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Sierra Borealis *alaska report*

SIERRA CLUB ALASKA CHAPTER
SPRING 2026



New
Chapter Excom
members-p. 6

Roadless rule at Risk--Another chance to help the Tongass National Forest's roadless expanses

(Editor's note: In June 2025, Secretary of Agriculture Brooke Rollins announced that the USDA plans to rescind the 2001 Roadless Rule. Since then, the Administration held a comment period for preliminary scoping comments, which we promoted (See **sierra borealis** Sep 2025). Now the administration is preparing to put out an Environmental Impact Statement--which should give citizens another good chance to express their support for the Roadless rule. However, this time they plan NO public meetings for citizen comment. Therefore, Sierra Club is allying with other groups to host our own public meetings, as discussed in the following news article, originally published by High Country News, and republished in part here with permission.)

"In 2001, the Organized Village of Kake, a sovereign Tribal government in Southeast Alaska, supported the US Forest Service's proposal to protect roadless portions of national forests across the country, including the nearby Tongass National Forest. The Tongass, a vast and mostly roadless temperate

rainforest, is "the most beautiful cathedral you will ever walk into," said Joel Jackson, who served on the Tribal council at the time. Kake's people are the people of the Tongass, he added, and they

wanted to end clearcutting in the forests where their ancestors have lived for at least 10,000 years.

Twenty-five years later, on April 3, the Organized Village of Kake, now led by Jackson, reiterated that support. But this time, the Tribe's leadership did so at a "people's hearing," co-hosted by the Tribe and Southeast Alaska Conservation Council.

Jackson would have gladly told federal officials exactly why the largest intact temperate rainforest in the world still needs protection. But the Forest Service has neither held any public meetings nor signaled any intention to do so yet—even as it rushes forward with plans to roll back the Roadless Rule.

Under federal law, agencies like the Forest Service must seek public comment before any major land-use change, often through lengthy comment periods and public meetings. In fact, President Bill Clinton's administration held more than 600 hearings over two years before the Forest Service approved the original Roadless Rule, which now covers 45 million acres of forests. But the agency's current attempt to undo its protections has followed what advocates say -- continued page 2



photo: Travel Alaska

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An alternative to the Ambler Road

When Congress established Gates of the Arctic National Park and Preserve in 1980, it included a right-of-way across the preserve for a potential road to the Ambler mining district.

In addition, the lawmakers ordered the Secretaries of Interior and Transportation to do an environmental and economic analysis of all potential routes for the right-of-way in order to determine the “most desirable” one.

In its 2020 EIS on the route from the haul road to the district, BLM considered the environmental and economic effects of several potential routes. Finding most of them unfeasible, the Bureau settled on three routes originating at the pipeline haul road, and chose the 211-mile route known as the Ambler Road. (*sierra borealis*, June 2024, Dec 2023, Mar 2022, June 2020, Dec 2019.) Among the potential routes dropped during the BLM’s 2020 consideration were three to the Bering Sea coast: to Cape Darby southeast of Nome, to Cape Blossom on the Baldwin Peninsula south of Kotzebue, and to Nome via Selawik Flats. The two capes do not have ports, and the shallow port at Nome was unable to take in deep-draft ships such as very large ore carriers.

But now the Nome port is undergoing a major expansion designed to accommodate deep-draft ships. In 2023 the Biden administration allocated \$750 million for the project in furtherance of its Arctic trade and national



Photo: Army Corps of Engineers, Alaska District

Nome harbor (pre-expansion)

security interests. The money comes from the 2021 Infrastructure Investment and Jobs Act. The first stage of the project this year is funded with \$399 million. Total cost is an estimated \$662.6 million with a completion date of 2030.

In effect, a major Nome port makes a route to Nome a viable alternative to the Ambler Road.

The Alaska Chapter and the Club might wish to undertake a comparative analysis of the Nome and Ambler routes. If the Nome route can be shown to be feasible and environmentally superior to the Ambler route, a campaign to adopt it could follow. ❖

-- Jack Hession

Roadless Rule at risk

-- from page 1

is a disturbing pattern of shorter public comment periods and a refusal to hold public meetings, disenfranchising the very people who live, work, and play on and near the lands in question.

In response, community groups have begun holding meetings like the people’s hearing where Jackson testified. These hearings enable local and national nonprofits, tribes, and conservation organizations to inform locals about the Roadless Rule repeal, answer their questions, build community around the issue, and record testimony to submit for comment, said Nathan Newcomer, Southeast Alaska Conservation Council’s federal campaigns manager.

Across the country, from Washington and Arizona to New Hampshire, North Carolina, and Indiana, local nonprofits like the Southeast Alaska Conservation Council and various Sierra Club chapters are organizing meetings, working in partnership with groups like Protect Our Winters and Great Old Broads for Wilderness. It’s a true grassroots effort, said Alex Craven, the Sierra Club’s forest campaign manager.

Some people attend because they understand the rollback’s ramifications and are determined to offer public testimony. Others come to learn more, only to discover that land that would be reopened to logging and mining includes beloved trails or hunting grounds, said Lia Brews-

ter, campaign strategist for Washington state’s Sierra Club.

Meeting organizers are recording all the testimony and will submit each person’s comments individually when the Forest Service releases its draft environmental impact statement and finally opens a public comment period, which it is expected to do next month. Attendees are also encouraged to fill out postcards at the meetings. The demise of roadless protections can feel like a foregone conclusion, given the rushed process, Newcomer said. But, he added, it’s important to “make a clear public record of how strongly opposed Americans are (to) getting rid of the Roadless Rule.”

The Roadless Rule affects the Chugach as well as the Tongass Forest but the Tongass has much greater expanses of roadless timber. We expect the U.S. Forest Service (USFS) to release a Draft Environmental Impact Statement (DEIS) about the Roadless Rule very soon--exact date not yet known. Once it is released, we will have a limited window to submit comments. Even when submitting comments feels fruitless, it is incredibly important for building a record and showing overwhelming support for the Roadless Rule. Sierra Club will inform our members via email and social media when the comment period opens--with instructions and talking points. You can also track the release directly through USFS. ❖

-- Andrea Feniger

LEGISLATIVE UPDATE

Updates on key bills that we are watching in the 2025-26 legislative session.

HB124 AIDEA Reform Bill:

This bill, which aims to provide oversight to the state corporation Alaska Industrial Development and Export Authority (AIDEA), is critical to economic and environmental prosperity in our state. AIDEA is behind some of the most environmentally harmful and economically unsound projects in Alaska, including drilling in the Arctic Refuge, Ambler Mining Road [see p. 2], and the Healy Coal Plant. They are able to get away with abdicating their duties to consider public input, spend public resources responsibly, and advance projects that benefit Alaskans because they have no oversight. They hold hundreds of millions of state dollars and make huge deals with public money without approval from the legislature. You can learn more about AIDEA at <https://www.sierraclub.org/alaska/aidea-reform>.

This bill would add much needed checks and balances to AIDEA, including requiring legislative approval for spending large sums of money. Unfortunately, the bill is currently stalled in the House finance committee. At hearings in the House resources committee, lots of Alaskans called in to testify in support of this bill.

While it is not a priority for the state legislature this session amongst the many pressing issues facing Alaska, we are excited by the bill's momentum and hope to see it reintroduced in 2027 with more and more Alaskans speaking out in support.

HB 381 and SB 280 AK-LNG Tax Bill:

The infamous Alaska Liquefied Natural Gas (AKNLG) pipeline has been getting a lot of attention this legislative session. We continue to hear from the project's proponents that this time it is definitely going to happen-- without many specifics of course.

The 800-mile proposed AK LNG pipeline would not just be a disaster for conservation and climate goals, but it is also a false solution to our state's energy and fiscal crises. You can learn more about the AK LNG at <https://www.sierraclub.org/alaska/liquefied-natural-gas>.

The Alaska Gasline Development Corporation (AGDC) gave private developer Glenfarne 75 percent of the project in early 2024. This session, Governor Dunleavy introduced a bill to the legislature that would exempt AK LNG from property taxes, another flagrant attempt to line the pockets of out of state fossil fuel developers and short change Alaskans. Luckily, senators on both sides of the aisle have been approaching this project with a healthy amount of skepticism. Despite this, they are still considering tax breaks for the project, and

we have to make clear that Alaskans do not support tax breaks for boondoggle pipeline projects.

The owners of AKLNG, Glenfarne and the Alaska Gasline Development Corporation (AGDC), are essentially negotiating with the legislature through HB 381 & SB280, which continue to be amended. While some taxes have been added back, it is still insufficient. Since more changes to the bill are expected over the coming weeks, we can still voice our opposition to tax breaks for AKLNG. Our state has already given hundreds of millions of public dollars to AGDC over the last 16 years to pursue this pipeline with little to show for it.

Enough is enough. If this project still cannot stand on its own two feet, it is time to move on and invest in real energy solutions.

In [their own statement in March](#), the Senate Resource Committee says "key details of project agreements remain confidential, including oversight structures, financial terms, and potential state revenue."

Senator Cathy Giessel pointed out that Glenfarne was unknown until 18 months ago, and they have not completed any projects of this type in North America. She said, "But they want a 92 percent reduction [for themselves] in our local property taxes. They are holding all financial information about the project confidential. This is not a good business position for our state to be in. We get to find out the cost of the gas for Alaskans after the project sets the price in secret."

Why is anyone asking Alaskans for subsidies without proof of what is actually needed?

Glenfarne and AGDC told the legislature they would not even have a full cost estimate until mid-2027.

Our state should not invest in a risky and uncertain mega pipeline that will run 800+ miles. There are few interested buyers, and the LNG market will change drastically (with increasing competition from solar and wind power) in the time it will take this pipeline to be built- we will end up with a stranded asset. And to be clear, this pipeline will not be constructed in time to cover our looming natural gas shortage or necessarily make utility bills cheaper for Alaskans. Also, LNG is a carbon bomb and will have devastating impacts to conservation and climate goals.

If we will invest in energy projects, why not invest in cheaper and more sustainable renewable alternatives?

You can reach out to your state representative and senator to tell them you do NOT support any more state subsidies or tax breaks for AKLNG and that you urge them to move on to more viable renewable energy projects.

Want to track any of these or another bill? Text a bill number (ex: HB124) to 559-245-2529 to enroll in text alerts about hearings, votes, and more updates. ❖

-- Andrea Feniger



The Alaska Railroad: Alaska's Lucky Break A bit of train history.....

On July 14, 2025, state Representative Ky Holland took some of his constituents on the Alaska Railroad's Glacier Discovery train to Whittier. (see **sierra borealis**, Sept 2025.) Rep. Holland who, like me, was born in Alaska, has a special interest in Alaska's rail history. This past winter, he passed along to me a draft document titled "Kennecott, a Culture Trapped in Time" by John Killoran. This document is about the Copper River Northwestern Railway. And the Kennecott copper miners. This old railway, which ran from Cordova to McCarthy via Chitina, was completed in 1911. When the Kennecott mines closed in 1938, it ceased operations.

John Killoran and I worked together during the mid-1980s, he as director of the Alaska Railroad corporation's passenger services and I as an economist for marketing and sales. I became friends with John, his wife Nancy, and their children.

Mr. Killoran died in 2004, unfortunately, and Rep. Holland is interested in continuing Killoran's research into Alaska train history.

Why, when the privately owned Copper River Northwestern Railway had just been built, did the federal government go ahead and build the Alaska Railroad, the only federally built railroad in our country?

John Pierpoint Morgan, the wealthiest financier in America, built the Copper River Northwestern Railway as part of the Morgan/ Guggenheim Alaska Syndicate, between 1907 and 1911. The Syndicate was a huge monopoly. In the late 1800s, Pierpoint Morgan himself had control over 12 continental U.S. rail systems. The small farmers hated these monopolized railroads, because they charged too much to ship their products.

Teddy Roosevelt steps in

This public animosity toward railroad monopolies was behind President Teddy Roosevelt's November 1906 withdrawal of all Alaska coal land from private entry, which denied railroads a source of cheap coal. In July 1907, Roosevelt, a renowned early conservationist, established the Chugach National Forest, and only a few months later, in November 1907, the Tongass National Forest. He believed natural resources belonged to the public and should be in public ownership, to be used for public benefit.

Roosevelt's proclamation of the Chugach National Forest in 1907 took place at the urging of Gifford Pinchot, chief of the U.S. Dept. of Agriculture's Division of Forestry, and a well-known conservationist at the time. It was also Pinchot who in 1909 persuaded Roosevelt to extend the boundary of the Chugach National Forest to encircle most of the Bering River coal field, thus reinforcing Roosevelt's 1906 withdrawal of all coal land in Alaska from new entry.

The Alaska Syndicate was forced to the much

greater expense of going to British Columbia for coal for the Copper River Northwestern Railway,

In 1913, President Taft's railroad commission recommended to Congress that two railroads be built, one from Seward to the Iditarod gold fields and Kuskokwim areas, the other from Chitina to Fairbanks (the Copper River Northwest Railway already went as far as Chitina before branching east, to McCarthy). However, on March 12, 1914, Congress passed a bill authorizing the president to construct and operate one railroad, from Seward to Fairbanks. By this time, Taft was out and Woodrow Wilson was president. He opposed the Copper River Northwestern Route going all the way to Fairbanks, because it was owned



photo: Vicky Hoover

by the Morgan Guggenheim Alaska Syndicate. He, like Roosevelt, wanted a publicly owned railroad to develop Alaska's resources, not a private monopoly.

Fast forward to 2026. In the Lower 48, freight railroads are owned by private companies, while most passenger rail is run by Amtrak, a public corporation. Amtrak owns tracks in the Northeast Corridor, from Boston to Washington D.C. Otherwise, it does not own the tracks its trains run on. It must fight for the right to use privately owned freight rail tracks. Freight rail companies are legally required to accommodate Amtrak, but they don't always do so. Sometimes their priority freight trains block the single track, making passenger trains late. This can discourage passengers, make them decide to drive or fly instead. It does not help our climate (rail gives off one-third of the GHG emissions of the highway mode). In contrast, in both Europe and Alaska, railroad tracks are publicly owned.

History has a way of repeating itself. Currently, Union Pacific and Norfolk Southern, two of America's largest freight rail companies, seek to merge. They are refiling their application before the Surface Transportation Board, due April 30. The Rail Passengers Association and other passenger rail advocates oppose this merger. In the words of Jim Matthews, President and CEO of the Rail Passengers Association, "the scale and scope of this transaction will create a behemoth Class I railroad that will give a single private company, which is mostly unaccountable to the public, an effective veto over any expansion or growth in America's passenger

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Protecting Nature: A New Perspective

Preserving Our Planet for Future Generations

In today's fast-paced, technology-driven world, it is easy to become disconnected from the natural world around us. We often find ourselves so engrossed in our daily lives that we fail to appreciate the beauty and importance of the environment that sustains us. However, taking a step back and viewing nature from a new perspective can help us gain a deeper understanding of our planet and inspire us to take action in preserving it for future generations.

One way to approach nature from a fresh angle is to consider it as a complex, interconnected system. Our planet is a delicate balance of various ecosystems, each playing a crucial role in maintaining the overall health of the environment. From the smallest microorganisms in

Alaska railroad

-- from page 4

rail service" (Clock Starts on New UPNS Application, Feb 20, 2026).

We're better off in Alaska!

The Alaska Railroad Corporation, owned by the State of Alaska, does not have to worry about any freight merger threatening its passenger service. It successfully operates both freight and passenger service on the same track. It gets only a small federal subsidy compared to what Alaska's highways get and receives no state subsidy. Whereas Lower 48 freight railroads earn profits for their shareholders, the Alaska Railroad Corporation puts its net income into its infrastructure, employee housing and safety, and community endeavors such as the Fair Train and United Way. While Lower 48 freight railroads don't like to haul freight traveling less than 700 miles, putting it into trucks instead, the Alaska Railroad hauls time-sensitive freight to Fairbanks Sunday through Thursday, a distance of 356 miles. And it hauls non time-sensitive freight from Whittier to Anchorage every week year-round, a distance of only 50 miles. The Alaska Railroad, like any other railroad, emits a fraction of the greenhouse gas of the highway mode. And it takes thousands of cars, trucks and buses off Alaska's highways, reducing highway maintenance costs.

The decisions made by U.S. Forest Service Director Gifford Pinchot, and Presidents Teddy Roosevelt and Woodrow Wilson over a century ago are Alaska's lucky break today. Our railroad's freight and passenger services cooperate rather than fight with each other. If you take a trip on the Beer train or take your kids on the Easter train, you don't have to worry that you'll be delayed by a freight train. And the Alaska Railroad has plenty of chances to expand both freight and passenger services in the future. ❖

-- Cynthia Wentworth

the soil to the largest predators in the food chain, every living being contributes to

the intricate web of life. By recognizing the interconnectedness of all living things, we can begin to appreciate the importance of preserving the delicate balance of nature.

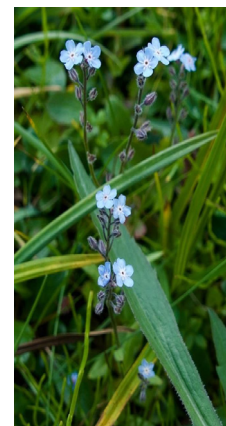
Another perspective to consider is the long-term impact of our actions on the environment. As humans, we often prioritize short-term gains over the well-being of future generations. However, by adopting a more sustainable approach to our consumption and resource management, we can help ensure that the Earth remains a viable and habitable home for our children and grandchildren. This means reducing our carbon footprint, conserving water, and minimizing waste through recycling and composting.

Moreover, it's essential to recognize the value of nature beyond its utilitarian purposes. Nature provides us with countless benefits, such as clean air, clean water, and a stable climate. It also offers us a sense of peace, tranquility, and inspiration that is difficult to find elsewhere. By immersing ourselves in nature, we can reconnect with our roots, gain a sense of perspective, and develop a deeper appreciation for the world around us.

To truly preserve nature, we must also acknowledge the role of human culture and society in shaping our relationship with the environment. Throughout history, humans have had a complex relationship with the natural world, often exploiting it for our own benefit. However, as we become more aware of the consequences of our actions, we can begin to shift our mindset towards a more harmonious coexistence with nature. This means embracing sustainable practices, supporting conservation efforts, and advocating for policies that prioritize environmental protection.

One way to foster this shift in perspective is through education and awareness-raising. By learning about the importance of biodiversity, the impact of climate change, and the interconnectedness of all living things, we can develop a more informed and empathetic approach to environmental stewardship. This can be achieved through formal education, community programs, and public awareness campaigns that highlight the importance of preserving our planet.

In conclusion, seeing nature from a new perspective can



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Alaska Chapter News

Thank you to all of our Sierra Club Alaska Chapter members who voted in our executive committee election at the end of 2025! Temporary members Dr. Aron Crowell and Andrew Roy were voted to serve full two year terms. They have already been wonderful additions to our chapter and we are thrilled to have added leadership capacity and expertise. We also say a huge thank you to Santa Claus for his years of service on our executive committee that ended in 2025.

Interested in learning more about the Alaska Executive Committee or other volunteer leadership opportunities? Reach out to alaska.chapter@sierraclub.org. We happily recruit passionate volunteers who want to get more involved in our chapter. We can build volunteer positions tailored to individuals interests, expertise, and preferred time commitment.

-- Andrea Feniger

Introducing new Executive Committee members:

Andrew Roy serves as the Outings Chair for the Sierra Club Alaska Chapter, where he leverages a lifelong passion for the outdoors and experience in regional conservation efforts. An advocate for Alaska's wild places, Andrew is involved in coordinating outdoor trips and leading specialized initiatives, including co-leading the chapter's beluga monitoring project. His leadership is defined by a commitment to fostering a strong community and ensuring that the club's outings are impactful. Outside of his work with the Sierra Club, Andrew is an avid fisherman and outdoorsman who brings a practical, hands-on perspective to environmental stewardship and public land protection.

In his role as Outings Chair, Andrew wants to expand the Chapter's reach through organizing and enhanced volunteer engagement. He aims to strengthen the connection between outings and advocacy, by identifying opportunities to align local trips with national campaigns like "Outdoors for All". Andrew is also committed to building Chapter capacity by participating in regional leadership gatherings and fostering a diverse, equitable community that empowers the next generation of environmental leaders. ❖

New perspective on Nature -- from page 5

inspire us to preserve it. Recognizing the connections among all living things, considering the long-term impact of our actions, and embracing a more sustainable relationship with the environment, lets us work towards a future where both humans and nature can thrive.

As we continue to face the challenges of climate change, habitat loss, and pollution, it is more important than ever to cultivate a sense of stewardship for the natural world and to take collective action to protect it. The



Flower photos with this article are by Beth Blattenberger, taken on a Sierra Club national outing to the Wulik River area, western Alaska

first step? Go outside and be present in the nature you have. Slow down and appreciate the rustle of the leaves or buzzing of the busy bees. Perhaps the first real step is to slow down to appreciate what we have today to preserve more for tomorrow. ❖

-- by Rob Weinzettle

Dr. Aron Crowell joined the Sierra Club Alaska Chapter executive committee as Science Chair after retiring from a 30-year career with the Smithsonian Institution as an archaeologist, museum anthropologist, and Alaska Director for the Arctic Studies Center (National Museum of Natural History). He curated the Smithsonian exhibition Living Our Cultures, Sharing Our Heritage: The First Peoples of Alaska at the Anchorage Museum, developed through a decade of research and planning with Alaska Native communities and organizations.

Aron's field research for the Smithsonian, National Park Service, and National Science Foundation included archaeology and historical ecology at Yakutat, Glacier Bay, the Kenai Peninsula, Kodiak Island, Katmai, Yukon and Kuskokwim River villages, and St. Lawrence Island, a treasured opportunity to experience our state's endlessly varied nature and to lead collaborative science projects emphasizing Indigenous knowledge, community participation, and cultural education. That work—including helping to document the devastating impacts of the 1989 Exxon Valdez oil spill—sparked Aron's commitment to advocacy for sustainable use and preservation of Alaska's threatened oceans and marine wildlife. He co-leads the Sierra Club Alaska Chapter's collaboration with NOAA to monitor Cook Inlet's endangered beluga whale population and advocates against habitat threats like the planned Johnson Tract gold and copper mine. He also is building Sierra Club partnerships with the Municipality of Anchorage and Anchorage Waterways Council to beautify the city's trails, parks, and waterways, raising our profile as a community service organization. ❖

Upcoming event

Sierra Club University Lake Cleanup for Anchorage Waterways Council

Saturday, May 16 – 10 am to 1 pm

Join this citywide effort to beautify Anchorage parks, trails, and waterways! We will be hosting a cleanup of University Lake. We will have a sign-in table at the park entrance next to the University Lake parking lot on Elmore Drive where we will provide you with materials (trash bags, gloves, and grabbers). You will then join other SC volunteers on one of the provided canoes or kayaks to paddle around the lake and collect trash. If you are not comfortable on a boat, you can still feel free to support by picking up trash along the shore. We will have coffee and serve lunch as a thank you to participants!

(See box next page for sign-up info.)

Events and Outings

Please make sure to **register** for any of our events or outings at Sierraclub.org/alaska - scroll to the bottom of the home page for all of our event calendar and click on the event you'd like to attend to be brought to the RSVP page. **You must sign a waiver to participate.**



Earth Day Block Party

Thank you to the Anchorage Museum for partnering with us to host an Earth Day Block Party on the museum lawn. We hosted informative tables from organizations and city departments working to make Anchorage cleaner and more sustainable. Thank you to everyone who braved the windy day to come celebrate the Earth with us and learn how to be a better steward of it!



Earth Day photos: Andrea Feniger



At the Earth Day block party--tabling

Bird Ridge Trail Hike -- coming VERY soon! Sunday, May 17 -- 10 am

The Bird Ridge Trail is a challenging but incredibly rewarding hike that climbs quickly out of the valley and onto a stunning ridgeline overlooking Turnagain Arm. The ascent is steep from the very beginning, with sustained elevation gain that will test your legs, but every pause offers increasingly dramatic views of the water, surrounding mountains, and the sweeping curves of the Arm. Once on the ridge, the trail delivers a series of breathtaking vantage points that make the effort well worth it. The descent is equally steep, so we'll take our time on the way down.

Conditions on this trail can be highly variable. Mud is common, sturdy footwear is essential, and trekking poles can make both the climb and descent more manageable. Temperatures often shift as you gain elevation, so packing layers is advised to stay comfortable in the wind or cooler air along the ridge.



No Kings Day- Wasilla

Aron Crowell's photo--he adds: there was a good turnout, over 500 by my estimate, which is great for a small, largely conservative town. This shot doesn't capture the hundreds of other people who were lined up along the highway waving signs.

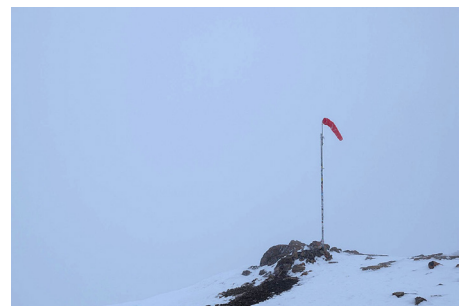
Sunnyside Flattop -- Our First Spring Hike

On April 18, our first spring outing brought out our

adventurous members to hike to brave the snowy Sunnyside Flattop trail. While the destination didn't bring the clearest views that day, sometimes the hike is about the journey. Our group had a great time and all were happy to get their hiking practice in as we prepare for summer. As Andrew Roy pointed out: This outing served as an excellent mid-spring conditioning hike. We effectively managed the trail's snowy conditions, and the 4.5-mile distance proved to be an ideal length for a classic Alaskan shoulder-season experience, requiring steady pacing and careful navigation! ❖



Hiking on Flattop: does this look like spring?



On the summit--but where's the view?

Flattop outing photos: Andrew Roy

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tevents, check us out on Facebook or
www.sierraclub.com/alaska.

Sierra Club leader to give Arctic presentation in New York City

Patagonia Upper West Side
426 Columbus Ave, New York, NY 10024
Thursday, May 28 -- 7-9 PM
Arctic National Wildlife Refuge Presentation + Q&A

Go to:
<https://arcticuws.splashthat.com/> to RSVP

Join us for a presentation on the Refuge's beauty and importance and Q&A with Gary Keir, longtime backpacker and leader of Arctic expeditions for the Sierra Club's national outings program

Doors open: 7 PM.
Presentation + Q&A: 7:30-8:30 PM
Light bites and beverages will be provided.

Event Details

The remote Arctic National Wildlife Refuge is one of the largest unspoiled ecosystems left in the world, and one of the most diverse. Home to polar bears, caribou, wolves, more than 200 species of birds, and more, its undisturbed lands and waters are critical to both migratory and resident wildlife.

The Arctic Refuge is currently under threat from both climate change and the Trump administration, which plans to open the refuge to oil and gas drilling.

Legislation in 1980 protected most of northeast Alaska's Arctic National Wildlife Refuge--America's largest, but left the 1.5 million acre coastal plain at risk--due to interest from oil companies. But the area remained closed to exploitation--unless Congress opened it. For 36 years of battles to defend it, it has stayed safe. But now?



Get to Know Our Event Partners

Presenter: Gary Keir

Gary Keir has led backpacking trips in Arctic Alaska for the Sierra Club since 1997 and has been to the Arctic National Wildlife Refuge more than 20 times. He is also a rock climber and enjoys the solitude and serenity of remote landscapes.

