Rural Alaska Fire Protection and Suppression Capabilities Needs Analysis

Prepared for:
State of Alaska
Department of Public Safety

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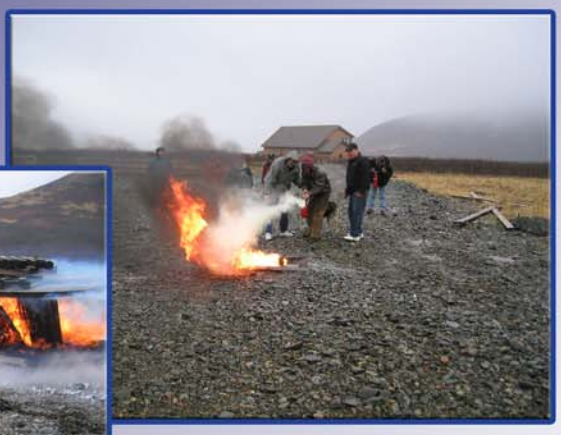

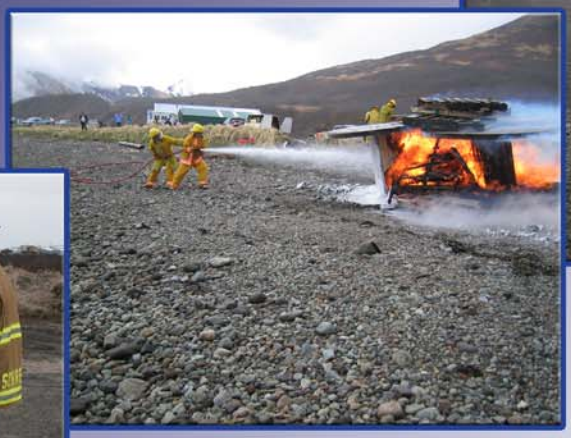

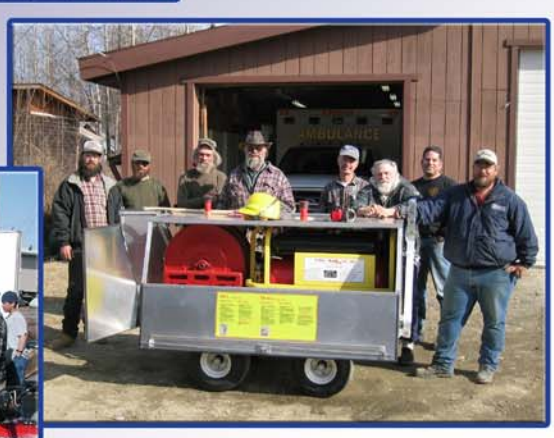

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FOREWORD

Alaska's rural fire protection difficulties are unusual, but not unique. Creating a sustainable fire protection organization when training and funding are difficult to obtain is a common theme among small rural fire departments throughout the nation. Alaska's rural communities have the added challenge of overcoming extreme isolation and, in some areas, extreme levels of poverty that leave residents barely able to heat homes for the winter, let alone dedicate time to learn fire protection skills. Addressing these challenges is such a daunting task that it seems to hamstring communities' efforts to develop fire protection organizations.

Alaska currently has 319 rural communities throughout the State (populations less than 3,000) with many of them isolated from other communities or a road system. Of those, 88 are participating in the Project Code Red program. This program assists isolated rural Alaska communities in obtaining portable fire fighting equipment and training. Due to the geographic size of the State, rural isolated communities are self-reliant in the event of a fire and are faced with many logistical challenges in obtaining training, equipment and maintenance in their communities.

This document provides a starting point for the State of Alaska to evaluate the costs involved in providing training, equipment, and other support to rural fire departments as well as ideas for more innovative approaches to traditional fire department issues. The information provided in this document on costs of training presents a realistic picture of the very large job ahead of the State of Alaska when it comes to fire protection in the rural communities. The goal of this document is to help the State of Alaska administer a fire department development program to rural Alaska communities that can ultimately sustain themselves with a minimum of outside assistance. Achieving this goal will take dedicated time and commitment from the State of Alaska, however the benefits of improving rural Alaska's fire protection and prevention capabilities are limitless.

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Appendix A – Community Classification

Appendix B – Community Information

LIST OF ACRONYMS

BIA	Bureau of Indian Affairs
CDBG	Community Development Block Grant
CF	Community Facilities
CFDA	Community Facilities Loans and Grants Program
CPR	cardio pulmonary resuscitation
CoP	Certificates of Participation
D.H.S.S.	Department of Health and Social Services
D.O.E.	Department of Energy
EMT	Emergency Medical Technician
ICDBG	Indian Community Development Block Grant
ICS	Incident Command System
NDMS	National Disaster Medical System
ONAP	Office of Native American Programs
SERVE	Supporting Emergency Responders Volunteer Efforts
SFPP	Structural Fire Protection Program
U.S.	United States
U.S.D.A.	United States Department of Agriculture
WMD	Weapons of Mass Destruction

INTRODUCTION

The purpose of this Needs Assessment is to provide an overview of rural Alaska fire protection capabilities and needs. This assessment is limited to Level I and II Isolated and Level I Isolated Sub-Regional communities (Alaska EMS Goals, 2003). See Appendix A for a detailed description of the criteria set to categorize these communities.

The State of Alaska has implemented Project Code Red through private and grant funding to provide rural Alaska communities with portable fire suppression equipment to respond to fires in their communities. In addition, Project Code Red provides annual and refresher training to firefighters in rural Alaska communities. Due to the overwhelming success of this program, and through the data collected during the course of this project, it is recommended that an Office of Rural Fire Protection be implemented to assist in sustaining this program. The data presented in this Needs Assessment identifies communities with and without Project Code Red Equipment and training (Appendix B); general concerns from rural Alaska communities; and equipment and training recommendations.

It should be noted that of the 319 communities considered as Rural for the purposes of this assessment, approximately 10% of those communities are considered subdivisions of much larger established communities.

This Needs Assessment also provides recommendations for web-based classroom training and regular video-conferences between rural Alaska communities and the proposed Office of Rural Fire Protection. Equipment, staffing, and associated costs required to implement the Office of Rural Fire Protection is also included.

1. OPERATIONAL SUSTAINABILITY

To be effective, a fire department must be able to at least stay at its current level of capability and, preferably, grow and improve over time. Creating sustainable fire departments in rural Alaska is very difficult because of the nature of life in isolated areas. To determine exactly what prevents rural communities from creating sustainable, lasting fire protection programs, the project team conducted interviews with communities and used the information as a benchmark for the state of fire protection in rural Alaska.

Summary of Interviews

A selection of communities was chosen randomly for interviews based on geographic location and socioeconomic status (according to the designations provided by the State of Alaska) (Alaska EMS Goals, 2003). Whenever possible, fire chiefs or fire representatives were the preferred contacts for interviews. When such representatives were unavailable, other sources were used including city employees, other residents, news reports, statistics, and interviews with residents.

There were such similarities between the answers given by Level I isolated and Level I highway communities that they will be referred to as "rural communities" for the purpose of this particular section of the document. The specific communities interviewed for this project were:

Level I Isolated

Meyers Chuck
Diomede
Chuathbaluk
Gulkana
Buckland
Atqasuk

Level I Highway

Women's Bay
Aleknagik
Fox

Clam Gulch
Saxman

Level II Isolated Sub-Regional

Aniak
Unalakleet
*Skagway
King Cove
*(Skagway is designated an Isolated Sub-Regional Non-Highway community based on the Alaska EMS Goals)

Level I Isolated and Level I Highway Rural Communities

Residents of rural isolated and rural highway communities interviewed for this project indicate that many times when a fire occurs, they are left to simply watch because there is little they can do to put out the fire. Rural communities also have trouble meeting their needs for fire protection personnel during the times of year in which many residents are busy with subsistence activities or other seasonal pursuits.

Most communities indicated their strategies for recruitment of new members were limited to simply asking people in the community to attend. No community interviewed indicated it was able to provide incentives for joining the fire department, and most communities stated that they lost an average of two members a year. Most communities indicated they needed at least two more firefighters, and some needed as many as nine. Meeting staffing needs during some times of year is challenging for most communities as well – many rural Alaska community residents depend upon subsistence to survive the winter and must spend the summer harvesting their food. Commercial fishing also tends to take residents away from the communities, and the tourist season can sometimes be a burden on communities that have a very small winter population that booms with tourists in the summer. Compounding that problem is the transient nature of tourists; public education is ineffective when visitors are there only for the day.

Most rural isolated communities indicated they were unable to provide regular training and certification for their fire personnel because of the cost of bringing in certified instructors. Training in those communities is usually performed by the most senior member of the department, who may or may not be a trained instructor. Basics such as the use of pumps and hoses are typically self-taught.

The idea of outside funding seems somewhat alien to most communities interviewed. Many of them were not certain where their funding came from. Others believed they had received grants for fire protection but weren't sure which grants they had received, and who had applied for the grant, or any details at all.

One of the complications that likely led to the confusion and lack of information is the absence of continuity in leadership in the rural communities. The fire chief seems to be simply whoever happens to be most interested in the fire department at the time. It is likely very difficult to develop interest in fire protection from year to year.

Isolated Sub-Regional Rural Communities

These communities fare a bit better, according to their answers to interview questions. Most times they had an identified fire chief who had been involved with the organization for some time, had a clear vision of the direction of the organization, and had some level of training program in place.

Recruitment was still somewhat problematic for these communities; however retention less so. All isolated sub-regional communities indicated that they'd like to have a few more firefighters; however, they did not engage in active recruitment of firefighters. Firefighters tended to stay with these organizations longer, suggesting the existence of some organization and training was attractive to the members of the department.

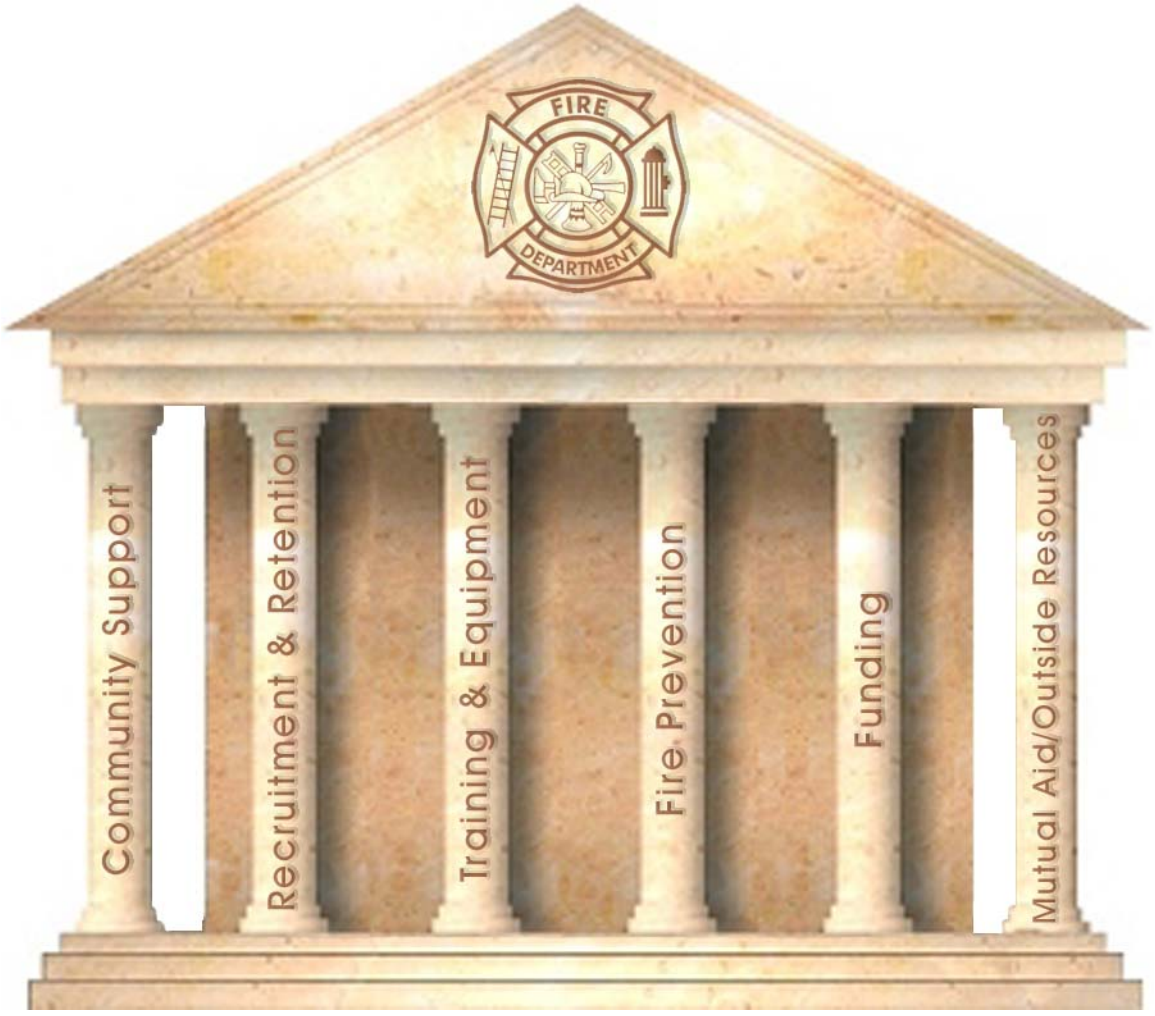
These communities usually relied on community funds for their operational budgets. They relied less on grants, but when they had applied for and received grants, they were much more likely to have records and/or

details regarding the funds and how they were used. Representatives of these communities tended to be relatively well-versed on the grant programs available for fire protection uses; however they lacked knowledge of more creative solutions to grant identification and could probably benefit from additional assistance in this area.

Isolated sub-regional communities also were more likely to need fire apparatus such as pumpers and tankers. This equipment tended to be outdated and in need of repair; one community had a brush truck that was, at the time, inoperable because it needed maintenance. However, these communities are much more likely to have access to mutual aid from larger and more established organizations due to their participating in training events and the likelihood that more significant travel occurs between their community and a regional hub.

Fire Department Pillars

The problems faced by these organizations have no easy solution when considering operational sustainability. The pillars that support fire departments when it comes to organizational strength are community support, recruitment and retention, training and equipment, fire prevention, funding, and mutual aid/outside resources. The relationships between these pillars seem to be symbiotic; that is if a department fails to have all pillars intact, it is more likely to have



problems with all of them. Development of an effective fire protection organization seems to depend upon the establishment of all factors involved. Rural communities must not neglect any of the pillars, or the others will most likely be weak as well.

COMMUNITY SUPPORT

Community support is a vital commodity for any fire department, and even more so for those who may depend on the generosity of residents when meeting fire protection needs. Rural residents are more likely to dedicate their time and personal funds to fire protection simply because if they did not, fire protection would not exist for the community. One of the most notable examples of this in the communities we interviewed is the case of Meyers Chuck, a small southeast community of 14 with a history of the willingness to utilize private funds for the good of the community. In the aftermath of two major fires in the summer of 1983, residents pooled their resources and established a fund to purchase firefighting equipment.

Such generosity is difficult, if not impossible, for many rural communities simply because there is not enough money for residents of rural isolated communities to meet basic needs such as heat and food. In those communities, it is important to foster a sense of community support for fire protection so that fire protection becomes a priority. Even if residents are not able to donate any money, their willingness to be involved with the fire department will benefit the entire community.

Fire departments are usually associated with a sense of pride and community, and in many communities throughout the country carry with them a kind of status. This sense of pride and identification with firefighting agencies is lacking in rural Alaska – many communities don't even have an official fire department. The establishment of a tangible organization may greatly benefit fire protection in rural Alaska by giving residents an incentive to become involved with the fire department. It's important to identify leaders in the community who will take on the task of not only leading a fire department but also generating support throughout the community.

The administrative support within a community is many times overlooked, and should be recognized for those who are not able to actually fight fires, but could help with all of the other duties associated with operating a department in a community.

A community that supports their fire department will develop a responsibility towards it, thereby committing to it's sustainability. Having both a supportive community and a good leader will help maintain their interest in fire protection and even in the community itself - establishing a fire department in a small community may also help bring the community together with the common goal of eliminating fire losses.

When a fire does occur in a community, it is natural that interest in fire protection will increase after the event. Rural fire departments can seize this opportunity to develop more community support, but must be sure to continue generating community interest after the immediate concerns brought about by the fire have faded. Once the positive effects of a fire protection program are seen by the community, it will not be as difficult to generate support; however, it may require some perseverance on the part of the department's leaders.

RECRUITMENT AND RETENTION

In rural and isolated communities where subsistence activities take up a considerable amount of time, recruitment and retention can be problematic. It can be difficult to convince residents that their hard-won free time should be donated to fire training, when the task of creating a fire department from nothing is so daunting. Departments with strong community support tend to have fewer complaints regarding recruitment and retention difficulties and, while they have just as much turnover in staffing levels (losing one or two members a year for an established department), they seem to have less difficulty finding more members to replace them.

It is important to foster a sense of accomplishment and pride in one's involvement with the fire service, particularly in rural Alaska where the rewards for joining a fire department are sometimes difficult to grasp.

The State of Alaska Department of Public Safety provides academy training to Village Public Safety Officers (VPSO), which includes 80 hours of firefighter training (Rural Fire Protection Specialist). While VPSO's are not located in every Alaska Village, approximately 10% of the 52 that exist are also the local Volunteer Fire Chief (State of Alaska VPSO Office, 2005). A requirement by the VPSO program and the Tribal organization employing the VPSO to be the local Fire Chief would significantly benefit these communities, by providing a paid, trained position.

Firefighters are traditionally hometown heroes, and there is no reason why this cannot be so in rural communities. Developing ways to promote the fire department as a worthwhile pastime for community residents is vital to maintain an adequate number of responders.

Rural communities are historically interested in competition such as involvement in Native games or basketball tournaments. Competitions geared to fire protection such as skills, safety, and awareness exercises might be a good way to promote fire protection activities and training in rural communities. Other, simpler means of developing a sense of pride in the organization can be established, such as issuing uniforms. In rural communities, uniforms can be as simple as hats and t-shirts identifying the name of the local fire department. The establishment of the feeling of membership to a group and the fostering of teamwork among those involved in the organization can't be overemphasized.

Education programs focusing on younger community members, such as the proposed Firefighter Apprentice Program (curriculum proposed for adoption in September 2005) that focuses on youths between the ages of 16 and 18 can reach the younger generations while still providing adult oversight and control. This program is based on the National Explorer (Boy Scouts of America) and Learning for Life curriculum. This proposed curriculum could be made available as an elective course for high school students in rural communities. The proposed course consists of classroom and hands on training that could be accomplished during the fall semester, with a requirement to provide an overview or examples of exercises to the younger classes through assemblies during the spring semester. If in-school education could be expanded to include practical fire protection exercises, such as the use and maintenance of Project Code Red Equipment, fire safety messages would gain a foothold in rural communities, ensuring that future generations will be able to pass fire safety messages to others. Older students, many times, serve as informal role models to younger students, a relationship that can be used to further the fire protection mission throughout rural communities.

TRAINING AND EQUIPMENT

Providing adequate training to members is difficult for any isolated fire department simply because it is problematic to find ways of delivering the training. It is notable that a reasonable correlation can be drawn, based on the interviews, that the more training a fire department can provide, the more active its members are and the more community support and interest it seems to generate. Some communities that reported regular training were most likely to have reasonably adequate numbers of members and were able to answer questions about their departments' organization, funding sources, and needs than were departments that did not have a regular training schedule. Other communities reported that while they had adequate support during an actual fire callout, getting the firefighters to attend any training in the community was nearly impossible. Naturally, the argument that it is impossible to tell which is the cause and which is the symptom can certainly be applied in this case, however it is definitely advisable to encourage and enable a regular training schedule.

Fire apparatus is expensive to purchase and difficult and costly to maintain, as many rural and sub-regional communities know. Grant funds usually are utilized for the purchase of

such equipment, but communities can also benefit from more innovative ways of obtaining apparatus. Small and impoverished communities throughout the world have obtained fire apparatus through donations from larger departments. The Essex, Vermont fire department donated a tanker to a small community in what was Russia at the time. The community was responsible for paying the costs to receive the tanker; however, that cost was minor compared to that of purchasing their own tanker. It is also worth considering that larger departments may be willing to donate used PPE, tools, and other items to communities in need of this equipment.

While not logistically realistic for many isolated communities, some Alaskan communities may be able to identify and establish relationships with larger fire departments to obtain new excess equipment from the larger department. Larger fire departments could be given the opportunity to sponsor or "adopt" a rural community to assist it in developing adequate fire protection. This arrangement can be mutually beneficial, as the smaller department would gain expertise, training, and possibly new excess equipment while the larger department could allow its members to learn the basics of fire administration and even develop training skills that ordinarily they wouldn't have the opportunity to learn. New equipment and the chance to learn new skills can act as an attractant for community interest in rural communities.

Alaska's larger fire departments such as Anchorage, Juneau, Fairbanks, and Kodiak may be interested in extending their outreach by participating in such a program. Larger departments could conduct outreach to smaller departments throughout Alaska in an attempt to create such a partnership. It may be possible for larger departments to conduct training for new instructors using the smaller communities as a training ground. This way, the smaller communities are given quality training while the larger communities can train new instructors in a real-world environment. If larger departments express an interest in such a program, they can be matched up with rural communities who need assistance with training. The State could assist in the development of such a program by approaching the larger departments in the state to develop interest in interdepartmental outreach.

Training can be delivered to rural communities with a variety of methods. Currently, Code Red instructors travel to the communities to deliver training. Other training is obtained by fire department members who travel to larger communities for training. It's not surprising that such outside training is not very common to rural Alaska. Most rural departments train their fire department members informally, passing on knowledge from more experienced members to those who are new. This informal training, while certainly better than nothing, can be improved upon by assisting the communities in creating a training program that is accessible to the entire state. Because of the sheer geographic size of Alaska, the most effective way to deliver annual training is regionally. This initial training can be held by certified State trainers in regional hubs throughout the state.

Refresher training and drills could be implemented using web-based training modules. It is reported that approximately 40% of the initial training is classroom training, and the remaining 60% is hands on (Division of Fire Prevention, Training and Education Borough). This training could occur using a 20-minute training module with an on-line quiz in addition to a 1-hour field exercise. This would automate annual training records, and is readily available using in-place community resources such as the local school or health clinic that already has access to high speed internet.

Currently there are 410 firefighters in the 88 Project Code Red communities. This equates to, on average, approximately 5 firefighters in need of training in each community. Costs associated with web-based training modules for monthly refresher or drills for all 410 firefighters are estimated at $787,200 (410 firefighters * 160 per training session * 12 months) annually.

Extrapolated to ALL 319 rural Alaska communities, this equates to 1,595 potential

firefighters in need of annual and refresher training. Costs associated with web-based training are approximately $160 per student per month (if monthly drills or refresher training were performed). The total estimated costs for all potential rural firefighters would be $3 million annually (1595 firefighters * $160/month * 12 months). Based on these costs, it is recommended that this training be phased regionally over a three-year rotation (see next page – Training Schedule).

These costs are minimal when compared to what it would cost to send all firefighters to a regional hub, or to have an instructor led (fee-based) class held on a monthly basis (estimated at approximately $16.8 million annually). When calculating these costs, the percentage of turnover should be calculated. For the proposed Office of Rural Fire Protection, an estimated 10% of the operating budget is added in to account for turnover.

Looking towards the future, thankfully, the costs of technology are steadily decreasing, and the $160 per student per month cost is likely to decrease.

Currently, initial 3-day Project Code Red training is delivered within a community by State of Alaska instructors. The scheduled annual refresher training is delivered at regional hubs. For Advanced Rural Basic Firefighter training, one person from each community, usually the community fire chief, is invited to the regional hub for 65 hours of training. Costs associated with travel, lodging, meals, and instructor training are provided by the State of Alaska. The first three days are a repeat of the initial training, and the following two days are comprised of more technical equipment use and maintenance technology training. It is then intended that the fire chief return to the community to relay this training to his or her organization. It is unknown how successful this method of training is due to the lack of participation during the hub training session and the lack of record keeping. Records are not kept on whether the chief relayed the training to his organization, preventing the State of Alaska from making improvements to this arrangement without simply guessing as to what would be an effective alternative.

To improve the effectiveness of this training, it is recommended the number of regional training hubs be increased. This would provide a greater number of opportunities for students to come to the hubs at a more convenient time and may decrease travel costs.

One of the challenges that the administrators of this training program have encountered is the unreliability of student in attending all of the training functions. It is reported that during training at regional hubs some attendees either never show up to the training or skip out after one or two days after the State has already paid for their airfare, accommodations, meals, and training. To discourage this behavior, the State of Alaska requires an agreement be signed by the attendee, local Fire Chief, Village Administrator and/or the Tribal Council President that states if they fail to participate in the training, their community is not eligible for training for one year, yet it still occurs. A recommendation for a restitution agreement between the attendee, the governing community, and the State of Alaska would provide an avenue for compensation to the State and make the attendee accountable financially to the community.

Another significant factor to consider when scheduling training is the subsistence hunting and fishing activities of the communities. Most Rural Alaska communities rely primarily on subsistence activities to feed and clothe their families. Early spring through late fall are historic subsistence use times and scheduling training during this period of time would both cause a significant hardship on members of the community who would otherwise be available, and training turnout would likely be sparse if non-existent.

Another option to entice rural residents to attend fire training could be incentives or a reward system, at least in the beginning of the program. Providing incentives for attendance can increase interest in fire protection and may help with future recruitment.

As part of each fire department's annual registration, submission of specific training records should be required for the previous year to document the success of this training program. Currently, records are not kept due to lack of funding, so it is difficult to deduce what is the most effective way to conduct training.

Recommended Training and Equipment needs are provided in the following table.

TRAINING AND EQUIPMENT NEEDS

	Level I Rural Isolated	Level I Rural Highway	Level II Isolated Sub-Regional
Apprentice Program[1]	X	X	X
Project Code Red	X	X	
Rural Basic Firefighter	X	X	X
SCBA Exterior Only (20 hr) [2]			X
Rural Fire Protection Specialist[3]	X	X	X
Advanced Rural Basic Firefighter[4]	X	X	X
Firefighter I			X
Pumper			X
Tanker			X
PPE	X	X	X
SCBA (awareness)	X	X	X (+Training)
Wildland Firefighting Gear		X	X
Interior Attack Training			X
Training Officer			X

1 Proposed for adoption in fall of 2005 – based on Boy Scouts of America Explorer Program (Learning for Life)
2 Provides training at regional highway hubs by Fire Marshall for making backout decisions.
3 State of Alaska Department of Public Safety VPSO Academy – 80 dedicated firefighting and fire safety training
4 Non-certified training – provided to add to Rural Basic Firefighter skill set

TRAINING SCHEDULE

Region	Year One		Year Two		Year Three	
	First Half	Second Half	First Half	Second Half	First Half	Second Half
Southeast						X
Southcentral					X	
Southwest				X		
Interior			X			
Northwest		X				
North Slope	X					

Due to the number of potential firefighters in need of training in the State of Alaska, and the costs associated with providing adequate classroom and hands-on-training, it is recommended that the training be phased over a three year period by regional hubs. As a long-term goal, it is recommended, however, to increase the number of regional hubs and have training conducted annually for each community.

Average travel costs throughout the state and training costs for regional training sessions were calculated in the following table. While these estimates are based on averages and are applicable only as examples, they illustrate the general cost of providing training on a bi-annual regional basis.

TRAINER TRAVEL - BIANNUAL TRAINING SESSIONS

	Units	Cost	Total
Travel Costs (average)	4	$ 900.00	$ 3,600.00
Per Diem	4 * 5 days = 20	$ 42.00	$ 840.00
Lodging	4 * 5 days = 20	$ 50.00	$ 1,000.00
Instructor Salary	2	$ 1,200.00	$ 2,400.00
Technician Salary	2 * 5 days = 10	$ 144.00	$ 1,440.00
Training Center Rental	5	$ 300.00	$1,500.00
			$ 10,780.00

Assumes 2 instructors and 2 technicians for 5 days.

STUDENT TRAVEL - BIANNUAL TRAINING SESSIONS

	Units	Cost	Total
Travel Costs (average)	1	$ 400.00	$ 400.00
Contract Lodging, Meals & Transportation	5	$ 70.00	$ 350.00
Course Materials	1	$ 100.00	$ 100.00
			$ 850.00

Assumes similar past contract with organization that provides lodging, three meals a day, and transportation to and from the airport and training facility.

In performing bi-annual regional hub training for one firefighter in each community equates to approximately 27 firefighters each training session. Estimated annuals costs to perform this training are $68,021 (27 firefighters * $850 * 2 times per year + 2 instructors $10,780 * 2 times per year).

FIRE PREVENTION

The goal of all fire service organizations should not solely be to conduct response to fires and other emergencies. Fire service organizations exist to reduce fire damages, and the most effective way to do that is to prevent fires from happening. The strength of a fire department's fire prevention section is pivotal to the department's ability to protect its community. Rural communities in particular need fire prevention education because response to fires is in many cases simply not adequate in salvaging structures. The best way to reduce fire damages in rural and isolated areas is to prevent fires from happening in the first place. Fire is a devastating problem throughout rural areas in the United States. In rural Alaska, fire prevention is all the more vital because response to fires that do occur is sadly unlikely to save a structure, and firefighters are understandably focused on saving lives.

Statistics show that poverty and fire deaths go hand-in-hand in the rural U.S. (NFPA). Over the past 10 years Alaska has seen 191 fire related fatalities. In fact, Alaska has 280% more fire related deaths when compared to the national average of percent deaths per 1,000 fires (Project Code Red Status Report). For a family or household with limited funds to pay for heating and light, it's no surprise that candles, wood stoves, fireplaces, and other open-flame sources are commonly used. When considering that candle fires

Fire prevention in rural communities could be turned into a kind of game or friendly competition. Firefighters could conduct free inspections of homes and award points throughout the year, and give a prize or recognition to the homes that receive the most points for fire safety.

are one of the leading causes of fires in the United States, it becomes obvious that rural residents should be educated about fire dangers. Rural communities are more likely to have fires from candles, open flames, and other alternative sources of heat and light.

Every fire department, no matter how small, should have a fire prevention section. The section may only be one person, or it may be the entire department working together in a cooperative effort to get fire prevention education out to the community. Ways that fire prevention programs can help communities are:

- Educate residents on the importance of prevention---the Primary tool for preventing fires. In focusing on ensuring that it never happens in the first place sets an excellent example of what their community goals should really focus on.

- Promote the use of smoke and carbon monoxide alarms. Many U.S. departments have participated in jointly sponsored smoke alarm installation programs. In fact, the RURALCAP has just adopted a fire prevention smoke alarm program.

  These programs consist of training firefighters to install smoke alarms and supplying the department with alarms to install in local homes. Not only will a visit from a firefighter trained to install smoke alarms help residents to make safer homes, it can also provide the opportunity to further educate residents about fire dangers.

- Educate residents on the dangers of open flames, and the importance of cooking safety, smoking (tobacco, etc.) safety, candle safety, and wood stove safety.

- Conducting outreach, particularly with adults, regarding fire safety and how to react appropriately to a house fire. Outreach should be targeted to both adults and children however, adults are in the best position to serve as a good example to children.

- Promote the fire department's activities in a very positive and constructive way

- Enabling residents to make themselves aware of how to safeguard against fire deaths and losses

Fire Prevention Week should include a focused Rural Alaska Fire Prevention Day – students in all rural Alaska schools could compete for a prize by preparing a fire prevention poster for display in their local community.

A fire prevention program can be simple at first. In very small communities, firefighters could go door to door, presenting brochures and other information about fire safety and prevention. This not only will help increase fire safety in the community, but will help promote the department's activities. Fire prevention in rural communities should at first focus on simple messages, such as "get out and stay out" and the importance of smoke alarms. In the winter months, candle and wood stove safety should be emphasized, while in the summer months it would be beneficial to emphasize safety messages related to outdoor burning.

Involving fire department members in fire prevention activities has the dual benefit of increasing fire safety for residents and helping firefighters learn more about fire safety themselves. In small communities, where access to training is difficult, the fire chief can assign fire prevention duties in lieu of one monthly training drill. The firefighters could be required to research a particular fire safety topic on the Internet and present the information to the community in whatever way the firefighter chooses; whether in a town meeting, or in a brochure, or by going door to door. This program would result in building momentum for fire safety and prevention education in the community, and require minimal materials at little cost to the

department, while at the same time helping firefighters continually educate themselves.

Most rural communities have the capability of producing small, simple pamphlets and brochures. As fire prevention gains a foothold in rural Alaska, communities could work together to exchange fire prevention materials as needed. For instance, if one community produces a candle safety brochure and another community produces a carbon monoxide safety brochure, those communities could exchange information. Production of fire prevention materials can also be used as a condition of grants or funding by the State of Alaska.

A rural home fire safety video has been produced and could be sent to rural communities, especially schools to keep residents and students up-to-date on fire safety.

Rural fire departments should also strive to be sure that working smoke alarms are in every home in their community. By conducting bi-annual smoke alarm distribution, inspection, and general maintenance (changing batteries, etc.), rural fire departments can greatly increase fire safety in their communities and conduct community outreach at the same time. Smoke alarm programs were initiated by the National Association of State Fire Marshals in 1992, and were a great success throughout the country. This type of program, because of its exposure to the public, is very effective in disseminating fire safety information as well as distributing and installing smoke alarms. The smoke alarms and needed equipment are provided through donations and sponsorships, and the firefighters are trained in how to install them. When a resident requests smoke alarms, the firefighters come to the residence and install them. This program is very successful in rural Alaska because of its low cost and simplicity. The Anchorage Fire Department, which implemented this program (focusing on mobile home residents) in 1994 and 1995, may be an excellent resource when initiating the program in rural communities. In past reports, the State of Alaska has indicated that more traditional, nationwide fire prevention campaigns have had a difficult time gaining a foothold in rural Alaska. Perhaps this is because rural communities feel alienated by fire prevention materials that are geared to more urban and developed areas. By preparing their own fire prevention messages, community fire departments can be sure that the materials are more personal to the community, and more likely to be heeded.

Fire prevention messages in rural communities should be kept simple and should focus on preventing fires and what residents should do if there is a fire. A fire prevention program could help unite the community in a common goal. The most effective messages are sometimes the most simple, and effective fire prevention is the best way to reduce fire damages in rural Alaska.

Implementing fire prevention education programs could begin at virtually no cost if firefighters were willing to donate their time initially. As the program developed momentum, costs associated with providing smoke alarms and batteries in rural communities; development of handouts; rewards for being "fire-safe" in rural communities could be developed.

FUNDING

Funding sources are identified in Section 2: Sustainable Funding; however discussing funding from the standpoint of operational sustainability is worth mentioning. The answers given to interview questions relating to fire protection funding were cause for concern. Most community representatives did not know how their departments were funded, and were not aware that they could apply for grants or other funding. It seems that with the lack of funding, most rural communities simply gave up and let their fire department's slip into obscurity. The idea that funding was available was met with enthusiasm and interest in most cases; however there is still a gap between the interest in obtaining funding and the ability to research and complete the grant applications.

It is important for communities to understand, however, that grants are not the only source of fire department funding. Two Alaskan communities contacted for this study had some unusual tales of generating fire department

support, funding, and interest: in Meyers Chuck, Alaska, residents pooled their own money to purchase fire protection equipment for this community of 14 after a string of house fires in 1983. In Aniak, the department focused on developing interest in the community's youth by developing a program just for younger members. The Aniak Dragon Slayers program exemplifies the development of an effective, sustainable fire protection organization. The Dragon Slayers are girls under the age of 18 who have been trained in fire protection and emergency medical response and are very effective in providing emergency response for their communities. Being a member of this elite squad of trained responders carries with it a kind of status and is a matter of some pride for the members. The Dragon Slayers have been featured on several national news broadcasts and periodicals, which has been a source of pride not only for the girls themselves but also for the community as a whole. The success of the Dragon Slayers program demonstrated how successful a department could be when all its pillars are prospering.

To adequately provide rural communities with the funding they need, the costs of delivering training should be considered. Since most rural communities have very small budgets, they will likely be unable to send firefighters to outside training, even regionally. If funding becomes available, communities may be able to participate at regional hubs. A training calendar (see Training and Equipment Section) could be created to provide training throughout the state on a regular basis. By setting a short-term goal of one regional training session biannually, the State can provide training to all communities every three years. As a long-term goal, it is desired to have all communities trained annually, however the costs may be prohibitive initially. The phasing of training is likely the best way to accomplish this goal, and would also provide time to determine its effectiveness.

The ultimate goal of a training program, however, is to help the trainees develop their own sustainable program within their community. Training should not simply disseminate information, it should enable the participants to retain and utilize the training when no instructor is present.

To attend the training, communities can utilize some of the funding sources discussed in Section 2: Sustainable Funding. Gathering students from several communities for regional training will be more cost effective than sending instructors to each community, and may have the added benefit of promoting inter-community cooperation and interaction.

MUTUAL AID/OUTSIDE RESOURCES

While not realistic for all Level I or Level II communities, identifying mutual aid resources, such as neighboring communities, remote military (National Guard), or private organizations (oil or mining industry) should be a high priority to assist in providing larger scale emergency support.

As part of the local fire department standard operating procedures, a callout list, based on location, and time-of travel could be developed to identify communities and resources to assist in larger scale responses. The table of communities located in Appendix B identifies those communities on a road system.

It should be understood that Project Code Red equipment is not designed for speeds over 20 miles per hour, and it is not realistic for one Project Code Red community to use Code Red Equipment to support another community. Volunteers however would be necessary to support the effort, if within a time constraint of actually putting out the fire.

In addition, it is possible that fire prevention and suppression training classes could be shared between these resources. New excess equipment could be donated or sold at reasonable cost to rural communities in the event of a remote installation closure or industrial operation shutdown or upgrade.

The fact that the State of Alaska has seen an increase in the number of wildland fires may, ironically, benefit rural Alaska communities. Recruitment of Hot Shot crews and Type II wildland firefighting crews can be opportunities to assist rural communities with

training in return for housing and equipment lay down areas.

Summary

The information provided by the communities during the interviews was remarkably similar. If one community has a complaint or problem, it is almost certain that other communities are having similar issues in regards to fire protection. The communities were united in their need for assistance with obtaining more training, funding, and equipment. Communities that are more isolated also consistently had difficulty maintaining their Project Code Red equipment.

Firefighter training typically emphasizes the basics. This tenet also applies when promoting adequate fire protection for all communities in Alaska. It may seem obvious that funding and training are needed for adequate fire protection, but it can't be stressed enough that it is these basics that are lacking in rural Alaska. Efforts to assist rural communities with fire protection should focus solely on the basics, as repeatedly identified by each community interviewed. By strengthening the basics, the rural communities will be given the tools to develop fire protection organizations that are sustainable, effective, and above all, successful in their mission to make their communities a safer place.

2. SUSTAINABLE FUNDING

Funding for small rural fire departments is usually limited to grants, donations, and fund-raisers. In very isolated communities, donations and fund-raisers are rare. Most small and rural communities in Alaska rely solely on grants to provide fire protection training and equipment; however few villages and communities are fully aware of the range of grant programs that can help them build their fire protection capabilities.

Several Alaska organizations provide services to apply for grant funding to support rural Alaska communities. Alaska Village Initiatives and Alaska Rural Development Council provided assistance in the grant application process for Project Code Red. Funding is almost entirely grant based, however Alaska Village Initiative has been successful in identifying private funding sources in the past including the Rasmussen Foundation. While these services are very important, funding availability can be unreliable due to community competition, political, and financial pressures.

An alternative to this funding source would be the establishment of a private foundation to provide these same services to both the Office of Rural Fire Protection and to the individual rural Alaska communities. Such a program has worked successfully in Northern California, with the organization assisting in acquiring grant funding from the US Fish and Wildlife Service, Bureau of Land Management, National Parks Service, and the US Forest Service. The eligible programs that this funding benefits include Fire Prevention, Hazardous Fuels Reduction, Clearing, Community Wildfire Protection Plans, and Education. This organization is essentially a one-stop shop for all available grant funding administered electronically by the California Firesafe Council. All communities in the State of California can contact this organization either directly, or online to complete the project concept paper (all agencies require the same form), application packet (again, the same for all agencies), and progress reporting, which is required by all agencies providing funding. The community or applicant submits the project concept paper to provide an overview of what they are going to do, and allows the agencies to determine eligibility. The applicant then fills out the grant application with assistance provided by the foundation and it is then submitted via the internet for all applicable grant funding.

The California Firesafe Council is funded through the National Fire Plan, the State of California (through voter approved state propositions), and through the individual communities it assists by applying a charge to the grant agencies (not the applicants) when the grants are awarded.

The Council is also funded through in-kind services with private organizations such as insurance companies, electric utilities and real estate agencies. The Council reported that in it's infancy; it invited these private organizations to a meeting to discuss what they do. The private organizations initially didn't understand the stakes they held in fire prevention until it was explained that every fire that results in a structural covered loss and the surrounding power poles and lines has a financial impact on them. Now, these private organizations provide in-kind services, primarily through communications, such as notices and brochures with monthly billings (utility bills), or information provided on insurance policies.

The California Firesafe Council's website provides instructions for individual states to implement their own local council (www.firesafecouncil.org). They also provide guidance to other states and countries on how to mirror their organization with links to fire prevention grant programs, education tools, grant writing workshops, and detailed information on how to form a Fire Safe Council. This has been successful in the State of Nevada, the countries of Australia and Russia, and initiated in the State of Oregon.

Non-Grant Funding

Other recommendations for sustainable funding include the following:

- State fire protection tax to sustain the Office of Rural Fire Protection
- Fire extinguisher servicing for commercial or public facilities provided by the local fire department for a nominal fee.
- Community/fire prevention orientation brochure at airport or city office with "This brochure is made available to you as a courtesy from the local volunteer fire department, please support the training and equipment maintenance of this organization and the printing of this brochure by providing a donation". The brochure would include information on the community: a general site map, important contact information for accommodations, food, city offices, community do's and don'ts, fire prevention, fire capabilities, reporting requirements, emergency contacts, etc.
- Community/fire prevention orientation requirement for outsiders (tourists, contractors, etc.) - minimal fee for 1/2 - 1 hour orientation on community, do's and don'ts, fire prevention, fire capabilities, reporting requirements, emergency contacts, etc. by fire department chief.
- Requirement for non-local contractors to pay a "work in community" nominal fee.

Other recommendations to assist in community fire department sustainability include requesting no-fee access and heated storage in City or Village facilities such as the Snow Removal Equipment Storage Building or City Equipment Maintenance Shop. The community of Venetie, through grant funding, has successfully implemented solar heating of their city buildings which house their fire fighting equipment. Communities should look for opportunities to decrease their operating costs wherever available. An excellent source would be a statewide alternative energy-funding source that could potentially be funded through the Denali Commission.

Grant programs

Most communities interviewed for this project did not know how their fire protection organization was funded. These communities would greatly benefit from assistance in identifying funding sources and instruction in methods of obtaining funding and grants.

The following is a list of common grant programs and funding sources that can be utilized by most communities, even those who are new to grant applications.

United States Department of Agriculture (U.S.D.A.) - Rural Development Community Facilities (CF) Grant Program – Rural Development grants are commonly used by small communities to develop essential community facilities, including fire protection facilities in rural areas and towns of up to 20,000 in population. Grants are authorized on a graduated scale. Applicants located in small communities with low populations and low incomes will receive a higher percentage of grants. Grants are available to public entities such as municipalities, counties, and special-purpose districts, as well as non-profit corporations and tribal governments. In addition, applicants must have the legal authority necessary for construction, operation, and maintenance of the proposed facility and also be unable to obtain needed funds from commercial sources at reasonable rates and terms.

Grant funds can be used to assist in the development of essential community facilities including construction; enlargement or improvements to community facilities for healthcare; public safety; and community and public services. This can include the purchase of equipment required for the operation of a facility. A grant may be made in combination with other CF financial assistance such as a direct or guaranteed loan, applicant contributions, or loans and grants from other sources.

Projects will be selected based on a priority point system. Projects that will receive priority are those that:

- **Serve small communities** - with the highest priority going to projects located in communities with a population of 5,000 or less.
- **Serve low-income communities** - with the highest priority going to projects serving communities with median household incomes below the higher of the poverty line or 60% of the State non-metropolitan median household income.
- **Provide healthcare, public safety, or public and community services**

UNITED STATES (U.S.) DEPARTMENT OF HOMELAND SECURITY

- U.S. Assistance to Firefighters Grant Community Facilities Loans and Grants Program (CFDA) (97.044) provides direct assistance to fire departments of a State or tribal nation.
- Fire Management Assistance Grant (97.046) provides grants to States, Indian tribal governments and local governments for mitigation, management and control of any fire burning on publicly (nonfederal) or privately owned forest or grassland that threatens such destruction as would constitute a major disaster.
- Reimbursement for Firefighting on Federal Property (97.016) provides that each fire service organization which engages in firefighting operations on Federal property may be reimbursed for their direct expenses and direct losses.
- The National Disaster Medical System (NDMS) is a cooperative asset-sharing program among Federal government agencies, state and local governments, and the private businesses and civilian volunteers to ensure resources are available to provide medical services following a disaster that overwhelms the local health care resources.
- State Domestic Preparedness Equipment Support Program (97.004) provides funding to the States to equip fire and emergency medical services, law enforcement agencies, and hazardous materials units to respond to a Weapons of Mass Destruction (WMD) or terrorist incident.

U.S. Department of Interior

- National Fire Plan is a joint program with the U.S.D.A., Forest Service and the National Association of State Foresters for wildland fire issues.
- Bureau of Indian Affairs (BIA) administers the Indian Community Fire Protection Program which provides funds to perform fire protection services to Indian Tribal Governments that do not receive fire protection support from State or local government (202) 208-3463.
    - Structural Fire Protection Program (SFPP) (15.064) provides funds for the installation of fire protection and prevention equipment in schools, dormitories, and other BIA facilities (505) 346-6522.

U.S. Housing and Urban Development

- Indian Community Development Block Grant (ICDBG) Program offers block grants to Indian tribes and Alaska Native villages to improve their communities including building or improving fire stations.
    - Office of Native American Programs (ONAP) distribute ICDBG funds
- State Community Development Block Grant (CDBG) Program funds provide eligible communities with annual direct grants that they can use for community projects, including fire and life safety protection.
    - State CDBG Contacts

Training Assistance

- National Fire Academy Training Assistance (97.018) covers reimbursement for the cost of transportation and a limited stipend for selected regional delivery courses throughout the nation. Presently, the program covers reimbursement for the cost of a 21-day pre-purchase, nonrefundable ticket for round-trip transportation by common carrier, or privately owned vehicle mileage reimbursement not to exceed the cost of the airline ticket, for the resident program courses at the National Fire Academy in Emmitsburg, Maryland and a limited stipend for selected regional delivery courses throughout the nation. For Resident Program courses, students are required to pay the cost of meals daily. For Regional Delivery courses, a limited stipend of up to $100 for a one-week course and up to $200 for a two-week course is provided to help offset students' transportation and lodging. Reimbursements are not made to Federal employees who are attending on behalf of their employer, employees from private industry, or foreign students. Any student who is a member of a fire department or has significant responsibility for fire prevention and control and has been accepted into an eligible course at the National Fire Academy may apply for stipend reimbursement.
- First Responder Counter-Terrorism Training Assistance (97.038) is provided through each of the 50 States through individual State fire training systems, targets for first responders, who will come into contact with and be forced to manage the consequences of terrorist acts.
- Hazardous Materials Training Program (97.020) provides funding for training in support of the emergency planning of Tribal governments, preparedness, mitigation, response, and recover capabilities. These programs provide special emphasis on emergencies associated with hazardous chemicals.
- State and Local Domestic Preparedness Training Program (97.005) enhances the capacity of State and local first responders to respond to

a WMD terrorism incident involving chemical, biological, nuclear, radiological, incendiary, and explosive devices.

- Fire Protection Program – U.S. Department of Energy - The Department of Energy (D.O.E.) Fire Protection Program is multi-faceted. It includes published fire safety directives (orders, standards, and guidance documents), a range of oversight activities, an annual fire protection program summary, and a directory of fire safety professionals. D.O.E. also sponsors fire safety conferences, various training initiatives, and a spectrum of technical assistance activities.

- Department of Health and Social Services (D.H.S.S.)/Public Health mini grant – Mini grant program provides up to $2,500 per service to be used for training, equipment, etc, or other needs. Additional aid may be available, especially for agencies deemed "in crisis".

- Other grant programs – Programs that are not specifically designated for fire department purposes can be utilized to improve fire protection capabilities, including block grants, crime control initiatives, military surplus, etc.

OTHER SOURCES

Communities can fund fire protection with a variety of methods, from taxation to investments. The following are ways that communities can obtain fire equipment and/or funding to benefit their fire protection programs:

Fees – fees for community access or services could be implemented to support fire services.

Leasing – leasing is a way for a small department to avoid a large capital outlay. Leases often can be negotiated with a right to purchase at the end.

In-kind services – many businesses and private companies are willing to donate in-kind services to support public safety projects. Examples of in-kind services are reproduction of fire safety and prevention pamphlets and public service announcements.

Local sales tax – sales taxes on various classes of goods and services sold in the community can be utilized to support fire services. Tax initiatives can be conducted for a specifically designated length of time, for instance 5 years, to meet funding goals for the fire department.

Transient tax – small communities with significant visitor and/or tourist bases can implement a variation of the local sales tax, known as a "transient tax". These taxes are tailored to raise money from visitors by applying the tax to goods and services most often utilized by visitors and tourists. This method may be particularly useful in southeast Alaska, where large numbers of tourists come by boat; or in small communities that host regular events such as the Iditarod and other activities, such as Nome.

Bonds – bonds are loans in which the principal is not paid until the end of the loan period. Bonds can be used for major improvements such as fire stations, apparatus and equipment, and usually require voter approval.

Certificates of Participation (CoP) – alternative to bonds - principal gets paid along the way instead of at the end. CoPs can be used when a jurisdiction is not allowed to issue bonds.

Traditional Borrowing – banks and lending institutions can provide loans to be used for capital improvements; however fire agencies should shop for traditional loans in a similar manner as done when borrowing for a home or auto purchase to obtain the best interest rate. Some banks will provide lower interest loans for service organizations.

Recruitment and Retention Assistance

Supporting Emergency Responders Volunteer Efforts (SERVE) Act – the SERVE Act of 2005 is a bill that has been introduced to amend the IRS Code of 1986 to allow a $1,000 refundable credit for individuals who are bona fide volunteer members of volunteer firefighting and emergency medical service organizations. This initiative could be of great assistance to lower-income rural Alaska residents who dedicate their time to fire protection, and can help rural fire departments develop interest among residents who otherwise would have little incentive to volunteer. In Alaska, EMS volunteers (who pay property taxes) receive tax breaks.

The National Volunteer Fire Council – has launched a nationwide recruitment program to increase the ranks of firefighting volunteers. States that adopt the 1-800-FIRE-LINE number simply have calls placed within the area code boundaries for their states routed to a statewide answering point. The names of prospective volunteers who call the 1-800-FIRE-LINE number are passed onto local contacts that will inform them about the emergency service opportunities in their communities. While not applicable for many Rural Alaska communities, it could be utilized as part of a local program for fire protection engineering hands-on experience. The NVFC has prepared publicity materials. Schools and libraries can receive a video about volunteer opportunities and the 1-800-FIRE-LINE program. Funding for the video production and distribution was donated by the Prudential Foundation.

3. STATE SUPPORT

Rural fire protection has presented a quandary for the State of Alaska for many years, as evidenced by the many studies performed regarding fire protection needs in rural Alaska. The State's struggles with these issues are evident; however so is its desire to help rural communities develop the capabilities necessary to respond to and avoid damaging fires. After all, one house fire in a small rural community can be financially and socially devastating. When considered on such a scale, fire protection in rural Alaska is vital to the survival of Alaskan communities.

The following are issues common to most rural villages that were interviewed for the survey:

- **Keeping Code Red and other fire equipment maintained:** The communities who had fire protection equipment all reported difficulty in maintaining it. In the case of Code Red gear, finding the funds for heated storage during winter months was difficult. As a result, the equipment was not kept properly stored and was not available when needed. Larger rural communities reported having problems funding the repair of fire apparatus. The State could promote ways in which the communities could maintain their equipment.

- **Identification of alternative heating options:** Communities having a difficult time heating their homes are stretched to their limits in coming up with additional funding to heat facilities that house fire fighting equipment. A study of solar and wind power as alternatives for heating is greatly needed.

- **Communications:** A statewide radio network, or at a minimum, a community to community radio network is needed to provide assistance to communities who need outside help

- **Grant identification and application assistance:** The communities struggle with funding, and have only a limited understanding of grants, even in the best case. The State could focus on helping the communities fund their fire protection programs.

- **Emphasis on fire protection:** The communities have difficulties motivating themselves to have

adequate fire protection. They would benefit from the establishment of a program that in effect rewards them for fire protection planning. The Code Red fire protection equipment and training has introduced the basics of fire protection in communities that otherwise would not likely have been exposed to such training. The State could improve on the program by giving rural communities more tools with which to develop their fire protection programs. For instance, the Code Red equipment could be expanded to include uniforms of T-shirts and hats, user guides and support for grants management specially tailored to the needs of rural Alaska, a scheduled follow-up visit by instructors to ensure that the Code Red equipment is being properly utilized and maintained and to assure the communities that the State maintains an active interest in their progress.

- **Training:** The more isolated communities reported difficulties in receiving the necessary training. The State could assist by providing regular regional training for fire protection organizations.

From the responses in interviews and from other reports, lack of funds dedicated to fire protection is the most significant obstacle to adequate fire protection in rural Alaska. Not only do rural residents have a hard time making ends meet, but the villages and towns of rural Alaska are rarely in the position to dedicate funds to maintaining the fire department. It seems that these communities, while recognizing the importance of fire protection, feel forced to gamble that a fire will not occur. Many respondents to interviews indicated that a fire protection program was started, but both the funding and interest necessary to maintain the equipment and train the members had waned. There is typically considerable interest in fire protection immediately following a damaging structure fire in rural Alaska – residents who must stand helpless while a neighbors house burns realize that the capability to fight fires is sorely lacking – but as time goes on after the fire, interest wanes and more pressing needs are found for the funds that could go to fire protection.

While not as significant as the loss of revenue sharing, recent changes such as the elimination of the longevity bonus for Alaska seniors make it even more difficult for residents to provide for themselves, let alone donate money for fire protection. Subsistence activities make it difficult to even donate time and effort to regular fire protection training. Until residents of rural isolated Alaska have more for themselves, it is too much to ask that they utilize the precious little that they do have to expand their fire protection capabilities. With such limited resources available, it is important for the State to support the communities in establishing solid fundamentals for rural fire protection organizations in a manner that is appropriate for them to use.

Establish an Office of Rural Fire Protection

Perhaps the single most effective way the State could assist communities in developing fire protection capabilities is the creation of a new Office of Rural Fire Protection with a community liaison position designed for the sole purpose of assisting communities with fire protection and emergency response planning. This office could provide the stability of contact with the communities, and would be able to personally assist communities by answering their questions and steering their efforts to develop fire protection organizations. Most importantly, the establishment of this office would help demonstrate to rural communities that the State has a fundamental and active interest in their well-being and progress.

The importance of having a person available to answer even the most basic of questions cannot be measured. When faced with the task of developing a fire department, a person may very likely, and very understandably, give up without a clear source of support and information. Several respondents to interviews

indicated that they had a difficult time communicating with State agencies; they couldn't reach a person who could help answer their questions, or they were faced with tasks they didn't understand, such as applying for grants or creating mitigation plans to ensure future funding. It's understandable that, without a clear set of instructions, a person might turn his or her attention to more pressing concerns. With a single point of contact, the community liaison, and with high expectation of reaching that person, communities could be assured of receiving assistance and therefore be more inclined to pursue fire protection for their residents. Rural respondents were typically very pleased to hear that the State was interested in their fire protection programs, and were anxious to see what changes the survey's results would bring.

Looking at the success of other rural Alaska training programs such as Power Generation maintenance would be helpful to identify areas where shared training costs could be implemented. If the generator maintenance staff needs extinguisher training, add the staff to the firefighters class to save in instructor costs.

Regular contact with communities can also help the State identify leaders in the community who are willing and driven to create an effective fire protection organization. The state should work closely with these individuals to ensure sustainability. A State liaison to the communities would help greatly with this task; one of the things missing in relations between the state and the communities is continuity, as evidenced by the genuine confusion expressed by survey respondents. In rural isolated and rural highway villages, no respondent was able to state clearly how he or she would contact the State for help with fire protection. This is caused in part by the dynamic nature of village governments; the contact person for fire protection in the villages might change from month to month. Encouraging the same person to continue their involvement with fire protection will be beneficial for the health of fire protection organizations in rural Alaska.

To support the proposed Office of Rural Fire Protection the following positions are recommended.

- **Program Administrator:** responsibilities include administration, research and development, and marketing/funding, staff assistance community visits, etc.

- **Administrative assistant/Grant Writer:** responsibilities would include assisting in grant preparation, scheduling training, assisting communities in setting up internet and video conferencing capabilities, training database update, recordkeeping, training recordkeeping, equipment recordkeeping, etc.

- **Clerk:** responsibilities include travel arrangements, answering phones, assisting in scheduling, etc.

- **Microcomputer Network Specialist II (Range 18-20):** responsibilities include maintenance of hub for internet training, videoconferencing equipment installation and maintenance (at hub and in communities), training database maintenance, IT duties, etc.

Due to the extensive technical nature of the Microcomputer Network Specialist position, it is recommended that candidates for this position meet the following minimum requirements:

Network/Server Admin with emphasis on Video Conferencing

Position requirements: install, configure, maintain, and troubleshoot video conferencing applications, databases, and file/print services throughout the State of Alaska. Extensive knowledge of video conferencing systems will be needed in order to contribute to specification of system architectures and requirements. Must be able to provide tech support via phone, e-mail, and in person.

- Establish performance benchmarks, and coordinate with cross-functional teams including electrical, software,

and mechanical engineers to develop and to optimize system performance. Provide guidance to development and test engineering for the design and test of systems. Installs, Develops and Configures databases that contain historical data from various sources. Performs all database administration functions for all relational databases in the Office. Participate in test and evaluation of developed systems to characterize performance and specify improvements.

- Keep up-to-date on relevant competitive solutions, products and services.
- Research, collect, and report information on the capabilities and limitations of competing solutions. Evaluate competing products for performance and cost efficiency, including teardown analysis.
- Evaluate and report on promising emerging technologies. Evaluate identified technology partnership opportunities.
- Act as technical liaison between the Office and specific external technology partners.

Minimum Qualifications:

Bachelor's Degree in EE, or equivalent, and 8 to 10 years experience developing digital and analog hardware products, including embedded systems and digital video hardware.

- One to three years as LAN Engineer, MSCE certified preferred
- Experience with Windows 2000/2003 server and Windows 2000/XP Desktops
- Experience with WINS, DNS, DHCP, and multi-domain network
- Experience with TCP/IP environment
- Possess broad knowledge of video conferencing industry products and practices. Familiarity with video compression algorithms including H.261, H.263, and H.264 (MPEG-4 AVC), and video conferencing communication protocols, is highly desirable.
- Experience with analog and digital video, audio, telecom, and high-speed interfaces are required.
- Digital signal processing, embedded-systems development, software/hardware partitioning, HDL-based FPGA development, and hardware design as an individual contributor including schematic capture, PCB development, and manufacturing productization.
- Experience with Microsoft SQL preferred.
- Proficiency in Oracle database management and development.
- Knowledge of common SQL & Oracle query tools required. Knowledge of multi-tier database structures required.
- Ability to provide technical leadership at the cross-functional level, ability to initiate informal review of ideas and objectives, and to bring together cross-functional groups for issue resolution. Must have strong verbal and written communication skills and the ability to work both independently and as a member of a small team.
- Strong analytical and problem-solving skills
- Strong written and oral communication skills
- Available to work flexible hours as required by assigned projects or system problems
- Extensive remote Alaska travel required.

Estimated costs for establishing the Office of Rural Fire Protection are provided in the following table.

Annual Budget for Office of Rural Fire Protection

TOTAL BUDGET		Estimated Costs	Comments
Personnel			
Fire Training Specialist	$	66,500.00	(salary plus 33%)
Administrative Clerk/Grant Writer	$	40,000.00	(salary plus 33%)
Clerk	$	30,000.00	(salary plus 33%)
Microcomputer Network Specialist II	$	70,000.00	(salary plus 33%)
Overtime (all positions)	$	20,000.00	
Subtotal:	**$**	**226,500.00**	
Travel			
Bi-Annual Training			
Administrative Travel	$	13,000.00	
Student Airfare	$	21,600.00	(27 per class * 2 per year)
Instructor Airfare	$	8,000.00	(2.0 per class)
Instructor Lodging	$	8,000.00	(2.0 per class)
Student Lodging	$	1,890.00	(27 per class * 2 per year)
Meals	$	1,890.00	(27 per class * 2 per year)
Instructor Airfare	$	2,000.00	(2 Instructor trainer classes)
Instructor Lodging	$	1,000.00	(2 Instructor trainer classes)
Subtotal:	**$**	**57,380.00**	
Contractual			
Classroom Rental	$	8,000.00	(2 per year)
Instructor Honorarium	$	20,000.00	(4 per year)
Instructor Honorarium	$	5,000.00	(2 Instructor trainer classes)
Office Rental	$	20,000.00	
Telecommunications	$	2,000.00	
Copying	$	1,500.00	
Printing	$	5,000.00	
Web-based training modules	$	3,100,000.00	1640 students/month, @ $160/student for 12 months (includes videoconferencing capabilities)
Video conferencing subscription	$	2,000.00	
Subtotal:	**$**	**3,163,500.00**	
Supplies			
Course Materials and Suppies	$	10,000.00	($100 per student for materials plus misc supplies)
Office Supplies	$	3,000.00	
Office Furniture	$	10,000.00	
Textbooks, Student Guides, Manuals	$	7,000.00	
Prevention Handouts	$	10,000.00	
Subtotal:	**$**	**40,000.00**	
Equipment			
Office Equipment	$	18,000.00	(computers, office machines)
Video Conferencing Equipment	$	10,000.00	
Subtotal:	**$**	**28,000.00**	
Subtotal:	$	3,515,380.00	
A factor of 10% to be applied to account for the high turnover of students.	$	351,538.00	
Total:	$	3,866,918.00	

Dedicated Funding

Another important way the State could assist communities is by dedicated funding. The State may ultimately be able to provide a stipend to the village fire chiefs to encourage their continued involvement with fire protection. Another common funding issue is that of heating costs for the storage of Code Red equipment. The communities have a difficult time paying for heating bills for Code Red gear. Several communities told interviewers about needing the gear to respond to a fire but not being able to use it because they were unable to keep it charged in the cold weather. The State may wish to consider ways to address this problem; whether it is helping the communities with grant funds for heating bills, or by modifying the Code Red training to emphasize the importance of keeping the gear warm.

Mitigation

It is recommended that the State work with the State Department of Homeland Security and Emergency Management to ensure that fire protection is considered when rural communities endeavor to create a disaster mitigation plan. By listing fire protection projects in mitigation plans, communities ensure that projects are eligible for funding under the Hazard Mitigation Grant Program, Pre-Disaster Mitigation grant programs, and other sources that require advance planning.

The State may also wish to motivate communities by requiring a fire protection plan similar to a hazard mitigation plan to be eligible for funding. Requiring a fire protection plan will ensure that communities who take part in the process have an ongoing interest in fire protection, and may be less likely to give up.

Summary

The interviews with rural communities brought to light the problems communities have had in creating their fire protection programs. Even communities who were trying to focus on fire protection simply didn't know where to go for help, how to get the information that they needed, or even how to get started figuring out what they needed. Many communities commented that they were working on getting a fire department up and running, but were usually starting over from scratch after the project had been started and dropped. Most communities interviewed expressed a desire for better fire protection, but lacked the tools to develop that capability. Every community interviewed stated it was willing to work with the State on fire protection issues, and many were eager to hear about this project and what it would mean to their communities.

From these reactions, the project team deduced that the lack of adequate fire protection in rural Alaska was not due to apathy or neglect from the communities, but rather a sense of bewilderment from being overwhelmed with the task of creating a fire department from scratch. The communities simply do not know how to get started and how to maintain their fire departments. In very rural areas, even communities with a relatively well-developed fire protection organization were not in regular contact with the State of Alaska and consequently were not able to take advantage of the State's capabilities. It is easy to forget that living in rural Alaska many times comes with communications difficulties, and for those communities information gathering can be a chore, and not just a simple matter of looking up information on the Internet.

The State can best help address the rural fire problem in Alaska by assigning an individual to conduct outreach to the rural communities with the specific aim of guiding their development of fire protection agencies. This individual would serve as the single point of contact between the State Fire Marshal's Office and the rural communities of Alaska. The VPSO position was originally intended to

fill that void, however due to extensive turnover, the focus needs to start at the State Fire Marshal's office reaching out to individual communities.

This position should be given significant priority in the hierarchy of the State Fire Marshal's Office. The establishment of this position and the requisite administrative support necessary for its implementation and maintenance would achieve the following for the State of Alaska:

- greatly simplify relations between the State and the communities
- give the communities one point of contact for all their fire protection needs, allowing them to more effectively work with the State of Alaska and giving communities a greater sense of continuity
- improve communication between the State and the rural communities of Alaska
- provide a single tracking point for information concerning fire protection in rural Alaska communities. Information and statistics would be more easily tracked, organized, and stored.
- provide a source of ongoing support for the development of effective rural fire protection organizations
- give the State Fire Marshal's Office the resources needed to provide fire protection support for all communities in Alaska
- provide an avenue to establish a Rural Fire Chiefs Association in Alaska. This association would provide needed resource networking between Rural Alaska communities.
- provide a source to develop a Rural Fire Chief Program to develop leadership capabilities in those communities without a VPSO or where the VPSO is not the volunteer fire chief.
- develop an After Action Team for incident debriefing to: identify issues; check out equipment used during the incident and ensure it is ready for use; assess and boost moral in the community if needed (many communities are devastated by the loss of one critical structure and take it's loss personally…this office could provide moral support to ensure that the community learns from the incident and can better protect themselves for the future); and complete the required reports with the community.
- establish an email list of all fire chiefs throughout the state with internet access for blanket communications.
- provide opportunities for continuing education both at the Office of Fire Protection in Anchorage and in individual communities for college interns. Young adults going to school for careers in fire protection, engineering, rural planning, or any other field could obtain credit for providing intern services such as assisting in classroom or hands on training, scheduling, records upkeep, etc. Young adults pursuing an education have incredible energy that, if appropriately channeled, would give them an opportunity to help their, or other Rural Alaska communities, as well as be involved in a possible career choice.

The person who fills the liaison position should be experienced with the culture of rural Alaska and be experienced in community outreach as well as knowledgeable about fire protection. This position also requires a familiarity with fire training, with particular emphasis on fire training for rural and isolated communities. The liaison should work closely with Project Code Red instructors to ensure that rural communities receive the support they need to develop adequate fire protection. The liaison will need full-time administrative support and should be responsible for keeping and maintaining statistics on all rural Alaskan communities, their fire protection capabilities, and their levels of training, as well as

coordinating the development of rural fire protection organizations. The liaison should serve as the one point of contact to the rural communities to foster a sense of continuity and familiarity,

The communities of rural Alaska should not be left to fend for themselves in the face of growing losses from fire. The State of Alaska can assist rural communities by providing them with a source of information about fire safety, and by taking active steps to conduct outreach to communities that need assistance.

4. LEVEL I ISOLATED

Personnel

Every Level I Isolated Village should have:

1. A person identified to coordinate Fire Department activities who is designated the Fire Chief;
2. A defined number of personnel designated by the Fire Chief as the desired numbers of staff, including firefighters, officers, and administrative staff;
3. A State Certified Instructor (Level I), qualified to instruct courses in basic firefighting equipment and techniques such as pump operation, donning/doffing personal protective gear, proper storage and maintenance of fire protection equipment, and other basic tasks;
4. A minimum of monthly contact with State of Alaska Fire Marshal's Office; and
5. Documented meetings and/or training sessions with fire department members on a minimum bi-monthly basis.

Training

Every Level I Isolated Village needs:

1. Training for fully vested members of the department including:
   a. Code Red equipment training
   b. Rural Basic Firefighter certification
   c. Basic Incident Command System knowledge
2. Documented schedule or training plan for new members so that they achieve fully vested status within one year of joining the fire department;
3. Schedule or training plan to ensure that members' training stays up-to-date and current; and
4. Schedule or training plan to provide opportunity to further members' education and training beyond basic requirements for fully vested membership.

Communications

Every Level I Isolated village should have:

1. A minimum of one two-way hand-held radio designated for emergency communications for each member of the fire department; and
2. A reliable means by which to communicate with outside agencies; i.e. phone, fax, e-mail, radio.

Facilities, Equipment and Supplies

Every Level I Isolated Village should have:

1. Project Code Red equipment, in good repair, fully charged and adequately maintained;

2. Adequate storage facility for Project Code Red equipment, including heated storage during winter months;

3. The means by which to relocate Project Code Red equipment when needed; whether by boat, four-wheeler, snowmobile, or motor vehicle (fire fighters must always put their community first, and must not remove Project Code Red or other fire fighting equipment that would protect their community in the event of a fire… even in the event of a nearby communities fire).

4. The means by which to maintain or repair all Project Code Red fire protection equipment (if other equipment is used, a means by which to maintain that equipment); and

5. Records of all equipment and supplies received by, donated to, or purchased by the fire department, including the disposition and condition of all such supplies, to whom they were issued (if applicable) and when they are due for replacement or maintenance.

External Support Services

Every Level I Isolated Village should have:

1. Clearly posted and accurate, up-to-date contact information for agencies able to give outside support. Outside support should include mutual aid, state, and federal support.

Coordinated Record Keeping

Every Level I Isolated Village should have:

1. Documented records of all fire department activities, including training, call-outs, meetings, fund-raising, and other activities.

2. Annual review of records with State Fire Marshal's Office.

Public Information and Education

Every Level I Isolated Village should have:

1. Readily available public education information about the following fire protection topics:

   a. basic fire safety

   b. prevention, detection (smoke alarms, etc.) and open flame (smoking, cooking, candles, etc.) safety

   c. rural Alaska fire statistics

2. Instruction available to community members for the use of fire extinguishers.

Evaluation

Every Level I Isolated Village should:

1. Collect information from every fire department response for evaluation, including:

   a. response time from alert to arrival on scene

   b. number of responders

   c. outcome of response

   d. injuries or fatalities

   e. property damage

2. Collect information at every fire department meeting including:

   a. number of participants

   b. participant's names and level of training

3. Keep an accurate training log indicating each member of the department, their level of training, and their participation in fire department activities; and

4. Using the information obtained, conduct a yearly evaluation of fire department activities to determine their effectiveness. Evaluations should be conducted with the assistance of the Alaska State Fire Marshal's office and should feature an emphasis on continued improvement.

Disaster Response

Every Level I Isolated Village should have:

1. Contingency supplies for the population of the village, including food, water, clothing, and heating fuel for the minimum length of time outside help can reach the village;

2. A plan in place for sheltering the community's residents with adequate supplies and heat; and

3. An emergency/disaster plan that includes:

   a. sheltering plans and information

   b. public alert and warning plans

   c. contact information for outside assistance

   d. detailed roles for personnel such as communications officer, incident commander, etc.

Mutual Aid Agreements

Every Level I Isolated village should have:

1. Identified sources of mutual aid, if any;

2. Contact information for mutual aid sources; and

3. In the absence of mutual aid, information necessary to contact outside assistance.

5. LEVEL I HIGHWAY

Personnel

Every Level I Highway Village should have:

1. A person identified to coordinate Fire Department activities who is designated the Fire Chief;

2. A defined number of personnel designated by the Fire Chief as the desired numbers of staff, including firefighters, officers, and administrative staff;

3. A State Certified Instructor (Level I), qualified to instruct courses in basic firefighting equipment and techniques such as pump operation, donning/doffing personal protective gear, proper storage and maintenance of fire protection equipment, and other basic tasks;

4. A minimum of quarterly contact with State of Alaska Fire Marshal's Office; and

5. Documented meetings and/or training sessions with fire department members on a minimum bi-monthly basis.

Training

Every Level I Highway Village needs:

1. Training for fully vested members of the department including:

   a. Code Red equipment training

   b. Rural Basic Firefighter certification

c. Basic Incident Command System knowledge

2. Documented schedule or training plan for new members so that they achieve fully vested status within one year of joining the fire department;

3. Schedule or training plan to ensure that members' training stays up-to-date and current; and

4. Schedule or training plan to provide opportunity to further members' education and training beyond basic requirements for fully vested membership.

Communications

Every Level I Highway village should have:

1. A minimum of one two-way hand-held radio designated for emergency communications for each member of the fire department; and

2. A reliable means by which to communicate with outside agencies; i.e. phone, fax, e-mail, or radio.

Facilities, Equipment and Supplies

Every Level I Highway Village should have:

1. One emergency response vehicle in operable highway condition, available for emergency response and/or training;

2. Project Code Red equipment, in good repair, fully charged and adequately maintained;

3. Adequate storage facility for Project Code Red equipment, including heated storage during winter months;

4. The means by which to relocate Project Code Red equipment when needed; whether by boat, four-wheeler, snowmobile, or motor vehicle;

5. The means by which to maintain or repair all fire protection equipment; and

6. Records of all equipment and supplies received by, donated to, or purchased by the fire department, including the disposition and condition of all such supplies, to whom they were issued (if applicable) and when they are due for replacement or maintenance.

External Support Services

Every Level I Highway Village should have:

1. Clearly posted and accurate, up-to-date contact information for agencies able to give outside support; and

2. Accurate, up-to-date information on closest communities accessible by road, including their contact information and support capabilities.

Coordinated Record Keeping

Every Level I Highway Village should have:

1. Documented records of all fire department activities, including training, call-outs, meetings, and other activities; and

2. Annual review of records and debriefing with Alaska State Fire Marshal's office.

Public Information and Education

Every Level I Highway Village should have:

1. Readily available public education information about the following fire protection topics:

a. basic fire safety

b. prevention, detection (smoke alarms, etc.) and open flame (smoking, cooking, candles, etc.) safety

c. rural Alaska fire statistics

2. Instruction available to community members for the use of fire extinguishers; and

3. Vehicle safety, especially for children.

Evaluation

Every Level I Highway Village should:

1. Collect information from every fire department response for evaluation, including:

   a. response time from alert to arrival on scene

   b. number of responders

   c. outcome of response

   d. injuries or fatalities

   e. property damage

2. Collect information at every fire department meeting including:

   a. number of participants

   b. participant's names and level of training

3. Keep an accurate training log indicating each member of the department, their level of training, and their participation in fire department activities; and

4. Using the information obtained, conduct a yearly evaluation of fire department activities to determine their effectiveness. Evaluations should be conducted with the assistance of the Alaska State Fire Marshal's office and should feature an emphasis on continued improvement.

Disaster Response

Every Level I Highway Village should have:

1. Contingency supplies for the population of the village, including food, water, clothing, and heating fuel for the minimum time frame in which help can reach the village;

2. A plan in place for sheltering the community's residents with adequate supplies and heat; and

3. An emergency/disaster plan that includes:

   a. sheltering plans and information

   b. public alert and warning plans

   c. contact information for outside assistance

   d. detailed roles for personnel such as communications officer, incident commander, etc.

   e. evacuation plan

Mutual Aid Agreements

Every Level I Highway village should have:

1. Identified sources of mutual aid, if any;

2. Accurate and up-to-date information on any mutual aid sources, including contact information, capability, distance by road, and response time; and

3. In the absence of mutual aid, information necessary to contact outside assistance.

6. LEVEL II ISOLATED SUBREGIONAL

Personnel

Every Level II Isolated Sub-Regional Community should have:

1. A person identified to coordinate Fire Department activities who is designated the Fire Chief;
2. A defined number of personnel designated by the Fire Chief as the desired numbers of staff, including firefighters, officers, and administrative staff;
3. A State Certified Instructor (Level I) qualified to instruct courses in basic firefighting equipment and techniques such as pump operation, donning/doffing personal protective gear, proper storage and maintenance of fire protection equipment, and other basic tasks;
4. A sufficient number of line officers who are trained to the equivalent of State of Alaska Firefighter I certification;
5. A minimum of ten percent of fire department members trained to Emergency Medical Technician (EMT) I or above;
6. A minimum of quarterly contact with State of Alaska Fire Marshal's Office;
7. Documented meetings and/or training sessions with fire department members on a minimum monthly basis. Each member should be required to attend 75% of training with exceptions granted only by the Fire Chief or Training Officer;
8. A formal program designed to promote membership in the fire department to the community's residents. The program may include outreach, advertising, open house events, etc; and
9. Records of each member's participation in fire department activities, including emergency response, training, and outreach activities.

Training

Every Level II Isolated Sub-Regional Community needs:

1. Training for fully vested members of the department including:
   a. Firefighter I Certification
   b. Basic Incident Command System knowledge
   c. Training on all apparatus and equipment operated by the department, including Personal Protective Equipment and SCBA
2. Documented schedule or training plan for new members so that they achieve fully vested status within one year of joining the fire department;
3. Training plan for fully vested members so that they may pursue and achieve State of Alaska Firefighter I certification within two years of beginning such training (NFPA minimum for entry level). All members should participate in interior attack training when available;
4. Schedule or training plan to ensure that members' training stays up-to-date and current;
5. Schedule or training plan to provide opportunity to further members' education and training beyond basic requirements for fully vested membership, to include but not be limited to Firefighter I certification, Emergency Medical Technician (EMT)

certification, advanced firefighting techniques and skills, etc;

6. Monthly training sessions for all members of the department, at a minimum;

7. A minimum of bi-annual training events presented by instructors approved by the State of Alaska Fire Marshal's Office. These events should be full-scale and should involve practical skills and training that cannot be achieved in monthly training sessions. This bi-annual training may include burn buildings, full-scale vehicle extrication training, live fire training, etc;

8. Communications training for each member of the department, including radio protocol and dispatch training; and

9. Training for all members on all fire apparatus operated by the department, including driver training, pump operation, and other skills necessary to safely and effectively utilize the apparatus.

Communications

Every Level II Isolated Sub-Regional Community should have:

1. A minimum of one two-way hand-held radio designated for emergency communications for each member of the fire department;

2. A dispatch center, manned during emergencies and/or call-outs, with radio, phone, and fax capability, from which to coordinate response;

3. A reliable means by which to communicate with outside agencies; i.e. phone, fax, e-mail, radio; and

4. A minimum of one two-way radio for each apparatus and emergency vehicle operated by the department.

Facilities, Equipment and Supplies

Every Level II Isolated Sub-Regional Community should have:

1. One full-size pumper, in good repair and operable condition;

2. If hydrants are not already available, one full-size tanker, in good repair and operable condition;

3. The means by which to transport all responding members to the emergency scene, including fire apparatus and personal vehicles;

4. The means by which to maintain or repair all fire protection equipment;

5. Maintenance records for all apparatus operated by the department;

6. Replacement schedule for all apparatus operated by the department; and

7. Records of all equipment and supplies received by, donated to, or purchased by the fire department, including the disposition and condition of all such supplies, to whom they were issued (if applicable) and when they are due for replacement or maintenance.

External Support Services

Every Level II Isolated Sub-Regional Community should have:

1. Clearly posted and accurate, up-to-date contact information for agencies able to give outside support;

2. Accurate, up-to-date information on closest communities accessible by road, including their contact

information and support capabilities; and

3. Mutual aid agreements with neighboring communities, if applicable.

Coordinated Record Keeping:

Every Level II Isolated Sub-Regional Community should have:

1. Documented records of all fire department activities, including training, call-outs, meetings, and other activities; and

2. Bi-annual review of records with Alaska State Fire Marshal's office.

Public Information and Education:

Every Level II Isolated Sub-Regional Community should have:

1. Readily available public education information about the following fire protection topics:

   a. basic fire safety

   b. prevention, detection (smoke alarms, etc.) and open flame (smoking, cooking, candles, etc.) safety

   c. rural Alaska fire statistics

2. Instruction available to community members for the use of fire extinguishers;

3. A community outreach program, presenting information to residents about fire safety and other topics of interest. This program could be in the form of a Web site, community meetings and fire department open houses, or outreach performed by fire department members to educate the community; and

4. An outreach program by which the department actively encourages all households to have fire extinguishers and smoke alarms.

Evaluation

Every Level II Isolated Sub-Regional Community should:

1. Collect information from every fire department response for evaluation, including:

   a. response time from alert to arrival on scene

   b. number of responders

   c. outcome of response

   d. injuries or fatalities

   e. property damage

2. Collect information at every fire department meeting including:

   a. number of participants

   b. participant's names and level of training

3. Keep an accurate training log indicating each member of the department, their level of training, and their participation in fire department activities; and

4. Using the information obtained, conduct a yearly evaluation of fire department activities to determine their effectiveness. Evaluations should be conducted with the assistance of the Alaska State Fire Marshal's office and should feature an emphasis on continued improvement.

Disaster Response

Every Level II Isolated Sub-Regional Community should have:

1. Clearly identified hazards that face the community;
2. Contingency supplies for the population of the community, including food, water, clothing, and heating fuel for the minimum time frame in which help can reach the Community;
3. A plan in place for sheltering the community's residents with adequate supplies and heat for the minimum time for outside help to reach the community; and
4. An emergency/disaster plan that includes:
    a. sheltering plans and information
    b. public alert and warning plans
    c. contact information for outside assistance
    d. detailed roles for personnel such as communications officer, incident commander, etc.
    e. evacuation plan

Mutual Aid Agreements

Every Level II Isolated Sub-Regional Community should have:

1. Identified sources of mutual aid, if any;
2. Accurate and up-to-date information on any mutual aid sources, including contact information, capability, distance by road, and response time;
3. In the absence of mutual aid, information necessary to contact outside assistance; and
4. In the case of readily available mutual aid, at least bi-annual training sessions with members of all departments included in mutual aid agreement. These training sessions should focus on coordinating response and should give fire department members the opportunity to work closely with members of other departments.

7. REFERENCES

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APPENDIX A – COMMUNITY CLASSIFICATION

For the purposes of this project, communities in Alaska have been classified as follows:

COMMUNITY TYPE	POPULATION	FIRE SERVICES	ACCESS
LEVEL I **Isolated Village**	Approx. 50-1,000 in immediate community	No organized fire department or brigade, or fire brigade with Rural Basic Firefighter training, Code Red training, or less	Limited air or marine highway access to a Level III or higher community; road access exceeds 60 miles
Highway Village	Approx. 50-1,000 in immediate community	No organized fire department or brigade, or fire brigade with Rural Basic Firefighter training, Code Red training, or less	Limited air or marine highway access to a Level III or higher community; year-round road access to a Level III community is 60 minutes or less
LEVEL II **Isolated Sub-Regional Community**	Approx. 500-3,000 in immediate community	Usually has an established fire department of mostly volunteer responders; has capabilities and training exceeding Rural Basic Firefighter and Code Red training standards	Daily marine highway or air access to closest Level III or higher community; air service to Level I communities
Highway Sub-Regional Community	Approx. 500-3,000 in immediate community	Usually has an established fire department of mostly volunteer responders; has capabilities and training exceeding Rural Basic Firefighter and Code Red training standards	Daily marine highway or air access to closest Level III or higher community; air service to Level I communities in area, year-round road access from a Level III community is less than 60 minutes
LEVEL III **Large Town or Regional Center**	Approx. 2,000-10,000 in immediate community	Well-established fire department, usually with a mix of career and volunteer responders; capabilities and training of most established members is commensurate with State of Alaska Firefighter I standards	Daily airline service to Level III, IV, and V communities; road or marine highway access all year
LEVEL IV **Small City**	Approx. 10,000-100,000 in immediate community, providing services to a larger regional population	Well-established fire department, with a mix of career and volunteer responders; capabilities and training of most established members is commensurate with State of Alaska Firefighter I standards	Daily airline service to Level II, III, IV & V communities; road or marine highway access all year
LEVEL V **Urban Center**	Approx. over 100,000 in immediate community, providing services to a statewide population	Well-established fire department staffed with career firefighters, line officers, and command staff; all members trained to a minimum of State of Alaska Firefighter I standard, with many responders with additional training	Daily airline service to Level II, III, IV & V communities; road or marine highway access all year

APPENDIX B – COMMUNITY INFORMATION

The following Table identifies all rural Alaska communities (populations less than 3,000), Project Code Red communities, populations, road access, and fire department resources.

Alaska Community Information

Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Adak (military)	Adak FD	Level II - Isolated Towns or Sub-Regional Community	69	City/Adak VFD/ EMS (907-592-4145)					
Akhiok	Akhiok VFD	Level I - Isolated Village	56	State VPSO; City/Akhiok VFD (907-836-2213), (Clinic 907-836-2230)	x				
Akiachak	Akiachak VFD	Level I - Isolated Village	618	State VPSO; Village/Akiachak VFD (907-825-4313); Village Public Safety Building, Vehicles & Ambulance					A State-owned 1,649' long by 40' wide gravel airstrip and public seaplane facilities provide scheduled and chartered services year-round to Akiachak. Relocation of the airport is planned for the future. Arctic Circle Air Service, Grant Aviation and Hageland Aviation offer passenger flight service. Boats, snowmachines and ATVs are used extensively by locals on the Kuskokwim River. A winter trail exists to Bethel (19 mi.) Barges deliver bulk fuel and supplies during the summer.
Akiak	Akiak VFD	Level I - Isolated Village	367	City/Akiak Volunteer Fire (765-7411)		No	Yes		The Airport has a gravel runway in good condition, it measures 3,196' long by 75' wide, at an elevation of 30'. The strip provides chartered or private air access year-round. Arctic Circle Air Service, Grant Aviation and Hageland Aviation offer passenger flight service. Snow machines, ATVs and skiffs are used extensively for local transportation to nearby villages. There are no docking facilities.
Akutan	Akutan VFD	Level II - Isolated Towns or Sub-Regional Community	771	State VPSO & City/Akutan VFD (698-2227)	x				
Alakanuk	Alakanuk VFD	Level I - Isolated Village	667	City/Alakanuk VFD (238-3313); City Fire Station		No	Yes		A State-owned 2,200' long by 55' wide gravel airstrip is available. An airport relocation project is underway, due to erosion. Grant Aviation, Hageland Aviation and Tanana Air Service offer passenger flight service. Alakanuk is easily accessible from the Yukon River and Bering Sea by barge and riverboat. Most passengers and mail arrive by air. There are no roads connecting Alakanuk with other population centers in the region, but ice roads are used in winter. Snowmachines and boats are used for local travel.
Alatna			32	None; utilize State VPSO in Allakaket		No	Yes		Alatna has no road link, but winter trails connect it with Hughes, Bettles and Tanana. River transportation is important during the summer. A state-owned 3,500' lighted runway is accessible year-round in Allakaket. There is no barge service due to shallow water.
Alcan Border		Level I - Isolated Village	19	Alcan Rescue (774-2000/2252/883-5111)		Yes	No	Alcan Highway	The Alcan Highway connects through Whitehorse, Yukon, Canada to the lower 48 states, or through Tok to Fairbanks or Anchorage. An airstrip is available.
Aleknagik	Aleknagik VFD	Level I - Highway Village	219	State VPSO; Aleknagik First Responders Group (842-2085); City/Aleknagik VFD (842-2189); City Ambulance, Fire Hall & Fire Truck		No	Yes		Aleknagik is the only regional village with a road link to Dillingham, a 25-mile road which connects the south shore. The "New Aleknagik" airport is a State-owned 2,070' long by 90' wide gravel airstrip located on the north shore, and regular flights are scheduled through Dillingham. The north shore of the lake is not road accessible; residents use skiffs to travel to town on the south shore. Moody's Aleknagik Seaplane Base, also on the north shore, accomodates float planes. There are two additional airstrips, the public Tripod Airport, a 1,250' turf-gravel airstrip located 2 miles southeast of Aleknagik, and the 7th Day Adventist's Mission School Airport, a 1,200' gravel/dirt airstrip with a crosswind runway. The State owns and operates a 100' dock on the north shore of Aleknagik Lake. A breakwater, barge landing, boat launch ramp and boat lift are available on the north shore. Vehicles, skiffs, ATVs and snowmachines are the most frequent means of local transportation.
Aleneva			40	None					

Alaska Community Information

Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Allakaket	Allakaket VFD	Level I - Isolated Village	90	City/State VPSO (968-8001)		No	Yes		Allakaket has no road link, but winter trails connect it with Hughes, Bettles and Tanana. River transportation is important in summer, but there is no commercial barge access due to shallow water. A State-owned 4,000' long by 100' wide gravel runway is accessible year-round. A $6 million airport improvement began construction in 1997. Arctic Circle Air Service, Frontier Flying Service, Larry's Flying Service, Servant Air, Tanana Air Service, Warbelow's Air Ventures, and Wright Air Service offer passenger flight service.
Ambler	Ambler VFD	Level I - Isolated Village	274	City/State VPSO; City/Ambler VFD (445-3222); Project Code Red Equipment	x	No	Yes		Ambler's major means of transportation are by barge, plane, small boat and snowmachine. There are no roads linking the City to other parts of the state. A State-owned 3,000' long by 60' wide lighted gravel airstrip, with a 2,400' long by 60' wide gravel crosswind airstrip, is located one and a half miles from the City. Bering Air, Hageland Aviation, Tanana Air Service and Warbelow's Air Ventures offer passenger flight service. In addition, daily scheduled services are provided out of Kotzebue, and air taxis provide charter flights. The airstrip has recently undergone major improvements. Crowley Marine Services barges fuel and supplies to Ambler each summer. Boats are used for inter-village travel and subsistence activities. ATVs and snowmachines are commonly used in winter.
Anaktuvuk Pass	Anaktuvuk Pass VFD	Level I - Isolated Village	300	Borough/Anaktuvuk Pass VFD (661-3529/852-0234)					
Anderson	Anderson FD	Level I - Isolated Village	546	City/Anderson VFD/EMS/Ambulance (582-2500/582-0911); MP 270 Parks Hwy., MP 280 Parks Hwy., Clear Air Station Fire/Ambulance (585-6432)		Yes	No	George Parks Highway	The George Parks Highway provides access to Anchorage and Fairbanks. The Alaska Railroad serves Anderson and Clear. A State-owned 4,000' lighted asphalt runway is located at Clear Airport, 4 miles south of town along the access road. Charters and private aircraft serve the airstrip. A private 2,500' dirt strip is located at Clear Sky Lodge. Lost Slough, a large slough of the Nenana River is located less than a mile west of town. It is used for fishing, but the river is too shallow for cargo transportation.
Andreafsky			137	St. Mary's VFD					
Angoon	Angoon VFD	Level I - Isolated Village	481	City Public Safety Dept./Angoon VFD (788-3724/ 3411); City Fire Hall, Ambulance					
Aniak	Aniak VFD	Level II - Isolated Towns or Sub-Regional Community	532	City/Aniak VFD (675-4601); City Fire Station		No	Yes		Access to Aniak is limited to air and water. The State-owned airport has an asphalt runway that is 6,000' long by 150' wide, is lighted, and is equipped for instrument approaches. Regular flights are provided by several carriers, including charter operators. Major airport improvements were recently completed. Float planes can also land on Aniak Slough. Fuel and supplies are brought in by barge during the summer; other goods are delivered by air year-round. There is no road connection to other villages, although trails and the frozen river are used by snowmachines during winter. A winter trail is marked to Kalskag (15 mi.) The community has requested construction of a road to Chuathbaluk.
Anvik	Anvik VFD	Level I - Isolated Village	101	State VPSO; City/Anvik Volunteer Fire (663-6314); City Fire Station; Project Code Red Equipment	x				
Arctic Village	Arctic Village VFD	Level I - Isolated Village	146	Village/Arctic Village VFD (587-5328)					
Atka	Atka VFD	Level I - Isolated Village	92	City/Atka VFD (839-2214)					

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Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Atmautluak	Atmautluak VFD	Level I - Isolated Village	285	State VPSO; Village/Atmautluak VFD (553-5775); Project Code Red Equipment	x?	No	Yes		A State-owned 2,000' long by 25' wide gravel airstrip is available for chartered or private planes year-round. Major improvements to the runway, taxiway and apron are currently underway. Locals use skiffs in the summer to travel to Bethel and other area villages, and snowmachines, ATVs and dog sleds are used in the winter. A winter trail exists to Nunapitchuk (7.0 mi.)
Atqasuk	Atqasuk VFD	Level I - Isolated Village	247	Borough/Atqasuk VFD (633 6814); Borough Public Safety Building					
Attu Station			17	U.S.C.G. staff					
Bear Creek	Bear Creek Fire/EMS Dept.	Level II Sub-Regional Community	1897	Bear Creek Volunteer Fire & EMS, Inc. (224-3345/3338); Seward Volunteer Ambulance Corps (224-3987)		Yes	No	Seward Highway	Bear Creek is connected to the Alaska Highway system by the Seward Highway. The Seward airport also provides daily air services and charters. The Port of Seward serves cruise ships, the State Ferry, cargo barges and ocean freighters from Seattle and overseas. Its small boat harbor has moorage and two boat launch ramps. The Alaska Railroad provides over 1.4 billion pounds of cargo transit each year, importing cargo for the Interior and exporting coal to the Pacific Rim.
Beaver	Beaver VFD	Level I - Isolated Village	67	Volunteer Fire (628-6126); Project Code Red Equipment	x				
Beluga			26	Tyonek Volunteer Rescue Squad (585-2271)					
Bettles	Bettles VFD	Level I - Isolated Village	31	City/Bettles VFD (692-5191); Fire Hall		No	Yes		During four months of the year the Bettles Winter Road, a 30-mile winter trail, gives residents access to the Dalton Highway, which leads to Fairbanks. The Koyukuk River is used in the summer, but no commercial barge is available. The State-owned airport is classified as a transport center, with a manned FAA contract weather station, a 5,200 long by 150' wide gravel runway and a float pond. Trucks, cars, snowmachines and ATVs are used for local transportation.
Big Delta		Level II - Isolated Towns or Sub-Regional Community	736	Rural Deltana Volunteer Fire (907-895-5036);		Yes	No	Richardson Highway	An airstrip is available nearby at Delta Junction for chartered or private aircraft.
Birch Creek	Birch Creek VFD		43	Volunteer Fire (221-2314)					
Brevig Mission	Brevig Mission FD	Level I - Isolated Village	319	City/Brevig Mission VFD (642-3851); Project Code Red Equipment	x				
Buckland	Buckland VFD	Level I - Isolated Village	437	City/Buckland VFD (494-2121); Project Code Red Equipment	x	No	Yes		Buckland's major means of transportation are plane, small boat, barge and snowmachine; there are no roads outside of the village. Buckland has a State-owned 3,200' long by 75' wide gravel airstrip which serves a number of scheduled and chartered flights. Crowley Marine barges in fuel, and various lighterage companies deliver cargo and supplies each summer.
Buffalo Soapstone		Level II - Sub-Regional Community	744	Borough Fire		Yes	No	Glenn Highway	Buffalo Soapstone is located off of the Glenn Highway. Commercial airlines serve the Anchorage International Airport, but the Palmer Municipal Airport supports private and chartered services. There are seven additional privately-owned airstrips in the vicinity. Float planes may land at nearby Finger Lake or Wolf Lake. The Alaska Railroad connects Palmer to Whittier, Seward or Anchorage for ocean freight delivery.
Butte	Butte VFD	Level I - Highway Village	2963	Borough/Butte VFD (373-8800/745-4221); Station 21, Wm. Barnhardt Fire Hall, Mile 13 Old Glenn Hwy.		Yes	No	Old Glenn Highway	Butte lies along the Old Glenn Highway. An 1,800' long by 50' wide public airstrip is available, owned and operated by the Butte Airman's Association. Railroad and other means of transportation are also accessible in Palmer and Anchorage.

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Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Cantwell	Cantwell VFD	Level I - Isolated Village	220	Borough/Cantwell VFD (768-2162/768-2982); Fire Hall		Yes	No	George Parks Highway	Cantwell is accessible by road, rail and air. The George Parks Highway connects to Fairbanks and Anchorage, and the Denali Highway links Denali Park with the Richardson Highway during summer months only. There are two privately-owned airstrips; Cantwell Heights Property Owners operate a 2,080' long by 70' wide gravel airstrip for public use. A privately-owned helipad is also available at the Igloo. The Alaska Railroad still provides train service.
Central		Level I - Isolated Village	102	Central Rescue Squad (520 5330/520-5228)		Yes	No	Steese Highway	The community is on the Steese Highway, which accesses Fairbanks. Year-round maintenance by the Department of Transportation enabled goods to be delivered on a regular schedule by truck. A State-owned 2,700' long by 60' wide gravel airstrip is available. Boats are used for recreation and fishing. Snowmachines and dog sleds are also used.
Central			102	Central Rescue Squad (520 5330/520-5228)					
Chalkyitsik	Chalkyitsik VFD	Level I - Isolated Village	84	Volunteer Fire (848-8117/8212)					
Chase		Level I - Isolated Village	27	Borough/Station 111 at Mile 14 Talkeeta Spur Rd. or Station 112, Mile 97 Parks Hwy.					
Chefornak	Chefornak VFD	Level I - Isolated Village	439	City Volunteer Fire (867-8528); Public Safety Building					
Chenega Bay	Chenega Bay VFD	Level I - Isolated Village	81	Chenega Bay EMS (clinic 573-5129)	**x?**				
Chevak	Chevak VFD	Level I - Isolated Village	899	State VPSO; City/Chevak VFD (858-7012); City Public Safety Building					
Chickaloon	Chickaloon Fire Service	Level I - Highway Village	298	Borough/Sutton Volunteer Fire Dept., Mile 61 Glenn Hwy.		Yes	No	Glenn Highway	Chickaloon is accessible by the statewide highway system and a local road network. Goods are most often brought in from the Palmer/Wasilla area or Anchorage. Glenn Transport provides a scheduled freight service and Alaska Direct operates a scheduled passenger service providing flag stop bus service on its route between Anchorage and Valdez. There are several private airstrips in the community.
Chicken		Level I - Isolated Village	21	n/a		Yes	No	Taylor Highway/Top of the World Highway	Chicken is accessible by road only during summer months, from Tok, Alaska via the Taylor Highway, or Dawson City in the Yukon Territory via the Top of the World Highway. A State-owned gravel airstrip measuring 2,500' long by 60' wide is available.
Chignik	Chignik Bay VFD	Level II - Isolated Towns or Sub-Regional Community	92	City/Chignik Bay VFD; City Firehall; City Emergency Shelter					
Chignik Lagoon	Chignik VFD	Level I - Isolated Village	81	Chignik Lagoon First Responder Group (840-2248)					
Chignik Lake	Chignik Lake VFD	Level I - Isolated Village	113	Chignik Lake Rescue Squad (845-2245)	**x**				
Chiniak		Level I - Isolated Village	51	Chiniak EMS (486-9800/9827)					
Chisana			9	n/a					
Chistochina	Chistochina VFD	Level I - Isolated Village	101	Copper River EMS Council (822-3671);	**x**	Yes	No	Glenn Highway/ Richardson Highway	Chistochina is accessible year-round by the Glenn and Richardson Highways via the Tok Cutoff. Small aircraft may land at a State-owned 2,060' long by 90' wide turf/gravel airstrip.

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Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Chitina	Chitina VFD	Level I - Isolated Village	118	Chitina VFD (823-2263/2250); Copper River EMS Council (822-3671)	x	Yes	No	RichardsonHighway/ Edgerton Highway	The Edgerton Highway and Richardson Highway link Chitina with the rest of the state road system. The State owns the Chitina Airport, with a 2,850' long by 75' wide gravel airstrip, 5 miles north of town along the Edgerton Highway.
Chuathbaluk	Chuathbaluk FD	Level I - Isolated Village	105	Volunteer Fire Dept; Fire Hall		No	Yes		The Kuskokwim River serves as the major carrier for supply barges from Aniak and Bethel, skiffs and float planes. A 1,560' long by 45' wide State-owned gravel airstrip is located one mile north of the village, with scheduled air service. In the winter, skiplanes land on the frozen river and vehicles are sometimes driven on the ice road to neighboring communities.
Circle	Circle VFD	Level I - Isolated Village	99	Circle Volunteer Fire (773-8776); Fire Station; Central Rescue Squad (520-5451/5228)		Yes	No	Steese Highway	Circle has direct road access to Fairbanks by way of the Steese Highway. Barges deliver goods by the Yukon River during summer. Residents use ATVs, snowmobiles and dog sleds for recreation and subsistence activities. A new State-owned 3,000' long by 60' wide, lighted gravel airstrip is available. Float planes land on the River.
Clam Gulch	Clam Gulch VFD	Level I - Highway Village	164	Borough/Clam Gulch VFD (262-9301); Central Emergency Services (CES) Fire/Rescue/EMT		Yes	No	Sterling Highway	The Sterling Highway provides access to Anchorage and beyond. Nearby Kenai offers an airport and docking facilities.
Clark's Point	Clarks Point VFD	Level I - Isolated Village	62	City/Clark's Point VFD (236-1221); Project Code Red Equipment; Clark's Point First Responders	x				
Coffman Cove	Coffman Cove VFD	Level I - Isolated Village	177	Coffman Cove Fire/EMS (329-2209/2213/2302); Prince of Wales Island Area EMS (826-2367/3330)					
Cohoe		Level I - Highway Village	1312	Central Emergency Services (262-4792/4453)		Yes	No	Sterling Highway	The Sterling Highway provides access to Anchorage. Kenai offers an airport and docking facilities.
Cold Bay	Cold Bay VFD	Level I - Isolated Village	89	State DOT/City Fire & Rescue					
Coldfoot		Level I - Isolated Village	11	n/a		Yes	No	Dalton Highway	Coldfoot is located on the Dalton Highway. There is a State-owned 4,000' long by 100' wide gravel runway.
Cooper Landing	Cooper Landing VFD	Level I - Highway Village	351	Cooper Landing Volunteer Ambulance/Rescue (595-1633/595-1800); Borough Central Emergency Services (CES) Fire/Rescue/EMT Building		Yes	No	Sterling Highway	The Sterling Highway provides access to Anchorage and beyond. Kenai offers air transportation and docking facilities. A privately-owned boat launch is available. The State-owned Quartz Creek Airport provides a 2,200' long by 60' wide gravel runway, and float planes may land at Cooper Lake.
Copper Center		Level I - Isolated Village	445	Copper River EMS Council (822-3671)		Yes	No	Richardson Highway	Copper Center lies on the Richardson Highway. A State-owned 2,200' long by 55' wide gravel airstrip provides for chartered flights and general aviation.
Copperville		Level I - Isolated Village	201	Copper River EMS Council (822-3671)		Yes	No	Richardson Highway	The Richardson Highway connects the area to the remainder of the state. An airstrip is nearby, at Brenwick's.
Cordova	Cordova VFD	Level II Sub-Regional Community	2298	Cordova Volunteer Fire Dept./EMS/Search & Rescue (424-6117/6100)					

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Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Covenant Life		Level I - Isolated Village	220	Borough/Klehini Valley Fire		Yes	No	Haines Highway	The community is accessible by road from Haines, and from there, to the statewide highway system. The State Ferry at Haines provides transportation to Skagway, Juneau, Southeast Alaska and Seattle. Other transportation facilities are available at Haines.
Craig	Craig VFD	Level II - Isolated Towns or Sub-Regional Community	1127	Craig EMS (826-2367/3330); Prince of Wales Island Area EMS (826-2367/3330)					
Crooked Creek	Crooked Creek VFD	Level I - Isolated Village	147	Volunteer Fire (432-2200)		No	Yes		The Kuskokwim River is the local highway in both summer and winter. ATVs and snow machines are used by residents. The frozen river becomes an ice road in winter. Skiffs and barges provide cargo in summer. A State-owned and operated 1,997' long y 60' wide gravel airstrip is southwest of the village, with scheduled weekday air services. A suspension bridge over Crooked Creek connects the upper and lower villages with the airport.
Crown Point		Level I - Highway Village	89	Borough Central Emergency Services (CES) Fire/Rescue/EMT		Yes	No	Seward Highway	The Seward and Sterling Highways provide access to Anchorage and beyond. The Lawing Airport serves Crown Point, in addition to the nearby Kenai and Seward airport and docking facilities.
Deering	Deering VFD	Level I - Isolated Village	145	City/Deering Fire Dept. (443-2927); Project Code Red Equipment	x	No	Yes		Deering is accessible year-round by plane. A new State-owned 2,600' long by 50' wide gravel airstrip, with a 2,080' long by 60' wide gravel crosswind strip, enables flights by several Kotzebue air services. Crowley Marine Services barges fuel and goods from Kotzebue each summer. Small boats, ATVs and snowmachines are used for local travel. Winter trails are available to Candle and Buckland.
Delta Junction	Delta Junction VFD	Level II - Isolated Towns or Sub-Regional Community	984	Delta Rescue Squad/EMS/Ambulance (907-895-4356/4656); Rural Deltana Volunteer Fire (907 895-5036)		Yes	No	Alaska Highway/Richardson Highway	Delta Junction is accessible by the Alaska and Richardson Highways. Buses provide transportation to Fairbanks and Whitehorse. The City Airport offers a 2,400' long by 60' wide gravel airstrip with a 1,600' long by 60' wide dirt crosswind strip. Charter flight services are available. There are five other privately-owned airstrips in the vicinity. Plans are underway for joint use of the Allen Airfield on Fort Greely. Snowmobiles are used for recreation.
Deltana	Rural Deltana VFD	Level II Sub-Regional Community	1777	Rural Deltana VFD (907-895-5036); Clearwater Fire Station		Yes	No	Alaska Highway/Richardson Highway	Deltana is accessible by the Alaska and Richardson Highways. Buses provide transportation to Fairbanks and Whitehorse. The City of Delta Junction airstrip is located nearby. There are five other privately-owned airstrips in the vicinity. Snowmobiles are used for recreation.
Diamond Ridge		Level I - Highway Village	761	n/a		Yes	No	Sterling Highway	The Sterling Highway provides access to Anchorage. Nearby Homer offers an airport, State Ferry access, and docking and boat launching facilities.
Dillingham	Dillingham VFD/Rescue Squad	Level II Sub-Regional Community	2422	Dillingham Volunteer Fire & Rescue Squad (842-2288/5354); BBAHC Medevac (842-5201/2950)					
Diomede	Diomede FD	Level I - Isolated Village	141	Diomede Volunteer Fire Dept./First Responders (686-3071)					
Dot Lake	Dot Lake VFD	Level I - Isolated Village	29	n/a		Yes	No	Alaska Highway	Dot Lake lies along the Alaska highway. Supplies are brought in by truck or bus. Regular bus services to Fairbanks and Delta Junction are available. The nearest public airstrips are at Delta Junction and Tok; a privately-owned strip in Dot Lake was converted to a helicopter landing pad. Cars, trucks, snowmachines and ATVs are used for local transportation. Dot Lake is not accessible by water, since the Tanana River is over 2 miles away. A few residents own riverboats which they use for fishing and hunting.

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Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Dot Lake Village			33	Volunteer Fire		Yes	No	Alaska Highway	Dot Lake lies along the Alaska highway. Supplies are brought in by truck or bus. Regular bus services to Fairbanks and Delta Junction are available. The nearest public airstrips are at Delta Junction and Tok. Cars, trucks, snowmachines and ATVs are used for local transportation. Dot Lake is not accessible by water, since the Tanana River is over 2 miles away. A few residents own riverboats which they use for fishing and hunting.
Dry Creek		Level I - Isolated Village	105	n/a		Yes	No	Alaska Highway	Dry Creek lies on the Alaska Highway, which provides access to the statewide road system. The nearest airstrips are at Delta Junction and Tok. Dry Creek Community has a 3,000 ft gravel airstrip.
Eagle	Eagle VFD	Level I - Isolated Village	115	City/Eagle VFD (547-2282); Eagle EMS/Ambulance (547-2243/2256); Project Code Red Equipment	x	Yes	No	Taylor Highway/Top of the World Highway	Eagle has access to the state road system and Canada only during summer months via the Taylor and Top of the World Highways. A State-owned 3,600' long by 75' wide gravel airstrip is available; flights originate from Fairbanks and Tok. Float planes land on the Yukon River. There is no dock, but a public boat landing is available. During the summer, the Holland America Tour Boat is available between Dawson City and Eagle on the Yukon River.
Eagle Village		Level I - Isolated Village	68	Eagle EMS/Ambulance (547-2243/2355)	x	Yes	No	Taylor Highway/Klondike Highway	The village has access to the state road system and Canada only during summer months via the Taylor and Klondike Highways. During the summer, a tour boat is available down the Yukon River to Dawson City, Canada. An airport is available at the City of Eagle.
Edna Bay	Edna Bay VFD	Level I - Isolated Village	44	Edna Bay EMS (594-6335); Prince of Wales Island Area EMS/Ambulance (826-2367/3330)					
Eek	Eek VFD	Level I - Isolated Village	292	State VPSO; City/Eek VFD (536-5129)					
Egegik	Egegik VFD	Level I - Isolated Village	76	Egegik First Responders (233-2202/2244)					
Eklutna			371	Chugiak Volunteer Fire & Rescue (688-2686/522-1122);		Yes	No	Glenn Highway	The village lies on the highway between Anchorage and Palmer, and therefore has ready access to a variety of transportation services in those communities. Two privately owned airstrips are located in the area as well as the Alaska Railroad system.
Ekwok	Ekwok VFD	Level I - Isolated Village	127	Ekwok Fire & EMS (VPSO 464-3326); Ekwok First Responders (CHP 464-3322)					
Elfin Cove	Elfin Cove FD	Level I - Isolated Village	26	Elfin Cover Fire Dept. (239-2322)					
Elim	Elim VFD	Level I - Isolated Village	318	City/Elim VFD (890-3441/3611); Project Code Red Equipment	x				
Emmonak	Emmonak VFD	Level I - Isolated Village	762	City/Emmonak VFD (949-1227); City Fire House; Project Code Red Equipment	x	No	Yes		Emmonak relies on air and water transportation. A State-owned 4,400' long 75' wide gravel airstrip is available. There are no connecting roads, but winter trails to Kotlik, Alakanuk and Sheldon Point are used by snow machines. Skiffs and ATVs are using during the summer for local transportation.
Ester	Ester VFD	Level I - Highway Village	1811	Ester Volunteer Fire Dept. (479-6858/474-7721)		Yes	No	George Parks Highway	Ester has access to the statewide highway system and to all Fairbanks transportation facilities.

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Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Evansville		Level I - Isolated Village	21	Ambulance		No	Yes		During four months of the year the Hickel Trail, a 30-mile winter road, gives residents access to the Dalton Highway, which leads to Fairbanks. The Koyukuk River is used in the summer, but no commercial barge is available. A State-owned airport is available in Bettles; it is classified as a transport center, with a Flight Service Station and a float pond. Trucks, cars, snowmachines and ATVs are used for local transportation.
Excursion Inlet		Level I - Isolated Village	9	n/a					
Eyak			132	Cordova Fire Dept.					
False Pass	False Pass VFD	Level I - Isolated Village	62	City/False Pass VFD (548-2319)	x				
Farm Loop		Level II Sub-Regional Community	1138	Borough Fire		Yes	No	Glenn Highway	Farm Loop is located off of the Glenn Highway. Commercial airlines serve the Anchorage International Airport, but the Palmer Municipal Airport supports private and chartered services. There are seven additional privately-owned airstrips in the vicinity. Float planes may land at nearby Finger Lake or Wolf Lake. The Alaska Railroad connects Palmer to Whittier, Seward or Anchorage for ocean freight delivery.
Ferry		Level I - Isolated Village	32	Tri-Valley Volunteer Fire Dept./EMS		Yes	No	George Parks Highway	From the George Parks Highway, road access is available only on privately-owned railroad or University land. Most residents park their cars on a private lot and walk into Ferry, across a railroad bridge and catwalk. Students are taken by ATV across the River to the school bus.
Fishhook		Level II Sub-Regional Community	2606	Borough/Fishhook Public Safety Bldg. Station 41, Mile 6.7 Palmer-Fishhook Rd.		Yes	No	George Parks Highway/ Glenn Highway	The George Parks Highway, Glenn Highway, and other local roads connect the area to Anchorage, the remainder of the state and Canada. The Alaska Railroad serves the Fairbanks to Seward route. The Wasilla and Palmer airports provide scheduled commuter and air taxi services. Float planes land at Wasilla Lake, Jacobsen Lake and Lake Lucille. There are ten additional private airstrips in the vicinity. Commercial jet flights are operated out of Anchorage International Airport.
Fort Yukon	Fort Yukon FD., City of	Level II - Isolated Towns or Sub-Regional Community	594	City/Ft. Yukon VFD (662-2717); Fort Yukon EMS & Rescue Squad (662-2460/2461)	x	No	Yes		Fort Yukon is accessible by air, and barge during the summer months. Heavy cargo is brought in by barge from the end of May through mid-September; there is a barge off-loading area, but no dock. Riverboats and skiffs are used for recreation, hunting, fishing and other subsistence activities. A State-owned 5,810' long by 150' wide lighted gravel airstrip is available; Hospital Lake, adjacent to the airport, is used by float planes. There are 17 miles of local roads, and over 100 automobiles and trucks. The City Transit Bus system provides transport throughout the town. Snowmachines and dog sleds are used on area trails or the frozen river, which becomes an ice road to area villages during winter.
Four Mile Road			33	n/a		Yes	No	George Parks Highway	Nearby Nenana has excellent air, river, road and railroad access. The George Parks Highway provides road access to Fairbanks and Anchorage. The railroad provides daily freight service. The Nenana Municipal Airport offers a lighted runway, with float plane and ski plane landing areas. The Nenana Port Authority operates the dry cargo loading and unloading facilities, dock, bulkhead, and warehouse.
Fox		Level I - Highway Village	348	Borough Fire Dept.		Yes	No	Steese Highway/Dalton Highway	The area's highways provide access to the statewide road system. Nearby Fairbanks offers jet and railway services.
Fox River		Level I - Highway Village	587	Borough Fire/Rescue/EMT		Yes	No	Sterling Highway	The Sterling Highway provides road access to Anchorage. Kenai's airport and docking facilities are available to communities on the Peninsula.
Fritz Creek		Level II Sub-Regional Community	1732	Borough Fire/Rescue/EMT		Yes	No	Sterling Highway	The Sterling Highway provides road access to Anchorage and beyond. Nearby Homer offers an airport, harbor and docking facilities, and a State Ferry landing.

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Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Funny River	Funny River Emerg. Services	Level I - Highway Village	727	Borough/Funny River Emergency Services (260-5892); Central Emergency Services (262-4792/4453)		Yes	No	Sterling Highway	The Soldotna and Kenai airports serve local air traffic. The Sterling Highway provides access to Anchorage and other destinations.
Gakona	Gakona VFD	Level I - Isolated Village	222	Gakona VFD (822-5905); Copper River EMS (822-3671)		Yes	No	Glenn Highway/ Richardson Highway	The Glenn/Tok Cutoff and Richardson Highway provide access to the Anchorage, Fairbanks and the Lower 48. A 5,000' paved runway is available at nearby Gulkana.
Galena	Galena VFD	Level II - Isolated Towns or Sub-Regional Community	717	City/Galena VFD (656-1301) & Ambulance		No	Yes		Galena serves as a regional transport center for surrounding villages. The State-owned Edward G. Pitka Sr. Airport provides the only year-round access. There is a paved, lighted 7,254' long by 150' wide runway and a 2,786' long by 80' wide gravel ski strip adjacent to the main runway. The rivers allow access by cargo barges from mid-May through mid-October. A boat launch was recently completed. Pickups, cars, snowmachines, skiffs and ATVs are used for local travel. During winter, the frozen rivers are used for travel to Ruby, Koyukuk, Kaltag and Nulato. A winter trail is available to Huslia.
Gambell	Gambell VFD	Level I - Isolated Village	648	Gambell VFD (985-5112); City Public Safety Bldg.; Project Code Red Equipment	x				
Game Creek		Level I - Isolated Village	26	Game Creek EMS (945-3234);					
Georgetown			3	n/a					
Glacier View			266	Borough/Sutton Public Safety Bldg, Mile 61 Glenn Hwy. Glacier View First Responders (373-8800/745-4811)		Yes	No	Glenn Highway	Glacier View is located on the Glenn Highway. A state-owned 2,270' airfield is located at Sheep Mountain Lodge. Residents also use the transportation facilities of Palmer or Anchorage.
Glennallen		Level II - Isolated Towns or Sub-Regional Community	548	Copper River EMS Council (822-3671); GlennRich Fire/Rescue (822-3033)		Yes	No	Glenn Highway/ Richardson Highway	The Glenn/Tok Cutoff and Richardson Highways provide year-round road access to other areas of the state. Brenwick's Airport provides public air access, and scheduled services are available. The 2,070' turf airstrip is owned and operated by Copper Basin District, Inc. The Gulkana Airport is located 4.3 miles northeast.
Golovin	Golovin FD	Level I - Isolated Village	160	City/Golovin VFD (779-3971); City Fire Station	x	No	Yes		Since there are no roads connecting the city with other areas, access to Golovin is limited to air and sea. Both scheduled and chartered flights are available from Nome. The airport was recently relocated, and a new State-owned airport with a 4,000' long by 75' wide gravel runway is available. There is no dock; supplies are lightered from Nome and offloaded on the beach. A cargo ship brings supplies once each summer to Nome. The City has requested funds for a small boat harbor feasibility study.
Goodnews Bay	Goodnews Bay VFD	Level I - Isolated Village	236	State VPSO; City Volunteer Fire (967-8614); Project Code Red Equipment; Goodnews Bay First Responder Group (CHP 967-8512)	x				
Grayling	Grayling Village VFD	Level I - Isolated Village	182	City Volunteer Fire (453-5148)					
Gulkana	Gulkana VFD	Level I - Isolated Village	106	n/a		Yes	No	Richardson Highway	The Richardson Highway passes close by the village and is maintained year-round. A State-owned 5,000' long by 100' wide asphalt runway is available at the Gulkana Airport.

Alaska Community Information

Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Gustavus	Gustavus FD	Level II - Isolated Towns or Sub-Regional Community	473	Gustavus Emergency Response (697-2290/2222); Glacier Bay National Park VFD (697-2230)					
Haines	Haines VFD	Level II - Isolated Towns or Sub-Regional Community	1562	Borough/Klehini Valley VFD; Borough/Haines VFD (766-2115/2121); Borough Ambulance, Fire Hall		Yes	No	Haines Highway/ Alaska Highway	Haines is a major trans-shipment point because of its ice-free, deep water port and dock, and year-round road access to Canada and Interior Alaska on the Haines and Alaska Highways. It is a northern terminus of the Alaska Marine Highway (ferry) System, a cruise ship port-of-call, and a hub for transportation to and from southeast Alaska. Haines has a State-owned 4,000' long by 100' wide paved runway, with daily scheduled flights to Juneau by small aircraft. There is also a State-owned seaplane base, two small boat harbors with a total of 240 moorage slips, a State Ferry terminal, and a cruise ship dock. Freight arrives by ship, barge, plane and truck.
Halibut Cove		Level I - Isolated Village	26	Borough Fire/Rescue/EMT					
Happy Valley		Level I - Highway Village	525	Borough Fire/Rescue/EMT		Yes	No	Sterling Highway	The Sterling Highway provides a route to Anchorage and the statewide highway system. Nearby Homer offers an airport, harbor and dock, and State Ferry landing.
Harding-Birch Lakes			233	Borough		Yes	No	Richardson Highway	The Richardson Highway provides access to Fairbanks and Anchorage, as well as the lower 48 states. A privately-owned airstrip is located at mile 46 on the Richardson Highway.
Healy		Level II - Isolated Towns or Sub-Regional Community	994	Tri-Valley Volunteer Fire Dept./EMS (683-2223/474-7721)		Yes	No	George Parks Highway	The George Parks Highway provides access, and cargo is delivered by rail or truck. The State-owned Healy River Airport provides a 2,920' long by 60' wide asphalt runway. Local services provide helicopter or air tours of the Denali Park. Companies based in Anchorage and Fairbanks also provide bus tours to the Park.
Healy Lake		Level I - Isolated Village	34	n/a		No	Yes		The Tanana River provides boat access to Healy Lake at Big Delta. The Lake is east of the Richardson Highway, however, there is no direct road access. During the winter, residents fly in by ski plane or drive in by ice road.
Hollis	Hollis VFD	Level I - Isolated Village	165	Hollis Community Council Fire/EMS (826-2367); Prince of Wales Island Area EMS (826-2367/3330)					
Holy Cross	Holy Cross VFD	Level I - Isolated Village	206	City Volunteer Fire (476-7136)					
Hoonah	Hoonah VFD	Level II - Isolated Towns or Sub-Regional Community	841	City/Hoonah VFD (945-3663); Hoonah Volunteer EMS (945-3631/3655)					
Hooper Bay	Hooper Bay VFD	Level I - Isolated Village	1124	State VPSO & City Volunteer Fire (329-8001); Project Code Red Equipment	x				
Hope	Hope/Sunrise VFD	Level I - Highway Village	165	Borough/Hope/Sunrise VFD (782-3436)		Yes	No	Seward Highway	Hope is accessible from the Seward highway. A State-owned 2,000' long by 65' wide gravel airstrip is available. Both nearby Anchorage and Kenai offer a variety of transportation services.
Houston	Houston VFD	Level I - Highway Village	1368	City/Houston VFD (892-6458); Station 91, Mile 57.5 Parks Hwy.		Yes	No	George Parks Highway	Houston lies on the Parks Highway and the railroad. Air services are available nearby or at Anchorage International Airport. A privately-owned turf airstrip is located in Houston.

Alaska Community Information

Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Hughes	Hughes VFD	Level I - Isolated Village	72	State VPSO & City Volunteer Fire					
Huslia	Huslia FD	Level I - Isolated Village	269	City/Huslia VFD (829-2267); Project Code Red Equipment	x	No	Yes		River transportation is used extensively in the summer. Cargo arrives by barge twice each year. Huslia is accessible by air year-round, and the 4,000' long by 75' wide lighted gravel airstrip is owned by the State. Plans are underway to relocate the airport. Snowmachines, ATVs and skiffs are used for local transportation. Huslia has a network of winter trails, and the frozen River is used as an "ice road" to neighboring villages.
Hydaburg	Hydaburg VFD	Level I - Isolated Village	349	Hydaburg EMS (285-3375); Prince of Wales Island Area EMS (826-2367/3330)					
Hyder	Hyder VFD	Level I - Isolated Village	83	Hyder VFD (250-636-9148); Fire Hall/Community Hall;Hyder Emergency Services (250-636-6804/2722)		Yes	No	Cassia Highway/ Alaska Highway/Yellowhead Highway	Hyder has a State-operated boat harbor, dock, boat launch and seaplane float. A medevac helicopter landing pad is also available. A deep-draft dock and a gravel airstrip are located in adjacent Stewart, B.C. Hyder generally is accessed by the twice-weekly mail plane or chartered float plane out of Ketchikan. Weather often precludes air access. A spur road off the Cassiar Hwy. through Canada provides road access north to the Alaska Hwy. or south to the Yellowhead Hwy. Freight arrives by barge, plane or truck.
Igiugig	Igiugig VFD	Level I - Isolated Village	54	Igiugig Village Response Team (CHP 533-3207)					
Iliamna	Iliamna VFD	Level I - Isolated Village	90	Iliamna VFD (571-1246); Fire Station (571-1241); Iliamna/Newhalen Rescue Squad (571-1248/1631)					
Ivanof Bay		Level I - Isolated Village	5	Fire House (669-2207); Ivanof Bay First Responders (669-2218)					
Jakolof Bay		Level I - Isolated Village	39	Borough Fire/Rescue/EMT					
Kachemak		Level I - Highway Village	475	Kachemak Emergency Services (235-1511/3725); Homer Volunteer Fire Dept./EMS (235-3155)		Yes	No	Sterling Highway	The Sterling Highway provides access to Anchorage and beyond. Homer offers an airport, harbor/dock, and State Ferry access.
Kake	Kake VFD	Level I - Isolated Village	663	Kake EMS (Clinic 785-3333/785-3500)					
Kaktovik	Kaktovik VFD	Level I - Isolated Village	284	Kaktovik Volunteer Fire Dept. (640-6212); Borough Public Safety Bldg.					
Kaltag	Kaltag VFD	Level I - Isolated Village	211	City Volunteer Fire (534-2322); City Fire Hall; Project Code Red Equipment; Kaltag Rescue (534-2224)	x	No	Yes		The State-owned 3,900' long by 100' wide lighted gravel airstrip provides Kaltag with year-round air service. Barges typically deliver heavy cargo three times a year. Snowmachines, ATVs and riverboats are used for local transportation. The frozen river, local trails and the 90-mile Old Mail Trail to Unalakleet are used during the winter for woodcutting and trap lines.
Karluk			26	Karluk Village Response Team (clinic 241-2222)					
Kasaan	Kasaan VFD	Level I - Isolated Village	60	Kasaan EMS (542-2212 or 542-2211)	x				
Kasigluk	Akolmiut (Kasigluk) FD	Level I - Isolated Village	526	Akolmiut Volunteer Fire (543-2064)					

Alaska Community Information

Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Kasilof		Level I - Highway Village	473	Central Emergency Services (262-4792/4453)		Yes	No	Sterling Highway	The Sterling Highway provides a route to Anchorage. The State owns and operates the 2,165' long by 40' wide gravel airstrip, and there are three additional private airstrips in the vicinity. Kenai offers an airport and docking facilities. There is a boat launch at the Kasilof River.
Kenny Lake	Kenny Lake VFD	Level I - Isolated Village	392	Copper River EMS Council (822-3671)		Yes	No	Edgerton Highway	From the Edgerton Highway, Kenny Lake has access to the entire state road system. Landing strips are available nearby for general aviation.
Kiana	Kiana VFD	Level I - Isolated Village	394	City Volunteer Fire; City Fire Hall; Project Code Red Equipment	x	No	Yes		The major means of transportation are plane, small boat and snowmachine. The State-owned Bob Baker Memorial Airport has a 3,400' long by 100' wide lighted gravel runway. Daily scheduled flights and charter flights are provided. Crowley Marine Services barges fuel and supplies each summer, and local store owners have large boats to bring supplies upriver. Boats, ATVs and snowmachines are used extensively for local travel, and there are many trucks. A road extends along the river to Kobuk Camp, and a network of old trading trails exists.
King Cove	King Cove VFD	Level II - Isolated Towns or Sub-Regional Community	723	King Cove Volunteer Fire & Rescue (497-2553)					
King Salmon	King Salmon AFS	Level I - Isolated Village	404	Bristol Bay Borough Emergency Services (246-4224/4222)		No	Yes		King Salmon is a transportation hub for Bristol Bay. Formerly an Air Force Base, the State-owned airport offers an 8,500' paved, lighted runway, a 4,000' asphalt/gravel crosswind runway, and FAA air traffic control tower. There are scheduled jet flights and charter services to and from Anchorage. A 4,000' stretch of the Naknek River is designated for float planes. A seaplane base is also located at Lake Brooks, within the Katmai National Park to the east. Four docks are available on the Naknek River -- owned by the U.S. Park Service, U.S. Fish & Wildlife, Alaska State Troopers and the Bristol Bay Borough. Cargo goods are delivered to Naknek by barge and trucked upriver to King Salmon via a 15-mile connecting road. During winter, an ice road provides access to South Naknek. Vehicles are the primary means of local transportation; skiffs are used during summer.
Kipnuk	Kipnuk VFD	Level I - Isolated Village	660	Volunteer Fire	x				
Kivalina	Kivalina VFD	Level I - Isolated Village	388	City Volunteer Fire Dept.; City Fire Hall		No	Yes		The major means of transportation into the community are plane and barge. The community needs a road to the proposed new City site, 7.5 miles away. A State-owned 3,000' long by 60' wide gravel airstrip serves daily flights from Kotzebue. Crowley Marine Services barges goods from Kotzebue during July and August. Small boats, ATVs and snowmachines are used for local travel. Two main hunting trails follow the Kivalina and Wulik Rivers.
Klawock	Klawock VFD	Level II - Isolated Towns or Sub-Regional Community	848	Klawock Volunteer Fire/EMS (755-2261); Prince of Wales Island Area EMS (826-2367/3330)					
Klukwan	Klukwan VFD	Level I - Isolated Village	119	Klukwan EMS (767-5599)		Yes	No	Haines Highway	Klukwan is accessible from the Haines Highway, which is connected to the Alcan Highway through Canada. Residents rely on the scheduled air flights, harbor, dock, barge, ferry and trucking services of Haines.
Knik River		Level I - Highway Village	626	Butte Ambulance Service (373-8800/745-4811)		Yes	No	Glenn Highway	Knik River lies off the Glenn Highway. Many forms of transportation are available in nearby Palmer and Anchorage.

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Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Kobuk	Kobuk VFD	Level I - Isolated Village	128	Volunteer Fire; City Public Safety Building		No	Yes		Kobuk's major means of transportation are barge, plane, small boat and snowmachine. A State-owned 2,518' long by 58' wide lighted gravel airstrip is served by scheduled air carriers. Float planes land on the Kobuk River. Crowley Marine Services barges fuel and supplies during the spring and fall, when high water stages occur. There is a barge off-loading area. Boats, ATVs and snowmachines are used for local travel. There are many trails along the river for year-round inter-village travel and subsistence activities, including a 7-mile road to Shungnak.
Kokhanok	Kokhanok VFD	Level I - Isolated Village	166	Volunteer Fire Dept.; Fire House (282-2214); Fire Truck/Ambulance; Project Code Red Equipment; Kokhanok First Responders (282-2207)	x				
Koliganek	Koliganek VFD	Level I - Isolated Village	187	Volunteer Fire Dept.; Project Code Red Equipment; Koliganek First Responders (596-3434/3490)	x				
Kongiganak	Kongiganak VFD	Level I - Isolated Village	411	Volunteer Fire Dept.					
Kotlik	Kotlik VFD	Level I - Isolated Village	588	Volunteer Fire Dept.; Project Code Red Equipment	x	No	Yes		Air transportation of passengers, cargo and mail is provided via the State-owned 4,422' long by 100' wide gravel airstrip. There is no road access, although Kotlik is easily accessible by barge. The river is used by the 50 or so commercial and private boats owned by residents.
Koyuk	Koyuk VFD	Level I - Isolated Village	348	State VPSO/Volunteer Fire Dept.; City Fire Station; Project Code Red Equipment	x				
Koyukuk	Koyukuk VFD	Level I - Isolated Village	109	City Volunteer Fire/EMS Dept.		No	Yes		The State-owned 2,645' long by 60' wide lighted gravel runway provides year-round transportation. The river is heavily traveled when ice-free, from mid-May through mid-October. Cargo is delivered by barge about four times each summer. Numerous local trails and winter trails to Chance and Nulato are used by residents. Snowmachines, ATVs and riverboats are used for local transportation.
Kupreanof	Kupreanof VFD	Level I - Isolated Village	38	City Police/Fire Chief & Volunteers					
Kwethluk	Kwethluk VFD	Level I - Isolated Village	695	State/City VPSO; Volunteer Fire Dept.	x				
Kwigillingok	Kwigillingok VFD	Level I - Isolated Village	361	State VPSO; Volunteer Fire Dept.					
Lake Louise	Lake Louise FD		99	Lake Louise First Responders (373-8800/745-4811)		Yes	No	Glenn Highway	A 700' long by 18' wide State-owned gravel airstrip and floatplane site is located at the south end of Lake Louise. There are two additional private strips. Lake Louise Road is accessible from the Glenn Highway.
Lake Minchumina		Level I - Isolated Village	19	Lake Minchumina Rescue Squad (674-3215)					
Larsen Bay	Larsen Bay VFD	Level I - Isolated Village	96	City Volunteer Fire; City Fire Station	x				

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Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Lazy Mountain		Level I - Highway Village	1233	Borough/Station 33, W.T. Phillips Public Safety Bldg., Mile 3.3 Clark Rd.		Yes	No	Glenn Highway/ George Parks Highway	The community has access to the Glenn and George Parks Highways, and transportation is available in Anchorage and Palmer.
Levelock	Levelock VFD	Level I - Isolated Village	57	State VPSO; Volunteer Fire; Project Code Red Equipment; Levelock First Responders (287-3030)	x				
Lime Village		Level I - Isolated Village	34	Volunteer Fire		No	Yes		Located on the Stony River, Lime Village is dependent on small riverboats and airplanes for transportation. Due to shallow water, barges cannot supply the community. When the river freezes, residents use dog teams and snowmachines for ground travel. There is a 1,500' long by 55' wide gravel runway just north of the village that is owned and maintained by the State. Sky Vans are the largest aircraft able to land on the runway. The village needs a longer airstrip to support more economical fuel delivery.
Livengood	Lime Village VFD	Level I - Isolated Village	29	n/a		Yes	No	Dalton Highway	The Dalton Highway provides year-round access to Fairbanks and beyond. A State-owned, 1,415' long by 50' wide, gravel runwayis available.
Lowell Point	Lowell Point VFD		74	Seward Volunteer Ambulance Corps (224-3987)		Yes	No	Seward Highway	Lowell Point is connected to the Alaska Highway system by the Seward Highway. Daily air services and charters are available at the Seward airport. The Port of Seward serves cruise ships, the State Ferry, cargo barges and ocean freighters from Seattle and overseas. Its small boat harbor has moorage and two boat launch ramps. The Alaska Railroad provides over 1.4 billion pounds of cargo transit each year, importing cargo for the Interior and exporting coal to the Pacific Rim.
Lower Kalskag		Level I - Isolated Village	262	Volunteers		No	Yes		A State-maintained 4.2-mile gravel road connects Lower and Upper Kalskag. Commercial barge lines deliver fuel and other bulk supplies in the summer. Passengers and other freight arrive by air year-round, through scheduled daily air services. The State-owned 3,200' long by 75' wide gravel airstrip is shared by Kalskag and Lower Kalskag. Winter trails exist to Russian Mission (40 mi.) and Aniak (26 mi.)
Lutak			35	Borough Volunteer Fire Dept./EMS; Borough Klehini Valley Fire Hall		Yes	No	Lutak Road/Haines Highway	The transportation facilities of Haines are nearby, including a deep water port and dock, airport, State Ferry and road connection.
Manley Hot Springs	Manley Hot Springs VFD	Level I - Isolated Village	73	Volunteer fire	x	Yes	No	Elliott Highway	The Elliott Highway is the primary means of accessing Manley Hot Springs. Goods and fuel are typically delivered by truck. The Highway runs through Manley to the Tanana River Landing, 3 miles southwest. The Tanana River landing is used to launch boats for fishing or transportation. Barge services are sometimes provided during summer months but there is no docking facility due to severe erosion. The State-owned 2,875' long by 30' wide gravel runway is available year-round. A new airport is under construction through FY 2005.
Manokotak	Manokotak Vol. Fire/Search & Rescue	Level I - Isolated Village	437	State VPSO & Volunteer Fire; City Fire Hall; Project Code Red Equipment; Manokotak First Responders (289-1025)	x				
Marshall	Marshal VFD	Level I - Isolated Village	358	State VPSO & Volunteer Fire; City Public Safety Bldg.; Project Code Red Equipment	x				

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Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
McCarthy	McCarthy VFD		66	Volunteer Fire Dept.		Yes	No	Richardson Highway/Edgerton Highway	McCarthy is accessible from the Richardson and Edgerton Highways. The 58-mile McCarthy Road starts in Chitina and continues into the Park. A footbridge is used to cross the Kennicott River. There are two gravel airstrips in the vicinity. The Jake's Bar airstrip is 1,000' long by 25' wide; McCarthy No. 2 is 3,500' long by 60' wide. DOT performs irregular winter maintenance of the McCarthy Airport. The May Creek Airport, across the Nizina River from McCarthy, is currently under expansion.
McGrath	McGrath VFD	Level II - Isolated Towns or Sub-Regional Community	367	State VPSO; City Volunteer Fire/Rescue; Kuskokwim Valley Rescue Squad (524-3299/9111)					
McKinley Park	McKinley VFD	Level I - Isolated Village	133	Borough/McKinley Volunteer Fire; Denali National Park Ambulance (summer 683-2294/5555)		Yes	No	George Parks Highway	The area has access to Anchorage and Fairbanks by the George Parks Highway. There are three airstrips within Denali Park, and the U.S. Park Service owns and operates the primary 3,000' long by 100' wide gravel airstrip in Mt. McKinley. Chartered bus tours are available from Anchorage and Fairbanks, and shuttle buses provide tours into the Park. Air and helicopter tours are also available locally.
Mekoryuk	Mekoryuk VFD	Level I - Isolated Village	198	City Volunteer Fire Dept.; City Public Safety Office					
Mendeltna		Level I - Isolated Village	73	Copper River EMS (822-3671); Lake Louise First Responders (373-8800)		Yes	No	Glenn Highway	The community lies on the Glenn Highway and accesses the statewide road system. There are several air strips in the area, and air taxi services are available.
Mentasta Lake	Mentasta VFD		139	Mentasta Rescue Squad (291-2312/2320/883-5111)	x	Yes	No	Glenn Highway	Mentasta Lake is connected to the Tok Cutoff to the Glenn Highway by a 6-mile spur road. There is a small airstrip at Mentasta Lodge.
Metlakatla	Metlakatla VFD	Level II - Isolated Towns or Sub-Regional Community	1370	Metlakatla Vol. Fire/EMS/Ambulance (886-7922/886-4011)					
Meyers Chuck	Meyers Chuck VFD	Level I - Isolated Village	14	Meyers Chuck EMS (946-8309)					
Minto	Minto VFD	Level I - Isolated Village	207	Volunteer Fire Dept.; Search & Rescue Truck	x	Yes	No	Elliott Highway	Minto is accessible by the Elliott Highway, a 118-mile drive to Fairbanks. The Tolovana River allows boat access to the Tanana and Nenana Rivers, but no barge service is available because it is too shallow. A new State-owned 2,000' long by 65' wide gravel airstrip is available. It is a local priority to extend the runway length in order to accommodate loaded Twin Otters. Trucks, cars, snowmachines, ATVs and riverboats are used for transportation, recreation and subsistence purposes.
Moose Creek		Level I - Highway Village	589	North Star Volunteer Fire Dept. (488-3400)		Yes	No	Richardson Highway	The area has access to the transportation services of Fairbanks, as well as connection to the statewide highway system.
Moose Pass	Moose Pass VFD	Level I - Highway Village	220	Moose Pass Volunteer Fire/EMS (288-3666/288-8665)		Yes	No	Seward Highway	The Seward and Sterling Highways provide access to Anchorage. Nearby Seward offers an airport, railroad, harbor/dock facilities and State Ferry access. A seaplane base is available at Summit Lake.
Mosquito Lake		Level I - Isolated Village	169	Borough/Klehini Valley Volunteer Fire Dept./EMS; Borough Fire Hall		Yes	No	Haines Highway	Nearby Haines offers a deep water port and dock, State ferry access and an airport. The area is accessible by highway to Canada and the remainder of the state.
Mountain Village	Mountain Village VFD	Level I - Isolated Village	769	State VPSO; Volunteer Fire					
Mud Bay			147	n/a		Yes	No	Haines Highway	The transportation facilities of Haines are nearby, including a deep water port and dock, airport, State Ferry and road connection.

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Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Naknek		Level II - Isolated Towns or Sub-Regional Community	601	Bristol Bay Borough Emergency Services (246-4224/246-4222)					
Nanwalek	Nanwalek VFD	Level I - Isolated Village	203	Nanwalek First Responders (Clinic 281-2250)					
Napakiak	Napakiak VFD	Level I - Isolated Village	360	City Volunteer Fire Dept.; City Public Safety Bldg.		No	Yes		A State-owned 3,269' long by 60' wide gravel runway and seaplane landing area provide air transportation for passengers, mail and cargo. The runway is currently undergoing major improvements. Barges from Bethel deliver goods during the summer. There are no docking facilities. The river is an important means of transportation in summer; the Kuskokwim is a major thoroughfare. In winter the river becomes an ice road to surrounding villages. A winter trail is marked to Bethel (1.1 mi.) The community is interested in construction of a 9-mile road to Bethel.
Napaskiak	Napaskiak VFD	Level I - Isolated Village	436	Volunteer Fire Dept.	x				
Naukati Bay	Naukati VFD	Level I - Isolated Village	107	Volunteer Fire Dept.; Naukati EMS (629-4234)					
Nelchina		Level I - Isolated Village	61	n/a		Yes	No	Glenn Highway	The community lies on the Glenn Highway and accesses the statewide road system. There are several air strips in the area. Snowmachining is a prevalent local means of transportation.
Nelson Lagoon	Nelson Lagoon Fire/Rescue	Level I - Isolated Village	76	Nelson Lagoon First Responders (989-2202)	x				
New Allakaket		Level I - Isolated Village	34	Allakaket/State VPSO; Volunteer Fire					
New Stuyahok	New Stuyahok VFD - EMS	Level I - Isolated Village	477	City Volunteer Fire/EMS; Project Code Red Equipment; New Stuyahok First Responders (693-3173)	x				
Newhalen	Newhalen VFD	Level I - Isolated Village	183	Iliamna/Newhalen Rescue Squad (571-1248/1631)					
Newtok	Newtok VFD	Level I - Isolated Village	308	Volunteer Fire					
Nightmute	Nightmute VFD	Level I - Isolated Village	232	Volunteer Fire; City Ambulance	x				
Nikolaevsk		Level I - Highway Village	306	Certified Community Volunteers & Fire Truck; Borough Rescue/EMT; Anchor Point Fire/EMS		Yes	No	Sterling Highway	The Sterling Highway provides access to Anchorage. Nearby Homer offers an airport, harbor/docking facilities and a State Ferry landing.
Nikolai	Nikolai FD	Level I - Isolated Village	121	Volunteers; Project Code Red Equipment					
Nikolski		Level I - Isolated Village	36	None					
Ninilchik	Ninilchik VFD	Level I - Highway Village	783	Ninilchik Emergency Services (567-3342/567-1020)		Yes	No	Sterling Highway	The Sterling Highway provides access to Anchorage and beyond. A State-owned 2,400' long by 60' wide dirt/gravel airstrip is located on Oilwell Road. Homer also offers an airport, harbor/docking facilities and State Ferry access. Ninilchik harbor was constructed in the early 1970s. Boats are launched from Ninichik or Deep Creek beach; a tractor launch is available.
Noatak	Noatak VFD	Level I - Isolated Village	448	Volunteer Fire Dept.; Fire Hall	x?				

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Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Nondalton	Nondalton VFD	Level I - Isolated Village	205	Nondalton First Responders (294-2238/2215)		No	Yes		Nondalton is primarily accessible by air and water. A State-owned 2,800' long by 75' wide gravel runway services the community. Scheduled and charter air services are available. Bulk goods are received in Iliamna then taken by a cat-trail to Fish Camp, located across from Nondalton on the east side of the lake, where they are ferried by skiff or barge to the west side. There are no docking facilities. Local villages support the construction of a 22-mile road between Nondalton and Iliamna.
Noorvik	Noorvik VFD	Level I - Isolated Village	609	State VPSO & Volunteer Fire		No	Yes		Noorvik is accessible by plane and by shallow-draft vessels. There are no roads linking the village to other areas of the state. The State-owned Robert (Bob) Curtis Memorial Airport has a 4,000' long by 100' wide lighted gravel runway. runway. The airport is the second-largest in the borough. A new $5 million airport is under construction. Several regional air taxis provide service to Kotzebue and surrounding cities. Crowley Marine Services barges fuel and supplies during the summer. Boats, ATVs and snowmachines are common means of transportation locally.
Northway	Northway VFD	Level I - Isolated Village	106	Northway First Responder Service (778-2343/2311)		Yes	No	Alaska Highway	Northway is connected to the Alaska Highway by an unpaved road. Scheduled buses are available, and trucking services deliver freight to the community. There is a State-owned 3,304' long by 100' wide gravel-dirt runway, with an FAA station and U.S. Customs office. Regular flights are available to Fairbanks, as well as charter services.
Northway Junction		Level I - Isolated Village	71	Northway First Responder Service (778-2343/2311)		Yes	No	Alaska Highway	Northway Junction lies on the Alaska Highway. Scheduled buses and trucking services are available. There is an asphalt runway at nearby Northway. Regular flights are available to Fairbanks, as well as charter services.
Northway Village		Level I - Isolated Village	89	Northway First Responder Service (778-2343/2311)		Yes	No	Alaska Highway	It is connected to the Alaska Highway by an unpaved road. Regular buses and truck services are available. There is an asphalt runway at nearby Northway. Regular flights are available to Fairbanks, as well as charter services.
Nuiqsut	Nuiqsut VFD	Level I - Isolated Village	430	Nuiqsut Volunteer Fire Dept. (480-6613)		No	Yes		Air travel provides the only year-round access. The 4,343' long by 90' wide gravel airstrip is owned and operated by the North Slope Borough. Marine and land transportation provide seasonal access. Snowmachines are used for local transportation.
Nulato	Nulato VFD	Level I - Isolated Village	320	State VPSO & Volunteer Fire; City Fire Hall; Project Code Red Equipment, Nulato EMS (Clinic 898-2209)	**x?**	No	Yes		The State-owned 4,000' long by 100' wide, lighted airstrip provides year-round access. The airport has recently undergone major improvements. The River is the primary mode of local transportation -- barges deliver cargo during summer months, and it becomes an ice road during winter for vehicles and snowmachines. Numerous trails are used for trapping and woodcutting. Cars, trucks, snowmachines, ATVs and skiffs are used by residents.
Nunam Iqua			204	State VPSO; Volunteers; City Ambulance					
Nunam Iqua			204	State VPSO; Volunteers; City Ambulance					
Nunapitchuk	Nunapitchuk VFD	Level I - Isolated Village	527	State VPSO; City Volunteer Fire Dept.; Project Code Red Equipment	**x**	No	Yes		A State-owned 2,040' long by 60' wide gravel airstrip provides chartered or private air access year-round. A new dock, small boat harbor, and seaplane landing area are available on the Johnson River. Snowmachines, ATVs and dog sleds are used in winter months. Winter trails exist to Atmautluak (7 mi.) and Akula Heights (2.5 mi.)
Old Harbor	Old Harbor VFD	Level I - Isolated Village	196	Old Harbor Village Response Team (286-2293/2270)	**x**				

Alaska Community Information

Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Oscarville		Level I - Isolated Village	57	None		No	Yes		Oscarville relies heavily on Napaskiak for passenger, mail and cargo services. Residents use skiffs to pick up mail in Napaskiak or shop in Bethel. The village is interested in construction of an airport. Barge services deliver goods once a year. The river is an important means of transportation in summer and in the winter as an ice road, however, during breakup and freezeup, the community can be periodically isolated.
Ouzinkie	Ouzinkie VFD	Level I - Isolated Village	187	City Volunteer Fire Dept.; USCG					
Paimiut			2	n/a					
Paxson		Level I - Isolated Village	40	Copper River EMS (822-3671)		Yes	No	Richardson Highway/Denali Highway	Paxson Lodge owns and maintains a 2,800' long by 65' wide gravel airstrip, and float planes can land at Summit Lake. The Richardson Highway provides access to Anchorage or Fairbanks. The Denali Highway provides summer access to Cantwell and the Denali Park.
Pedro Bay	Pedro Bay VFD	Level I - Isolated Village	47	Pedro Bay First Responders (850-2225/2255)					
Pelican	Pelican VFD	Level II - Isolated Towns or Sub-Regional Community	118	Pelican Volunteer Fire & EMS (735-2245)					
Perryville	Perryville VFD	Level I - Isolated Village	110	Perryville First Responders (853-2202)					
Petersville			15	Borough/Station 112, Mile 97 Parks Hwy.; Trapper Creek Ambulance Service (373-8800/745-4811)		Yes	No	George Parks Highway	The community is accessible from the George Parks Highway. The Talkeetna airstrip is located nearby. A variety of transportation means are available in Wasilla and Palmer.
Pilot Point	Pilot Point VFD	Level I - Isolated Village	75	Pilot Point First Responders (797-2200/797-2273)					
Pilot Station	Pilot Station VFD	Level I - Isolated Village	559	City Volunteer Fire; City Public Safety facility; Project Code Red Equipment	x				
Pitkas Point	Pitka's Point VFD	Level I - Isolated Village	105	Volunteer Fire; Fire Hall & Truck					
Platinum	Platinum VFD	Level I - Isolated Village	39	Volunteer Fire					
Pleasant Valley		Level I - Highway Village	711	Borough		Yes	No	Steese Highway/Dalton Highway	The statewide highway system is accessible, as well as the transportation facilities of Fairbanks.
Point Baker	Point Baker VFD	Level I - Isolated Village	24	Point Baker EMS (559-2218/2212); Prince of Wales Island Area EMS (826-2367/3330)					
Point Hope	Point Hope VFD	Level I - Isolated Village	726	Point Hope Volunteer Fire Dept. (368-2774)					
Point Lay	Point Lay VFD	Level I - Isolated Village	251	Point Lay Volunteer Fire Dept. (833-2714)					
Point MacKenzie			216	Mat-Su Borough Fire/EMS		Yes	No	Knik Road/George Parks Highway	Point MacKenzie Road is accessible from Knik Road and the George Parks Highway. A variety of transportation means are available in Wasilla, Palmer and Anchorage. A private airstrip, 1,600' long by 60' wide, Sleepers Strip, is located in the community. The Point MacKenzie Industrial Port is a deep-draft port.

Alaska Community Information

Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Pope-Vannoy Landing			9	n/a					
Port Alexander	Port Alexander VFD	Level I - Isolated Village	69	Port Alexander EMS (568-2210)					
Port Alsworth	Port Alsworth FD	Level I - Isolated Village	113	Port Alsworth First Responders (850-2225)					
Port Clarence		Level I - Isolated Village	27	U.S.C.G. medical staff					
Port Graham	Port Graham VFD	Level I - Isolated Village	153	Port Graham EMS/Ambulance (284-2245/2262)	x				
Port Heiden	Port Heiden VFD	Level I - Isolated Village	90	Port Heiden Rescue Squad (Clinic 837-2209/2222)	x				
Port Lions	Port Lions Vol FD	Level I - Isolated Village	238	Port Lions Public Safety/EMS (454-2330/2299)					
Port Protection	Port Protection FD	Level I - Isolated Village	47	Port Protection EMS (489-2222/2220); Prince of Wales Island Area EMS (826-2367/3330)					
Portage Creek			49	n/a					
Primrose		Level I - Highway Village	90	Bear Creek Volunteer Fire & EMS, Inc. (224-3345/3338); Seward Volunteer Ambulance Corps (224-3987)		Yes	No	Seward Highway	The Seward and Sterling Highways provide access to Anchorage and the statewide highway system. Nearby Seward offers an airport, railroad and docking facilities.
Prudhoe Bay			3	Greater Prudhoe Bay Fire Dept. (659-5646)		Yes	No	Dalton Highway	The airport at nearby Deadhorse is the primary means of public transportation to the North Slope. The State-owned asphalt airstrip at Deadhorse is 6'500' long by 150' wide. A 5,000' by 100' wide private gravel airstrip is owned and maintained by Arco Alaska, Inc. A State-owned heliport is located at Prudhoe Bay. The Dalton Highway is used year-round by trucks to haul cargo to the Slope, although it is restricted to the public north of Wiseman. There are no services beyond this point, and the highway is hazardous during winter months.
Quinhagak	Quinhagak VFD	Level I - Isolated Village	612	Quinhagak EMS Quick Response Team (556-8448)	x				
Rampart	Rampart VFD	Level I - Isolated Village	21	Volunteer Fire					
Red Devil	Red Devil VFD	Level I - Isolated Village	35	Volunteer Fire		No	Yes		The Kuskokwim River serves as a major transportation link and supply route for bulk supplies and fuel oil during the summer. In the winter the frozen river is used by snowmachines for travel to neighboring villages. A 4,801' long by 80' wide gravel airstrip provides year-round access. It is owned and operated by the State. Scheduled weekday service is available.
Red Dog Mine	Red Dog Mine - Cominco AK, Inc.		33	Red Dog EMS (345-9946)		No	Yes		There is a 55-mile gravel road from the mine to the shallow-water port for staging and exporting zinc and lead ore. The port is ice-free only 100 days a year. The port and road are state-owned. Barges deliver supplies, fuel and equipment each summer. A private 5,862' gravel lighted runway is available, operated by NANA Regional Corp.

Alaska Community Information

Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Ruby	Ruby VFD	Level I - Isolated Village	190	City Volunteer Fire/Rescue/Ambulance; City Fire Hall; Project Code Red Equipment; Ruby Rescue Squad (468-4433)	x	No	Yes		Ruby is accessible by air and water. A State-owned 4,000' long by 100' wide lighted gravel airstrip is available. There are no docking facilities, but a boat launch and barge off-loading area are available. Barges make several deliveries each summer. Float planes land on the Yukon River. Trucks, snowmachines, ATVs and riverboats are used for local transportation. Numerous trails and the 35-mile road to Long Creek Mine to the south are used for subsistence and wood cutting.
Russian Mission	Russian Mission VFD	Level I - Isolated Village	331	State VPSO; Volunteer Fire Dept.; Project Code Red Equipment	x	No	Yes		Russian Mission's location on the Yukon River allows barge and small boat travel during the summer. Passengers, mail and light goods arrive primarily by air. A 2,700' long by 50' wide gravel airstrip and seaplane landing area are owned and operated by the State. Scheduled daily flights are available. Snow machines enable inter-village transportation in the winter; a winter trail is marked to Kalskag (25 mi.)
Saint George	St. George VFD	Level II - Isolated Towns or Sub-Regional Community	137	St. George EMS/First Responders (859-2255/2204/2232)					
Saint Mary's	St. Mary's VFD	Level I - Isolated Village	539	City Volunteer Fire Dept.; Fire Truck; Ambulance					
Saint Michael	St. Michael VFD	Level I - Isolated Village	409	State VPSO/City Volunteer Fire; City Office/Public Safety Bldg	x				
Saint Paul	St. Paul VFD	Level II - Isolated Towns or Sub-Regional Community	494	St. Paul EMS Rescue Squad (546-2311 x123)					
Salamatof		Level I - Highway Village	900	Central Emergency Services (262-4792/4453)		Yes	No	Sterling Highway	The Sterling Highway provides access to Anchorage and beyond. Float planes can land at Arness Lake and Lower Salamatof. Kenai offers an airport and docking facilities.
Salcha	Salcha Rescue, Inc.	Level I - Highway Village	931	Salcha Rescue Inc. (488-5274/6902)		Yes	No	Richardson Highway	The Richardson Highway allows access to Fairbanks and its variety of transportation services.
Sand Point	Sand Point Dept. of Public Safety Volunteer Fire/Rescue Division	Level II - Isolated Towns or Sub-Regional Community	908	Sand Point EMS (383-3700)					
Savoonga	Savoonga VFD	Level I - Isolated Village	710	Savoonga First Responders/Rescue Team (clinic 984-6513/firehall 6234); Project Code Red Equipment	x				
Saxman		Level I - Highway Village	391	City Fire Dept.; Borough Fire Halls					
Scammon Bay	Scammon Bay VFD	Level I - Isolated Village	486	State VPSO & City Volunteer Fire					

Alaska Community Information

Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Selawik	Selawik VFD	Level I - Isolated Village	829	Selawik Area Vol. Emergency Rescue (484-2202); City Public Safety Office	x	No	Yes		Selawik is accessible by plane and barge. The Roland Norton Memorial Airport provides a 3,000' long by 70' wide gravel runway owned by the City. The State also owns a 3,000' long by 60' wide gravel airstrip with a 2,670' long by 60' wide crosswind strip. Scheduled flights are available to Kotzebue and area villages. Docking facilities and a barge landing area exist; freight is shipped upriver from Kotzebue each summer by Crowley Marine Services. Boardwalks have been constructed within the village. Boats, ATVs and snowmachines are prevalent forms of local travel.
Seldovia	Seldovia VFD	Level II - Isolated Towns or Sub-Regional Community	263	Seldovia Volunteer Fire & Rescue (234-7812); Firehall; Kasitna Bay Area Fire					
Seldovia Village		Level II - Isolated Towns or Sub-Regional Community	170	Seldovia Volunteer Fire & Rescue (234-7812)	x				
Seward	Seward FD	Level II Sub-Regional Community	2540	Seward Volunteer Ambulance Corps (224-3987); Bear Creek Volunteer Fire & EMS, Inc. (224-3345/3338)		Yes	No	Seward Highway	Seward is connected to the Alaska Highway system by the Seward Highway. Bus and commercial trucking services to and from Anchorage are available daily. Air services and charters are available at the State-owned airport. Two paved runways are utilized, at 4,240' long by 100' wide and at 2,279' long by 75' wide. The Port serves cruise ships the State Ferry, cargo barges and ocean freighters from Seattle and overseas. The small boat harbor has moorage for 650 boats, and two boat launch ramps. The Alaska Railroad provides over 1.4 billion pounds of cargo transit each year, importing cargo for the Interior and exporting coal to the Pacific Rim. A new railroad depot was completed in the fall of 1997. Seasonal passenger transportation is available by rail.
Shageluk	Shageluk VFD	Level I - Isolated Village	132	City Volunteer Fire					
Shaktoolik	Shaktoolik VFD	Level I - Isolated Village	209	Volunteer Fire		No	Yes		Shaktoolik is primarily accessible by air and sea. A State-owned 4,000' long by 75' wide gravel airstrip is available. The Alex Sookiayak Memorial Airstrip allows for regular service from Nome. Summer travel is by 4-whhel ATV, motorbike, truck and boat; winter travel is by snowmachine and dog team. Cargo is barged to Nome, then lightered to shore. The community has no docking facilities.
Shishmaref	Shishmaref VFD	Level I - Isolated Village	591	State VPSO; City Volunteer Fire Department/Emergency Services (649-2160); Project Code Red Equipment	x	No	Yes		Shishmaref's primary link to the rest of Alaska is by air. A State-owned 5,000' long by 70' wide paved runway is available. Charter and freight services are available from Nome. Most people own boats for trips to the mainland.
Shungnak	Shungnak VFD	Level I - Isolated Village	264	Volunteer Fire Dept.		No	Yes		Shungnak is accessible by plane, barge or small boat. The State-owned lighted gravel runway is 4,000' long by 60' wide, and has scheduled regional air services. Major airport improvements are under construction. Fuel and supplies are barged in each summer by Crowley Marine Services of Kotzebue. Small boats, ATVs, snowmachines and dog sleds are used for local travel and subsistence activities. Trails along the river are still used for inter-village travel.
Silver Springs			111	n/a		Yes	No	Richardson Highway	The Richardson Highway connects to all major population areas of the state year-round Residents use the airport at Glennallen.

Alaska Community Information

Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Skagway	Skagway VFD	Level II - Isolated Towns or Sub-Regional Community	870	Skagway Volunteer Fire Dept./EMS (983-2450/983-2300)		Yes	No	Klondike Highway/Alaska Highway	The Klondike Highway and Alaska Highway provide a connection through British Columbia and the Yukon Territory, Canada, to the lower 48 states or north to Interior Alaska. Skagway is accessed by air, road, water, and rail services. The State owns the 3,550' long by 75' wide paved runway and a seaplane base at the boat harbor, with scheduled air taxis. Skagway receives regular State ferry and barge services. A breakwater, ferry terminal, cruise ship dock, small boat harbor, boat launch, and boat haul-out are available. The White Pass and Yukon Route Company owns two deep draft docks for cargo loading and storage. Freight arrives by barge, ferry and truck.
Skwentna		Level I - Isolated Village	81	Lake Creek/Skwentna First Responders (373-8800/745-4811)					
Slana		Level I - Isolated Village	110	Copper River EMS (822-3671); Chistochina/Slana First Responders (822-3671)		Yes	No	Glenn Highway/Richardson Highway	Slana has road access to the statewide system by the Glenn and Richardson Highways. Individual adjacent lots have no roads and owners must hike through other's private property. The nearest public airstrip is south, at Chistochina. A 900' gravel private airstrip has been constructed at Duffy's Tavern.
Sleetmute	Sleetmute Traditional Council	Level I - Isolated Village	78	Volunteer Fire	x				
Solomon			8	n/a		Yes	No	**Nome/Council Road	Solomon is located along the Nome/Council road. An 1,150' long by 35' wide dirt/gravel airstrip is owned by the Solomon Village Corp. Charter flights are available from Nome. Snowmachines and dogsleds are important forms of transportation during the winter.
South Naknek		Level I - Isolated Village	88	Bristol Bay Borough Emergency Services (246-4224/246-4222)		No	Yes		South Naknek is accessible by air or sea. There are two State-owned lighted gravel runways. One is 2,260' long by 60' wide, the other is 3,310' long by 60' wide. The PAF Cannery airport lies 3 miles to the southeast. It has a 750' long by 30' wide dirt strip and a 650' long by 75' wide crosswind strip. Scheduled and charter flight services are available. A 3,000' designated stretch of the Naknek River is used by float planes. The frozen river provides an ice road to Naknek and King Salmon in winter. There is an unmaintained dirt road to New Savonoski. The Borough operates a mid- and high-tide cargo dock at South Naknek with 200' of berth space to accomodate barges. Trucks, cars, ATVs, snowmachines and boats are used extensively for local travel.
Stebbins	Stebbins VFD	Level I - Isolated Village	586	State VPSO/City Volunteer Fire; Project Code Red Equipment	x	No	Yes		Stebbins is accessible by air and sea. There is a State-owned 3,000' long by 60' wide gravel runway. Regular flights, charters and freight services are available from Bethel. A cargo ship brings supplies annually. There is no dock, and lighterage of goods to shore is provided out of Nome. Overland travel in the winter is by snowmachine.
Stevens Village	Stevens Village VFD	Level I - Isolated Village	76	Volunteer Fire (478-7228)					
Stony River	Stony River VFD	Level I - Isolated Village	54	Volunteer Fire (745-2738)		No	Yes		Stony River's location near the confluence of the Kuskokwim and Stony Rivers affords it easy accessibility by riverboat in summer and snowmachine in winter. Barges deliver cargo and bulk fuel. The 2,601' long by 45' wide gravel/dirt airstrip is State-owned and -operated. Scheduled weekday air services deliver mail and other cargo.
Sunrise			19	Hope/Sunrise EMS (782-3174/3630)		Yes	No	Seward Highway	Sunrise is accessible by a road from the Seward highway. A gravel airstrip is available nearby, at Hope. Both Anchorage and Kenai are accessible by road, and offer a variety of transportation services.
Susitna			31	flight to Anchorage					

Alaska Community Information

Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Sutton-Alpine	Sutton VFD	Level I - Highway Village	1154	Borough/Sutton VFD/Fire Hall (Mile 61 Glenn Hwy.); Sutton Volunteer Fire/EMS/Ambulance (373-8800/745-4811)		Yes	No	Glenn Highway	Sutton-Alpine accesses the Glenn Highway. There is a 1,450' public gravel airstrip at the Jonesville Mine, owned by the Canadian Mine & Smeltering Co., and two additional private strips in the area. Transportation facilities are also available nearby in Palmer.
Takotna	Takotna VFD	Level I - Isolated Village	47	Takotna EMS (Clinic 298-2214/2114)					
Tanacross	Tanacross VFD		137	Tanacross Volunteer Fire Dept. & Fire Hall		Yes	No	Alaska Highway	Tanacross is a mile north of the Alaska Highway. Most residents use cars, trucks and snowmachines for local transportation. Regular air and bus services are available out of Tok. A 5,100' paved runway, owned by the U.S. Bureau of Land Management, is located 1 mile south of Tanacross. It is not maintained in winter.
Tanana	Tanana VFD	Level II - Isolated Towns or Sub-Regional Community	304	Tanana Tribal EMS (366-7170)					
Tatitlek	Tatitlik VFD	Level I - Isolated Village	108	Tatitlek EMS (325-2235/2301/2313)					
Tazlina	Native Village of Tazlina VFD	Level I - Isolated Village	170	n/a		Yes	No	Richardson Highway	Tazlina is located on the Richardson Highway, which is maintained year-round. Air travel is not of great importance to local people because it is costly and can be more time consuming than road travel. Guides and subsistence hunters use planes extensively. There is a State-owned 900' long by 42' wide gravel airstrip, and a seaplane facility at Smokey Lake.
Telida	Telida FD		2	Telida Area VFD					
Teller	Teller VFD	Level I - Isolated Village	241	City Volunteer Fire		Yes	No	Nome/Teller **Road	Teller has a road link to Nome from May to September via a 72-mile gravel road. It is easily accessible by sea and air. There is a State-owned 3,000' long by 60' wide gravel runway with regular flights from Nome. There is no dock; goods are lightered from Nome and offloaded on the beach. Port Clarence is a natural harbor and has been considered for a deep water port.
Tenakee Springs	Tenakee Springs Rural FD	Level I - Isolated Village	105	Tenakee Springs Volunteer Fire/EMS (736-2211)					
Tetlin	Tetlin VFD	Level I - Isolated Village	129	State VPSO; Volunteer Fire		Yes	No		Tetlin is accessible by road. Many residents own cars, trucks, skiffs and snowmachines for hunting, fishing and hauling wood. The village owns and maintains a 1,700' turf airstrip. Scheduled and charter flights are available from Tok.
Thom's Place		Level I - Isolated Village	10	n/a					
Thorne Bay	Thorne Bay VFD	Level II - Isolated Towns or Sub-Regional Community	497	Thorne Bay Volunteer Rescue Squad/EMS (828-3380); Prince of Wales Island Area EMS (826-2367/3330)					
Togiak	Togiak VFD	Level II - Isolated Towns or Sub-Regional Community	805	State VPSO & City Volunteer Fire; City Fire Truck; Project Code Red Equipment; Togiak First Responders Group (493-5511/5435)	x				

Alaska Community Information

Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Tok	Tok VFD	Level II - Isolated Towns or Sub-Regional Community	1439	Tok Area EMS (883-5873/883-5111); 40 Mile Air Medevac (883-5191)		Yes	No		Tok is located at the junction of two highways, and is the first community with services for visitors entering (and last community for visitors departing) Alaska by highway. Bus services are available to Anchorage and Fairbanks, and freight is delivered by truck. There are two State-owned runways. One is a gravel strip operated by DNR and is 1,690' long by 45' wide. The other is available at Tok Junction, is operated by DOT, and is 2,509' long by 50' wide, asphalt. There are two additional private airstrips in the vicinity.
Toksook Bay	Toksook Bay VFD	Level I - Isolated Village	561	State/City VPSO & Volunteer Fire; City Public Safety facility					
Tolsona		Level I - Isolated Village	22	n/a		Yes	No	Glenn Highway	The community lies on the Glenn Highway and accesses the statewide road system. There are several air strips in the area, and air taxi services are available. A seaplane base is available on Tolsona Lake.
Tonsina		Level I - Isolated Village	84	n/a		Yes	No	Richardson Highway	Tonsina is connected to the remainder of the state road system by the Richardson Highway. A State-owned airstrip is available at Upper Tonsina, and other airstrips are in the vicinity.
Trapper Creek		Level I - Highway Village	436	Trapper Creek Ambulance Service (373-8800/745-4811)		Yes	No	George Parks Highway	Trapper Creek is accessible from the George Parks Highway. A variety of transportation means are available in Wasilla, Palmer and Anchorage. ERA Aviation operates a private heliport in Trapper Creek.
Tuluksak	Tulkisamute (Tuluksak) FD	Level I - Isolated Village	470	Volunteers					
Tuntutuliak	Tuntutuliak VFD	Level I - Isolated Village	398	State VPSO; Volunteer Fire Dept. (256-2634); Project Code Red Equipment	x				
Tununak		Level I - Isolated Village	328	n/a					
Twin Hills	Twin Hills VFD	Level I - Isolated Village	67	Twin Hills First Responder Group (525-4821)	x				
Two Rivers		Level I - Highway Village	595	Two Rivers Rescue (488-6094)		Yes	No		Ready access to Fairbanks transportation facilities provides airport, railway and highway connections.
Tyonek	Tyonek VFD	Level I - Isolated Village	184	Tyonek Volunteer Rescue Squad (583-2135/583-2136)	x				
Ugashik			12	Volunteers; Fire Truck; Village Equipment Building					
Unalakleet	Unalakleet VFD	Level II - Isolated Towns or Sub-Regional Community	728	City Volunteer Fire Dept.; Project Code Red Equipment	x				
Upper Kalskag	Upper Kalskag VFD	Level I - Isolated Village	263	City Volunteer Fire; City Public Safety Office		No	Yes		A State-maintained 4.2-mile gravel road connects Upper and Lower Kalskag. The Kuskokwim River affords easy access by skiff in summer and snowmachine in winter. Barges deliver cargo and bulk fuel during the summer. The State-owned 3,200' long by 75' wide gravel airstrip is shared by Kalskag and Lower Kalskag. Daily scheduled air services deliver passengers, mail and other cargo year-round. Winter trails exist to Russian Mission (25 mi.) and Aniak (15 mi.)
Venetie		Level I - Isolated Village	188	n/a					
Wainwright	Wainwright VFD	Level I - Isolated Village	531	Wainwright Volunteer Fire Dept. (763-2728)					

Alaska Community Information

Community	FD Name	Community Type	Pop.	Fire Rescue Facility	PCR Equip.	Road Connection	Ice Roads	Highway / Community	Transportation
Wales	Wales VFD	Level I - Isolated Village	152	City Volunteer Fire; City Ambulance; Search & Rescue Equip.					
Whale Pass	Whale Pass VFD	Level I - Isolated Village	81	Whale Pass Volunteer EMS (846-5315); Prince of Wales Island Area EMS (826-2367/3330)					
White Mountain	White Mountain FD	Level I - Isolated Village	213	City Volunteer Fire Dept.; Project Code Red Equipment	x				
Whittier	Whittier VFD	Level II - Isolated Towns or Sub-Regional Community	172	City Volunteer Fire Dept. (472-2340/2303); Anton Anderson Memorial Tunnel Fire Dept. (472-2640); City Fire Hall; City Ambulance		Yes	No		Whittier has an ice-free port and two city docks (70 ft cargo dock & 60 ft floating passenger dock). A small boat harbor has slips for 360 fishing, recreation and charter vessels. It is served by road, rail, the state ferry, boat and aircraft. A $70 million road connection was completed in the Summer of 2000. The Anton Anderson Memorial Tunnel was reconstructed to accommodate both rail and road vehicles. The railway carries passengers, vehicles and cargo 12 miles from the Portage Station, east of Girdwood. The State-owned 1,480' long by 58' wide gravel airstrip accommodates charter aircraft, and a City-owned seaplane dock is available for passenger transfer.
Whittier (2)	Anton Anderson Mem. Tunnel FD								
Willow	Willow VFD	Level I - Highway Village	1856	Borough/Public Safety Bldg., Station 121, Mile 69.9 Parks Hwy.; Willow Fire Bldg., Mile 69.5 Parks Hwy.; Willow Fire Substation, Mile 38 Hatcher Pass Rd.; Willow Ambulance Service (373-8800/745-4811)		Yes	No	George Parks Highway	From the George Parks Highway, the area has access to the statewide highway system and the transportation facilities of Wasilla, Palmer and Anchorage. There are two public airstrips available, one a State-owned 4,400' long by 75' wide gravel airstrip at Mile 69.7 Parks Hwy., and another at Deshka Landing, owned by the Dept. of Natural Resources. There are five additional private strips, and a seaplane base at Kashwitna Lake.
Willow Creek			179	n/a		Yes	No	Richardson Highway	The Richardson Highway provides year-round access to Anchorage, Fairbanks and outside of Alaska. Airstrips are located nearby in Copper Center and Glennallen.
Wiseman		Level I - Isolated Village	24	None		Yes	No	Dalton Highway	The partially-paved Dalton Highway connects Wiseman to Fairbanks and the North Slope, although the road is long and can be hazardous if not adequately prepared. A State-owned 2,000' long by 30' wide gravel airstrip is available, but is not consistently maintained..
Womens Bay	Women's Bay VFD	Level I - Highway Village	666	Borough Volunteer Fire; Womens Bay Fire Hall					
Wrangell	Wrangell VFD	Level II Sub-Regional Community	2023	Wrangell Volunteer Fire Dept./Rescue (874-3223)					
Y		Level II Sub-Regional Community	1072	Borough/Talkeetna Fire/EMS Station 112, Mile 97 Parks Hwy.		Yes	No	George Parks Highway	The community is accessible from the George Parks Highway. The Talkeetna airstrip is located nearby. A variety of transportation means are available in Wasilla, Palmer and Anchorage.
Yakutat	Yakutat VFD	Level II - Isolated Towns or Sub-Regional Community	680	Yakutat Volunteer EMS/Rescue (784-3206)					