

1 IN THE SENATE

BY THE RESOURCES COMMITTEE

2 SENATE CONCURRENT RESOLUTION NO. 37

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTH LEGISLATURE - SECOND SESSION

5 Relating to an evaluation of the
6 proposed Iniskin Bay-Iliamna route
7 across the Alaska Peninsula.

8 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 WHEREAS it is of the utmost importance to the state that, where public
10 highways cross wilderness areas, careful consideration and evaluation be
11 given to their effect on the surrounding environment; and

12 WHEREAS studies have been made of various highway routes from a ferry
13 facility on the Pacific side of the Alaska Peninsula to the Bristol Bay
14 area; and

15 WHEREAS the Iniskin Bay-Iliamna Lake route, tentatively selected by
16 the state, requires extensive work at non-ice free Iniskin Bay to provide
17 satisfactory harbor facilities; and

18 WHEREAS almost 200 miles of road and a great number of bridges would
19 be required to connect such a ferry terminal to the Bristol Bay tidewater;
20 and

21 WHEREAS the route presently being considered traverses much prime big
22 game habitat as well as most of the principal spawning streams comprising
23 the most important red salmon spawning area in the world; and

24 WHEREAS, historically, big game habitat and spawning streams readily
25 accessible to highways have been seriously harmed by such proximity; and

26 WHEREAS there exists an alternate route through Katmai National Monu-
27 ment of less than half the required road and bridge construction, which would
28 go to King Salmon from either one of two excellent ice free harbors on the
29 Pacific; and

1 WHEREAS those most familiar with the alternate route agree that the
2 Katmai route could be constructed far more cheaply than the \$34,000,000
3 estimated for the Iniskin-Iliamna route, with far less potential damage to
4 the renewable resources; and

5 WHEREAS this route would make accessible one of the finest tourist
6 attractions in the State of Alaska and could directly contribute signifi-
7 cantly to the economic well-being of Bristol Bay years prior to the esti-
8 mated 10-year completion date of the Iniskin-Iliamna route; and

9 WHEREAS opposition to the Katmai route from uninformed organizations
10 and persons as to the relative benefits and ill effects of the respective
11 routes has prompted U. S. Park Service opposition; and

12 WHEREAS this opposition has resulted in the state's current favoring
13 of the Iliamna route;

14 BE IT RESOLVED that the Governor is respectfully requested to direct
15 the Department of Highways to make comparative cost estimates of a route
16 through Katmai National Monument and an Iniskin-Iliamna route; and

17 BE IT FURTHER RESOLVED that the Department of Fish and Game be directed
18 to compile all available data as to the respective renewable resource occur-
19 rences along both routes and to make this data available to the Legislature
20 prior to the commitment of funds for either route.