

HCR

46

John Killoran

17767 Sanctuary Drive
Eagle River, Alaska 99577
(907) 694-2216

March 24, 1988

The Hon. Lloyd Jones, Chairman
Senate Committee on Transportation
Post Office Box V
Juneau, Alaska 99811

MAR 28 1988

Dear Senator Jones:

This letter is to express my strong support for approval by your committee, and passage by the Legislature, of the House-approved resolution calling for the Governor to direct the Department of Transportation and Public Facilities to build a toll road linking the existing Copper River Highway to the Edgerton Highway at Chitina.

I am pleased to read, in the Anchorage Times, of your support for opening access over this route. As you probably are aware the Times has taken a forceful editorial position in favor of this project.

Not only will this be a long overdue action to eventually provide an essential road link for the community of Cordova, but it is of interest to many others. Those Alaskans, such as myself, who access this area for pleasure or to visit friends, will applaud your actions. Twice a week ferry service costing hundreds of dollars for a family round trip is hardly "adequate" access for Cordovans or other citizens of this State.

The characteristics of the road described in the newspaper, and the methodology for funding and maintaining the completed road, is adequate and appropriate for the traffic. For too long we have geared our decisions to well-meaning planners and "kill it with kindness" isolationists who spoke of hundred-million dollar projects with high speed expressways. Having driven my motorhome on the existing Copper River Highway, which is gravel surfaced and approximately the width proposed for the remaining link, I believe it is completely adequate for safe travel by those who would use this road.

Please use your influence to pass this resolution, and the accompanying measure authorizing the DOT&PF to issue revenue bonds for the project, without further delay so that it can become law in this session. The time has come for action to complete this essential road link for Alaska. Thank you.

Sincerely,


John P. Killoran

enclosure

Lawmakers 3-22-88 urge road to Cordova

By John Quinley
Times Writer

Members of the legislature want the Cowper administration to build a narrow gravel road to Cordova along the Copper River.

The House last week unanimously passed a resolution calling for the governor to direct the Department of Transportation to build a toll road linking the existing Copper River Highway to the Edgerton Highway at Chitina.

The resolution is being considered in the Senate, and is not binding on the administration. Also awaiting passage is a measure authorizing the department to issue revenue bonds to finance the \$18.4 million project.

Road access to Cordova has been controversial in the Prince William Sound community. It's a topic of long winter debates between those who like Cordova's roadless isolation and those who'd like a road bringing in tourists and economic development. The wisdom of a road is also being debated in Chitina and other communities along the proposed route.

Rep. Bette Cato, D-Valdez, the resolution's sponsor, says communities in the area support the idea but, "As always, there are some people who don't want their lifestyle to change."

The idea of a toll road is "a trial balloon," Cato said. "If we're going to diversify ways of getting development, and stay away from state and federal funding, we're going to have to be innovative."

The Department of Transportation will release a study of road routes, costs and possible use of the highway on April 1, according to Keith Gerken, deputy commissioner.

To build an 18-foot-wide gravel road for all-year use would cost \$18.4 million, the Department of Transportation has estimated. The state would sell revenue bonds to cover the cost of construction, and the bonds would be paid off through tolls.

The roundtrip toll would cost \$16.90, which would retire the bond debt and pay the annual maintenance, said Wendy Mulder, a Cato aide.

While land access to Cordova is seen as a boon to tourism, the diminutive road would be a tight squeeze for some tourists.

A standard Winnebago measures eight feet across, leaving only a yard between passing vehicles. The road would also be open to longer and heavier com-

See Cordova, page B-2

Cordova

Continued from page B-1

mercial trucks.

Still, the department estimates that 135,000 people would pay the toll to drive to Cordova, Mulder said.

The resolution will be considered in the Senate this session, first by the transportation committee. Chairman Lloyd Jones, R-Ketchikan, said he generally supports the idea of opening access and would hold hearings on the measure, but none have been scheduled.

If the House resolution passes the Senate, the department will conduct more detailed studies, Gerken said.

Cato said the road would carry considerable commercial traffic as well as tourists. Construction of the road could also set the stage for a spur road to the Katella coal and oil fields.

Cordova is currently served by the state Marine Highway System twice a week in the winter.

The road out of Cordova ends 49 miles to the east at the Million Dollar Bridge, which crosses the Copper River.



DR. LARRY M. HOGAN

CORDOVA CHIROPRACTIC CLINIC

Box 579 Cordova, Alaska 99574
105 W. Council Ave. (907) 424-5298

APR 20 1988

Mr. MARK HICKEY, COMMISSIONER
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
Box Z, JUNEAU, ALASKA, 99811-2500
APRIL 18, 1988

DEAR COMMISSIONER HICKEY:

I AM WRITING TO INFORM YOU THAT I HAVE RECEIVED THE DRAFT "SPECIAL RECONNAISSANCE REPORT" AND THE "COMPENDIUM REPORT" ON THE COPPER RIVER HIGHWAY AS PREPARED BY THE STATE OF ALASKA, DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, ENVIRONMENTAL SECTION, NORTHERN REGION, DATED SPRING 1988, AS PER MY FORMAL REQUEST OF 4/8/88. THANK YOU FOR YOUR PROMPT RESPONSE.

HAVING CONDUCTED INDEPENDENT, COLLATERAL RESEARCH ON THIS TOPIC FOR MOST OF THE PAST YEAR, I FEEL QUALIFIED TO ENTER THE FOLLOWING COMMENTS:

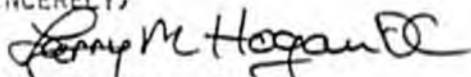
THE COMPENDIUM REPORT IS COMPLETE, FAIR, AND APPARENTLY FREE OF BIAS.

THE HISTORICAL ACCURACY IS EXCELLENT, AND THE REPORT IS, ON A WHOLE, VERY THOROUGH.

THE DEPARTMENT DESERVES CONGRATULATIONS ON A JOB WELL AND SPEEDILY DONE.

THE CONCLUSIONS FOR ALASKA REGARDING THE COPPER RIVER HIGHWAY ARE CLEAR. THE RELATIVELY SMALL AMOUNT OF 15 MILLION NEEDED TO CONSTRUCT A PIONEER ACCESS ROAD WOULD BE 91.7% REIMBURSABLE UPON FUTURE FHWA UPGRADE. THE PIONEER TYPE ROAD IS A NECESSARY PART OF COST CONTROL FOR ANY FUTURE UPGRADE. A TOLL SYSTEM COULD PAY FOR MAINTENANCE AND UPGRADING WHILE THE PROJECT TOOK IT'S PLACE IN THE LONG LINE OF JOBS COMPETING FOR THE DWINDLING SUPPLY OF FHWA DOLLARS. THE CHOICE FOR ALASKA THUS IS TO BUILD A PIONEER ACCESS ROAD OR ADOPT A NO-BUILD ALTERNATIVE. HOPEFULLY, GIVEN THE STRONG SUPPORT SHOWN BY THE COMMUNITIES, NATIVE CORPORATIONS, AND GROUPS INVOLVED, THE LEGISLATURE WILL TAKE IMMEDIATE POSITIVE ACTION AND FIND THE RELATIVELY SMALL AMOUNT OF MONEY NECESSARY TO BEGIN CONSTRUCTION OF THE LONG SOUGHT RETURN OF A RESOURCE ROUTE TO THE NORTH GULF COAST FOR THE BENEFIT OF ALL ALASKA.

SINCERELY,


LARRY M. HOGAN D.C.

CC.

MR. LYNN HARNISCH P.E.

MR. RAY PRICE SSA

MR. DAVE PLASKETT, INV.

HONORABLE BETTE CATO

HONORABLE MIKE SZYMANSKI

HONORABLE JAY KERTTULA

HONORABLE JAN FAIKS

HONORABLE BEN GRUSSENDORF

HONORABLE LLOYD JONES

HONORABLE JACK COGHILL

HONORABLE DON YOUNG

HONORABLE TED STEVENS

HONORABLE FRANK MURKOWSKI

The Copper River Toll Road enabling legislation has been passed by the Alaska State House of Representatives. This is a pioneer bill from a pioneer people. If passed by the State Senate and signed by the Governor, it would allow the first toll-road in Alaska. Alaska's income has fallen with the decline in the price of oil, and state budgets do not have enough money for maintenance, much less new work. The spirit of the people who built the Copper River & Northwestern Railroad into the rugged interior to mine the rich copper veins has led these pioneer spirits onward toward a road connection with the state highway system. The road, while nearing completion of conversion from railroad to vehicular access road was nearly completely destroyed by the great Alaskan earthquake of 1964. Later, in the early 1970s, it ran afoul of the Alaska Native Claims Settlement Act. It was particularly difficult for the Native community to deal with not being able to have a road because the government was giving them the ground that they had always used as a trade route to the interior and thought of as theirs, and yet they could not complete the road because they and the National Park system had to divvy up their ground. They saw the ground through different eyes.

The National Environmental Policy Act of 1969-70 was used by special interest groups to stop reconstruction of the highway and it was not completed before the dread environmental impact statement first halted, and then severely handicapped all life in Alaska. As former Cordova Mayor Richard Davis puts it "The Federal Government has always been obliged to tell Alaskans when to squat, they seem to think."

The issue of whether the road should or should not be built has been the subject of many bureaus, commissions, and agencies. The concept has had more official reviews than a naval station; as many studies as many South American countries have had governments. Every study over the fifty year history of the road has come back with a BUILD report. There is little environmental impact (it's mighty rough country), the fishery question can be easily treated with moratorium (for study), and the City has asked for the road repeatedly since 1938. The history of the United States was rewritten by the things that happened here. There is barely a foot-note in history for the Cordova "tea party" when Cordovans emptied a imported coal shipment into the Bay. They were in open rebellion at Theodore Roosevelt's unprecedent denial of due process. They wanted to secede from any association with the country that would pull such a stunt. Daniel Guggenheim, who supplied the capital for the railroad stated, "if I had done what I've done (opened up the rugged frontier) in any other country, I would have been knighted. Instead I am indicted." All of the North Gulf Coast and the interior of Alaska stands today under the shadow of that same indictment.

This is an issue for all Americans. The history, the tremendous human accomplishments, the engineering feats, and their remains are a monument to an America that changed radically with the treatment of this region. In many ways all of America stands under the same indictment. We must save the monuments and have the ability to view with wonder this region of spectacular views, astonishing accomplishments, and some of the worst weather imaginable.

The Copper River Highway, Alaska State Route #10, The Copper River toll-road, the LaFevre Toll-road, the Copper River Road, - This road has as many names as it has had forms of Government deciding its fate. The people of Alaska should have the right to drive somewhere to see the North Pacific, They have more coastline than any other state, but it is hard to see the ocean. We respectfully request your help with Alaska State House of Representatives bill 46 this session. Cordova wants to throw off the mantel of indictment and take her place as a full equal amongst Alaskan cities; to greet her neighbors in the friendly spirit that exists throughout the great land.

CRH #10: The time is now.

Lanny Hogan
Cordova.

APR 5 1988

3/31/88

Hey Gang,

I don't know who wrote this article but I am obviously not alone in my thinking about what has transpired over the past fifty years.

Don't you think its time for you (the legislature) to prove this SUSPICION wrong? It is something in the minds of many Alaskans and does not only apply to the Copper River Highway #10...but to many other issues as well.

Let's take a POSITIVE STEP on CRH#10 and actually COMPLETE it.

Cheers,

Marla Jean Adkins, an Alaskan
Cordova

CRH#10:
GOOD SENSE,
COMMON SENSE,
DOLLARS & CENTS.

Scott Novak
Cordova

B-1 Monday, March 28, 1988, The Anchorage Times

Robert D. Atwood
President and Publisher

Elaine Atwood
Assistant Publisher

William J. Tobin
Vice-President, Editor-in-Chief

By road to Cordova

THE SUSPICION is that the legislature this year will do nothing — again — about providing the state with a road linking Cordova to the rest of Alaska.

A ton of money will be spent on a lot of other projects — as it has been for a quarter of a century — and the prospect of completing the Copper River highway to the coastal town of Cordova will be no more a reality than a "midsummer" day-dream.

It's one of the mysteries of the universe. We'll come up with answers to UFOs before a Cordova road is built. The common cold probably will be a thing of the past before any Alaskan can drive a pickup or a sports car to Cordova, from Anchorage, or Fairbanks, or Palmer or Kenai or North Pole. In fact, we may drive to the real north pole, before we'll be able to bundle up the kiddies and go for a weekend drive to Cordova.

But more than a holiday excursion is at stake here. Commerce and trade and communications are the heart of the issue — that, and an ability to bring some people of the state closer to other Alaskans.

IT WILL BE a long time — if ever — before there is a road to Juneau. Not in several lifetimes is it likely there will be surface transportation to Nome and Kotzebue and Barrow — barring the eventual extension of the railroad into one or more of the western and northern regions of Alaska.

But reaching Cordova isn't that big a deal.

We're a golf-ball shot away now — and have been for years.

There's no insurmountable geographic problem. No Mount McKinley stands in the way. No Cook Inlet bars the access.

The cost isn't even that great, given the fact that we talk all too often in Alaska in terms of multi-multi-million dollar projects.

In this case, the Department of Transportation and Public Facilities says a gravel road of nominal width (18 feet, it suggests) could be built for \$18.4 million.

THERE'S that much money sloshing around in various legislative slush funds.

A little belt tightening here and there in Juneau's governmental operation and the construction funds could be had without pinching much of anything.

What's the reason for not moving ahead? Why should there be further delay?

Certainly not because a majority of Cordova residents are opposed to whatever lifestyle changes might occur if a road were constructed. There are still some holdouts, to be sure.

But from what we hear, most Cordova residents have long ago come to the conclusion that the positives outweigh the negatives.

The only answer, then, is that most of the legislators don't care.

They have other designs on \$18.4 million. Money not spent in Cordova is money they can get a piece of to put into some other pet project in their home districts. So what if it doesn't serve a statewide purpose, as would a road linking Cordova to the rest of the state.

Lawmakers urge road to Cordova

By John Quinley
Times Writer

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See Cordova, page B-2

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The issue of whether the road should or should not be built has been the subject of many bureaus, commissions, and agencies. The concept has had more official reviews than a naval station; as many studies as many South American countries have had governments. Every study over the fifty year history of the road has come back with a BUILD report. There is little environmental impact (it's mighty rough country), the fishery question can be easily treated with moratorium (for study), and the City has asked for the road repeatedly since 1938. The history of the United States was rewritten by the things that happened here. There is barely a foot-note in history for the Cordova "tea party" when Cordovans emptied a imported coal shipment into the Bay. They were in open rebellion at Theodore Roosevelt's unprecedent denial of due process. They wanted to secede from any association with the country that would pull such a stunt. Daniel Guggenheim, who supplied the capital for the railroad stated, "if I had done what I've done (opened up the rugged frontier) in any other country, I would have been knighted. Instead I am indicted." All of the North Gulf Coast and the interior of Alaska stands today under the shadow of that same indictment.

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CRH #10: The time is now.

Lanny Hogan
Cordova

Cordova Chamber of Commerce

P.O. Box 99
Cordova, Alaska 99574
(907) 424-7260



Honorable Governor Steve Cowper
Office of the Governor
Juneau, Alaska 99801

March 30, 1988

Dear Governor Cowper:

Near the turn of the century, the discovery of rich copper deposits in the Wrangell Mountains near the present town of McCarthy spurred construction of a railroad from Cordova up the Copper River to Chitina and from Chitina east through the Chitina River Valley to the Bonanza Mines. The Copper River and Northwestern Railway operated from 1911 through 1938, when the mines closed. The railroad abandoned the route and returned the right of way to the people for use as railroad, road or tramway. Before the railroad stopped operations, the Cordova Chamber began trying to have the railbed along the Copper River converted to a roadway.

The Chamber has supported this idea continuously from 1938 to the present time. This is evidence of a continuous and lasting support of the Copper River Route #10. The Cordova Chamber of Commerce remains a staunch advocate for development of the Alaska highway system. Construction of the ground transportation system of Alaska is not a luxury, it is not even optional, it is imperative for the maintenance and improvement of commerce. This alone should be sufficient economic justification for construction of the highway.

Historically the earliest trails and roads were built by subscription and maintained by tolls in Alaska. Our pioneering spirit hasn't died, although it has tarnished during the fifty year struggle with nature and man to complete the road.

Many times in the past the Cordova Chamber has called on friends in the rest of the state to add their voices to ours in calling for renewal of our ground transportation link. The Native Corporations, our neighboring Chambers, our neighboring cities once again have added their voice. The people of Alaska want to visit the North Gulf Coast, and the Cordova Chamber of Commerce as always is thankful for their continuing support. Cordova wants to take her place as a full equal amongst her neighbors; to greet her neighbors in the same friendly spirit that exists throughout the GREATLAND.

We urge you, Governor Cowper, to aid Cordova with a "build" decision for the Copper River Highway. Your assistance and support for Alaska State House of Representative Co-Resolution 46 would be one way you could express this support.

Sincerely,
Connie Taylor
Connie Taylor
President

cc: Senator Dick Eliason, Senator Willie Hensley, Senator Jan Faiks,
Senator John Binkley, Senator Paul Fischer, Senator Rick Uehling,
Senator Jim Duncan, Senator Fred Zharoff, Senator Lloyd Jones,
Senator Jack Coghill, Senator Tim Kelly, Senator Mitch Abood,
Senator Bettye Fahrenkamp

NEED A MINI-VACATION?

WANT TO TAKE THE

TRAIN TO CORDOVA

FOR COPPER DAY - APRIL 9th?



WE WISH YOU COULD.

UNFORTUNATELY THE TRAIN QUIT RUNNING 50 YEARS AGO

CORDOVA HAS WANTED A ROAD EVER SINCE!

YOU CAN HELP

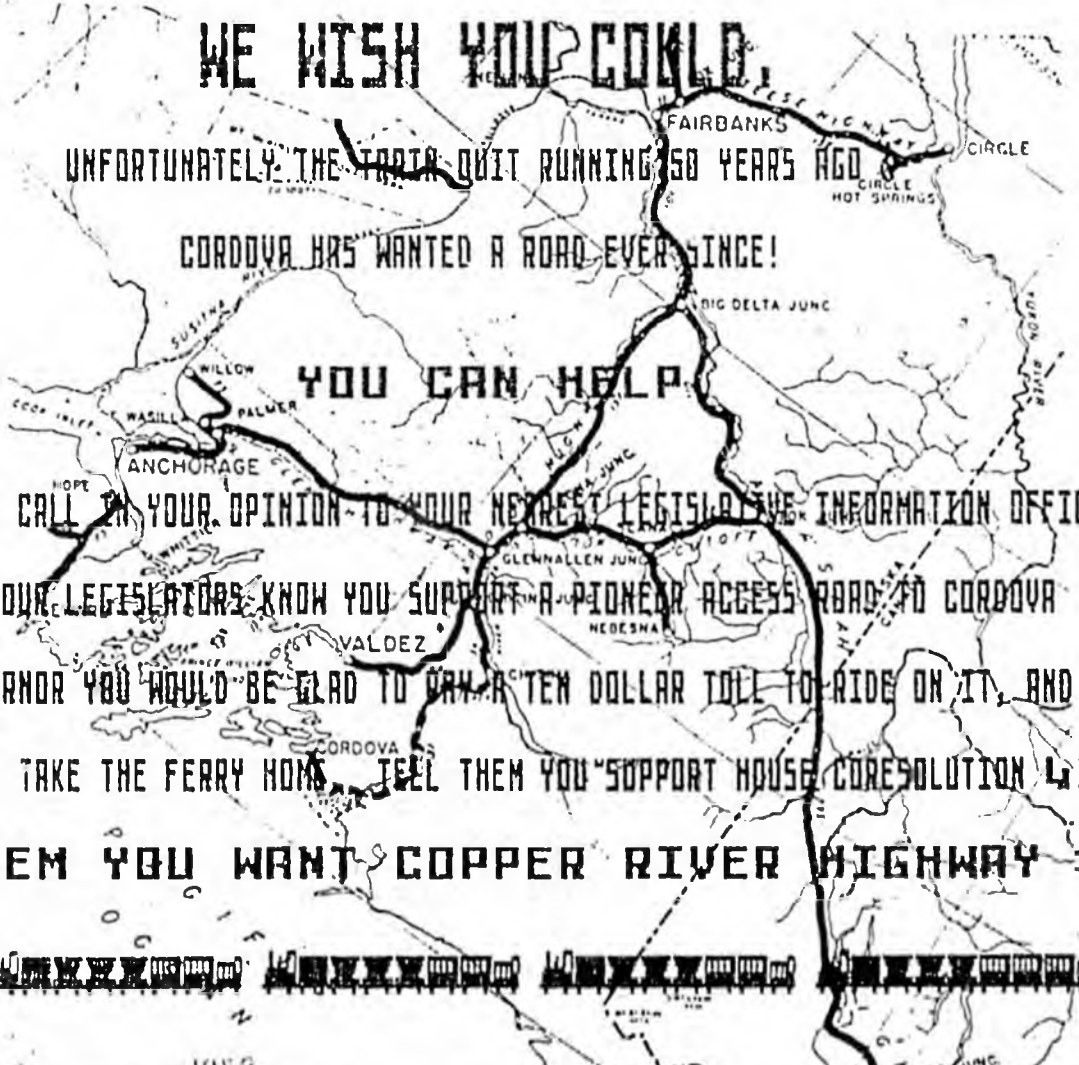
WRITE OR CALL IN YOUR OPINION TO YOUR NEAREST LEGISLATIVE INFORMATION OFFICE

LET YOUR LEGISLATORS KNOW YOU SUPPORT A PIONEER ACCESS ROAD TO CORDOVA

TELL THE GOVERNOR YOU WOULD BE GLAD TO PAY A TEN DOLLAR TOLL TO RIDE ON IT, AND BE EVEN

HAPPIER TO TAKE THE FERRY HOME. TELL THEM YOU SUPPORT HOUSE CORESOLUTION 46.

TELL THEM YOU WANT COPPER RIVER HIGHWAY # 18



ROAD HIGHWAY PROGRAM: It is time to begin a Major road Program. 29 years since statehood, only one highway (Parks) built...it is time to put our Highway Development back on the High Burner.. To complete CRH #10 is ~~the~~ beginning. Our existing roads also need maintenance and maintenance Staff does need new equipment.

LADIES AND GENTLEMEN: We have shown you how you can give us a Pioneer Access Toll Road that would pay for itself without taking any dollars out of your Districts. You can see CRH #10 is completed at long last for the **BENEFIT OF ALL ALASKANS**. For years we shared our \$ with you. We are not asking for your dollars....only your support/time and space. We are not asking for handouts with the Toll Road Concept. **BUT IF WE WERE.....**wouldnt you say that after 50 years it would not be out of line in all fairness.

You will always have some negative input. You will always have problems to overcome...Carpetbaggers in anything you do. There comes a time when you must end a **DO NOTHING STAND** and **MOVE FORWARD INTO THE FUTURE**. **THAT TIME IS NOW** WHERE CRH #10 and other Highway Programs are concerned.

In completing this outline, I can only tell you....**WE WILL NOT GIVE UP THE FIGHT**. I will buy a house and move in next to you all and the Capitol if it becomes necessary.....so if you dont want to put up with the **WICKID WITCH OF THE NORTH** ON A DAILY BASIS WHERE CRH #10 is concerned....take a positive step. I carry a message for you from Mr. Novak, a local business man.....hes going to write the USSR leader Gorbachev (sorry on spelling) and offer him to **BUILD CRH #10**. Our City Agr wont leave until he can drive out and your very own Rep and Chairman of the Transp in the House says she wont quit until **SHE CAN DRIVE TO CORDOVA**.

Marla Jean Adkins
Marla Jean Adkins
Alaskan
Cordova, Ak.

Marla Jean Adkins

P.O. Box 461

Cordova, Alaska 99574

(907) 424-7311

4-8-88

SUMMARY OUTLINE

CRH #10 has been partially completed since 1938 when its History began. Millions of Dollars, many studies, stacks of support. No follow up.

1948, per DOT Map Inset....The Seward nor Parks Hwy were even on the Map. Only the CRH was on the drawing board and planned to be constructed. Cordova business men had even done fund raising to complete the RR Spur to Chitina and then the road from Chitina to Fairbanks. This route was a historical route used for Trade and Commerce by the Alaska Natives. 1910 10,000 people. Cordova was the largest City N of Ketchikan at this time. The "new people not wanting development came much later". History was already established and development in place. Today Cordova only has some 2500 people.

ISSUE: 50 years of meetings over and over which have been used AGAINST the road often....repeated lack of definite direction, no follow up and POLITICS....Pass the plate but not the buck....use Corlov's share of \$ elsewhere in Urban Alaska left this area in DECLINE.

ISSUE: Govt leaders on local and State level....pvt sector...business sector, Statewide have REPEATEDLY SUPPORTED CRH #10. Only our ~~legis~~ *legis (not all)* have turned a deaf ear. Locals predominately always FOR. NOTHING AND NO ONE IS EVER AGAIN....soooo Itinerants and Environs are naturally against the completion or any development, growth. Many are not even landowners or pay taxes. The rest of Alaska would like to drive to Cordova. FISHERMENS VIEWS HAVE EVEN SOFTENED.

ECONOMIC DISE. Juneau Politicians come and tell us to DIVERSIFY OUR ECONOMY....then help us to. A Hwy with land transportation opens up tourism, cheaper power, we can develop our area resources with mgt and support our new and LARGEST NATIONAL PARK IN THE NATION....Wrangle/St Elias.

FISHERIES SHIFTLING RESTRICTIONS//CARRIAGES (3) sprouted up overnight Valdez. 2 of ours threatened to pull out 2 years ago at CoFC meeting. Semlak seafoods was ~~down~~ 3rd in volume of Fresh Fish trucked to States per a recent report and Processors now pull into Communities that offer surface/land/ transportation. They can offer cheaper rates and more facilities.

WRANGLE ST ELIAS.....Wrangle/St Elias.....13,277,000 acres in size. 5 x larger than Yos and 6 x than Yellowstone.

INCREASED AUTO TRAFFIC ON RISE. For Alaska Business Journal, April Issue... 52% up from 1981 to 1986 vs Aviation 25% and Ferry 9%.

FERRYS FACILITIES started in 1960's....soon need replacing at millions and billions. Ferrys on a good day dont compete with land/surface Transp. A highway partially done, sitting waiting is GOOD CENTS, COMMON CENTS, and CENTS.

MAJOR HIGHWAY PROGRAM: It is time to begin a Major road Program. 29 years since statehood, only one highway (Parks) built...it is time to put our Highway Development back on the high burner.. To complete CRH #10 is ~~the~~ beginning. Our existing roads also need maintenance and maintenance Staff does need new equipment.

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Marla Jean Adkins
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Alaskan
Cordova, Ak.

Interior Dept. ponders Kennicott purchase

by Ellen Lockyer

The Dept. of the Interior is considering a proposal to buy the mining town of Kennicott so that the historic area can be added to the Wrangell-St. Elias National Park. Currently, the 11 remaining buildings are owned by the Great Kennecott Land Company, an Anchorage firm.

The National Park Service has already conducted an inspection of the buildings and their deteriorating conditions last September. It is estimated that the cost of buying the buildings and some 3,000 acres of surrounding land, plus the cost of upgrading some of the buildings to make them safe for visitors would be \$6 million.

The Park Service was approached with the offer by the Great Kennecott Land Company, owner of the major buildings in the remote mining town. Current owners are afraid of the liability if a visitor is injured, said James Harrower, an Anchorage dentist and one of the property owners in Kennicott. Harrower said "The time has come to make the buildings safe or to start razing the more dilapidated buildings."

Historians for the Park Service believe that the life expectancy of the buildings is not very long, due to heavy snow loads each winter.

Kennicott flourished between 1910 and 1938 as

a copper mining town served by the Copper River and Northwestern Rail Road. The ore played out in 1938, resulting in the shut down of the railroad and a hasty exodus by residents of Kennicott and nearby McCarthy.

Dick Martin, with the Wrangell-St. Elias National Park Service in Copper Center, was involved in the September study. He helped compile the report which was under the

See GHOST page 2.

Ghost Town (cont.)

direction of NPS historian Bob Spude.

"It's impossible to speculate," said Martin. "Nothing's definite. The study was done at the request of the landowners. We're assessing it from a park management standpoint. Our recommendation is that it (Kennicott) is a great resource and an outstanding visitor attraction. We would work with local people to make it available for public use. The locals feel it would be a positive step. They don't want it closed to the public. Acquisition by the Park Service would mean long-term preservation and access."

Martin said there are still many factors involved, such as how much land is in question, the mineral rights and the financial angle. As far as liability goes, Martin said "The federal government is self-insured, and has ways of mitigating hazards. We could manage Kennicott as a ghost town, interpreting the buildings from the outside, as the Park Service does in Bode, Nevada."

The plan must be submitted to Congress for funding approval, if the Dept. of the Interior decides to go ahead with the purchase. The final decision rests with Secretary of the Interior, Donald Hodel.

PUBLIC OPINION MESSAGE

DEAR: SENATOR JONES

NAME: DICK STRUTZ

TITLE:

ADDRESS: 9220 STRUTZ AVE

CITY: ANCHORAGE

PHONE: 346-1770

ZIP: 99507

BILL NO:

SUBJECT: DOE REGULATION 4AAC06.065

MESSAGE: I STRONGLY RECOMMEND YOU DO ALL IN YOUR POWER TO PREVENT DOE FROM ADOPTING THE ABOVE REGULATION ON CORPORAL PUNISHMENT IN ALL STATE SCHOOLS. ADOPTING THIS REGULATION CAN ONLY FURTHER DETERIORATE OUR SCHOOLS IN THE STATE. LEAVE THIS TYPE OF REGULATION TO THE LOCAL SCHOOL BOARDS.

POMID: 03095506

DATE: 04/08/88

TIME: 09:55:06

LIONAME: ANCHORAGE LIO

COPIES: REPRESENTATIVES REPRESENTATIVES SENATORS

ADAMS	BARNES	ABOOD
BOUCHER	BOYER	BINKLEY
BROWN	CATO	COGHILL
COLLINS	COTTEN	DUNCAN
DAVIDSON	DAVIS	ELIASON
DONLEY	ELLIS	FAHRENKAMP
FRANK	FURNACE	FAIKS
GOLL	GRUENBERG	FANNING
GRUSSENDORF	HANLEY	FISCHER
HERRMANN	HOFFMAN	HALFORD
HUDSON	KOPONEN	HENSLEY
LARSON	MARTIN	JOSEPHSON
MENARD	HILLER	KELLY
NAVARRE	PEARCE	KERTTULA
PETTYJOHN	PHILLIPS	RODEY
POURCHOT	RIEGER	STURGULEWSKI
SHULTZ	SPRINGER	SZYMANSKI
SUND	SHACKHAMMER	UEHLING
TAYLOR	ULMER	ZHAROFF
WALLIS	ZAWACKI	

PUBLIC OPINION MESSAGE

DEAR: SENATOR JONES

NAME: ROBERT SULLIVAN

TITLE:

ADDRESS: P O BOX 83

CITY: CORDOVA

PHONE: N/R-

ZIP: 99574

BILL NO:

SUBJECT: PROPOSED CHITINA-CORDOVA TOLL ROAD

MESSAGE: WHEN THE STATE IS TRYING TO BALANCE ITS' ECONOMY, THIS IS AN INCREDIBLE WASTE OF MONEY. AN ALTERNATIVE SUGGESTION WOULD BE TO IMPROVE THE EXISTING FERRY SYSTEM AND OFFER REDUCED RATES TO CORDOVA RESIDENTS. IN CONSIDERING THE PLANS FOR THE ROAD, FISH MANAGEMENT ALONG THIS ROUTE MUST BE GIVEN SPECIAL CONSIDERATION. SINCE WE DO NOT AS YET HAVE A FISH MANAGEMENT PLAN, THE ROAD SHOULD NOT BE CONSIDERED UNTIL ONE IS FORMULATED.

POMID: 14100857

DATE: 04/08/88

TIME: 10:08:57

LIONAME: MAT-SU LIO

COPIES: SENATORS

ABOOD
BINKLEY
COGHILL
DUNCAN
ELIASON
FAHRENKAMP
FAIKS
FANNING
FISCHER
HALFORD
HENSLEY
JOSEPHSON
KELLY
KERTTULA
RODEY
STURGULEWSKI
SZYMANSKI
UEHLING
ZHAROFF

*Against
The
Highway*

PUBLIC OPINION MESSAGE

DEAR: SENATOR JONES

NAME: JEFF DAILEY
 TITLE:
 ADDRESS: POB 875
 CITY: CORDOVA
 PHONE: 424-7750
 ZIP: 99574
 BILL NO:
 SUBJECT: PROPOSITION FOR COPPER RIVER HIGHWAY
 MESSAGE: URGENT! URGENT! PROPOSED COPPER RIVER HIGHWAY IS UNDER 40' OF
 SNOW. FLOODING EXPECTED SOON WITH BREAK-UP. IN YEARS PAST, THE TRAIN
 TOOK 3 WEEKS TO GET TO CHITNA. A TOLL ROAD TO CORDOVA IS PREPOSTEROUS.
 ALTERNATIVES: BETTER FERRY SYSTEM WITH REDUCED RATES FOR RESIDENTS;
 HYDROFOIL, NEW FERRY, ETC.

POMID: 14164424
 DATE: 04/07/88
 TIME: 16:44:24
 LIONAME: MAT-SU LIO

COPIES: SENATORS

ABOOD
 BINKLEY
 COGHILL
 DUNCAN
 ELIASON
 FAHRENKAMP
 FAIKS
 FANNING
 FISCHER
 HALFORD
 HENSLEY
 JOSEPHSON
 KELLY
 KERTTULA
 RODEY
 STURGULEWSKI
 SZYMANSKI
 UEHLING
 ZHAROFF

*Against
 The
 Highway*

PUBLIC OPINION MESSAGE

DEAR: SENATOR JONES

NAME: ED WALSH
 TITLE:
 ADDRESS: PO BOX 91684
 CITY: ANCHORAGE
 PHONE: 248-3830
 ZIP: 99509
 BILL NO: SB 322
 SUBJECT: REVISION OF WORKER'S COMP LAWS
 MESSAGE: PLEASE SUPPORT THE POSITION OF THE ADHOC LABOR-MANAGEMENT COMMITTEE
 ON THE WORKERS COMP. REFORM LEGISLATION. PASSAGE OF SB 322 IS VERY IMPORTANT
 TO ALL ALASKAN EMPLOYERS AND EMPLOYEES.

POMID: 03081038
 DATE: 04/08/88
 TIME: 08:10:38
 LIONAME: ANCHORAGE LIO

COPIES: REPRESENTATIVES REPRESENTATIVES SENATORS

ADAMS	BARNES	ABOOD
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BROWN	CATO	COGHILL
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DAVIDSON	DAVIS	ELIASON
DONLEY	ELLIS	FAHRENKAMP
FRANK	FURNACE	FAIKS
GOLL	GRUENBERG	FANNING
GRUSSENDORF	HANLEY	FISCHER
HERRMAIN	HOFFMAN	HALFORD
HUDSON	KOPONEN	HENSLEY
LARSON	MARTIN	JOSEPHSON
MENARD	MILLER	KELLY
NAVARRÉ	PEARCE	KERTTULA
PETTYJOHN	PHILLIPS	RODEY
POURCHOT	RIEGER	STURGULEWSKI
SHULTZ	SPRINGER	SZYMANSKI
SUND	SHACKHAMMER	UEHLING
TAYLOR	ULMER	ZHAROFF
WALLIS	ZAWACKI	

PUBLIC OPINION MESSAGE

DEAR: SENATOR JONES

NAME: LORRAINE STONE
 TITLE:
 ADDRESS: P O BOX 83
 CITY: CORDOVA
 PHONE: N/R-

ZIP: 99574

BILL NO:
 SUBJECT: PROPOSED CHITINA-CORDOVA TOLL ROAD
 MESSAGE: THIS IS AN INCREDIBLE WASTE OF MONEY WHEN THE STATE IS TRYING TO KEEP OUR ECONOMY IN BALANCE. IMPROVED FERRY SYSTEM WITH REDUCED RATES FOR CORDOVANS WOULD BE ONE POSSIBILITY FOR AN ALTERNATIVE. SPECIAL ATTENTION SHOULD BE GIVEN TO FISH MANAGEMENT PLANS ALONG THE ROAD SINCE WE DON'T HAVE A PLAN FOR THAT. WE SHOULDN'T BE CONSIDERING A ROAD WITHOUT A PLAN.

POIID: 14085033
 DATE: 04/08/88
 TIME: 08:50:33
 LIONAME: MAT-SU LIO

COPIES: SENATORS

ABOOD
 BINKLEY
 COGHILL
 DUNCAN
 ELIASON
 FAHRENKAMP
 FAIKS
 FANNING
 FISCHER
 HALFORD
 HENSLEY
 JOSEPHSON
 KELLY
 KERTTULA
 RODEY
 STURGULEWSKI
 SZYMANSKI
 UEHLING
 ZHAROFF

*Against
 the
 Highway*

PUBLIC OPINION MESSAGE

DEAR: SENATOR JONES

NAME: LEON KING
 TITLE:
 ADDRESS: 10000 LAKE OTIS PARKWAY
 CITY: ANCHORAGE
 PHONE: 344-6750

ZIP: 99516

BILL NO:
 SUBJECT: DOE CHANGE OF CORPORAL PUNISHMENT
 MESSAGE: I STRONGLY OPPOSE THE DEPARTMENT OF EDUCATIONS ATTEMPT TO BAN CORPORAL PUNISHMENT IN PRIVATE SCHOOLS. THIS CHANGE SEVERELY INFRINGES RIGHTS OF PARENTS TO PUT CHILDREN IN PRIVATE SCHOOLS WHERE BIBLICAL PRINCIPALS OF DISCIPLINE ARE HELD. PLEASE USE YOUR INFLUENCE TO STOP COMMISSIONER DEMHERT FROM MAKING THIS CHANGE.

POIID: 03094206
 DATE: 04/08/88
 TIME: 09:42:06
 LIONAME: ANCHORAGE LIO

COPIES: REPRESENTATIVES REPRESENTATIVES SENATORS

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COLLINS	COTTEN	DUNCAN
DAVIDSON	DAVIS	ELIASON
DONLEY	ELLIS	FAHRENKAMP
FRANK	FURNACE	FAIKS
GOLL	GRUENBERG	FANNING
GRUSSENDORF	HANLEY	FISCHER
HERRMANN	HOFFMAN	HALFORD
HUDSON	KOPONEN	HENSLEY
LARSON	MARTIN	JOSEPHSON
MENARD	HILLER	KELLY
NAVARRE	PEARCE	KERTTULA
PETTYJOHN	PHILLIPS	RODEY
POURCHOT	RIEGER	STURGULEWSKI
SHULTZ	SPRINGER	SZYMANSKI
SUND	SHACKHAMMER	UEHLING
TAYLOR	ULMER	ZHAROFF
WALLIS	ZAHACKI	

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: "Relating to a Copper River Toll Road."
Sponsor: Representative Cato
Requestor: House Finance

Agency Affected: DOT&PF
BRU: _____
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0
CAPITAL	0	0	0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS : (Attach a separate page if necessary)

Prepared by: Representative Al Adams, Chairman *AGA* Phone: 465-3706
Division: House Finance Committee Date: 3/11/88

Approved by Commissioner: _____ Date: _____
Agency: _____

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)

ASSUMPTIONS

No. 2

A) Toll Checkpoint

CSHCR 46
HOUSE 3/14/88

- 1) One toll checkpoint would be needed to collect tolls.
- 2) Checkpoint costs were based on similar costs for a checkpoint on the Dalton Highway.
- 3) A checkpoint for year round occupancy would be more expensive as it would require additional insulation, permanent utilities systems, larger living quarters, etc.

B) Pioneer Road

- 1) Would be 18ft. wide, screened gravel surface and have trestle type bridges. The cost for this work assumes that 18ft. wide road could be constructed so that it was safe and maintainable and that only minimal reconstruction on the existing railbed would be necessary. Should any of these parameters be forced to change, during the course of actual design, the cost could increase substantially. Cost increases would depend on the type of changes that were necessary.

C) Federal Aid Secondary

- 1) Would be 28ft. wide, crushed gravel surface and have standard bridges. The cost is based on current construction costs for typical gravel surface Federal Aid secondary roads. Assumes construction of access road from the Million Dollar Bridge, Mile Post 49, to Chitina.

D) Copper River Bridge

- 1) To keep per vehicle tolls to a minimum, it was assumed that the estimated \$7,500,000 to construct a bridge across the Copper River, adjacent to the Million Dollar Bridge, would be done with Federal discretionary bridge funds. Therefore, this particular cost does not appear in the overall capital costs. If discretionary funding cannot be obtained the \$7,500,000 construction cost would have to be added to the total capital costs of the project. This would increase the per vehicle toll for capital costs payoff by \$7.00 for seasonal and \$4.00 for year-round.

E) Maintenance Station

- 1) In order to distribute the added mileage evenly, one additional station would be needed in the Tasnuna River area and additional equipment would be needed at the Chitina Station.
- 2) Facilities requirements to meet seasonal needs.
2,400 sq. ft. shop
Generator Bldg. w/two generators
4 each trailer pads for 14X70 trailers.
Utilities and water/well system.
- 3) Facilities requirements to meet year round needs (in addition to above building needs).
2 Trailer pads for 14X70 trailers.
Utilities and water system.
Sand shed 2,000 sq. ft.

2,000 sq. ft. work store building.

No. 2

CS HCR 46
HOUSE 3/14/88

F) Maintenance Equipment

- 1) Seasonal (either type road)
 - a) New Tasnuna Station
 - Motor graders CAT 14 Type (2)
 - Dump Truck 8 Yd.
 - Loader 4 yd. type (1)
 - Dozer D-8 type
 - 2 4WD 3/4 ton pickups
 - Low tractor trailer
 - b) The mileage this road would add to the existing system would be slightly more than a new station should handle. Therefore, some additional equipment would be needed at the existing Chitina Station to cover the extra northernmost portion of the additional mileage. This additional equipment would also be used on other state-maintained roads in the Chitina area.
 - c) Chitina Station (additional equipment)
 - Motor grader CAT 14 type (1)
 - Loader 4yd. type (1)
 - Dump Truck 8 yd. type (1)
- 2) Year-round (in addition to season equipment needs) [either type road]
 - a) Tasnuna Station
 - Truck type Rotary snowblower 2 each 2200 tph
 - 4x4 Oshkosh with V-nose plow, belly blade and wing, 2 each
 - Sander

G) Building and equipment needs are based on:

- 1) Historical information from old railroad records, which show that a substantial maintenance effort was required to keep the alignment open and in good repair at all times of the year.
- 2) Personal on-site observations of substantial slide and erosion activity by DOT&PF maintenance staff and other individuals at various times of the year.
- 3) If the Pioneer Road is built, it will be heavily used. The one-lane road will not be able to handle the volume of traffic very long. By building and staffing an adequate camp, maintenance forces can make many of the upgrades that will be required by the traffic volume.

H) Maintenance Costs - Manpower Needs

- 1) Seasonal
 - a) Tasnuna Station (New Positions)
 - i) 1 WG 52 Foreman
 - ii) 2 WG 53 Operations
 - iii) 1 WG 53 Operator/Mechanic
 - b) Chitina Station
 - i) 2 WG 53 Operators
- 2) Year Round
 - a) Tasnuna Station
 - i) above 4 Positions @ Full-time
 - ii) Plus 1 additional WG 53 Operator and 1 additional WG 54 Operator

I) Toll Program Administration

- 1) Based on estimates of manpower needs for similar checkpoint program on Dalton Highway at \$7,000 per month for a staff of 3.
- 2) Accounting support assumes accounting clerk, range 9, part-time.

J) Average Annual Traffic

- 1) Based on historical traffic generating data for similar sized communities, future growth patterns as demonstrated in the draft Cordova Comprehensive Plan and the area's location relative to major population centers and recreational/resource opportunities. This resulted in an average daily traffic count forecast of 375 vehicles a day, or 11,250 a month based on a 30-day month.
- 2) The average monthly traffic count for a year round rate will be less than a seasonal route. This is because the year round average takes in a 7-month period where historic traffic declines by approximately 60% from the five-month summer period.

K) Capital Costs

- 1) Capital costs for check point construction, maintenance equipment, maintenance station construction, and Pioneer Road would all have to be funded initially from General Funds.
- 2) Capital costs for constructing the Federal Aid Secondary Road would be split 91.35% Federal and 8.65% State General Fund match.
- 3) Costs for Pioneer Road construction could be recovered from the FHWA upon upgrade of this road to Federal Highway Secondary standards. However this recovered cost would come from federal obligation authority which could otherwise be used on other projects.

- L) Toll charges for private vehicles may be able to be lessened by charging on the basis of vehicle gross weight. This would increase the cost to truck traffic, but assumably increase shipping costs as well. Because we have no way to determine gross weight at this time, such a charge schedule would have to wait until traffic data could be collected on the road, so that a determination could be made as to whether or not actual truck traffic was substantial enough to invoke such a schedule. An annual reassessment of toll charges could be done if changes in traffic level, maintenance costs, and/or toll program costs change.
- M) Analysis does not include "cost of money."

FISCAL NOTE ANALYSIS OF

HCR 46-COPPER RIVER HIGHWAY TOLL ROAD

COSTS	SEASONAL		YEAR-ROUND	
	PIONEER RD	FED. AID RD.	PIONEER RD.	FED. AID RD
Capital (Total)	\$16,925,000	\$92,255,000	\$18,405,000	\$93,405,000
Toll Check Pt.	50,000	50,000	150,000	150,000
Rd. Construction	15,000,000	90,000,000	15,000,000	90,000,000
Maint. Station	730,000	730,000	1,120,000	1,120,000
Maint. Equipment	1,145,000	1,475,000	2,135,000	2,135,000
Maintenance (Total)	600,000	800,000	1,200,000	1,600,000
Toll Prog. Admin. (Total)	50,000	50,000	120,000	120,000

REVENUES	CAPITAL COSTS		MAINTENANCE COSTS		TOLL PROG. COSTS	
	SEASONAL	YEAR-ROUND	SEASONAL	YEAR-ROUND	SEASONAL	YEAR-ROUND
Pioneer Road	\$16,925,000	\$18,405,000	\$ 600,000	\$ 1,200,000	\$50,000	\$120,000
Pay Back Basis	20 yrs.	20 yrs.	Annually	Annually	Annually	Annually
Annual Pay Back	846,250	920,250	600,000	1,200,000	50,000	120,000
Average Annual Traffic	56,250	135,000	56,250	135,000	56,250	135,000
Per Vehicle Toll	\$15.00	\$7.00	\$11.00	\$9.00	\$.90	\$.90
Federal Aid Road	\$92,255,000	\$93,405,000	\$ 800,000	\$ 1,600,000	\$50,000	\$120,000
Pay Back Basis	20 yrs.	20 yrs.	Annually	Annually	Annually	Annually
Annual Pay Back	4,612,750	4,670,250	800,000	1,600,000	50,000	120,000
Average Annual Traffic	56,250	135,000	56,250	135,000	56,250	135,000
Per Vehicle Toll	\$82.00	\$35.00	\$14.00	\$12.00	\$.90	\$.90

Copper River Highway

DEAD-END STREET

THERE IS good reason to question the methods employed by the state Department of Highways in reaching an out-of-court settlement on the Cordova highway dispute.

There is good reason to make inquiries into the agreement itself, reached between Highway Commissioner Walter Parker and an environmental combination of the Sierra Club and the Alaska Conservation Society, which jointly brought suit to block construction of a road link connecting Cordova with the rest of the state.

It is a matter which should command the attention of Gov. Jay Hammond, who is open to some criticism himself for permitting the matter to be resolved in the manner it was. The problem focuses on the role Mr. Parker played in the whole affair, through what only can be described as an astonishing set of circumstances.

THE DIFFICULTY is that Mr. Parker was on both sides of the issue. In a rather key role both times.

At the outset, he was involved individually as a participant in filing the suit against the state on behalf of the Sierra Club and the conservation society.

As a former president of the society, he was instrumental in preparing the action asking the U.S. District Court to prevent the state from proceeding with work to restore, rebuild and extend the Copper River Highway from Cordova to a linkup with the Richardson Highway.

The argument was that the highway would go through an area that represents a potential selection under the national park system, and that a highway would not be compatible with such a scenic reserve.

As a result of that suit, road work had been effectively blocked.

Meanwhile, however, Mr. Hammond was elected governor. He appointed Mr. Parker as commissioner of highways. Since the Department of Highways and the

state were contesting the suit, Mr. Parker automatically became part of the team fighting the legal action which he had helped file.

INSTEAD OF declaring a conflict of interest and removing himself from any participation in the matter, Mr. Parker set out to negotiate an out-of-court settlement.

The predictable results were announced Wednesday. Cordova City Manager Mark Kazazeen said the Sierra Club and the Alaska Conservation Society "got all that they wanted and then some." The state, he said, got a "multi-million dollar dead-end road."

The people of Cordova are burned up about the deal. "I think the Hammond administration has sold us down the street," said Mayor Jim Poor. After 35 years of fighting for a road, and the majority wanting it, I think the people are just disgusted."

Under the agreement, 49 miles of the road out of Cordova will be rebuilt, but the open road will stop just short of the so-called Million Dollar Bridge over the Copper River. The rest of the road, some 65 miles which would provide a connection to the Richardson Highway, won't be touched for at least three years — and then only after a whole new environmental battle.

THAT ISN'T settlement. It's capitulation.

In no way can such an agreement be justified in the minds of the people of Cordova, who had every right to expect the state government to stand up and fight for their desires to be linked by highway with the existing road system.

If Mayor Poor's charge of a sell-out seems extreme to some, his irritation is nonetheless understandable.

An investigation of the highest order is called for and should be demanded of the governor.

And the chief investigator should not be the commissioner of highways.

ROBERT B. ATWOOD
Editor and Publisher

WILLIAM J. TOBIN
Associate Editor
And General Manager

CLINTON T. ANDREWS JR.
Managing Editor

Page 6

Monday, August 4, 1975

Cordova Road Settlement CONFLICT OF INTEREST

THE SETTLEMENT of the Cordova road litigation has three implications deserving of special study by all Alaskans.

First, it looks like an outright sellout by public officials who have misused the powers of their offices.

We base that conclusion on the fact that the commissioner of highways who handled the settlement was an active member of the plaintiffs who brought court action to kill the road project.

The highway commissioner was open and frank as a leader of the conservation groups that challenged the road.

There seems little room for doubt that he had a conflict of interest. How can a key man who initiates a court action as a plaintiff turn around and be the key man to settle it in behalf of the defendant?

THE SECOND implication of the settlement is that the Hammond administration is going to sacrifice Alaskan interests whenever they conflict with those of conservation groups.

In this case, the completion of the Cordova highway is to be delayed until the federal government decides whether to create a big park, monument or other reservation along the proposed right of way.

If such a decision is made, the state stands little chance of ever getting the road completed. This is a reversal of the policy of the previous state administration. Indeed, it was the previous administration that the conservationists, including the highway commissioner, sought to curb.

THE THIRD implication of the settlement is that, under its terms, an incorporated community is being told that it may be doomed to isolation from the state's road system forever.

Cordova has only one chance to become a part of the overland transportation system of the state. It is the road that is now cast into limbo by the highway commissioner's sellout.

Where else in the nation has such a thing ever occurred? Where in Alaska is there a community which has been told by political leaders it cannot have a road connecting it to the rest of the state?

Physical barriers remain to be conquered in some places in Alaska, but now we are getting political barriers that can be fatal. And those political barriers are being created by special interest groups who use them for their selfish goals.

Cordova, Alaska
September 6, 1938

In view of the fact that all mining operations at Kennecott will be abandoned about October 15, 1938, the Copper River & Northwestern Railway desires to announce to the public and to its employees that its operations between Cordova and Kennecott and way stations will terminate some time in the period October 15 to November 1, 1938, and formal proceedings for permanent abandonment are about to be instituted before the Interstate Commerce Commission.

COPPER RIVER & NORTHWESTERN
RAILWAY COMPANY

By E. T. Stannard,
Vice President

CDT

Eight Pages

TESTIMONY GIVEN AT ICC HEARING

Cordova, Chitina, Transportation Union Present Arguments Against Closing

(Alaska Weekly)

SEATTLE—The hearing to determine whether there should be issued to the C. R. & N. W. railroad company a certificate of public convenience and necessity, permitting them to abandon the railroad between Cordova and Chitina; McCarthy and Kennecott, was held at the Olympic hotel in Seattle on January 16 before Thomas F. Sullivan, examiner for the interstate commerce commission, of Washington, D. C.

The problem of the committee is to determine if there are sufficient transportation facilities to justify continuance of operation. There were three principal parties who have filed formal protests, the Transportation Workers Union, the Cordova chamber of commerce and the town of Chitina. The railroad applicants were represented by Bogie, Bogie & Bates of Seattle and Thomas M. Innis of Cordova; the union was represented by Attorney Bryce Little of Seattle, and Walter H. Hodge represented the Cordova chamber of commerce. The room was filled with former Cordova residents and those interested in activities of this section.

Railroad Proves Operating Deficit

The railroad company, through Superintendent F. A. Hansen, presented exhaustive documents and proofs of the operating deficit of the railroad and of the tonnage developed by sources other than the Kennecott mines, which have been closed, showing that approximately 56 per cent of their tonnage came from such other sources and showing that it would not be possible for them to operate the road without the Kennecott ore.

Witnesses were called to show the transportation needs of the mining areas served by the railroad, including Charles H. Grainer, Asa Baldwin and John E. Harrel. Other testimony was introduced showing the mineral resources of the area affected, but the commission ruled that only those mining properties which were already developed and had an assurance of producing railroad tonnage would be considered. George Neill testified for the union, pointing out the losses to be sustained by railroad employees. Mrs. Frank Shippe from Chitina testified as to the losses sustained by the town of

Chitina. Walter Hodge produced evidence of losses to be sustained in trade and commerce by the town of Chitina and commerce by the town of McCarthy. **Will Submit To Washington**

At the conclusion of the hearing the examiner announced that an opinion would be given by the commission at Washington, D. C., and

2/1/39

an opportunity given to each party to file briefs before the final decision was made. It is apparent, however, that the certificate will be issued.

Each of the protesting parties pointed out the need of a highway to serve the district if the road be finally abandoned with the purpose of directing the attention of governmental agencies to the need for such a highway. It is confidently hoped that some highway facilities will be provided to take the place of the railroad. Letters of protest were placed on file from the Planners of Alaska and other organizations in the north.

Most of the witnesses testified that a highway would serve their needs as well as a railroad but that some transportation facilities were necessary for the development of the country.

Cordova Wants Highway

The Cordova chamber of commerce for the past year has been petitioning the authorities to provide a highway in the event of the abandonment of the railroad by converting the railroad grade into a highway between Cordova and Chitina and also between Chitina and McCarthy. This matter has been taken up with the Alaska Planning Council, the territorial legislature and Dr. Ernest H. Gruening, director of territories and insular possessions of the department of the interior, who visited the road last summer for this purpose.

R. J. Shepard of the Alaska Road Commission testified at the hearing that plans were already laid to provide a speedier service by the road commission between Chitina and McCarthy until such time as the highway can be constructed, using the rails of the railroad and an aerial tram across the Copper river at Chitina.

It was pointed out during the hearing that the Copper river valley provides practically a water grade from seaborne into the vast interior of Alaska and is the only outlet from the interior to the coast, except the Alaska Railroad, and that some transportation facilities connecting this area with the coast are essential to the development of the territory. There is still available, of course, highway transportation from Valdez to Chitina and to Fairbanks, but there will be no communication between Chitina and Cordova except by air.

COPPER RIVER ROAD REQUESTS ABANDONMENT

Kennecott Subsidiary Seeks ICC Permit Affecting 195- Mile Railway

WASHINGTON, Sept. 14—The Copper River & Northwestern railway applied to the Interstate Commerce Commission yesterday for permission to abandon the 195-mile line of its Alaska railroad, which is wholly owned by a subsidiary of the Kennecott Copper Corporation and was used primarily to serve the Kennecott mines.

Officials of the road said these mines will be closed about November 1 because of lack of ore. The adjoining mines of the former Lode Coalition Mines Co. closed on July 23, the application said.

OFFICIALS SPEAK ON CHANGING C.R. N. W. TO HIGHWAY

Dr. Gruening And Ike Taylor
Brought Here Saturday
For Meeting

President Hansen of the chamber of commerce, in introducing Dr. Ernest Gruening at the special meeting of the chamber held Saturday, stated that he had discussed at length many matters pertaining to the welfare of Alaska. "I can honestly say that I believe we have, in Dr. Gruening, a sincere friend, one who has the future of Alaska at heart and one who will give one hundred per cent backing to any proposition that has merit," said Mr. Hansen.

Saturday's meeting was an open forum chat with Dr. Gruening and Ike P. Taylor regarding the various phases of converting the roadbed of the Copper River & Northwestern railway into a government highway when the railroad is abandoned. Dr. Gruening, Mr. Taylor and Mr. Hansen had just returned from Kennebec by speeder, a trip which was taken for the benefit of giving Dr. Gruening first hand knowledge of the railroad and the country which it traverses.

In commenting on the proposal, Dr. Gruening said that the interior department, of which his office is a sub-department, was greatly distressed at the news of the closing of the great Kennebec mines; that they also recalled that the ceasing of operations of the railroad with its 200 to 300 employees and a monthly payroll of \$20,000 to \$40,000 is not only a serious blow to the town because of the decreased revenues but also to the territory because of the lessening of industrial activity.

"I cannot make any commitment at this time regarding the conversion of the railroad bed into a highway," said Dr. Gruening. "There are so many factors involved that a careful study would have to be made of the proposal."

In the first place, he said, the department has no idea of what the attitude of the Kennebec people would be toward disposing of the roadbed. Such a project would also involve the appropriation of vast sums of money by congress, even under the most favorable construction conditions. When work probably

bring in this connection, he pointed out that if the people here would obtain an appropriation from the territorial legislature it would show that the territory itself was backing the proposal and would have a tremendous effect on the congress.

A point in favor of the conversion which has been somewhat overlooked in the past, was advanced by Dr. Gruening when he stated that the time is not far distant when thousands of tourists will be coming to Alaska to get out into the open and rub elbows with our mountains and other scenic wonders. He said that he had been greatly impressed by the scenic possibilities of the railroad belt and believed it offered a field for tourist development. This, however, would take time and money, if, he said, the railroad were to operate another ten years, and then cease operation, the tourist angle would be a tremendous argument in favor of the conversion.

Speaking from the practical standpoint, Ike Taylor, chief engineer of the road commission, pointed out that the problem of maintenance would be a big one and that the original construction would be no small item. He estimated that the cost of preparing the roadbed for travel after rails and ties were removed would amount to a minimum of \$1,000 per mile.

Mr. Taylor also pointed out that there were many other communities in the territory that had been waiting for years for roads and he doubted whether the road commission would consider the conversion proposal at all now.

George McDonald, Dr. W. H. Chase, Walter Hodges, Senator Urquhart and others presented to Dr. Gruening and Mr. Taylor a complete picture of what such a road would mean to this district, showing that the highway would furnish an efficient means of shipping to and from the interior, that the government needed and would have more than one road into the interior, that the highway would tap one of the most highly mineralized areas in the world, that the district out of Cordova included an area of 170,000 square miles which

or many years has provided 50 per cent of the revenue for carrying on territorial functions, that the road could traverse a belt which could well be made a national park, that the fine, water-grade roadbed which cost \$17,000,000 to build could be used by the expenditure of a comparatively insignificant sum.

The Cordova Daily

PUBLISHED TEMPORARILY THREE TIMES WEEKLY ON MONDAYS,

Vol. 24—No. 271

IRON TRAIL ENDS 27-YEAR CAREER; LAST TRAIN IN

Railroad Serving Kennecott Mines Ceases Operations After Colorful Period

The last train ever to run over the Copper River & Northwestern railway arrived in Cordova this afternoon. The famous "Iron Trail" and the equally famous Kennecott Copper Corporation mines which it has served so faithfully for more than 27 years have quit a life of intense activity and have entered upon that inert state known as past history.

Few are the persons who could review the remarkable history of these famous institutions without a tinge of sadness at their closing. Books could be written—and, indeed, have been written—based upon the many unusual aspects of railroad and its building.

The growth of these great enterprises dates back to 1900 when a party of prospectors, camped at the foot of the Kennecott Glacier moraine, saw the outcropping of ore near the top of the mountain that became the "Glory Hole" of the famous Kennecott copper mine.

The men who financed the Copper River & Northwestern railway were M. Uggensheim Boss and J. Harpurt Murgan, who with their friends had formed a working combination known as the Alaska Syndicate and whose first purchase was that of the Donanza mines under the ownership of the Kennecott Mines company for a consideration of \$3,000,000. This combine was concerned about the necessity of building a railroad to reach its property and also to open up what was considered a rich mineral belt running to the north and south of the Chitina, Nizina and other rivers.

Other concerns had been probing into the possibilities of railroad building to the interior of Alaska and a road up the Copper river was talked about as early as 1901; a company was formed but lack of money soon prompted the abandonment of the project. In the same year a syndicate of New York and Pennsylvania capitalists made a survey from Valdez through Keystone canyon over

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Other concerns had been probing into the possibilities of railroad building to the interior of Alaska and a road up the Copper river was talked about as early as 1901; a company was formed but lack of money soon prompted the abandonment of the project. In the same year a syndicate of New York and Pennsylvania capitalists made a survey from Valdez through Keystone canyon over Thompson pass and on to Copper Center, then down to Chitina and up the south side of the river. Later another company actually started to build a railroad by this route. Another group in 1905 made surveys from Katalla and actually did work on terminals.

In the opinion of M. J. Heney, a railroad contractor, the most feasible route to the Tanana valley and the copper mineral belt was from Cordova and up the Copper river. During the latter part of 1905, both Mr. Heney and Samuel Marchinson did extensive reconnaissance work on this line. After acquiring terminal grounds at Cordova and certain rights up the Copper river, Mr. Heney secured financial assistance and formed the Copper River railroad. He commenced construction of a road in 1906. He built a small wharf with a trestle approach at Cordova, graded five miles and laid four miles of track.

In 1906, Engineer M. K. Rogers of the Alaska Syndicate had decided that the cheapest route was by way of Valdez and started to build from there. The difficulties of getting through the canyon soon brought discouragement; however, about this time the valuable coal deposits at Katalla drew the attention of the syndicate and they decided to suspend the Valdez project and build from Katalla. Active work was started in the spring of 1907. Efforts to construct a breakwater and secure a suitable harbor met with unsatisfactory results after trestles had been built, 10 miles of grading done and eight miles of track laid.

In June, 1907, the syndicate secured the services of E. C. Hawkins, formerly chief engineer of the White Pass & Yukon railroad. He made a survey of all projects and finally decided that Cordova offered more advantages than any other point.

CORDOVA, ALASKA, FRIDAY, NOVEMBER 11,

Iron Trail Ends 27-Year Career; Last Train In

(Continued from Page 1)

kins' decision and purchased the property and rights of Mr. Heney, who was given the contract for building the railroad which was afterwards known as the Copper River & Northwestern railway.

From that was started the building of what has been said by many great engineers to be one of the most unique and difficult jobs of railroad building in the annals of railroad construction on the North American continent. For nearly 24 years men numbering into the thousands, from the highest official to the laborer who shoveled mud or snow, gave the best that was in them. At times more than 6,000 men were employed.

At 3:30 p. m. on Wednesday, March 29, 1911, the "copper spike" was driven at the Kennecott mine, 186 miles from Cordova, announcing to the world the completion of the great project. Early in April the first trainload of copper ore steamed into Cordova and to the terminus at the Ocean wharf. Since that time more than half a billion dollars worth of copper has been extracted from the mines.

It has been estimated that more than 40 million dollars was spent by the syndicate in surveys, purchases and construction of the railroad.

The Copper River & Northwestern numbers many workers who have been in its employ for a long period of years. Among those who are still in service (according to the most reliable information obtainable) who were working when the railroad was completed in March, 1911, and the positions they occupy at present, are: Adrian Carlson, trackwalker; John Day, locomotive engineer; R. J. DeLeo, assistant superintendent; Archie Field, electrician; Wm. Hayes, wharf watchman; Arthur Holt, locomotive engineer; Henry Huffman, trackwalker; O. L. Larsen, conductor; Fred Luppy, roadmaster; Geo. Reitt, conductor, and John Vinquist, bridge foreman.

DeLeo, Hoffman, Luppy and Reitt were present at the driving of the "copper spike."

The first resident officials in charge of the operation of the railroad were: K. C. Hawkins, chief engineer; J. R. Van Cleave, superintendent; H. J. Barry, general freight and passenger agent; W. J. Ford, auditor; I. W. Young, storekeeper, and E. Wornicke, division engineer.

F. A. Hanem, present superintendent of the road, has been here since April, 1924, and J. V. Lydick, the present auditor, has been here since April, 1924.

Project File

AGREEMENT OF COMPROMISE AND SETTLEMENT
(Copper River Highway)

This agreement is entered into by the following parties, through their respective authorized representatives and/or attorneys:

ALASKA CONSERVATION SOCIETY, a nonprofit corporation, and SIEFRA CLUB, a nonprofit corporation (hereinafter referred to as "PLAINTIFFS");

STATE OF ALASKA, DEPARTMENT OF HIGHWAYS, (hereinafter referred to as "STATE DEFENDANT"); and

UNITED STATES DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, and UNITED STATES DEPARTMENT OF THE INTERIOR (hereinafter referred to as "FEDERAL DEFENDANTS").

This agreement shall take effect upon its execution by all parties to the agreement.

RECITALS:

A. There is pending in the United States District Court for the District of Alaska an action entitled "Alaska Conservation Society and Sierra Club, Plaintiffs, v. William T. Coleman, Individually and as Secretary of Transportation, et al., Defendants" (No. A-73-33), in which PLAINTIFFS seek declaratory and injunctive relief against STATE DEFENDANT and FEDERAL DEFENDANTS with respect to further construction of the Copper River Highway. Reference is made to the amended complaint and other pleadings on file in said action for further description of the

action.

B. There is also pending in the United States Court of Appeals for the Ninth Circuit an interlocutory appeal by PLAINTIFFS (No. 73-2576) from the denial of a preliminary injunction against further construction of the Copper River Highway by the District Court in the above-referenced action. Said appeal has not been fully briefed or argued and no decision has been entered therein.

C. On September 17, 1973, the United States Court of Appeals for the Ninth Circuit granted an injunction pending appeal against further construction of the Copper River Highway. On September 4, 1974, the terms of said injunction were modified by a further order of said Court of Appeals. Said injunction, as modified, is in effect at the present time and imposes significant restraints upon further construction of the Copper River Highway. Reference is made to the orders of the United States Court of Appeals entered on September 17, 1973 and September 4, 1974 and to other papers on file in said appeal for the exact terms of said injunction.

D. Prior to the filing of the above-referenced action, STATE DEFENDANT had completed reconstruction of the Copper River Highway, subsequent to the Alaska earthquake of March 27, 1964, in a manner which permitted public traffic to approximately milepost 33 of said Highway.

E. STATE DEFENDANT is presently eligible for federal emergency relief funds under 23 U.S.C. §125 for further reconstruction of portions of the Copper River Highway damaged or

destroyed by the Alaska earthquake of March 27, 1964. If said funds are not promptly utilized by STATE DEFENDANT for such reconstruction, the funds may become unavailable for use by STATE DEFENDANT.

F. PLAINTIFFS are prepared to withdraw their objections to the construction or reconstruction of the Copper River Highway by STATE DEFENDANT as far as milepost 49, provided that all the terms and conditions of this agreement are fulfilled. STATE DEFENDANT and FEDERAL DEFENDANTS are prepared to fulfill such terms and conditions.

G. PLAINTIFFS, STATE DEFENDANT and FEDERAL DEFENDANTS desire to compromise and settle the above-entitled action and the interlocutory appeal therein upon the terms and conditions set forth in this agreement.

NOW, THEREFORE, THE PARTIES HEREBY AGREE AS FOLLOWS:

1. PLAINTIFFS will not object through legal action or otherwise to the construction or reconstruction (hereinafter "construction") by STATE DEFENDANT of the Copper River Highway to milepost 49, at the south end of the Million Dollar Bridge, to standards not exceeding those for federal-aid secondary highways. In planning and carrying out such construction, STATE DEFENDANT will cooperate with the Alaska Department of Fish and Game and all other federal and state agencies having responsibility for management of the Copper Delta Game Management Area, and will endeavor to accomplish such construction in a manner which minimizes environmental damage to the Copper River Delta and the said Management Area. Plaintiffs expressly reserve

any lawful objections and/or rights of legal action they may have with respect to construction of the Copper River Highway beyond milepost 49.

2. Except as set forth in paragraph 3 of this agreement below, STATE DEFENDANT and FEDERAL DEFENDANTS will not engage in any construction of the Copper River Highway beyond milepost 49 prior to whichever of the following shall first occur:

- (a) December 18, 1978; or
- (b) final legislative action by the United States Congress pursuant to the Alaska Native Claims Settlement Act of 1971 to determine the public lands status of all lands along the proposed route of the Copper River Highway which have been withdrawn by FEDERAL DEFENDANT UNITED STATES DEPARTMENT OF THE INTERIOR pursuant to Section 17 (d) (2) (A) of said Act. Any legislative action by the Congress shall not be considered final unless and until it is approved by the President of the United States or becomes law without the President's approval.

During the time period provided for in this paragraph, STATE DEFENDANT will close the Copper River Highway to all public traffic beyond milepost 49 by means of a barrier at the south end of the Million Dollar Bridge sufficient to prevent unauthorized use of the Bridge.

3. PLAINTIFFS will not object through legal action or otherwise to such restoration of, or repairs to, the Million Dollar Bridge as may be necessary: (a) to prevent further structural damage to the Bridge from causes other than the use of said Bridge by public traffic, or (b) to enable STATE DEFENDANT to use the Bridge as a means of access to and from STATE DEFENDANT'S existing maintenance camp located at milepost 52 of the Copper River Highway in connection with the construction to milepost 49 described in paragraph 1 above. PLAINTIFFS expressly reserve any lawful objections and/or rights of legal action they may have with respect to restoration or reconstruction of the Million Dollar Bridge for the purpose of carrying public traffic on the Copper River Highway.

4. During the time period provided for in paragraph 2 above, STATE DEFENDANT will close the "Chitina local access road" which proceeds south from Chitina along the Copper River to all traffic beyond O'Brien Creek, located approximately five miles south of Chitina. The closure will be effected by means of a barrier sufficient to prevent unauthorized use of the road. Public use of the campground located at O'Brien Creek will be permitted.

5. As soon as funding can be obtained, and during the time period provided for in paragraph 2 above, STATE DEFENDANT will conduct a regional transportation study of the Prince William Sound area and surface transportation routes to the interior of Alaska. The study will consider and compare all reasonable alternative methods of transportation within said region, including the Copper River Highway and the Marine

Highway System. The study will be released to the general public when completed.

6. As soon as possible and during the time period provided for in paragraph 2 above, STATE DEFENDANT and FEDERAL DEFENDANT UNITED STATES DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, will prepare and issue a supplemental environmental impact statement pursuant to Section 102 (2) (C) of the National Environmental Policy Act of 1969, which statement will analyze and compare the environmental and other impacts of the several possible alternative routes of the Copper River Highway beyond milepost 82. These DEFENDANTS will also prepare and issue a statement and certification pursuant to Section 4(f) of the Department of Transportation Act of 1966 with respect to the possible use of lands included in national or State historic sites for construction of the Copper River Highway beyond milepost 82. A reasonable opportunity for public comment on said statements will be provided before said statements are issued in final form.

7. Neither this agreement nor any of its recitals or provisions shall be construed as an admission by any of the parties hereto. This agreement is intended as a compromise and settlement of the existing litigation between the parties and shall not be used as evidence against any of the parties in any proceeding other than a proceeding arising out of an alleged breach of this agreement.

8. Promptly upon execution of this agreement, all parties hereto, through their respective attorneys, will execute

and file a stipulation in the United States District Court that the amended complaint in the above-entitled action brought by PLAINTIFFS may be dismissed without prejudice, except as to all matters concluded by this agreement. The said stipulation will provide that said District Court retain jurisdiction of the action for the sole purpose of enforcing this agreement between the parties, in the event that such enforcement should be required.

9. Promptly upon entry of an order by the United States District Court approving the stipulation for dismissal provided for in paragraph 8 above, PLAINTIFFS will file a voluntary dismissal of their pending interlocutory appeal in the United States Court of Appeal. All parties will bear their own costs and attorneys' fees incurred in the litigation between them to date.

10. Upon proof in a court of competent jurisdiction that this agreement has been breached, a preliminary injunction may issue to restrain such breach without proof by the party or parties complaining of such breach that irreparable injury is likely to result from said breach.

11. This agreement may be modified only in writing and by agreement of all parties hereto.

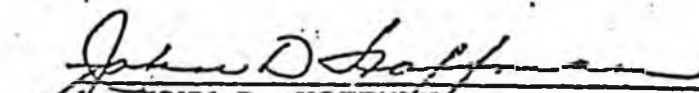
12. This agreement shall be binding upon the successors and assigns of the parties, including without limitation any State or federal agency which may succeed by law to the duties of the STATE DEFENDANT or the FEDERAL DEFENDANTS in regard to the

subject matter of this agreement.

13. For purposes of expedition, the parties will execute this agreement on separate signature pages which will thereafter be affixed to the original. The original will be attached to the stipulation provided for in paragraph 8 above and filed with the United States District Court. Each party will be provided with one counterpart of the agreement and each of said counterparts shall be the legal equivalent of the original.

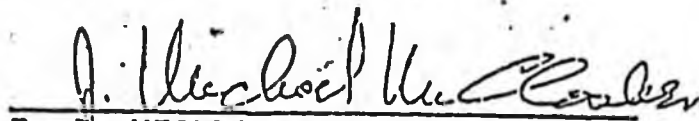
Dated: June 19, 1975

ALASKA CONSERVATION SOCIETY,
a nonprofit corporation, and
SIERRA CLUB, a nonprofit corporation


By JOHN D. HOFFMAN,
their attorney

Dated: June 19, 1975

SIERRA CLUB, a nonprofit corporation


By J. MICHAEL McCLOSKEY,
Executive Director

Cordova Chamber of Commerce

P.O. Box 99
Cordova, Alaska 99574
(907) 424-7260



Honorable Governor Steve Cowper
Office of the Governor
Juneau, Alaska 99801

March 30, 1988

APR 7 1988

Dear Governor Cowper:

Near the turn of the century, the discovery of rich copper deposits in the Wrangell Mountains near the present town of McCarthy spurred construction of a railroad from Cordova up the Copper River to Chitina and from Chitina east through the Chitina River Valley to the Bonanza Mines. The Copper River and Northwestern Railway operated from 1911 through 1938, when the mines closed. The railroad abandoned the route and returned the right of way to the people for use as railroad, road or tram. Before the railroad stopped operations, the Cordova Chamber began trying to have the railbed along the Copper River converted to a roadway.

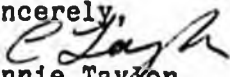
The Chamber has supported this idea continuously from 1938 to the present time. This is evidence of a continuous and lasting support of the Copper River Route #10. The Cordova Chamber of Commerce remains a staunch advocate for development of the Alaska highway system. Construction of the ground transportation system of Alaska is not a luxury, it is not even optional, it is imperative for the maintenance and improvement of commerce. This alone should be sufficient economic justification for construction of the highway.

Historically the earliest trails and roads were built by subscription and maintained by tolls in Alaska. Our pioneering spirit hasn't died, although it has tarnished during the fifty year struggle with nature and man to complete the road.

Many times in the past the Cordova Chamber has called on friends in the rest of the state to add their voices to ours in calling for renewal of our ground transportation link. The Native Corporations, our neighboring Chambers, our neighboring cities once again have added their voice. The people of Alaska want to visit the North Gulf Coast, and the Cordova Chamber of Commerce as always is thankful for their continuing support. Cordova wants to take her place as a full equal amongst her neighbors; to greet her neighbors in the same friendly spirit that exists throughout the GREATLAND.

We urge you, Governor Cowper, to aid Cordova with a "build" decision for the Copper River Highway. Your assistance and support for Alaska State House of Representative Co-Resolution 46 would be one way you could express this support.

Sincerely,


Connie Taylor
President

COPY

cc: Senator Dick Eliason, Senator Willie Hensley, Senator Jan Faiks,
Senator John Binkley, Senator Paul Fischer, Senator Rick Uehling,
Senator Jim Duncan, Senator Fred Zharoff, Senator Lloyd Jones,
Senator Jack Coghill, Senator Tim Kelly, Senator Mitch Abood,
Senator Bettye Fahrenkamp



City of Cordova

"The Friendly City"

APR 11 1988

April 6, 1988

Senator Lloyd Jones
P.O. Box V, MS 3100
Juneau, Alaska 99811

Dear Senator Jones:

I would like to thank you for taking the time to talk to me last week about Cordova's #1 issue - the Copper River Highway.

We in Cordova appreciate the fact that there is not an abundance of money available to fund this (or any major) project, but we earnestly believe that a Pioneer Access Road could be completed in three or four years at a total cost of \$11-12 million. If the toll road resolution passes, this could be a low cost/no cost option for funding that may open up potential for access to other Alaska communities.

Your support is needed now in the appropriation of approximately \$300,000 to the DOT&PF, FY 89 Budget, which will be necessary to restore Mile 50 to Mile 72 back to the condition it was in 15 years ago. I am assured by our Legislative Delegation, Senators Jay Kerttula and Mike Szymanski and Representative Bette Cato, that they will continue to take a strong position supporting our highway.

Mitch Gravo will be bringing you a token of our appreciation, a can of our locally produced "Skinless Boneless Salmon" an item we are justifiably proud of. It is our goal to ship this product by road to our Alaskan neighbors and the Lower 48 within the next few years.

Thank you again for your support.

Sincerely,

CITY OF CORDOVA

MEERA KOHLER
Councilwoman

cc: Senator Kerttula
Senator Szymanski
Representative Cato

John Killoran

17767 Sanctuary Drive
Eagle River, Alaska 99577
(907) 694-2216

April 22, 1988

The Hon. Lloyd Jones, Chairman
Committee on Transportation
Alaska State Senate
Post Office Box V
Juneau, Alaska 99811

APR 25 1988

Dear Senator Jones:

The proposal to finally finish construction of the Copper River Highway as a 62-mile "Pioneer Access Road" from the present end to Chitina is now in your Senate Committee on Transportation where it has remained since being unanimously passed by the House of Representatives over one month ago.

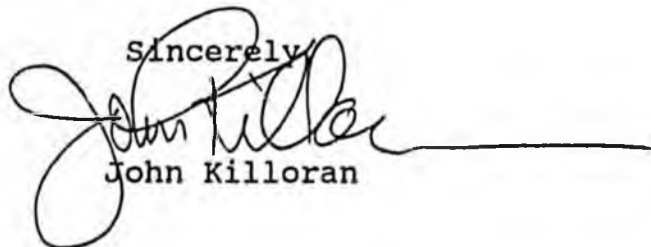
I wrote you initially on March 24th, urging your priority consideration, and passage of House Concurrent Resolution 46.

Nearly three weeks ago, the Alaska Department of Transportation and Public Facilities released its comprehensive "Compendium Report on the Copper River Highway" which most favorably illustrates why the completion of this road is long-overdue. The sound public policy for revenue-short Alaska in using revenue bonding to be repaid through user fees (tolls) is also extremely sound. After all, is that not how the bulk of operating and maintenance fees of the Marine Highway System have historically been derived?

Please render sound and wise judgement on this issue now, in time for its passage by the Senate before the end of the 1988 Legislative Session. The access to this beautiful, historic, and wonderful region of our State should be a milestone of achievement in this session of the Alaska Senate.

Thank you for your personal consideration in this matter. Please help get House Concurrent Resolution 46 passed favorably in your Senate Committee on Transportation, and in the full Senate.

Sincerely,



John Killoran

Attachment

By road to Cordova

THE SUSPICION is that the legislature this year will do nothing — again — about providing the state with a road linking Cordova to the rest of Alaska.

A ton of money will be spent on a lot of other projects — as it has been for a quarter of a century — and the prospect of completing the Copper River highway to the coastal town of Cordova will be no more a reality than a midsummer day-dream.

It's one of the mysteries of the universe. We'll come up with answers to UFOs before a Cordova road is built. The common cold probably will be a thing of the past before any Alaskan can drive a pickup or a sports car to Cordova from Anchorage or Fairbanks or Palmer or Kenai or North Pole. In fact, we may drive to the real north pole before we'll be able to bundle up the kiddies and go for a weekend drive to Cordova.

But more than a holiday excursion is at stake here. Commerce and trade and communications are the heart of the issue — that, and an ability to bring some people of the state closer to other Alaskans.

IT WILL BE a long time — if ever — before there is a road to Juneau. Not in several lifetimes is it likely there will be surface transportation to Nome and Kotzebue and Barrow — barring the eventual extension of the railroad into one or more of the western and northern regions of Alaska.

But reaching Cordova isn't that big a deal.

We're a golf-ball shot away now — and have been

for years.

There's no insurmountable geographic problem. No Mount McKinley stands in the way. No Cook Inlet bars the access.

The cost isn't even that great, given the fact that we talk all too often in Alaska in terms of multi-multi-million dollar projects.

In this case, the Department of Transportation and Public Facilities says a gravel road of nominal width (18 feet, it suggests) could be built for \$18.4 million.

THERE'S that much money sloshing around in various legislative slush funds.

A little belt tightening here and there in Juneau's governmental operation and the construction funds could be had without pinching much of anything.

What's the reason for not moving ahead? Why should there be further delay?

Certainly not because a majority of Cordova residents are opposed to whatever lifestyle changes might occur if a road were constructed. There are still some holdouts, to be sure. But from what we hear, most Cordova residents have long ago come to the conclusion that the positives outweigh the negatives.

The only answer then is that most of the legislators don't care.

They have other designs on \$18.4 million. Money not spent in Cordova is money they can get a piece of to put into some other pet project in their home districts. So what if it doesn't serve a statewide purpose, as would a road linking Cordova to the rest of the state.

Monday, March 28, 1988, The Anchorage Times

Elaine Atwood
Assistant Publisher

Robert B. Atwood
President and Publisher

William J. Tobin
Vice-President, Editor-in-Chief

March 24, 1988

The Hon. Lloyd Jones, Chairman
Senate Committee on Transportation
Post Office Box V
Juneau, Alaska 99811

Dear Senator Jones:

This letter is to express my strong support for approval by your committee, and passage by the Legislature, of the House-approved resolution calling for the Governor to direct the Department of Transportation and Public Facilities to build a toll road linking the existing Copper River Highway to the Edgerton Highway at Chitina.

I am pleased to read, in the Anchorage Times, of your support for opening access over this route. As you probably are aware the Times has taken a forceful editorial position in favor of this project.

Not only will this be a long overdue action to eventually provide an essential road link for the community of Cordova, but it is of interest to many others. Those Alaskans, such as myself, who access this area for pleasure or to visit friends, will applaud your actions. Twice a week ferry service costing hundreds of dollars for a family round trip is hardly "adequate" access for Cordovans or other citizens of this State.

The characteristics of the road described in the newspaper, and the methodology for funding and maintaining the completed road, is adequate and appropriate for the traffic. For too long we have geared our decisions to well-meaning planners and "kill it with kindness" isolationists who spoke of hundred-million dollar projects with high speed expressways. Having driven my motorhome on the existing Copper River Highway, which is gravel surfaced and approximately the width proposed for the remaining link, I believe it is completely adequate for safe travel by those who would use this road.

Please use your influence to pass this resolution, and the accompanying measure authorizing the DOT&PF to issue revenue bonds for the project, without further delay so that it can become law in this session. The time has come for action to complete this essential road link for Alaska. Thank you.

Sincerely,

John P. Killoran

enclosure

SENATE COMMITTEE REPORT

FURTHER

FINANCE

3/18/88

DATE TURNED INTO OFFICE

4/26/88

Mr. President:

TRANSPORTATION

Committee considered

CSHCR 46 (FIN)

Copper River toll road

and recommended

[] replace with _____ CS _____) [] same title
[] or adopt _____ CS _____) [] new title

[] attached amendment(s) and

[] do pass

[] do not pass

[] no recommendation

[X] individual recommendations

[] further referral to _____

[] letter of intent adopted _____

Committee [X] attached or [] adopted fiscal note(s)

[] new [] updated or [X] previous

[X] zero [] fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

Handwritten signatures of committee members.

Blank lines for other recommendations.

Handwritten signature: Lloyd Jones (Do Pass)

Chairman signature and recommendation

[] Committee Backup attached

between the par value of the refunding bonds and any amount less than par for which the refunding bonds are sold, any amount necessary to be made available for the payment of interest on the refunding bonds from the date of sale of them to the date of payment of the bonds to be refunded or to the date upon which the bonds to be refunded will be paid under the call of the bonds or agreement with the holders of them, and the premium, if any, necessary to be paid in order to call or retire the outstanding bonds and the interest accruing on the outstanding bonds to the date of the call or retirement. (§ 1 ch 162 SLA 1984)

Sec. 37.15.710. Bonds as legal investments. Toll facilities bonds are legal investments for all banks, trust companies, savings banks, savings and loan associations, and other persons carrying on a banking business, all insurance companies and other persons carrying on an insurance business, and all executors, administrators, trustees, and other fiduciaries. The bonds may be accepted as security for deposits of all money of the state and its political subdivisions. (§ 1 ch 162 SLA 1984)

Sec. 37.15.720. State toll facilities. The state is authorized to acquire, construct, equip, and maintain toll bridges, highways, roads, crossings, and causeways found to be necessary by the commissioner of transportation and public facilities. (§ 1 ch 162 SLA 1984)

Sec. 37.15.730. Knik Arm Crossing. Notwithstanding the provisions of AS 37.15.720 the first state toll facility to be financed under AS 37.15.610 — 37.15.760 is the Knik Arm Crossing near Anchorage if the following conditions are met:

(1) the department submits to the governor and the legislature a feasibility study that finds that the crossing is financially feasible and able to produce revenue adequate to repay the bonds with which it is financed;

(2) if financing in addition to revenue bonds is anticipated, the department submits to the governor and legislature a finance plan to include an estimate of the total cost of the project and a description of the sources of money that will be used to finance the total cost of the project; and

(3) the office of management and budget reviews the feasibility study and the finance plan, if required, and reports its findings and recommendations to the governor and legislature not later than 90 days after the study and plan are received by the office. (§ 1 ch 162 SLA 1984)

STATE OF ALASKA 1988 LEGISLATIVE SESSION
FISCAL NOTE

Bill Version: HCR 46
Publish Date: _____

REQUEST

Revision Date: _____
Title: House Concurrent Resolution 44
Relating to a Copper River Toll Road
Sponsor: Cato
Requestor: Cato

Agency Affected: DOT&PF
BRU: _____
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING		*	*	*	*	*
CAPITAL		*	*	*	*	*
REVENUE		*	*	*	*	*

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL		*	*	*	*	*

POSITIONS:

FULL-TIME		*	*	*	*	*
PART-TIME		*	*	*	*	*
TEMPORARY						

ANALYSIS: The use of a toll authority is not established procedure in the department. The assumptions expressed in this analysis represent the department's initial reactions to this concept and may need modification to more accurately reflect the opportunity costs of money, the pay back terms and other financial assumptions. In addition, federal aid funds for construction may have to be re-paid prior to establishing a toll.

* See attached page, typewritten analysis dated 2-26-88.

Prepared by: David W. Truax/Lynn J. Harnisch Phone: 474-2431/451-2210
Division: DOT&PF Regional Director, Northern Region Date: 2-25-88

Approved by Commissioner: Mark S. Hickey *MSH* Date: 2-29-88
Agency: DOT&PF

- Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)

ASSUMPTIONS

- A) Toll Checkpoint
- 1) One toll checkpoint would be needed to collect tolls.
 - 2) Checkpoint costs were based on similar costs for a checkpoint on the Dalton Highway.
 - 3) A checkpoint for year round occupancy would be more expensive as it would require additional insulation, permanent utilities systems, larger living quarters, etc.
- B) Pioneer Road
- 1) Would be 18ft. wide, screened gravel surface and have trestle type bridges. The cost for this work assumes that 18ft. wide road could be constructed so that it was safe and maintainable and that only minimal reconstruction on the existing railbed would be necessary. Should any of these parameters be forced to change, during the course of actual design, the cost could increase substantially. Cost increases would depend on the type of changes that were necessary.
- C) Federal Aid Secondary
- 1) Would be 28ft. wide, crushed gravel surface and have standard bridges. The cost is based on current construction costs for typical gravel surface Federal Aid secondary roads. Assumes construction of access road from the Million Dollar Bridge, Mile Post 49, to Chitina.
- D) Copper River Bridge
- 1) To keep per vehicle tolls to a minimum, it was assumed that the estimated \$7,500,000 to construct a bridge across the Copper River, adjacent to the Million Dollar Bridge, would be done with Federal discretionary bridge funds. Therefore, this particular cost does not appear in the overall capital costs. If discretionary funding cannot be obtained, the \$7,500,000 construction cost would have to be added to the total capital costs of the project. This would increase the per vehicle toll for capital costs payoff by \$7.00 for seasonal and \$4.00 for year-round.
- E) Maintenance Station
- 1) In order to distribute the added mileage evenly, one additional station would be needed in the Tasnuna River area and additional equipment would be needed at the Chitina Station.
 - 2) Facilities requirements to meet seasonal needs.
2,400 sq. ft. shop
Generator Bldg. w/two generators
4 each trailer pads for 14X70 trailers.
Utilities and water/well system.
 - 3) Facilities requirements to meet year round needs (in addition to above building needs).
2 Trailer pads for 14X70 trailers.
Utilities and water system.
Sand shed 2,000 sq. ft.

2,000 sq. ft. work store building.

F) Maintenance Equipment

1) Seasonal (either type road)

a) New Tasnuna Station

Motor graders CAT 14 Type (2)

Dump Truck 8 Yd.

Loader 4 yd. type (1)

Dozer D-8 type

2 4WD 3/4 ton pickups

Low tractor trailer

b) The mileage this road would add to the existing system would be slightly more than a new station should handle. Therefore, some additional equipment would be needed at the existing Chitina Station to cover the extra northernmost portion of the additional mileage. This additional equipment would also be used on other state-maintained roads in the Chitina area.

c) Chitina Station (additional equipment)

Motor grader CAT 14 type (1)

Loader 4yd. type (1)

Dump Truck 8 yd. type (1)

2) Year-round (in addition to season equipment needs) [either type road]

a) Tasnuna Station

Truck type Rotary snowblower 2 each 2200 tph

4x4 Oshkosh with V-nose plow, belly blade and wing, 2 each
Sander

G) Building and equipment needs are based on:

- 1) Historical information from old railroad records, which show that a substantial maintenance effort was required to keep the alignment open and in good repair at all times of the year.
- 2) Personal on-site observations of substantial slide and erosion activity by DOT&PF maintenance staff and other individuals at various times of the year.
- 3) If the Pioneer Road is built, it will be heavily used. The one-lane road will not be able to handle the volume of traffic very long. By building and staffing an adequate camp, maintenance forces can make many of the upgrades that will be required by the traffic volume.

H) Maintenance Costs - Manpower Needs

- 1) Seasonal
 - a) Tasnuna Station (New Positions)
 - i) 1 WG 52 Foreman
 - ii) 2 WG 53 Operations
 - iii) 1 WG 53 Operator/Mechanic
 - b) Chitina Station
 - i) 2 WG 53 Operators
- 2) Year Round
 - a) Tasnuna Station
 - i) above 4 Positions @ Full-time
 - ii) Plus 1 additional WG 53 Operator and 1 additional WG 54 Operator

I) Toll Program Administration

- 1) Based on estimates of manpower needs for similar checkpoint program on Dalton Highway at \$7,000 per month for a staff of 3.
- 2) Accounting support assumes accounting clerk, range 9, part-time.

J) Average Annual Traffic

- 1) Based on historical traffic generating data for similar sized communities, future growth patterns as demonstrated in the draft Cordova Comprehensive Plan and the area's location relative to major population centers and recreational/resource opportunities. This resulted in an average daily traffic count forecast of 375 vehicles a day, or 11,250 a month based on a 30-day month.
- 2) The average monthly traffic count for a year round rate will be less than a seasonal route. This is because the year round average takes in a 7-month period where historic traffic declines by approximately 60% from the five-month summer period.

K) Capital Costs

- 1) Capital costs for check point construction, maintenance equipment, maintenance station construction, and Pioneer Road would all have to be funded initially from General Funds.
- 2) Capital costs for constructing the Federal Aid Secondary Road would be split 91.35% Federal and 8.65% State General Fund match.
- 3) Costs for Pioneer Road construction could be recovered from the FHWA upon upgrade of this road to Federal Highway Secondary standards. However this recovered cost would come from federal obligation authority which could otherwise be used on other projects.

- L) Toll charges for private vehicles may be able to be lessened by charging on the basis of vehicle gross weight. This would increase the cost to truck traffic, but assumably increase shipping costs as well. Because we have no way to determine gross weight at this time, such a charge schedule would have to wait until traffic data could be collected on the road, so that a determination could be made as to whether or not actual truck traffic was substantial enough to invoke such a schedule. An annual reassessment of toll charges could be done if changes in traffic level, maintenance costs, and/or toll program costs change.
- M) Analysis does not include "cost of money."

FISCAL NOTE ANALYSIS OF

HCR 46-COPPER RIVER HIGHWAY TOLL ROAD

COSTS	SEASONAL		YEAR-ROUND	
	PIONEER RD	FED. AID RD.	PIONEER RD.	FED. AID RD
Capital (Total)	\$16,925,000	\$92,255,000	\$18,405,000	\$93,405,000
Toll Check Pt.	50,000	50,000	150,000	150,000
Rd. Construction	15,000,000	90,000,000	15,000,000	90,000,000
Maint. Station	730,000	730,000	1,120,000	1,120,000
Maint. Equipment	1,145,000	1,475,000	2,135,000	2,135,000
Maintenance (Total)	600,000	800,000	1,200,000	1,600,000
Toll Prog. Admin. (Total)	50,000	50,000	120,000	120,000

REVENUES	CAPITAL COSTS		MAINTENANCE COSTS		TOLL PROG. COSTS	
	SEASONAL	YEAR-ROUND	SEASONAL	YEAR-ROUND	SEASONAL	YEAR-ROUND
Pioneer Road	\$16,925,000	\$18,405,000	\$ 600,000	\$ 1,200,000	\$50,000	\$120,000
Pay Back Basis	20 yrs.	20 yrs.	Annually	Annually	Annually	Annually
Annual Pay Back	846,250	920,250	600,000	1,200,000	50,000	120,000
Average Annual Traffic	56,250	135,000	56,250	135,000	56,250	135,000
Per Vehicle Toll	\$15.00	\$7.00	\$11.00	\$9.00	\$.90	\$.90
Federal Aid Road	\$92,255,000	\$93,405,000	\$ 800,000	\$ 1,600,000	\$50,000	\$120,000
Pay Back Basis	20 yrs.	20 yrs.	Annually	Annually	Annually	Annually
Annual Pay Back	4,612,750	4,670,250	800,000	1,600,000	50,000	120,000
Average Annual Traffic	56,250	135,000	56,250	135,000	56,250	135,000
Per Vehicle Toll	\$82.00	\$35.00	\$14.00	\$12.00	\$.90	\$.90