of tunnels, and connects Whittier to Anchorage only 45 miles to the south. Travelers also have the option of taking the famed Alaska Railroad from Whittier all the way to Fairbanks.

Passengers traveling to and from Whittier, and especially those departing on the M/V Bartlett from Whittier, are advised to check the Whittier Tunnel web site for a schedule of when the tunnel is open to vehicle traffic. *You may be unable to make your sailing if you do not arrive at the tunnel at a time when it is open.* Bicycle and foot traffic is prohibited through the tunnel, and there are vehicle size and other restrictions of which you should be aware before traveling through the tunnel. For a recording of the base schedule, call the Whittier Tunnel toll-free at (877) 611-2586.

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Aleutian Islands and Alaska Peninsula

The Aleutian Islands and Alaska Peninsula sweep more than 1500 miles from Cook Inlet toward Asia. This region sits atop the "Ring of Fire," a string of volcanoes along the Pacific Rim, and boasts several wildlife refuges. The harsh weather precludes ferry service in the winter, but each spring the Alaska Marine Highway resumes its regular sailings to the seven westward communities of Chignik, Sand Point, King Cove, Cold Bay, False Pass, Akutan, and Unalaska/Dutch Harbor.

Akutan

Akutan is located in the center of some of the most productive fishing grounds in the world, and huge amounts of seafood products -- primarily crab, halibut, cod, pollock -- are processed in the shelter of its deep bay and at a large shore-based processing plant. Although the Aleut population of the local village remains at 90-100, it grows to about 1,000 during certain fishing seasons.

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Chignik

Chignik is actually three villages: Chignik Lake, Chignik Lagoon, and Chignik Bay, where the State ferry docks at one of two canneries at its first stop on the run out the Aleutian chain. Like the other Aleutian Island communities, Chignik provides a fishing lifestyle for its residents in a rugged but beautiful environment. In the Aleut language, "chignik" means "windy".

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Cold Bay

Cold Bay, located 634 air miles from Anchorage, is surrounded by the Izembek National Wildlife Refuge. Abundant seabirds and waterfowl, as well as caribou and brown bear, make it a popular spot for sportsmen and naturalists. Two active volcanos provide a spectacular backdrop for the community.

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False Pass

False Pass is a picturesque Aleutian community in a strategic location. The town sits on the south side of Isanotski Strait, the shortest transit route between the Gulf of Alaska and the Bering Sea. Its economy is based on fisheries: mostly for salmon, herring, halibut and crab.

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King Cove

King Cove rests on a sand spit and adjacent uplands which are located at the north end of a natural bay nestled between high mountain ridges. The community of 1,000, mostly Aleuts, has developed around one of the largest fish processing centers in the United States.

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Sand Point

Sand Point was originally founded as a cod fishing station in 1887, and today it continues to support the regional fishing industry. The city's harbor is home to a locally based fishing fleet, and is also heavily used by transient vessels during and between fishing seasons. Its population is mostly of Aleut and Scandinavian descent.

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Unalaska/Dutch Harbor

Unalaska/Dutch Harbor, at the end of the Aleutian Chain, is also its largest community, with over four thousand residents. A busy fishing and seafood processing port, Dutch Harbor is also a tourist destination, with sportfishing, bird and wildlife viewing, cultural and historical exploration, or hiking and beachcombing awaiting the adventurous traveler. Visit the Unalaska/Port of Dutch Harbor Convention and Visitors Bureau home page for travel information, events, weather, and more.

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**MARINE HIGHWAY TRANSPORTATION
IMPROVEMENT STUDY – PART I**

**SUSTAINABILITY OF THE
ALASKA MARINE HIGHWAY SYSTEM**

PREPARED FOR:

**SOUTHEAST CONFERENCE
JUNEAU, ALASKA**

PREPARED BY:



JUNEAU • ANCHORAGE

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