

From: [Tyler Vose](#)
To: [House Transportation](#)
Subject: HJR 42 Testimony
Date: Tuesday, March 17, 2026 1:34:02 PM

Representatives Eischeid, Carrick, and members of the House Transportation Committee,

My name is Tyler Vose, and I did call in to provide testimony on HJR 42 today. I called in at 12:59 pm, and was promptly put on hold where I remained for nearly 15 minutes.

Concurrently, I watched the live stream as Rep. Carrick closed public testimony because nobody was on the line. I was on the line. Ultimately I hung up and called the operator back and was able to speak with someone. I explained what occurred, and was told the system generally never fails. But it did this time. After hanging up, I received a call back from the operator, and she confirmed it was a technical problem on their end. Their only suggestion was that I send an email with my testimony, even though it already passed out of committee. As an aside, if the powers that be want to keep our capitol in Juneau, a location that a vast majority of Alaskans can't afford to get to, and effectively shield themselves from public involvement, then the phone systems MUST be operational at all times. Failures like this cannot be tolerated.

With that said, here is what I would have testified today regarding HJR 42:

Chair and members of the committee, for the record my name is Tyler Vose, and I live in Wasilla. I am testifying in support of HJR 42.

HJR 42 is an important step toward treating Alaska's geography as the strategic asset that it is. By supporting the Northern Continental Corridor concept and urging the United States Department of War to fund further analysis, this resolution positions Alaska at the center of a North American defense and logistics network, instead of at the end of the road.

From a national security perspective, we are already the front line for Arctic and Indo-Pacific access. A purpose-designed corridor for freight, energy, and communications improves military mobility, redundancy, and resilience in a crisis, while reducing our reliance on a small number of vulnerable routes and ports.

Economically, the studies cited in the resolution project tens of billions of dollars of capital investment and substantial long-term job creation. That level of private and federal investment can help diversify Alaska's economy, expand our tax base, and create opportunities for Alaskans in construction, logistics, and supporting industries—without asking the state to shoulder the entire burden up front.

For everyday Alaskans, a more efficient transportation and energy corridor means better connectivity, more competition, and ultimately lower costs for goods and services. A corridor that moves freight, fuel, and data more efficiently benefits rural and urban communities alike, and helps keep our state livable and competitive for families and small businesses.

Finally, HJR 42 does not lock the state into a specific route or project design. It simply urges the federal government—especially the Department of War—to do the deeper engineering, environmental, and institutional due-diligence work we need before any binding decisions are made. That is a prudent, low-cost, high-value step for Alaska to endorse.

For these reasons, I respectfully urge you to pass HJR 42 out of committee. Thank you for your time.

Regards,

Tyler Vose

