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To the Honorable Members of the Alaska House Transportation Committee,

We write in strong support of advancing House Joint Resolution 42 (HJR 42) to the House floor for full consideration. As founders of E4M and authors of the Northern Continental Corridor (NCC), we have spent considerable time evaluating Alaska's transportation systems within the broader context of national and continental infrastructure networks. Based on this work, we believe HJR 42 represents a necessary and timely step toward strengthening Alaska's strategic connectivity, economic resilience, and long-term infrastructure planning.

Alaska's geographic position presents both a challenge and an opportunity. The state sits at the nexus of emerging Arctic activity, Pacific trade routes, and North American defense logistics. However, these advantages remain underutilized without deliberate policy alignment and sustained infrastructure investment. The NCC framework was developed to assess and define realistic corridors that integrate rail, port, road, and logistics systems into a cohesive, executable network. HJR 42 supports this type of integrated thinking by recognizing the importance of corridor-based development and the need for coordinated state and federal engagement.

From an engineering and program execution standpoint, corridor development is not speculative—it is a disciplined process that requires clear authorization, stakeholder alignment, and early legislative support. Advancing HJR 42 to the floor signals that Alaska is prepared to participate meaningfully in national infrastructure conversations and to position itself for future funding, partnerships, and phased implementation. Without this step, opportunities for strategic investment and federal alignment may be delayed or lost.

We approach this from both a technical and execution perspective. As a licensed Professional Engineer, Greg Madalena has evaluated infrastructure systems with a focus on feasibility, integration, and long-term performance. As a project manager, Kevin Thompson has led complex programs requiring coordination across agencies, funding sources, and timelines. Together, our work on the NCC reflects a practical, implementation-focused approach to infrastructure development—one that aligns closely with the intent behind HJR 42.

We respectfully urge the Committee to move HJR 42 forward to the House floor. Doing so will enable broader discussion, strengthen Alaska's position in national infrastructure planning, and support the development of a coordinated, corridor-based strategy that reflects both the state's needs and its strategic importance.

Thank you for your consideration and your continued leadership on transportation issues critical to Alaska's future.

Sincerely,

Kevin Thompson

Co-Founder, E4M

Co-Author, Northern Continental Corridor

Greg Madalena, PE

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