

S B

2 3 6

SENATE COMMITTEE REPORT

FURTHER

5/3/89

DATE TURNED INTO OFFICE 3/8/90

Mr. President:

Finance Committee considered SB 236

approving the issuance of revenue bonds for construction and upgrade of the Copper River highway; efd

and recommended

- replace with \_\_\_\_\_ CS \_\_\_\_\_ )  same title
- or adopt \_\_\_\_\_ CS \_\_\_\_\_ )  new title
- attached amendment(s) and  technical title change (HB only)
- \_\_\_\_\_ letter of intent adopted

do pass

do not pass

no recommendation

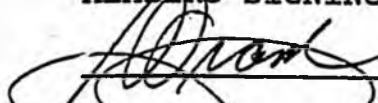
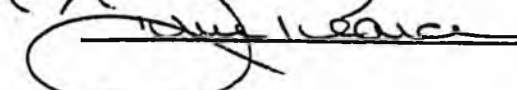

individual recommendations

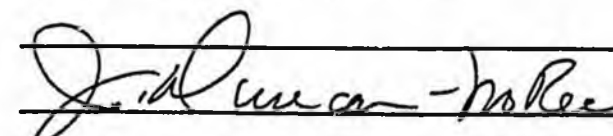
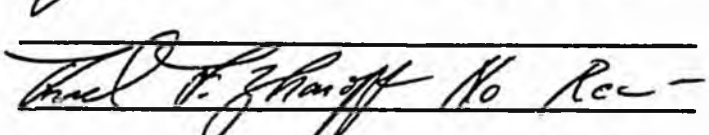
further referral to \_\_\_\_\_

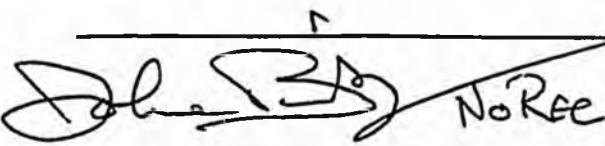
FISCAL NOTE(S) <sup>(2) DOR, DOT/PF</sup>  zero  fiscal impact  appropriation no FN  
 new DOT/PF  updated DOR  previous  
 same as previous fiscal note(s) published \_\_\_\_\_

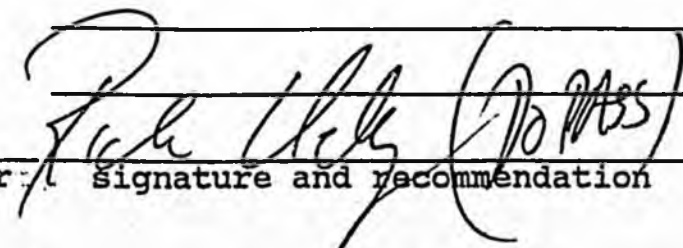
MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

  
 \_\_\_\_\_  
  
 \_\_\_\_\_  
  
 \_\_\_\_\_  
 \_\_\_\_\_

  
 \_\_\_\_\_  
  
 \_\_\_\_\_  
 \_\_\_\_\_

 No Rec  
 \_\_\_\_\_

 (Do Pass)  
 \_\_\_\_\_  
 Chair: signature and recommendation

Committee Backup attached

R/D SFC 3-8-90

STATE OF ALASKA  
1990 LEGISLATIVE SESSION

BILL VERSION: SB 236  
PUBLISH DATE: 03/23/89

REQUEST: FISCAL NOTE

Revision Date:  
Title: Revenue Bonds for Copper River  
Highway  
Sponsor: Coghill  
Requestor: Senate Finance

Agency Affected: DOT&PF  
BRU:  
Components:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTURAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
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	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
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:

Prepared by: W. Keith Gerken *WKG*  
Division: Deputy Commissioner, Operations

Phone: 465-3900  
Date: February 28, 1990

Approved by Commissioner: Mark S. Hickey *M.S.H.*  
Agency: Department of Transportation and Public Facilities

Date: *2/28/90*

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

240 JFC 3-8-90

STATE OF ALASKA  
1990 LEGISLATIVE SESSION

Bill Version: SB 236  
Publish Date: \_\_\_\_\_

FISCAL NOTE

REQUEST:

Revision Date: \_\_\_\_\_  
Title: \$25,000,000 Copper River Highway  
Revenue Bonds  
Sponsor: Coghill  
Requestor: Senate Finance

Agency Affected: State Bond Committee  
BRU: \_\_\_\_\_  
Components: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
<b>OPERATING</b>						
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LANDS & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	2,433.4	2,433.4	2,433.4	2,433.4	2,433.4
<b>TOTAL OPERATING</b>	0	2,433.4	2,433.4	2,433.4	2,433.4	2,433.4
<b>CAPITAL</b>	0	0	0	0	0	0
<b>REVENUE</b>	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	2,433.4	2,433.4	2,433.4	2,433.4	2,433.4
<b>TOTAL</b>	0	2,433.4	2,433.4	2,433.4	2,433.4	2,433.4

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 for analysis. Fiscal year 1990 effect is zero.

Debt service on \$25 million revenue bonds with 30 year maturity at 9.0 percent. Fund source would be Toll Facilities Construction Fund for FY 92-93 and Toll Facilities Revenue Fund thereafter.

Prepared By: Milt Barker MB  
Division: Treasury

Phone: 465-2350  
Date: February 20, 1990

Approved by Commissioner: \_\_\_\_\_  
Agency: Department of Revenue

Date: 2/20/90

Distribution (by preparer):

- Legislative Finance
- Legislative Sponsor
- Requestor

Office of Management and Budget  
Impacted Agency(ies)

740 JFC 3-8-90

Introduced: 3/23/89  
Referred: Transportation and  
Finance

6-1079A

1 IN THE SENATE

BY COGHILL AND SZYMANSKI

2

SENATE BILL NO. 236

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

SIXTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6

For an Act entitled: "An Act approving the issuance of revenue bonds for  
construction and upgrade of the Copper River highway;  
and providing for an effective date."

7

8

9

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

10

\* Section 1. In accordance with AS 37.15.610, the issuance of revenue  
bonds in an amount up to \$25,000,000 for the construction and upgrade of  
the Copper River highway by the Department of Transportation and Public  
Facilities under AS 37.15.610 - 37.15.760 is approved.

11

12

13

14

\* Sec. 2. This Act takes effect immediately under AS 01.10.070(c).

SB 236 TESTIMONY

SB 236 authorizes the issuance of revenue bonds in an amount up to \$25,000,000 for the construction and upgrade of the Copper River Highway by the Dept. of Transportation.

Last session, the Legislature passed House Bill 101 which authorized the Dept. of Transportation to construct the Copper River Highway as a toll facility in accordance with Sec. 37.15.730 if federal discretionary highway bridge funds are authorized by the federal government for the reconstruction and repair of the Million Dollar Bridge over the Copper River and the approaches to the bridge. We also passed CSHCR 46(FIN) which requests the Governor to direct the Dept. of Transportation to construct a toll road along the Copper River via Chitina to Cordova.

The Governor allowed HB 101 to become law without his signature because Sec. 5 of the bill instructs DOT to build the Copper River Highway as a toll road, but bonding authority was not provided. SB 236 gives the necessary bonding authority to build the Copper River Highway as a toll facility.

- SPONSOR'S BACKGROUND MATERIAL -

OFFICE OF THE PRESIDENT

MEMBER

ALASKA LEGISLATURE  
ALASKA LEGISLATURE  
ALASKA LEGISLATURE  
ALASKA LEGISLATURE  
ALASKA LEGISLATURE  
ALASKA LEGISLATURE  
ALASKA LEGISLATURE



SENATOR TIM KELLY

P.O. BOX V  
JUNEAU, ALASKA 99811  
(907) 463-3822

P.O. BOX 210001  
ANCHORAGE, ALASKA 99521  
(907) 561-7612

NOVEMBER 3, 1989

FOR IMMEDIATE RELEASE

ROADS TO CORDOVA, WHITTIER GAIN SUPPORT

Alaska's Prince William Sound should be developed for economic and recreational use, according to Senate President Tim Kelly (R-Anchorage).

Kelly made his comments before a group of business leaders seeking to build additional road access to the Sound. Kelly stressed his belief that Prince William Sound offers one of the greatest opportunities to expand tourism and economic development in Alaska.

"The first step for economic and recreational development of the Sound is adequate road access," said Kelly. "It's only logical to construct roads to Cordova and Whittier."

The controversial debate over road access to Whittier and Cordova has continued for over two decades. The road to Cordova, at one point, had been funded by the legislature but was never constructed due to mixed public support. The funds were later reappropriated by the legislature to other projects.

"Time has changed public sentiment," stated Kelly. "I believe the people in Whittier, Cordova and statewide want roads into Prince William Sound".

"I intend to make new roads to Whittier and Cordova one of my top legislative priorities for the upcoming session," concluded Kelly. "I'm working with Department of Transportation and Alaska Railroad officials to gather the necessary information on these projects to gain support for legislative funding and successfully complete these projects."

-END-

For More Information contact:  
SENATOR TIM KELLY  
561-7612

## HISTORY OF THE COPPER RIVER HIGHWAY

When the Copper River and Northwest Railroad closed in 1939, the residents of the area began working on converting the railroad bed to a highway. The railway company conveyed the railroad right-of-way to the United States in 1945. Between 1941 and 1945, 13 miles of the highway were built from Cordova to serve the new airport (now named Mudhole Smith International Airport). Territorial Representative Dimond in 1936, recommended to the Alaska Road Commission a ten year road improvement plan that included building a highway from Cordova to the Richardson Highway through the Tasnuna Canyon.

In 1946, John LaFever, a Cordova businessman and sometime Mayor of Cordova, restarted a push to convert the entire length of the right-of-way to a highway. A reconnaissance, schedule and cost estimate were completed for the conversion by the Alaska Road Commission in 1949.

In 1953, the U.S. Congress appropriated \$550,000 and the conversion was started by the Alaska Road Commission. Another \$2,400,000 was appropriated for 1954. In 1956, the Bureau of Public Roads took over the responsibility for roads in Alaska and continued the conversion to Mile 49.

The right-of-way was quitclaimed to the State of Alaska by the U.S. Department of Commerce in 1959 at the time of statehood (1959). The Alaska Department of Highways continued the conversion to Mile 59 when the 1964 earthquake occurred. The earthquake damaged many bridges along the route, some beyond repair. By this time, the route was designated as a Federal-aid Secondary (FAS) highway and numbered 851.

After the earthquake, the State of Alaska (Department of Highways) and the Federal Government (FHWA) decided to re-evaluate the project. A feasibility study was completed in 1967 which considered three alternative routes: the route to Chitina, a route up the Tasnuna River Valley and a route up the Tiekel River Valley. The study recommended the Tiekel Route as technically best, with the Tasnuna Route a close second.

After a review, by the then Department of Highways, the Tasnuna Route was chosen as the preferred alternative and the Federal and State governments decided to proceed with repairing the earthquake damages and building a road through the Tasnuna Valley to the Richardson Highway. Public hearings on the feasibility study were held in Valdez and Cordova in early 1969.

COST ESTIMATE TO OPEN A YEAR-ROUND ROAD

	<u>Road Construction Cost</u>	<u>Maintenance Camp and Maintenance Equipment Needed</u>	<u>Total Cost To Open A Year- Round Road</u>
<u>Pioneer Access</u>			
Pioneer Access Road (62 Miles) Mile 49 to Chitina	\$15,000,000	\$ 3,255,000	\$ 18,255,000
<u>Federal-aid Secondary Highway</u>			
Wood Canyon Route (82 Miles) Mile 49 to Chitina	\$90,000,000	\$ 3,255,000	\$ 93,255,000
Tasnuna Route (64 Miles) Mile 49 to Richardson Highway	\$75,000,000	\$ 3,255,000	\$ 78,255,000
Tiekel Canyon Route (67 Miles) Mile 49 to Richardson Highway	\$70,000,000	\$ 3,255,000	\$ 73,255,000

The yearly maintenance costs have also been estimated.

YEARLY MAINTENANCE COST ESTIMATE

	<u>Yearly Seasonal Maintenance Cost</u>	<u>Yearly Year-Round Maintenance Cost</u>
Pioneer Access	\$ 600,000	\$1,200,000
Federal-aid Secondary Highway (Tasnuna, Tiekel <u>or</u> Wood Canyon Routes)	\$ 800,000	\$1,600,000

Cost Estimate for Road I.D.C.T. Compendium Report

## RECOMMENDATIONS

The Northern Region of the Alaska Department of Transportation and Public Facilities (ADOT&PF) recommends completing the Copper River Highway initially as a pioneer road to Chitina leaving open the option of a secondary highway on the Chitina, Tiekel or Tasnuna routes. In preparation, ADOT&PF recommends maintenance on the portions of the Copper River Highway north of the Million Dollar Bridge that has been converted to roadway and seeking Legislative funding to do so as part of the FY 1990 budget. This would add Mileposts 49 to 72 and Mileposts 112 to 131 to the maintenance system. Additional operating funds would be required to perform this maintenance which would be at a level considerably below normal maintenance standards.

It is further recommended that the Department of Transportation and Public Facilities in conjunction with the appropriate experts from the Department of Revenue perform an in depth analysis of the toll road concept and the cost and feasibility of obtaining some form of bonding for construction. This analysis should begin as soon as possible to be able to provide the Governor and the Legislature with the data necessary to make funding decisions.

Additional coordination with the Federal Highway Administration to positively determine whether or not the cost of constructing the Copper River Highway as a pioneer access road could be eligible at a later date when upgraded to secondary standards. This work should also be done prior to the next Legislative session.



## Alaska R.O.A.D. Association

P.O. Box 535, Cordova, Alaska 99574-0535  
(907) 424-5755

March 29, 1989

Mark Hickey, Commisioner  
Department of Transportation & Public Finance  
3132 Channel Drive  
Box Z  
Juneau, AK 99811

Dear Commissioner Hickey,

Word has reached me from multiple sources that you are seeking a four or five page document which clearly and concisely demonstrates the need for the construction of the Copper River Road.

With some trepidation, I offer the following five page essay. My reservations arise because there well may be topics for further study contained herein. Little is said here that has not been previously studied. In fact the material is all contained in the book this letter is bound with.

I hope the attachment of this book will help forestall any further occurrence of "historical amnesia" I was somewhat chagrined to learn that two weeks ago you ordered what amounts to a "study of the studies" in conjunction with the request for proposals on the toll feasibility. I believe this proven route has already been studied beyond reason.

The disasterous effects of the oil spill on Cordova's single basis economy are being clearly demonstrated here now. This occurence will, hopefully, push the legislature to finally "find" the pittance needed to make the Copper River Road a reality now, to help save Cordova from extinction.

**Build the Copper River Road Now !!!**

Respectfully submitted,

Larry M. Hogan

In 1909 the Cordova paper stated that the railroad itself was Cordova's "Bonanza". It "insured" the economic stability of the region. The economic base of Cordova has not improved since the railroad closed fifty years ago. In point of fact the economy has undergone a slow erosion. There are fewer businesses and persons here than there were in 1938. The "insurance" for Cordova's future lies in the re-opening of the overland transportation link. It would allow Cordova to grow and plan for the future. The economic viability will be enhanced by increased accessibility. Cordova's opportunity to partake of the booming visitor industry coming into vibrant life in Alaska will be exponentially increased, as tourists will be able to loop through the area, continuing in linear travel, which has been clearly shown to be the preference of tourists.

Alaska's greatest need today is the development of an extensive highway system which would provide not only continuous transportation to all parts of the state, but would at the same time open up the resources of vast areas of the country which have lain dormant due to lack of adequate roads. Roads are needed if Alaska is going to begin to take care of herself. The continual fifty year delay in opening the Copper River Road is as restrictive and harmful to the development of the region as was the Department of the Interior's withdrawal of the Bering River coal fields 83 years ago. Cordova remains the only south central Alaska community not connected to the state highway system.

The native corporations of Ahtna, Chitina, Eyak and Chugach have all stated their strong support for this route's completion. The Cordova Chamber has pursued this road for over fifty years. The interior communities of Chitina, Kenney Lake, Copper Center, and others up to and including Fairban's have shown strong support. Cordova's coastal neighbors who have roads have indicated strong support. The state must grow to mature.

Governor Cowper clearly addressed the need in Alaska in his swearing-in address in December of '86 when he said: "We are called upon to develop and settle this mighty land..." and further to undertake action to promote "permanent economic activity...and see that our multicultural society is a success for all of us..." Later, in his State of the State address in 1989 the Governor clearly reiterated that Alaska has been discriminated against. The exclusion of Alaska from participation in the rightful sharing of Federal gas tax monies throughout the territorial period led directly to

our current inability to help ourselves in these post-oil-boom days. When Governor Cowper stated "our future is affected by commodity prices, transportation costs, and currency fluctuations..." and further stated "this is the time for real life in Alaska." He was clearly calling for expansion. He stated "this is the time".

The Copper River Road can be completed more easily than any new project in the state. The road can be re-routed advantageously in several difficult locations such as Abercrombie due to substantive changes to the course of the Copper River. This would make the all-weather considerations improve as the route can be moved away from the worst avalanche areas. Another important factor to consider is that the entire route has an existing road-bed. The right-of-way is wholly owned by the state. The entire route is at water grade with no snow passes to overcome, thus reducing possible winter maintenance costs. 72 miles from the south and 27 miles from the north have been converted. Only 32 miles of road remain to be converted. This would allow the state to maximize returns on its investment in roads in this area.

The current capital value of the Copper River Road including one lane and two lane bridges, two lane highway and one lane highway, and the potential pioneer road as exists in the railroad grade is sixty three million dollars. Interest on this amount is around six million per year. By completing the route for fifteen million, the state would begin to accrue benefits to the region and the state as a whole. Three years' interest on the amount invested would pay off the improvements. (See attachment A)

Another way to look at this economic value is on a per capita drivers served basis. The highway in its current condition is worth 60 million(+). At present approximately one thousand licensed drivers in Cordova can use the road. The per driver cost is around \$60,000. If the 100,000(+) drivers in the state had access, the cost would be around \$60 per licensed driver.

It is not unfair to expect that state government would promote progress, rather than inhibit it. Resource space in this portion of Alaska has now been clearly defined. Completion of the Copper River Road would demonstrate the sincerity of the state to aid economic progress, diversification, and stabilization. Resource development, especially tourism and recreation, would have a significant positive impact on the

regional economy. With 13.2 million acres of protected land in the Wrangell-St Elias National Monument, it is clear that this route can be built without loss of "too much" wilderness. Tourism possibilities abound with the jet port. While the coastal zone has a wet climate, the interior weather, just a short drive to the north is quite arid.

Local producers in Cordova are currently in a worsening competitive position. The shift in fish processing to highway served areas is based in a very real competitive advantage to being able to deliver your lower priced products to market in a timely and cost-of-money-wise fashion. With overland transportation fish move at \$.08/lb. to market in 60 hours. With air freight the cost is \$.33/lb. and the delivery time is not much different due to extra handling. Barge prices are very competitive with road freight, but the time line can extend to six weeks, which can destroy any profit if overall prices head downward as is usual as the season progresses. Thus, the further decline of the single economic basis of Cordova is inevitable, as fishermen follow processing away from Cordova.

Fishing downturns reverberate through the economy of a single base area like Cordova. Stabilization through diversification is essential. Cordova's basic transportation, the ferry system, is continually hampered by natural disasters. Weather, earthquakes which un-bed the engines, and oil spills all can have serious de-stabilizing effects.

Chugach Alaska is the biggest fish product producer in the area. They have clearly stated their desire to see this route finished. The Copper River Fisherman's Co-operative has likewise stated the necessity of completing the route, and have considered moving if there is no over-land transportation link forthcoming, as it's needed to remain competitive in today's market.

Availability of inexpensive over-land transportation will also help stabilize the work force in Cordova, while offering economic opportunities to interior residents. The road will reduce transportation costs such that it will open the door to additional new vendors who will seek markets in the Cordova district. Competition and diversity are at the heart of American business, as they lead to growth and prosperity.

The Compendium Report on the Copper River Highway (CRCRH) projects approximately 83,700 visitors (175 cars/day \* 2.9 visitors per car \* 165

days/year) would come to Cordova over the road. With the collapse of Alaska's economy Cordova's share of the state revenues has likewise declined. The money these visitors spend could be the boost that will keep Cordova alive. With new canneries opening elsewhere to compete for Cordova's fish Cordova cannot afford to pass up this opportunity to diversify it's economy and bring money into the city.

The economic diversification of the region's economy will present numerous opportunities for additional small entrepreneurs to enter business in the region. Cordova could reasonably expect to have daily trucking deliveries. This would give rise to increased demand to service facilities allied to trucking. When shipping rates normalize, small businesses will arise to supply interior Alaska with fresh fish and timber products. This will elongate the business season in Cordova by weeks or months. This would have a strong beneficial effect on the economy of the entire region. Not building the Copper River Road essentially eliminates the commercial possibilities of trade between the coast and the interior.

Development of the travel industry will lead to its certain placement as the number one economic activity in the state. The Cordova District from tidewater to Chitina and on to McCarthy has the most wondrous array of attractions. Almost every wild-life wonder is found here. The mountain regions are unsurpassed in magnificence and beauty. The Wrangell-St. Elias National Monument is the largest park in the world. At 13.2 million acres with only a forest standard perimeter road on one border and a state highway on part of another, more than 13 acres of wilderness for each person in the state is guaranteed. With the wilderness use by all users decreasing nation-wide to well below five percent, it seems that we already have far more wilderness than is practical or usable. What we need now in Alaska is people oriented amenities, not unviewable wilderness. Little incentive will exist for small operators to expand visitor facilities until their future has the minimum guarantee of construction of the route.

The people who bought property at Tiekel River and made plans to construct a sub-division are being unjustly denied their right to access their properties and commence their lives there. Common access is within the realm of what these citizens should reasonably expect as just treatment from their state.

The Alaska Marine Highway is subject to natural and man-made disasters.

The airlines play an important part in our lives, but also are subject to various irregularities. The renewal of the land-link is only logical. The more alternative routes the better the chances of stability of economy and mutually beneficial social and political interaction. The latent demand for ferry travel has been demonstrated to be less than that of highways. People will drive where there are roads. Cordova has one of the finest jet ports in the State. Opportunities for citizens of the interior to access this port is a strong consideration. It would speed up mail service into some parts of the interior. Likewise, Cordovans could have equal access to the goods and products of the interior and regular beneficial contacts with their fellow Alaskans.

The coastal portions of the Cordova district have seen great benefits to wildlife via the hand of man. Our resident moose and Sitka black-tailed deer herds are due solely to their introduction to the coast by man. This husbandman's relationship is commonly seen wherever man interacts with the wilds. Opening the Copper River Road would not only allow people to view the majestic array of wildlife, but may offer opportunities for man to improve the lot of his fellow creatures. Several moose browse improvement areas already border the Northern reaches of the route.

The route covers some of the most important (and undiscovered) history in the State of Alaska and its early saga as a possession of the United States. It is essential that this history of the railroad and of the native peoples who lived in this region be accessed so that it may be preserved for Alaskans and other Americans to appreciate and interpret. We cannot deny ourselves our history, lest we be doomed to repeat it.

Road building and travel have always been the most American of activities. Roads built America. Alaska remains vastly under built. The people have requested that the Copper River Road should be built. The legislature has agreed. "A short-sighted and profligate government is an intolerable burden on a people who aspire to be leaders." (Steve Cowper 12/86)

The time is now.

Attachment "A"

CAPITAL VALUE OF COPPER RIVER HIGHWAY 1989

Two Lane Bridges	1.8 miles	\$23 million
One Lane Bridges	0.3 miles	4 million
Two lane Highway	55 miles	28 million
Partial Pioneer Road (Old R.R. Grade)	73 miles	8 million
Approximate Total Value		\$63 million

Approximate Annual Cost of Capital Value \$6 million

Cost to Complete Copper River Highway (Cordova to Chitna) as a Pioneer Access Road \$15 million

Payback on this basis is less than 3 years.

Attachment "B"

COPPER RIVER HIGHWAY

BENEFITS

1. TRANSPORTATION ALTERNATIVE ROUTES
2. INTERIOR ACCESS TO A JET AIRPORT AT CORDOVA
3. INTERIOR ACCESS TO OCEAN PORTS
4. ACCESS TO TIMBER AND MINERALS
5. TOURIST ACCESS TO MAGNIFICENT ALASKAN SCENERY AND TRAVEL LOOPING
6. MARINE HIGHWAY SUPPORT TRAFFIC
7. HISTORICAL PRESERVATION OF KEY COPPER RIVER RAILROAD ELEMENTS
8. ROAD ACCESS FROM CORDOVA TO THE INTERIOR AND ALASKA HIGHWAY
9. ACCESS TO PARKS AND MONUMENTS
10. RECREATIONAL ACCESS



## Alaska R.O.A.D. Association

P.O. Box 535, Cordova, Alaska 99574-0535  
(907) 424-5755

December, 1989

Season's Greetings to our Members and Friends:



Christmas came early to the Alaska ROAD Association this year.

A City of Cordova Grant in October of more than \$11,000 allowed us to purchase a computer and printer, as well as a state-wide public opinion research survey by Hellenthal & Associates.

The state-wide survey results are included herein. As the state has been following a course of no new road construction for some time, you should find the survey results encouraging. There is strong state-wide support for building new roads in Alaska, and the Copper River Road specifically.

The new computer and printer are being used to produce this Christmas greeting and will be instrumental in producing future newsletters.

In the holiday spirit it is a pleasure to say "thank you" and extend our sincere appreciation to those who have helped the Alaska ROAD Association this year, both members and friends.

We wish to give special thanks to Mayor Johansen for sponsoring the City Council resolution authorizing our grant, and thanks to those councilmembers who support our work.

We wish to recognize and thank Senate President Tim Kelly, for establishing completion of the Copper River and Whittier Roads as one of his top priorities for the legislature when they reconvene in January.

And thank you, our membership, most of all, for without you none of our work would be possible.

1990 will be a very active year for your ROAD Association. It will take all of us working together to capitalize on the hard work done to date.

In this spirit, we offer our best wishes to you for the holidays and the New Year.

Sincerely,

Scott Novak, President

Dennis Nottingham, Executive Board

Larry Hogan, Vice-president

Steve Rehnberg, Sec./Treas.



# Alaska R.O.A.D. Association

P.O. Box 535, Cordova, Alaska 99574-0535  
(907) 424-5755

AREAS OF ALASKA AMONG ALL ADULTS  
BY  
POLITICAL AND GENERAL DEMOGRAPHICS, BEHAVIORS AND PERCEPTIONS

COLUMN PERCENTS  
OCTOBER 20TH THROUGH OCTOBER 28TH, 1989  
SAMPLE SIZE = 524; MARGIN OF ERROR = + OR - 4.28%

	AREAS OF ALASKA:					TOTAL
	Valdez- Kenai- MatSu + or - 13.5%	Anchor- age + or - 7.6%	Fair- banks Area + or - 13.6%	Cordova + or - 8.0%	Glenn- allen Area + or - 9.6%	COL %
STATE BUILDING NEW HIGHWAYS:						
Favor.....	72.7%	82.2%	81.3%	79.2%	81.5%	80.0%
Oppose.....	27.3%	17.8%	18.7%	20.8%	18.5%	20.0%
STATE BUILDING HIGHWAY TO WHITTIER:						
Favor.....	57.8%	60.1%	64.5%	72.7%	71.6%	60.6%
Oppose.....	42.2%	39.9%	35.5%	27.3%	28.4%	39.5%
RECREATIONAL DEVELOPMENT OF PRINCE WILLIAM SOUND:						
Favor.....	86.2%	85.0%	78.6%	78.1%	83.8%	83.7%
Oppose.....	13.8%	15.0%	23.4%	21.9%	18.4%	16.3%
STATE COMPLETING THE COPPER RIVER HIGHWAY:						
Favor.....	75.4%	78.1%	74.9%	57.0%	83.8%	76.9%
Oppose.....	24.6%	21.9%	25.1%	43.0%	16.2%	23.1%
ALASKAN RESIDENCY:						
1983 to 1989.....	15.4%	23.1%	26.9%	21.5%	13.8%	22.2%
1976 to 1982.....	21.5%	23.5%	17.4%	24.9%	24.8%	22.0%
1967 to 1975.....	31.4%	27.7%	32.2%	23.2%	22.5%	29.3%
Before 1967.....	31.7%	25.8%	23.4%	30.4%	38.9%	26.5%
AGE OF RESPONDENT:						
18-24.....	1.5%	11.3%	12.0%	3.3%	4.8%	9.4%
25-29.....	10.2%	14.8%	17.1%	9.3%	6.0%	14.2%
30-54.....	17.2%	17.3%	13.0%	21.7%	13.1%	16.5%
35-39.....	24.0%	18.2%	24.8%	17.8%	22.6%	20.6%
40-49.....	13.1%	20.1%	26.3%	20.2%	23.1%	19.7%
60 Plus.....	34.0%	18.3%	7.8%	27.8%	28.4%	19.6%
TOTAL ROW PERCENT.....	20.1%	59.6%	19.0%	.6%	.7%	100.0%

Marla Jean Adkins

P.O. Box 461

Cordova, Alaska 99574

(907) 424-7311

10-26-89

Steve Cowper  
Governor  
State of Alaska  
Box A  
Juneau, Alaska

Dear Governor (Steve) Cowper:

I just heard we are to loose Bette Cato in Juneau. The loss will be greatly felt. I am confidant that you will choose wisely in making your selection to replace her. I do not know the EXPERIENCE of any of the candidates but I do know Blatchford from Seward was the peoples next choice and seems a competant man. I personally would like to see some representation from other areas besides Valdez. I have not spoken with Bette or heard her views or thoughts on this.

I must reiterate again on the following subjects:

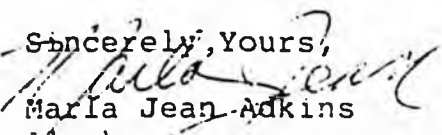
**OIL RESPONSE:** The Gulf Coast and Cordova, all Alaska, MUST be better prepared to deal with the next spill..should one come about (rather when). In this area, this means to use the most expeditious means possible for completion of the Copper River Highway and for construction of an Oil Response Road to the Bearing River, if we care about and want to truly protect our environment, abundant Gulf Coast/flats/delta. If Juneau fails to provide immediate funding and makes us wait still another 5 to 50 years, the Legislature and whatever Administration is in power, is flirting with disaster and sadly lacking by not taking their responsibilities in stride. You will all be guilty of dereliction of duty. At least Congressman Young, Interior Director Skinner and Admiral Yost agree with me regarding the quote "long overdue completion of CRH", unquote.

**TOURISUM:** If Alaska is going to compete and promote in the Tourism market....let us complete this highway, the long-overdue Whittier road, get Juneau linked up and upgrade all our road structure.

**FERRY SYSTEM:** I read Fran Ulmers comments with interest. I agree with her to make the Ferry self-sufficient \$ wise...upgrade, etc. I DISAGREE about using more Federal Transportation Highway Funds.

**FEDERAL FUNDING:** When we use \$8 million a year from Federal Transportation Funds (accounts), for capitol improvements to our Ferry system...we are making it other peoples business and it is definitely more than a local issue.

Sincerely, Yours,

  
Marla Jean Adkins

Alaskan

cc: Skinner, Oiled Mayors, City Mgr, Legislators, atty

STEVE COWPER, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER  
October 19, 1989

P.O. BOX 2  
JUNEAU ALASKA 99911-2500  
PHONE (907) 485-3500


Marla Jean Adkins  
Box 461  
Cordova, Alaska

Dear Marla:

Thank you for your letter of September 11, 1989. In that letter you requested answers to the following questions: (1) Was anything ever determined about the 22 bridge sections stockpiled at 27 Mile of the Copper River Highway, regarding their use on the highway to span the Allen River? (2) Is DOT&PF working on the legislatively required Toll Feasibility Study? (3) Is Cordova going to be reassigned to the DOT&PF Northern Region? and (4) How much money does DOT&PF spend on the ferry system each year out of the state's yearly share of Federal Aid Highway funds?

- 1) We are currently considering a project for FY92 in the amount of \$400,000 in the General Fund portion of our proposed FY91-96 Six Year Capital Improvement Program to place the stock-piled bridge sections over the Allen River.
- 2) The Northern Region currently has a consultant under contract to complete a Toll Feasibility Study, which should be completed by January, 1990. As you know, that study will need to demonstrate to the governor and legislature that as a toll facility the Copper River Highway is financially feasible and able to provide adequate revenue to repay the cost of any bonds that are used to finance the project before issuance of any bonds can be authorized.
- 3) We have made no decision as yet on a change of regional responsibility for Cordova. Staff has made preliminary findings on the pros and cons of a change, and I am awaiting further input.
- 4) Federal funds for the Alaska Marine Highway System can be used only for capital improvements. The approximate amount that has been spent in recent years has been approximately eight million dollars per year of the approximately \$140 million of federal highway funds.

Sincerely,

  
Mark S. Hickey  
Commissioner

cc: The Honorable Bette Cato, Alaska State Representative  
W. Keith Gerken, Deputy Commissioner, Operations  
John D. Horn, Regional Director, Northern Region  
John D. Martin, Chief of Planning & Research, Northern Region

ROBERT C. BYRD, WEST VIRGINIA, CHAIRMAN

ANNE K. INDYKE, HAWAII	MARK O. HATFIELD, OREGON
FRANK R. HUTT, SOUTH CAROLINA	TED STEVENS, ALASKA
BENNETT JOHNSON, LOUISIANA	JAMES A. MCCLURE, IDAHO
FRANK R. RUTENFRANZ, NORTH CAROLINA	JAYE GARN, UTAH
ALICE J. SCHWABER, ILLINOIS	THAD COCHRAN, MISSISSIPPI
W. CLAYTON EASTMAN, MISSOURI	ROBERT W. FASTER, JR., WISCONSIN
THOMAS DICICCI, ARIZONA	ALFONSE M. DAMATO, NEW YORK
BOB RUMPERS, ARKANSAS	WARREN RUDMAN, NEW HAMPSHIRE
MARK D. LAUTENBERG, NEW JERSEY	ARLEN SPECTER, PENNSYLVANIA
MARK R. MARKS, IOWA	PETE V. DOMENICI, NEW MEXICO
STEPHEN A. MCKEON, MARYLAND	CHARLES E. GRASSLEY, IOWA
ANDREW J. ROBERTS, NEVADA	CON NICKLES, OKLAHOMA
FRANK R. RUTENFRANZ, WASHINGTON	PHIL GRAMM, TEXAS
WYCHE FOWLER, GEORGIA	
MIKE DEER, NEBRASKA	

# United States Senate

COMMITTEE ON APPROPRIATIONS

WASHINGTON, DC 20510-6025

JAMES H. ENGLISH, STAFF DIRECTOR  
JEFFREY KENNEDY, MINORITY STAFF DIRECTOR

October 5, 1989

Marla Jean Adkins  
P.O. Box 461  
Cordova, Alaska 99574

Dear Marla Jean:

Thanks for taking time to send me copies of your letters to the Alaska Department of Transportation and Public Facilities regarding the completion of the Copper River Highway.

I'm glad to know of your interest in the feasibility study being conducted by the Alaska Department of Transportation and Public Facilities and have contacted them on your behalf. Additionally, for your information, my staff have spoken to Lloyd Robinson, the consultant hired by the state of Alaska, regarding changes to federal law that would have to occur in order to build a toll road.

Thanks again for sharing with me your continued support for the completion of this road.

With best wishes,

Cordially,



TED STEVENS

FLORENCE C. BYRD, WEST VIRGINIA, CHAIRMAN

WELLS HUTCHINS HAWAII  
WALTER H. HOLLINGS SOUTH CAROLINA  
BENNETT JOHNSTON LOUISIANA  
LENTIN B. BURDICK NORTH DAKOTA  
FRANK J. LEAHY VERMONT  
M. SASTRER TENNESSEE  
ANNIS DICICCIANI ARIZONA  
ALL BLAIRS ARKANSAS  
HANK R. JASTENBERG NEW JERSEY  
J. HAROLD CLAW  
CARRIE A. SPRULING MARYLAND  
ANDY SMO NEVADA  
JACK SPAMER WASHINGTON  
ARCHIE FOWLER GEORGIA  
ROBERT KILPATRICK NEBRASKA

MARK D. HATELID OREGON  
TED STEVENS ALASKA  
JAMES A. M. LITTLE IDAHO  
JIM GARN UTAH  
THAD COCHRAN MISSISSIPPI  
ROBERT W. EASTEN JR. WISCONSIN  
J. PINSE M. DAMATO NEW YORK  
WARREN RUDOMAN NEW HAMPSHIRE  
ARLEN SPECTER PENNSYLVANIA  
PETER V. DOMENICI NEW MEXICO  
CHARLES F. BRANNON ILLINOIS  
DON NICKLES OKLAHOMA  
PHIL GRASSM TEXAS

# United States Senate

COMMITTEE ON APPROPRIATIONS  
WASHINGTON, DC 20510-6025

JAMES H. ENGLISH, STATE DIRECTOR  
BETH ANNIE M. MARCH, STATE DIRECTOR

October 31, 1989

Marla Jean Adkins  
P.O. Box 461  
Cordova, Alaska 99574

Dear Marla:

Your most recent letter asks some excellent questions regarding the proposed Copper River Highway which I will do my best to answer.

Under federal law, Federal Highway Administration funds cannot be used for pioneer roads or toll roads. This means that should the State of Alaska choose to build the Copper River Highway as a toll road and seek federal funds, an exemption or change in federal law would have to be obtained. This is what my staff discussed with the Legislature's consultant.

As you know, I have contacted the Alaska Department of Transportation requesting additional information on this project and expect to receive a response soon.

Thanks again for your interest.

With best wishes,

Cordially,



TED STEVENS

~~CONFIDENTIAL~~

5/11/79 11:30 AM  
M. J. Adkins

~~Self explanatory  
I'm doing it for good work  
I'm doing it for good work!~~

M. J. Adkins  
P. O. Box 4  
Cordova, AK 99574

To  
Alaska Oil Response Commission  
hearings, this date, Cordova, AK

Gentlemen:

Being a supporter of the Copper River Highway completion...  
I have remained silent for 90 days in order to work on the Spill  
I have allowed myself time to reflect....meet with various  
agencies and people and consider all issues for future spill  
(not if, when)...in our North Gulf Coastal waters....not in  
protected Prince Wm Sound.

We know the devastation that has taken its toll on Alaska.  
We know the cleanup....the logistics....the backup support  
and the route that was used overland to meet the needs.

Alaska needs an Oil Response road on our Coastal lands between  
Cordova and Yakutat in order to protect our environment and  
fish runs on the abundant Copper River Flats. We need the  
completion of the Copper River Highway in order to back up  
our Gulf Coast, that has been left uncompleted for 50 years

We are not talking about losing a few birds and fish to  
tourists or sportsfishermen....we are talking large scale  
destruction if we cannot have access to meet the needs.

Any further delay, stall tactics, is a self shortsightedness  
on many and a continued and massive dereliction of duty on  
part of our State and Federal leaders.

I appeal to you....to rationally sit back and weigh my words  
if you are truly concerned with our environment, our future  
our wildlife in this area and possibly health and lives.

*Maria J. Adkins*  
Maria Jean Adkins  
Alaskan

*File: Cordova Road B.*

M. J. Adkins  
P. O. Box 461  
Cordova, AK 99574

6-20-89

Senators

Ted Stevens  
Frank Murkowski  
U. S. Senate, Alaska  
Washington, D. C.



Dear Ted and Frank:

With the recent Oil Spill disaster, I am having lots of thoughts concerning future potential problems, loss to lives etc. This time I am not going to slide or become complacent.

While Governor Gruening and Senators Begich, Barlett, when in Congress/office, felt Copper River Highway benefited all Alaskans....you seem to be maintaining it is a local issue.

What happens if we have a major spill or a tanker roll over? What happens if one of the 30 some cruise ships carrying between 1500 and 3000 tourists has a disaster or catches fire, etc?



With all the miles of Coastline between Cordova and Yakutat.... with a road partially completed to this area, we could proceed on to Yakutat. This highway would serve as a highway into the area for a supply line when the next disaster hits. (I dont want to hear one wont hit....we said that before). Valdez had the highway and use it we did to truck in the tremendous amts it takes. We also should have storage at here and Yakutat as well on down the coast where possible for boom material, crews, skimmers.

Again I repeat with tourism on the move...Cordovas future growth, the National Park, on and on and now the above...dont you think it is time to complete Copper River Highway?

I want to go on record with this letter. There is no reason not to be prepared better in the future for part of our Coastline. We have an obligation to the whole Nation. The few fishermen and dissidents can not continue to hamper the rest of Alaskans and risk our future environ due to not wanting lifestyle changes, etc....If a tanker rolls over off the flats....these fishermen, our State and Govt will wish we were prepared with that highway.

Sincerely Yours,  
*Maria Jean Adkins*  
Maria Jean Adkins

*no one mentions the Copper River -  
or flats or Gulf or entire route in these  
plans. Tunnel U/S/M on Sound  
Maurice*

6-19-89

Letter from the People:

~~XXXXXXXXXX~~ INTELLIGENCE.

Our Governor is running around the country on a Tourism Campaign,?.. promoting Tourism!....when Alaska has the least road miles for tourists....when we have virtually no State camping parks....not even roadside pullouts with outhouses....??? Amazing. This is the same Governor and Administration who said "show us support re the 50 year old uncompleted Copper River Highway that serves the largest National Park in the Nation and we will move"....that we gave Statewide support to in 1988 and still ZERO....that his Northern Dir this week tells us they will do ZERO in 1989.

This reminds me of the Environmentalists leaders the past two weeks at meetings who said the Spill didnt relate to reflect on completion of C.H so they wouldnt address it as it wasnt a result of the spill or a priority. The same people who complain Valdez gets everyting (Valdez goes after it, is represented obviously.)

These are the same people who dont want lifestyle changes....dont want a highway but want grants from everywhere for this and that.... live outside winters (many do)....or least go out to Calif, Florida, Az, Hawaii, rent cars, run the wheels off their cars...let the kiddies "enjoy more than Cordova has to offer".....

I mean we have a Gulf Coast Coastline for miles...with tankers up and down it...no Service highway except into ~~xxxx~~ Valdez. We have 30 some cruise ships with 1500 plus on board in the event of a disaster (that might not take place in Valdez back yard where there is a highway)....we have the age old high freight rates... we have School kids missing winter Sports activities due to sad Ferry schedules....locals moving to the Valley for "more to do, cheaper costs".....~~xx~~

We have you the rest of the Alaskan taxpayers paying for our 27 Bridges and private highway before you even get 50 miles out. We have roadwork done last year to the Allen River for zero? More tax dollars for nothing? Now we have the Norther Region Dir telling us this week....no work on Copper River Highway in 1989, when Comm Hickey told me personally in Juneau he would at least save what ~~xx~~ was done and fix up in 1988? We have our Historical bridge (the Million Dollar Bridge) that is lost to us unless we move on completing this 50 year Traviesty of several Do Nothing Administrations..

We have our fearless leaders once again bending the ~~xxxxhandfulxxxx~~ whims of special interests groups, wasting time and money when not only Cordova is effected but all Alaska, our whole North Gulf Coast? and our Governor is spending more money (and Exxons I hear) promoting Tourism....for a State that dont really have any highways, wont complete the one it has to its biggest National Park.....boy we are all taken down the promrose path this time, once again....

I ~~am~~ am embarrassed. I can leave Cordova...even Alaska....but the situation exists for the rest of you. How long will you Tolerate it... I ask this as did a recent article called Isolated in Alaska?

*Marla Jean Adkins*  
Marla Jean Adkins  
an Alaskan

Marla Jean Adkins

P.O. Box 461  
Cordova, Alaska 99574  
(907) 424-7311

2-2-90

Tim Kelly  
Senator  
Senate President  
PO Box V  
Juneau, Ak.

Dear Senator Kelly:

I re-read with interest your Press Releases of sometime back regarding Prince Wm Sound, Whittier road and Copper River Highway. With legislature in session, I feel it is the proper time to drop these lines and ask for your cooperation.

I am certain you have viewed the Poll response that was done by a professional firm for Copper River Highway by ALASKA R.O.A.D Assoc?

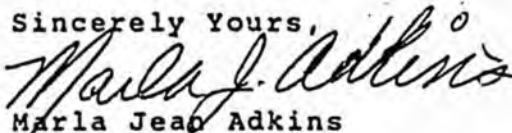
I would like to ask at this time....after 50 plus years.... for you to Sponsor a bill or at least perhaps with with Coghill or and co-sponsor, lending the strength of your office, to allocate monies to complete COPPER RIVER HIGHWAY. For starters we should not be waiting more years, with the protection of our Gulf Coast on line for Oil Response and backup.

I would immediately like to see a \$1,000,000 (million) to begin Design and preliminary construction, plus funds to cross the Allan River this summer. This will back up the funds put in the last two years between the Million Dollar Bridge and Allan River on work done out of Valdez. I believe Maintenance funds were used but no funds were issued back to DOT by the legislature.

I do not need to remind you that if Alaska is going to seek Tourism and move forward, unlock the North Gulf Coast at least a little, we must MOVE AHEAD with a MAJOR ROAD PROGRAM which includes new roads and upgrading our old, or we waste our efforts and \$.

With our Jet Port here, Tourism on the climb in the Sound, Oil future, the Nations largest National Park to enjoy....completion and immediately of COPPER RIVER HIGHWAY is a must.

Sincerely Yours,

  
Marla Jean Adkins

9-21-89

Jay Kerttula  
Senator  
State of Alaska  
Box V  
Juneau, Alaska

Dear Jay:

In lieu of the recent press release comments you gave the Anchorage Times in the Sept 19th edition, I want to go on record and hold you accountable.

In view of the fact you could not see a highway in your own district, COPPER RIVER HIGHWAY, to Cordova, completed in 20 (twenty) years...(1 highway). In view of the fact Alaska has only built 1 highway in 29 years...I find it interesting you are suddenly so aggressive to work on Alaskas highway system suddenly. I am certainly not complaining...it is long overdue by all of you down in Juneau.

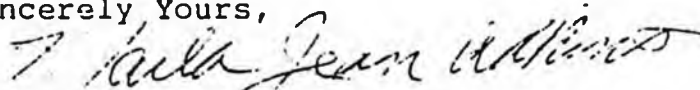
You promised ALL ALASKANS completion of COPPER RIVER HIGHWAY back in 1965. Yet only last year you said "if it could be worked out with the fishing interests". I feel you have been representing "special interests" in that statement. With proper Fish and Game Mgt, proper set backs, proper mgt as we must do anywhere, it is no different than any other highway built in Alaska.

With the potential of a future Oil Spill (another Tanker had to be helped this week again), on the Copper River flats or in the Gulf, which would destroy our Salmon runs here and in our National Park, our wildlife, the 20 million birds, since we could not even begin to respond....I feel any less than immediate completion of this 50 year old highway and even a Coastal road for response, is nothing short of massive and continued dereliction of duty by all of you in Juneau.

With Alaska competing with other States for Tourism, our State so locked up, the least roadmiles (12,000 lane miles) but the largest State...with Forestry spending tax dollars for a viewing building at 50 mile for our Historical bridge that is falling down...wont be rebuilt unless the highway is completed (Million Dollar Bridge)...our inadequate Ferry service to this community (I'm fed up sleeping on the floor with tourists, hit and miss schedule)....

I say dont just pay us lip service...get your acts together and upgrade Alaskas roads, finish this one, build a couple..SHOW US! I dont mean pave the whole state but GET REALISTIC.

Sincerely Yours,

  
Marla Jean Adkins  
roadless in Alaska

cc: Stevens, Skinner, Young, Oiled Mayors, City Mgr, Tobin, attys

# THE CORDOVA TIMES

Prince William Sound's Oldest Newspaper  
Established 1914

5 CENTS

CORDOVA, ALASKA, THURSDAY, SEPTEMBER 21, 1989

VOL. 75, NO. 38

## Council ok's road \$

The City of Cordova will fund a nonprofit organization called Alaska Road Opportunities for Access and Development (A.R.O.A.D.) with a \$35,000 grant to start up of the association. One goal is "promoting environmentally sound construction of roads in Alaska including Copper River Road from Umanak to Cordova."

Extending the Copper River Highway has been a divisive issue in Cordova for years, and Tuesday night's vote by city council reflected that split. With council deadlocked at 3-3, Mayor Doug Johansen cast the deciding vote in support of the organization.

Council members Jeff Hawley, Tom Kopchak and Mike Anderson opposed funding. Meera Kohler, Doug Lape and Dave Rawlins supported the measure. Scott Novak, president of

A.R.O.A.D., explained that the \$35,000 would be used as "seed money" for the association — to cover costs of lobbying efforts, enrolling members, hiring a secretary, purchasing office equipment and advertising for the association.

Kopchak, who opposes construction of the Copper River Highway, said his opposition to the group is based on its one-sided support of the highway issue. "Until the group is composed of a broad base, representing both sides of the issue, I can't justify spending \$35,000 toward it," he said.

Kopchak added that he's supportive of examining transportation alternatives for Cordova, but A.R.O.A.D. does not appear to represent all those alternatives. "It says build the Copper River Highway."

According to Novak, "the opinion I have is that the vast ma-

ajority (of Cordovans) favor improving the transportation system." Some want to see the road built while other support improving the ferry system, he said. "But the state tells us we won't get any ferry monies until the road is built," Novak told the council.

Several members of the audience expressed disbelief with Novak's statement.

Hawley said he thought the money could be better spent on landfill development or a deep-water port, while Anderson said the group needs a broader support base.

When asked how the city can justify spending \$35,000 on an association with no prior history, Novak said the city was welcome to audit the group's spending.

Johansen, in breaking the tie, remarked that he's supportive of the "50-year opportunity" to construct the road.

9-21-89

Wm Tobin  
Editor  
Anchorage Times  
Box 60  
Anchorage, Ak

Dear Bill:

LETTER TO THE PEOPLE:

I read with interest Senator Kerttulas words in the Sept 19th edition of this paper re Alaskas Highways.

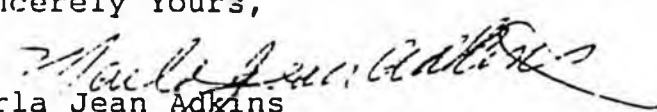
Considering he hasnt seen fit to see the 1 50 year old highway in his district completed the past 20 years...passed bills with no money attached re the historical and fameous, much-needed, COPPER RIVER HIGHWAY.....I hope he is sincere and All of Juneau gets its act togather and upgrades Alaskas sad road system and completes this one thats laying around we keep pouring money into for studys but never completion.

If Alaska intends to compete for Tourism with only 12,000 lanemiles of road...we best get our act togather.

Not-to-mention, we just had another Tanker floundering in the Sound. What happens when we have a Spill on the Copper River flats or in the Gulf Coast? We have no highway or Response Roads to back up cleanup. Valdez would have had real problems and the Sound had not we had access by way of the Richardson highway for supply and recon, etc.

Dont pay us anymore LIP SERVICE....SHOW US!! is my comments in regards to all this sudden interest. Those of us who been beating on Juneaus door to deaf ears are real gun-shy. Minority special interest groups seem to have a hold and environs locked Alaska up good past years. I dont mean pave the whole State but allow us to use some of it.

Sincerely Yours,

  
Marla Jean Adkins  
Roadless in Cordova

1  
Alternatives For Cordova  
Box 1131  
Cordova, AK 99574

Jan.14, 1990

Dear Senator Kerttula,

The construction of a highway to Cordova seems to be an active issue this session. Alternatives For Cordova is a group of citizens which does not favor this project. We would like to emphasize how divided the community remains on the issue.

A brief review of past political decisions reflects this division. In about 1981, a community-wide straw poll showed 60% of the community against a Copper River Highway. About four years later, a similiar poll, but this time restricted to only voters within the Cordova City Limits, showed about 60% of voters in favor of the road. In September of 1989, the City Council voted \$35,000 of funding for the Alaska R.O.A.D. Assn., a local pro-Highway group. The vote was a tie vote, broken by the mayor. Then two months later, the vote was rescinded and the grant withdrawn, again by a tie vote broken by the mayor.

These experiences show how split the community is regarding a Copper River Highway. A fair estimate is that half of the community is against a road, and half is for a road. We believe that a Copper River Highway should not be started when the community it serves remains so divided about the benefits.

We would like to emphasize other pressing needs of Cordova. We need immediate improvement in ferry access. Even should you favor a road, the completion would be years off, and we need the improved access now, by ferry. Cordova needs help solving its' energy needs, and the Cordova Electric Cooperative will be asking for help in funding a hydroelectric project. Cheaper electricity is absolutely necessary for Cordova to maintain its' traditional economic base of fish processing.

You will be hearing a lot from the Alaska R.O.A.D. Assn. this year. The push will be to fund a "pioneer road" as a less expensive option. However, a "pioneer road" likely would not be safe for heavy traffic such as freight trucks or tour buses. It may do little for the basic industrial base of the town, which would still rely on Sealand and the ferry. Eventual upgrade to highway status will require hundreds of millions of dollars. Approximately half of the voters of this area do not want to spend their public monies on such a project.

Sincerely,



Oliver Osborn

cc:all legislators

B-4 Saturday, June 17, 1989, The Anchorage Times

Robert B. Atwood  
President and Publisher

Elaine Atwood  
Assistant Publisher

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

# Editorial

## Isolated in Cordova

PROBABLY nobody has had time yet to analyze all the logistical details, but the impression is strong that supplying the oil cleanup activity out of Cordova would have been greatly eased had there been a road linking the city with the rest of the state.

That there isn't a road is nothing less than a dereliction of duty on the part of at least the present and a couple of the past administrations in Juneau. Time after time, in countless ways, efforts to get the road built have been stymied by deliberate delays, calculated inaction and occasional overt decisions — all with the same result.

No road.

A lot of lip service.

But no road.

Quite apart from the eas-

ier and more rapid transportation that would have been available during the oil spill response period, the road is a necessary expansion of the state's highway system to serve the people of the state.

FOR THE long-term good of Cordova, new economic opportunities would abound if it had a surface link with the rest of the state.

Tourism alone would flourish in ways that are impossible now.

But getting anybody in state government to do something about it has not been possible. A few vocal dissidents have been able for years to deny highway accessibility to the majority of Cordova residents and other Alaskans.

How long is this going to be tolerated?



'STATE OF ALASKA'  
OFFICE OF THE GOVERNOR  
JUNEAU

June 17, 1988

The Honorable Jan Faiks  
President of the Senate  
Alaska State Legislature  
P.O. Box V  
Juneau, AK 99811

Dear Senator Faiks:

On this date I have allowed the following bill to become law without my signature and am transmitting the engrossed and enrolled copies to the Lieutenant Governor's Office for permanent filing:

SENATE COMMITTEE SUBSTITUTE FOR  
COMMITTEE SUBSTITUTE FOR  
HOUSE BILL NO. 101(Fin) am S  
(Relating to state toll facilities.)  
Chapter No. 165, SLA 1988

This legislation makes changes desired by the Department of Transportation and Public Facilities (DOT/PF) regarding toll facilities, including authorizing the construction of the Copper River highway as a toll facility if certain conditions are met and federal funds be made available. I fully agree with the purpose of the first four sections of this bill, which primarily add tunnels to the list of authorized public toll facilities since the proposed Whittier highway tunnel may later become feasible or necessary.

Most of the public's attention, however, has been focused on Section 5 of this bill. Section 5 instructs DOT/PF to build the Copper River highway as a toll road, but bonding authorization has not been provided to do so. Further, federal bridge funds would be available only if the state commits to constructing the road, but this bill makes constructing the road contingent on receipt of the federal bridge funds.

If the road is to be constructed using revenue bonds, AS 37.15.730(1) requires the department to submit a feasibility study to the Governor and the Legislature and to determine if this method is financially feasible. Also, in the event that federal bridge funds became available to the

Letter from Governor / Chapter 165 SLA 88

state, funding for actual construction of the road would still be subject to a positive feasibility study and subsequent bonding authorization by the Legislature.

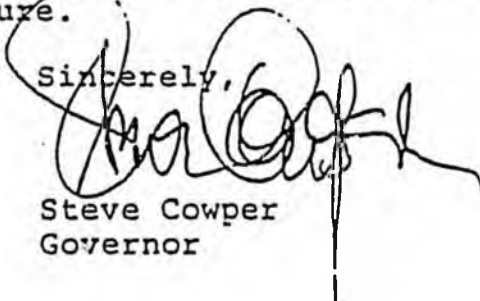
Section 5 serves little practical purpose. House Concurrent Resolution 46, relating to a Copper River toll road, passed the Legislature this year. It requests the Governor to direct DOT/PF to construct the route as a toll road. The Legislature's desire for a toll road has therefore already been expressed through this resolution.

Many people in the Cordova area evidently have been told that this legislation mandates the building of the Copper River highway. Judging from the public opinion messages I have received, there is a strong belief in some quarters that this bill is the final step in the process and that construction of the road will begin immediately.

That assumption is wrong. The Copper River highway is a major undertaking which will involve a substantial commitment of public money. Like all major public works projects, it requires a careful assessment of its benefits and burdens which cannot be made for many months. The unrealistic expectations which have been expressed by some of the proponents of the Copper River highway will probably result in frustration later, when people realize that the normal processes have not really been circumvented.

For these reasons, I am allowing SCS CSHB 101(Fin) am S to become law without my signature.

Sincerely,



Steve Cowper  
Governor