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211

STATE OF ALASKA
1989 LEGISLATIVE SESSION

BILL VERSION: CSSB 211 (Trsp)
PUBLISH DATE: 4-25-89

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: Environmental Impact Statements
for Road Access
Sponsor: Duncan
Requestor: _____

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

EXPENDITURES/REVENUES: (Thousands of Dollars)

| OPERATING | FY 89 | FY 90 | FY 91 | FY 92 | FY 93 | FY 94 |
|-------------------|-------|-------|-------|-------|-------|-------|
| PERSONAL SERVICES | | | | | | |
| TRAVEL | | | | | | |
| CONTRACTUAL | | | | | | |
| SUPPLIES | | | | | | |
| EQUIPMENT | | | | | | |
| LAND & STRUCTURES | | | | | | |
| GRANTS, CLAIMS | | | | | | |
| MISCELLANEOUS | | | | | | |
| TOTAL OPERATING | | | | | | |

| | | | | | | |
|---------|--|-------|-------|--|--|--|
| CAPITAL | | 550.0 | 650.0 | | | |
|---------|--|-------|-------|--|--|--|

| | | | | | | |
|---------|--|--|--|--|--|--|
| REVENUE | | | | | | |
|---------|--|--|--|--|--|--|

FUNDING: (Thousands of Dollars)

| | | | | | | |
|---------------|--|-------|-------|--|--|--|
| GENERAL FUND | | 550.0 | 650.0 | | | |
| FEDERAL FUNDS | | | | | | |
| OTHER | | | | | | |
| TOTAL | | 550.0 | 650.0 | | | |

POSITIONS:

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|-----------|--|--|--|--|--|--|
| FULL-TIME | | | | | | |
| PART-TIME | | | | | | |
| TEMPORARY | | | | | | |

ANALYSIS (Attach a separate page if necessary)

SEE ATTACHED

Prepared by: R. T. Meketa, Chief of Planning
Division: Southeast Region, DOT&PF

Phone: 789-6264
Date: 4-26-89

Approved by Commissioner: *Mak J. Hill*
Agency: _____

Date: 4/26/89

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

ANALYSIS - CSSB 211 (Trsp)

Committee Substitute for Senate Bill No. 211 (CSSB 211) appropriates:

1. \$600,000 from the general fund to the Department of Transportation and Public Facilities (DOT&PF) for the preparation of environmental impact statements (EIS) for road access to Juneau via the Taku River Valley and Lynn Canal corridors;
2. \$300,000 from the general fund to DOT&PF for the preparation of an EIS for the proposed Bradfield River resource road, and;
3. \$300,000 from the general fund to DOT&PF for the preparation of an EIS on road access to Kantishna between Lignite and Kantishna.

The Southeast Alaska Transportation Plan, as amended in 1986, evaluated alternative transportation system improvements on a regional and multi-modal scale. The Plan recommended a long-term improvement consisting of the addition of two large-capacity, high-speed ferries to provide supplemental peak season service in the Lynn Canal corridor. The Plan further recommended that the Juneau-Haines-Skagway road link continue to be monitored to ascertain when developments would warrant a re-assessment of the feasibility of the road. The Plan did not recommend any further consideration of the Taku River corridor alternative due to the high cost and lack of transportation benefits.

DOT&PF has determined that the construction of road access to Juneau via the Lynn Canal corridor still lacks justification, at this time. However, DOT&PF supports SB 211 and the completion of an EIS since such an effort will provide valuable information to assist in the continued assessment of feasibility.

DOT&PF does not support a separate EIS for the Taku River route. Instead, the department recommends the Taku route be considered as one alternative during the development of the Lynn Canal corridor EIS. This will allow for analysis of this option sufficient to confirm or disprove the basic findings of the Southeast Alaska Transportation Plan.

DOT&PF recently completed a draft Bradfield Industrial Road Feasibility Study. The report concludes the construction of the road would be economically feasible assuming the start of certain resource development activities and the resultant commodity movements. The completion of an EIS would provide information necessary to continue the assessment of feasibility. DOT&PF supports the EIS.

The Kantishna Road project has been under consideration for several years. The completion of an EIS would allow DOT&PF to continue the assessment of alternatives and more accurately establish the feasibility and justification of the project. It is estimated that the EIS can be completed for \$300,000. An 18 to 24 month effort is expected.

FISCAL NOTE

REQUEST:

Revision Date: _____ Agency Affected: DOT&PF
 Title: Environmental Impact Statements
for Road Access to Juneau BRU: _____
 Sponsor: Duncan Components: _____
 Requestor: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

| OPERATING | FY 89 | FY 90 | FY 91 | FY 92 | FY 93 | FY 94 |
|------------------------|-------|-------|-------|-------|-------|-------|
| PERSONAL SERVICES | | | | | | |
| TRAVEL | | | | | | |
| CONTRACTUAL | | | | | | |
| SUPPLIES | | | | | | |
| EQUIPMENT | | | | | | |
| LAND & STRUCTURES | | | | | | |
| GRANTS, CLAIMS | | | | | | |
| MISCELLANEOUS | | | | | | |
| TOTAL OPERATING | | | | | | |
| CAPITAL | | 250.0 | 350.0 | | | |
| REVENUE | | | | | | |

FUNDING: (Thousands of Dollars)

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|---------------|--|-------|-------|--|--|--|
| GENERAL FUND | | 250.0 | 350.0 | | | |
| FEDERAL FUNDS | | | | | | |
| OTHER | | | | | | |
| TOTAL | | 250.0 | 350.0 | | | |

POSITIONS:

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|-----------|--|--|--|--|--|--|
| FULL-TIME | | | | | | |
| PART-TIME | | | | | | |
| TEMPORARY | | | | | | |

ANALYSIS : (Attach a separate page if necessary)

See attached.

Prepared by: R. T. Meketa, Chief of Planning Phone: 789-6264
 Division: Southeast Region, DOT&PF Date: 3-24-89

Approved by Commissioner: *M-k A. H* Date: 4/4/89
 Agency: _____

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

ANALYSIS - SB 211

Senate Bill No. 211 (SB 211) appropriates \$600,000 from the general fund to the Department of Transportation and Public Facilities (DOT&PF) for the preparation of environmental impact statements (EIS) for road access to Juneau via the Taku River Valley and Lynn Canal corridors.

The Southeast Alaska Transportation Plan, as amended in 1986, evaluated alternative transportation system improvements on a regional and multi-modal scale. The Plan recommended a long-term improvement consisting of the addition of two large-capacity, high-speed ferries to provide supplemental peak season service in the Lynn Canal corridor. The Plan further recommended that the Juneau-Haines-Skagway road link continue to be monitored to ascertain when developments would warrant a re-assessment of the feasibility of the road. The Plan did not recommend any further consideration of the Taku River corridor alternative due to the high cost and lack of transportation benefits.

DOT&PF has determined that the construction of road access to Juneau via the Lynn Canal corridor still lacks justification, at this time. However, DOT&PF supports SB 211 and the completion of an EIS since such an effort will provide valuable information to assist in the continued assessment of feasibility.

DOT&PF does not support a separate EIS for the Taku River route. Instead, the department recommends the Taku route be considered as one alternative during the development of the Lynn Canal corridor EIS. This will allow for analysis of this option sufficient to confirm or disprove the basic findings of the Southeast Alaska Transportation Plan.

6-0969H
Utermohle
4/25/89

Original sponsor: Duncan

Funding Information

| | |
|--------------|--------------------|
| General Fund | \$1,200,000 |
| Other Funds | -0- |
| | <u>\$1,200,000</u> |

1 IN THE SENATE

2 CS FOR SENATE BILL NO. 211 ()

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making special appropriations for environ-
7 mental impact statements on certain proposals for
8 road access; and providing for an effective date."

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

0 * Section 1. The sum of \$600,000 is appropriated from the general fund
1 to the Department of Transportation and Public Facilities for the prepara-
2 tion of environmental impact statements on road access to Juneau via

3 (1) a route along the east shore of Lynn Canal to a point nine
4 miles north of Comet where the road would connect with a shuttle ferry
5 across Lynn Canal to the Chilkat Peninsula and then a route up the Chilkat
6 Peninsula to Haines; and

7 (2) a route through the Taku River Valley to the United States-
8 Canada border to connect with the existing British Columbia road system
9 south of Atlin.

10 * Sec. 2. The sum of \$300,000 is appropriated from the general fund to
11 the Department of Transportation and Public Facilities for the preparation
12 of an environmental impact statement on the Bradfield River resource road
13 from the head of the Bradfield Canal to the United States and Canada border
14 in the Craig River valley.

15 * Sec. 3. The sum of \$300,000 is appropriated from the general fund to
16 the Department of Transportation and Public Facilities for the preparation
17 of an environmental impact statement on road access to Kantishna between
18 Lignite and Kantishna along the route of the Lignite-Stampede trail.

19 * Sec. 4. The appropriations made by this Act are for capital projects
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and are subject to AS 37.25.020.

* Sec. 5. This Act takes effect July 1, 1989.

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6-0969E ✓
Utermohle
4/22/89

Original sponsor: Duncan

Funding Information

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|--------------|--------------------|
| General Fund | \$1,200,000 |
| Other Funds | -0- |
| | <u>\$1,200,000</u> |

1 IN THE SENATE BY THE TRANSPORTATION COMMITTEE
 2 CS FOR SENATE BILL NO. 211 (Transportation)
 3 IN THE LEGISLATURE OF THE STATE OF ALASKA
 4 SIXTEENTH LEGISLATURE - FIRST SESSION

A BILL

6 For an Act entitled: "An Act making special appropriations for environ-
 7 mental impact statements on certain proposals for
 8 road access; and providing for an effective date."

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

0 * Section 1. The sum of \$600,000 is appropriated from the general fund
 1 to the Department of Transportation and Public Facilities for the prepara-
 2 tion of environmental impact statements on road access to Juneau via

3 (1) a route through the Taku River Valley and connecting with
 4 the existing British Columbia road system south of Atlin; and

5 (2) a route along the east shore of Lynn Canal to a point east
 6 of Haines where the road would connect with ferry service to Haines and
 17 Skagway.

18 * Sec. 2. The sum of \$300,000 is appropriated from the general fund to
 19 the Department of Transportation and Public Facilities for the preparation
 20 of an environmental impact statement on the Bradfield River resource road
 21 from the head of the Bradfield Canal to the United States and Canada border
 22 in the Craig River valley.

23 * Sec. 3. The sum of \$300,000 is appropriated from the general fund to
 24 the Department of Transportation and Public Facilities for the preparation
 25 of an environmental impact statement on road access to Kantishna between
 26 Lignite and Kantishna along the route of the Lignite-Stampede trail.

27 * Sec. 4. The appropriations made by this Act are for capital projects
 28 and are subject to AS 37.25.020.

29 * Sec. 5. This Act takes effect July 1, 1989.

Funding Information
General Fund \$600,000
Other Funds -0-
\$600,000

1 IN THE SENATE

BY DUNCAN

2 SENATE BILL NO. 211

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making an appropriation for environmental
7 impact statements on certain proposals for road
8 access to Juneau; and providing for an effective
9 date."

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

11 * Section 1. The sum of \$600,000 is appropriated from the general fund
12 to the Department of Transportation and Public Facilities for the prepara-
13 tion of environmental impact statements on road access to Juneau via

14 (1) a route through the Taku River Valley and connecting with
15 the existing British Columbia road system south of Atlin; and

16 (2) a route along the east shore of Lynn Canal to a point east
17 of Haines where the road would connect with ferry service to Haines and
18 Skagway.

19 * Sec. 2. The appropriation made by this Act is for a capital project
20 and is subject to AS 37.25.020.

21 * Sec. 3. This Act takes effect July 1, 1989.

LYNN CANAL HIGHWAY PROJECT

APRIL 1989

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1 IN THE SENATE

BY COGHILL

2

SENATE BILL NO. 124

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

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SIXTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6 For an Act entitled: "An Act authorizing the Department of Transportation
7 and Public Facilities to construct the Lynn Canal
8 Highway Project, consisting of roads and of vessels
9 and ferry terminals for the Alaska marine highway
10 system, serving the principal communities of northern
11 Lynn Canal; relating to the disposition of certain
12 claims and actions arising from the state's activ-
13 ities in completing that project; changing Rules 79
14 and 82, Alaska Rules of Civil Procedure; and provid-
15 ing for an effective date."

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

17 * Section 1. FINDINGS. The legislature finds that

18 (1) lack of direct road access between communities in the Rail-
19 belt and the state capital at Juneau has been a source of unhappiness among
20 residents of all areas of the state;

21 (2) within the last decade, road connections to ports situated
22 along northern Lynn Canal have been significantly improved:

23 (A) the state Department of Transportation and Public
24 Facilities and agencies having similar functions in British Columbia
25 and Yukon have planned and carried out improvements to the highway
26 between Haines Junction and the port of Haines; the road remains the
27 principal access route between the state's population centers in
28 western Alaska and the state capital;

29 (B) the agencies also have completed construction of the

1 Klondike Highway joining Whitehorse and the Alaska Highway in Canada's
2 Yukon to the port of Skagway, opening a second means of road access by
3 Alaskans and residents of Canada to a northern Southeast Alaska port;

4 (3) to accommodate international and intrastate movement of
5 passengers and goods for the benefit of the residents of the state, there
6 is a need to construct a highway that would provide a direct link between
7 the state capital at Juneau and the existing highways at Haines and Skag-
8 way;

9 (4) recognizing the limitations imposed by topography, the most
10 reasonable, expeditious, and cost effective plan for construction and
11 maintenance of the Lynn Canal Highway Project involves a combination of
12 road, vessel, and ferry terminal construction for the three communities,
13 including

14 (A) extension of the Haines Highway south from Haines to a
15 point near the south end of the Chilkat Peninsula on the west side of
16 Lynn Canal;

17 (B) extension of Alaska Highway 7 (Glacier Highway) from
18 its terminus at Echo Cove north of Juneau to a point approximately
19 nine miles north of Comet on the east side of Lynn Canal;

20 (C) construction of ferry terminals at each of the loca-
21 tions where these highways terminate;

22 (D) construction of at least two shuttle ferries to move
23 passengers and vehicles between these ferry terminals across Lynn
24 Canal; and

25 (E) planning and construction of a road on the west side of
26 Lynn Canal to connect the communities of Haines and Skagway;

27 (5) completion of the Lynn Canal Highway Project would better
28 integrate and further diversify the economies of the communities of north-
29 ern Lynn Canal, allowing for construction of power transmission and

1 pipeline interties between Haines and Skagway, opening land adjacent to the
2 new highways to recreation and mineral exploration, and expanding employ-
3 ment opportunities in both communities;

4 (6) completion of the Lynn Canal Highway Project would material-
5 ly change existing transportation patterns affecting the communities of
6 northern Lynn Canal, allowing the Alaska marine highway system to terminate
7 mainline marine services for Southeast Alaska at its Juneau/Auke Bay
8 terminal, and permitting the system to reschedule existing vessels in use
9 on mainline routes to improve service for residents of other communities in
10 Southeast Alaska;

11 (7) because of the interrelated effects on the communities of
12 northern Lynn Canal, the proposed transportation links constitute a single
13 project, and the Lynn Canal Highway Project should be authorized, designed,
14 and completed as a unit; and

15 (8) because improvement of the public's access to the state
16 capital is a matter of common interest to the whole state, the Department
17 of Transportation and Public Facilities should give priority to prompt
18 construction of the Lynn Canal Highway Project.

19 * Sec. 2. PURPOSE. It is the purpose of this Act

20 (1) to authorize the Department of Transportation and Public
21 Facilities to construct the Lynn Canal Highway Project and its related
22 facilities as described;

23 (2) to give the department specific directions regarding how the
24 Lynn Canal Highway Project is to be completed; and

25 (3) to provide certain safeguards pertaining to the project's
26 construction.

27 * Sec. 3. AS 19.65 is amended by adding a new section to read:

28 ARTICLE 2. VESSEL OPERATIONS.

29 Sec. 19.65.100. SHUTTLE SERVICE ACROSS NORTHERN LYNN CANAL.

1 Notwithstanding the provision in AS 19.60.010 giving the Department of
2 Transportation and Public Facilities authority to acquire and maintain
3 ferry terminals at locations it selects, the Department of Transporta-
4 tion and Public Facilities shall provide cross-canal vessel services
5 between a ferry terminal located on the east side of Lynn Canal north
6 of Berner's Bay and a ferry terminal on the west side of Lynn Canal
7 proximate to the southern end of the Chilkat Peninsula.

8 * Sec. 4. PROJECT AUTHORIZED. (a) The Department of Transportation and
9 Public Facilities shall design and construct a highway and related facil-
10 ities as follows:

11 (1) a highway from the northern end of Alaska Highway 7 (Glacier
12 Highway) at Echo Cove, north to the vicinity of a point nine miles north of
13 Comet;

14 (2) a ferry landing in the vicinity of a point nine miles north
15 of Comet, consisting of a ramp, breakwater, and vehicle staging area;

16 (3) a highway from Haines to a point near the southern end of
17 the Chilkat Peninsula;

18 (4) a ferry landing near the southern end of the Chilkat Penin-
19 sula, consisting of a ramp, breakwater, and vehicle staging area;

20 (5) shuttle ferries of a size and capacity sufficient to accom-
21 modate peak traffic demands between the two ferry landings;

22 (6) a highway connecting the communities of Haines and Skagway,
23 following a route from the present end of the road in the northern end of
24 Lutak Inlet, around Sanka Point, north through the Ferebee River valley,
25 through a tunnel under Halutu Ridge, then north along Taiya Inlet to Dyca.

26 (b) The highways authorized by (a) of this section shall be con-
27 structed to specifications applicable to the construction of a federal aid
28 "primary system" highway under 23 U.S.C. 103(b), as those specifications
29 have been approved by the United States Secretary of Transportation under

1 23 U.S.C. 109.

2 * Sec. 5. LIMITATIONS. (a) Notwithstanding AS 19.10.170(b), in the
3 preparation of plans for construction of roads authorized by this Act, the
4 Department of Transportation and Public Facilities

5 (1) shall prepare the initial design of the Lynn Canal Highway
6 Project through the use of aerial surveying methods, to the maximum extent
7 possible;

8 (2) may not contract for surveying, mapping, and engineering and
9 design services; the department shall perform all work relating to roads
10 for the Lynn Canal Highway Project prior to their actual construction using
11 personnel employed by the department.

12 (b) To meet costs of preparation incurred under (a) of this section,
13 the charges made by the Department of Transportation and Public Facilities
14 against amounts appropriated for the Lynn Canal Highway Project adminis-
15 tration may not exceed 15 percent of the estimated actual cost of the
16 project's construction.

17 (c) The Department of Transportation and Public Facilities shall
18 include construction of ferry landings, ramps, vehicle staging areas, and
19 breakwaters as an integral part of the general contract for construction of
20 the highway. When constructing ferry facilities for the Lynn Canal Highway
21 Project, the department shall, to the maximum extent possible, use the
22 design and engineering done for the ferry ramp in Ketchikan for the MV
23 Chilkat.

24 * Sec. 6. CLAIMS. In a claim or other legal action against the state
25 arising from the state's activities in completing the Lynn Canal Highway
26 Project, if the state is the prevailing party, the party or parties that
27 brought the claim or maintained the action shall pay or reimburse

28 (1) all costs, including attorney fees, and expenses of prepara-
29 tion, trial, and appeal incurred by the state in defending against the

1 claim or legal action; and

2 (2) any financial losses that are determined by the person
3 conducting the administrative hearing or by the court to be directly at-
4 tributable to construction delays resulting from the assertion of the claim
5 or commencement of the legal action.

6 * Sec. 7. Section 6 of this Act has the effect of changing Rules 79 and
7 82, Alaska Rules of Civil Procedure, by limiting the discretion of the
8 court and the clerk of court in the award of costs and attorney fees if a
9 person has commenced an action or proceeding against the state arising from
10 the state's activities in completing the Lynn Canal Highway Project and the
11 state, as defendant, prevails.

12 * Sec. 8. Section 3 of this Act takes effect upon completion of con-
13 struction of the roads, vessels, and facilities authorized by sec. 4(a)-
14 (1) - (5) of this Act.

15 * Sec. 9. Except for sec. 3, this Act takes effect immediately under
16 AS 01.10.070(c).

Funding Information
General Fund \$ 8,827,325
Other Funds 93,222,675
\$102,050,000

1 IN THE SENATE

BY COGHILL

2

SENATE BILL NO. 125

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

SIXTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6

For an Act entitled: "An Act making a special appropriation for construction of roads and for construction of vessels and ferry terminals of the Alaska marine highway system for the Lynn Canal Highway Project; and providing for an effective date."

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

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* Section 1. The sum of \$8,827,325 is appropriated from the general fund and the sum of \$93,222,675 is appropriated from federal funds for construction of roads and for construction of vessels and ferry terminals for the Alaska marine highway system for the Lynn Canal Highway Project, to be allocated as follows:

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- (1) road construction and reconstruction, from present northern end of Alaska Highway 7 (Glacier Highway) at Echo Cove to the vicinity of a point nine miles north of Comet \$41,000,000
- (2) road construction and reconstruction from Haines to the south end of the Chilkat Peninsula \$ 5,100,000
- (3) construction of ferry ramps, vehicle staging areas, and breakwaters at a point approximately nine miles north of Comet and near the south end of Chilkat Peninsula \$ 1,200,000
- (4) construction of two shuttle ferries \$12,000,000
- (5) road construction and reconstruction from present end of road at north end of Lutak Inlet, around Sanka Point and north via the Ferebee River valley \$16,000,000
- (6) tunnel construction through Halutu Ridge \$22,750,000

SECTIONAL ANALYSIS

SB 124 "An Act authorizing the Department of Transportation and Public Facilities to construct the Lynn Canal Highway Project, consisting of roads and of vessels and ferry terminals for the Alaska marine highway system, serving the principal communities of northern Lynn Canal; relating to disposition of certain claims and actions arising from the state's activities in completing that project; changing Rules 79 and 82, Alaska Rules of Civil Procedure; and providing for an effective date."

Sec. 1. Provides findings that justify the project:

1. that the lack of access to the capitol is a source of unhappiness for Alaskan residents;
2. that road connections northward out of Haines and Skagway have been greatly improved in the last decade;
3. that linking Juneau to the roads out of Haines and Skagway would accomodate international and intrastate traffic;
4. that the most reasonable, expeditious and cost effective route, given the topography in the Juneau area, is the one proposed by the bill;
5. that the highway would serve to diversify and integrate the economies of the communities it served, would allow power transmission and pipeline interties, would open land along its corridor to recreation and mineral exploration, and would expand employment opportunities;
6. that completion of the highway would allow the marine highway system to terminate in Juneau, thus allowing better service to other communities in the rest of Southeast;
7. that the Lynn Canal Highway Project should be authorized, designed and completed as a single, integrated project;
8. that DOT/PF should give high priority to the project, because it is a matter of common interest to the whole state.

Sec. 2. Explains that the purpose of the Act is to authorize and direct construction of the project, and to provide certain safeguards relating to the project's construction.

Sec. 3. Amends Title 19, Chapter 65 (Alaska Marine Highway System) to direct DOT/PF to provide cross-channel ferry service between the two ferry terminals included in the project. This directive is included because this type of service (a point-to-point, continuously running shuttle as a link in a highway) is different from the type of service currently provided by the marine highway.

Sec. 4. (a) Authorizes the project, and directs DOT/PF to build it as described: (1) a road from Echo Cove to about 9 miles north of Comet; (2) a ferry landing at that point; (3) a road from Haines to the southern end of Chilkat Peninsula; (4) a ferry landing at that point; (5) shuttle ferries of a

capacity to handle traffic between the two ferry landings; (6) a highway connecting Haines and Skagway, from Lutak Inlet, around Sanka Point, north up the Ferebee River valley, through a tunnel under Halutu Ridge, and north along Taiya Inlet to Dyea.

Sec. 4. (b) Directs that the road be built to Federal specifications for a "primary system" highway.

Sec. 5. (a) Directs DOT/PF to (1) use aerial surveying as much as possible in the initial design stage, and (2) to perform all work on the project, up to the construction phase, using only department personnel.

Sec. 5. (b) Limits the amount of administrative costs to 15% of the estimated cost of the project's construction.

Sec. 5. (c) Requires DOT/PF to include the construction of the ferry landing facilities as part of the contract for the construction of the road. This section also directs DOT/PF, in building these ferry terminals, to make maximum use of design and engineering done for the MV Chilkat ramp in Ketchikan.

Sec. 6. Requires that any party who sues to stop construction of the project will be held financially responsible for the costs incurred, if the state prevails in the action. This would cover (1) costs of the action, including attorney's fees, as well as (2) any financial losses determined to be attributable to construction delays resulting from the legal action.

Sec. 7. Changes Rules 79 and 82, Alaska Code of Civil Procedure, to reflect the financial responsibility provision of section 6. The court would be limited in its discretion to award costs and attorney fees.

Sec. 8. Provides an effective date for section 3, the operation of the shuttle ferries by the marine highway system. This would become effective only upon completion of the project.

Sec. 9. Provides an immediate effective date for the remainder of the bill.

1 IN THE SENATE

BY COGHILL

2

SENATE JOINT RESOLUTION NO. 36

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

SIXTEENTH LEGISLATURE - FIRST SESSION

5

Requesting the Congress to reserve a

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highway corridor or setback along the

7

east shoreline of Lynn Canal.

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

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WHEREAS, of all the continental states of the United States, Alaska's
10 capital, Juneau, is the only one that is not connected by highway to the
11 rest of the state, denying most Alaskans direct land access to the seat of
12 government; and

13

WHEREAS there is currently pending in the Alaska State Legislature
14 legislation that would authorize and appropriate money for the construction
15 of the Lynn Canal Highway Project, consisting of a highway and shuttle
16 ferry facilities, linking Juneau with Haines and Skagway; and

17

WHEREAS, in addition to improving direct land access to the seat of
18 government, the Lynn Canal Highway Project is important to the economies of
19 the communities of Lynn Canal because it would enhance diversity of the
20 economies of these communities; and

21

WHEREAS the proposed highway would pass through highly mineralized
22 areas that are currently being developed into operating mines; and

23

WHEREAS it is estimated that opening the Lynn Canal Highway would
24 precipitate a four-fold increase in visitor traffic between Juneau and the
25 communities of Upper Lynn Canal; and

26

WHEREAS completion of the Lynn Canal Highway Project would allow the
27 Alaska Marine Highway System to terminate its mainline ferries at Juneau
28 and thereby allow for improved ferry services to the remaining communities
29 served by ferry in Southeastern Alaska; and

1 WHEREAS the proposed Lynn Canal Highway Project would qualify for
2 federal matching funds for its construction; and

3 WHEREAS the proposed highway route of the Lynn Canal Highway Project
4 would pass almost entirely through federal and state lands, requiring
5 almost no purchase of private property; and

6 WHEREAS a federally-designated wilderness area has been proposed for
7 the headwaters of Berners Bay that, if approved, would incorporate part of
8 the route of the Lynn Canal Highway Project; and

9 WHEREAS the proposed wilderness area would work an extreme hardship on
10 the developing hardrock mines in the area, as well as precluding potential
11 timber, fishery, tourism, and travel activities of the private sector; and

12 WHEREAS, at the time of withdrawal of lands for designation of wilder-
13 ness area within the Tongass National Forest known as the Endicott River
14 Wilderness area, Congress established a six-mile corridor or setback along
15 the west side of Lynn Canal for future economic and access needs; and

16 WHEREAS, because the Lynn Canal Highway Project proposes a highway on
17 the east side of Lynn Canal, the west side corridor is not appropriate for
18 the needs of the project; and

19 WHEREAS a similar corridor or setback along the east side of Lynn
20 Canal would assist development of the Lynn Canal Highway Project;

21 BE IT RESOLVED that the Alaska State Legislature asks the United
22 States Congress, in its deliberations relating to the Tongass National
23 Forest, to set aside a two-mile corridor or setback along the shoreline of
24 the east side of Lynn Canal, to be reserved specifically for a highway,
25 utility right-of-way, and related facilities, and to promote private sector
26 economic development activities.

27 COPIES of this resolution shall be sent to the Honorable George Bush,
28 President of the United States; the Honorable Dan Quayle, Vice-President of
29 the United States and President of the U.S. Senate; the Honorable Jim

1 Wright, Speaker of the U.S. House of Representatives; the Honorable George
2 J. Mitchell, Majority Leader of the U.S. Senate; the Honorable Samuel K.
3 Skinner, U.S. Secretary of Transportation; the Honorable Robert A.
4 Mosbacher, U.S. Secretary of Commerce; the Honorable Clayton K. Yeutter,
5 U.S. Secretary of Agriculture; and the Honorable Manuel Lujan, Jr., U.S.
6 Secretary of the Interior; and to the Honorable Ted Stevens and the Honor-
7 able Frank Murkowski, U.S. Senators, and the Honorable Don Young, U.S.
8 Representative, members of the Alaska delegation in Congress.

INFORMATION SHEET

- 1) TOP PRIORITY IS TO PROVIDE ACCESS TO THE CAPITOL.
- 2) Of all the continental states of the United States, Alaska's capital, Juneau, is the only one that is not connected by highway to the rest of the state, denying most Alaskans direct land access to the seat of government.
- 3) Connects Juneau with two year-round transportation routes through both Haines and Skagway.
- 4) Provides a very broad spectrum of increased recreation opportunities.
- 5) Would accommodate and encourage future growth in the tourist industry.
- 6) Provides opportunities for businessmen and entrepreneurs.
- 7) The highway passes through highly mineralized areas.
- 8) The land is primarily federally and state owned.
- 9) Provides daily service by truck or bus to both Skagway and Haines.
- 10) By using the federal matching funds, construction could begin in 2 years upon completion of the Economic Impact Statement. Actual construction time of the job itself would be approximately 3 years.
- 11) The highway and it's right of way between Juneau, Haines, and Skagway will provide a corridor for pipelines and hydro-electric transmission lines.
- 12) The road would enable Alaska Marine Highways to turn the ferries around at Juneau/Auke Bay, thus allowing an approximate 20% increase in ferry service to the rest of Southeast Alaska.
- 13) Due to greater convenience and the decreased cost of travelling, traffic on the Lynn Canal Highway is estimated to increase a minimum of 400% over current ferry travel.

JUNEAU ACCESS CORRIDORS

| ROUTE DESCRIPTION | COST IN MILLIONS |
|---|------------------|
| A. Continue Existing System | \$ 68.7* |
| B. Eastside Road/Chilkoot Inlet Bridge | 337.7 |
| C. Eastside Road/Haines-Skagway Road | 291.2 |
| D. Westside Road via St. James Bay | 222.5 |
| E. Westside Road via WM. Henry Bay | 172.4 |
| F. Shuttle to Sullivan Is./Road to Haines | 141.6 |
| G. Eastside Road to Katzehin R./Shuttle Haines/Sgy | 223.7 |
| H. Eastside Road to Skagway/Shuttle to Haines | 236.7 |
| I. High Speed Ferries | 104.6 |
| J. Taku Inlet Route with Bridge | 202.5 |
| K. Taku Inlet Route with Ferry | 143.0 |
| L. S.B. 124 Route with Ferry to Chilkat Penninsula, and road connecting Haines and Skagway | 102.1 |

*Figures taken from Southeast Alaska Transportation Plan, Evaluation of Corridor Alternatives, Juneau Access (Lynn/Taku Corridors), page 3-7.

ESTIMATED ANNUAL MAINTENANCE COSTS

District 4 - 32 miles new construction

District 2 - 33 miles new construction
14 miles re-construction

A total of 8 maintenance personnel would be required. The cost of this personnel is included in the figure below.

Total estimated annual road maintenance cost is: \$1,200,000

SHUTTLE FERRY INFORMATION

COST: \$ 6,000,000 per shuttle ferry
\$ 25,000 annual maintenance per shuttle ferry

DIMENSIONS: 200 ft. x 50 ft.

SPEED: 12 m.p.h.

ENGINE: Diesel power

WEIGHT: Maximum gross capacity 100 tons

EMPLOYMENT BREAKDOWN FROM MINING IN BERNERS BAY

| | <u>Kensington</u> | <u>Jualin</u> |
|---------------------|-------------------|---------------|
| Management | 29 | 14 |
| Maintenance | 11 | 6 |
| Engineers | 8 | 4 |
| Geologists | 4 | 2 |
| Underground | 71 | 35 |
| Mechanics | 50 | 25 |
| Electricians | 10 | 5 |
| Samplers | 3 | 1 |
| Surveyors | 6 | 3 |
| Clerks | 5 | 3 |
| Metallurgist | 3 | 1 |
| Environmental Tech. | 2 | 1 |
| Assayer | 7 | 3 |
| Laborer | 8 | 4 |
| Bucker | 2 | 1 |
| Refiner | 4 | 2 |
| Secretaries | 5 | 3 |
| Security | 4 | 2 |
| Safety | 2 | 1 |
| Nurse | 2 | 1 |
| Cooks | 16 | 8 |
| Janitorial | 4 | 2 |
| Plumber | 2 | 1 |
| Carpenter | 2 | 1 |
| Accounting | 8 | 4 |
| Personnel | 2 | 1 |
| Purchasing | 2 | 1 |
| Operators | 48 | 24 |
| TOTAL | 320 | 159 |

ESTIMATED RETURNS FROM MINING INDUSTRY IN BERNERS BAY AREA

Kensington (Echo Bay).....\$17,000,000 Goods & Services
10,000,000 Payroll

Estimated annual wages & services \$ 27,000,000
Estimated 10 year wages & services \$270,000,000

Jualin (Curator American).....\$ 5,000,000 Goods & Services
\$ 6,500,000 Payroll

Estimated annual wages & services \$ 11,500,000
Estimated 10 year wages & services \$115,000,000

Difficult access (No road access currently available).

SHUTTLE FERRY ANNUAL OPERATING AND REVENUE PROJECTIONS

| | | | |
|--------------|-----------|---|----------|
| 2 Captains | 18(26.49) | = | \$476.82 |
| 2 Engineers | 18(24.64) | = | 443.52 |
| 4 Deck Hands | 36(16.24) | = | 584.64 |

| | | |
|----------------|----|--------------|
| TOTAL PER DAY | \$ | 1504.98 |
| TOTAL PER YEAR | | \$549,317.70 |

Fuel cost estimates based on \$1.40 per gallon
 18 hours at 65 gallons per hour = 1170 gallons per day.

| | | |
|----------------|----|--------------|
| TOTAL PER DAY | \$ | 1638.00 |
| TOTAL PER YEAR | | \$597,870.00 |

| | |
|-------------|--------------|
| WAGES | \$549,317.70 |
| FUEL | 597,870.00 |
| MAINTENANCE | 25,000.00 |

| | |
|--------------------------------|----------------|
| TOTAL ANNUAL OPERATING | \$1,172,187.70 |
| ANNUAL OPERATING FOR 2 FERRIES | \$2,344,375.40 |

| | |
|---------------------------|--|
| TOTAL VEHICLE PROJECTIONS | 172,300 |
| 75% = 129,225 | 19 ft. vehicles at \$ 9.08 = \$1,173,363 |
| 25% = 43,075 | 30 ft. vehicles at \$20.72 = 892,514 |

3 people per vehicle = 516,900 at \$4.38 = \$2,264,022

| | |
|---------------------------|-------------|
| TOTAL REVENUE PROJECTIONS | \$4,329,899 |
|---------------------------|-------------|

| | |
|----------------------|-------------|
| Less operating costs | (2,344,375) |
|----------------------|-------------|

| | |
|------------|-------------|
| NET PROFIT | \$1,985,524 |
|------------|-------------|



Province of
British Columbia

OFFICE OF THE
DEPUTY MINISTER

Ministry of
Transportation
and Highways

940 Blanshard Street
Victoria
British Columbia
V8W 3E6
Phone: 387-3280

YOUR FILE:

OUR FILE 53-20-00

October 20, 1988

Mr. Leslie E. Swanson
113 West 5th Street
Juneau, Alaska
U.S.A., 99801

Dear Mr. Swanson:

Reference is made to your telephone conversation with Mr. P. J. Bonser, Acting Director, Traffic and Design, on Friday, October 7, 1988, concerning a road connection between Atlin, British Columbia and Juneau, Alaska via the Taku Valley.

I advise you that this Ministry has no plans at this time to make this connection and has not carried out any preliminary studies or design.

Yours truly,

M. V. Collins
Acting Deputy Minister

PUBLIC SUPPORT

Signatures on petitions: More than 6000.

Capital City Weekly Poll results: In favor - 74%
Opposed - 26%

Representative Ulmers Survey results: "Four times as many
residents in favor as opposed. Pro = 90 Con = 20.

THIS PROJECT WOULD BE AUTHORIZED BY SB 124
AND FUNDED UNDER SB 125 - SPONSORED BY SENATOR JACK COGHILL

FUNDING AND CONSTRUCTION WOULD TAKE PLACE
OVER A FIVE YEAR PERIOD

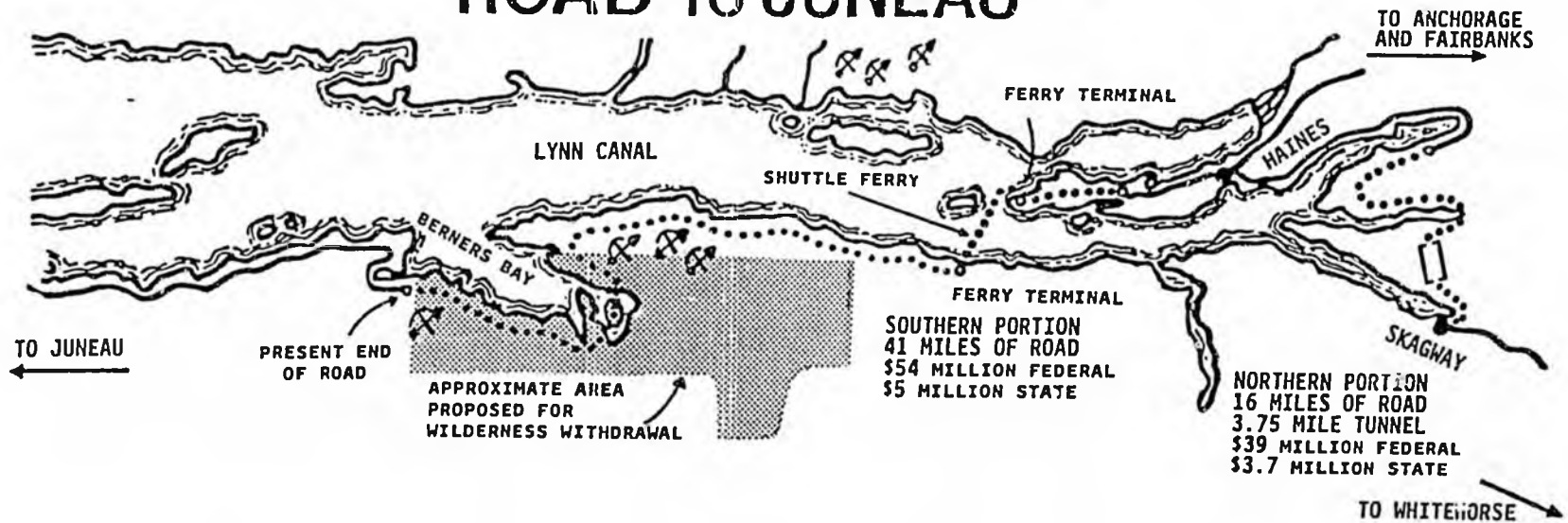
TOTAL ESTIMATED COST OF CONSTRUCTION = \$102,050,000

FEDERAL SHARE = \$ 93,222,675

STATE SHARE = \$ 8,827,325

LYNN CANAL HIGHWAY PROJECT

"ROAD TO JUNEAU"



LIST OF KEY BACKGROUND REPORTS

- 1) A Delphi Forecast of Alaska's Development to the Year 2000 & Beyond, Alaska Department of Commerce & Economic Development, June 1983.
- 2) Alaska Economic Trends, Turbulent Times in Alaska's Financial Industry. November 1988.
- 3) Alaska Economic Trends, Winter Tourism is Alaska - Not an Anomaly, Alaska Department of Labor, December 1988.
- 4) Alaska Marine Highway Draft System Plan, November 1986.
- 5) Alaska Marine Highway System - The Community Perspective. Ayers & Associates, April 1987.
- 6) Alaska's Mineral Industry 1987, Division of Geological & Geophysical Surveys Special Report 41.
- 7) Alaska Transportation Recap 1988, The Alaska Public Affairs Journal, Fall 1988.
- 8) Alaska Visitors Statistics Program, Alaska Visitor Arrivals Fall/Winter/Spring 1987-1988, Dept of Commerce & Economic Development Division of Tourism.
- 9) Annual Traffic Volume Report, Alaska Marine Highways System, 1977 - 1987.
- 10) Echo Bay Mines Annual Report 1987, Echo Bay Mines.
- 11) Evaluation of Corridor Alternatives - Juneau Access (Lynn/Taku Corridors), Acres International Corporation, March 1986.
- 12) Gold - Copper Mineralization of the Chilkat Peninsula & Islands, United States Dept. of the Interior.
- 13) Jualin Mine Access, Exploration, & Bulk Sampling, Revised 3/29/88. Environmental Assessment Juneau Ranger District Tongass National Forest Alaska Region.
- 14) Population Estimates and Projections for Alaska 1980 - 1991, Alaska Department of Labor.
- 15) Record of Community Response, Acres International Corporation, June 1986.

- 16) Report by the Alaska Legislative Economic Recovery Team, Republican House of Representatives, February 1988.
- 17) Report of Investigation 88-8, Preliminary Geology of the Northern Chilkat Range, Southeastern AK. W.G. Gilbert.
- 18) Southeast Alaska Transmission Interctiv. Alaska Power Authority, August 1987.
- 19) Southeast Alaska Transportation Plan, Acres International Corporation, April 1986.
- 20) Southeast Alaska Transportation Plan, Acres International Corporation, June 1986.
- 21) Technology Evaluation, Acres International Corporation, September 1985.
- 22) Tourism in Alaska, A Report by the House Finance Subcommittee on the Department of Commerce and Economic Development Division of Tourism, January 1986.
- 23) Transportation Requirements for the Growth of Northwest North America. 87th Congress, 1st Session House Document No. 176, Volume 3 May 25, 1961.

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

Date of 5-DAY NOTICE April 16, 1989
IN ACCORDANCE WITH UNIFORM RULE 23

FURTHER FIN

**FISCAL NOTE(S) MUST BE ATTACHED
IN ACCORDANCE WITH AS 24.08.035

DATE TURNED INTO OFFICE April 26, 1989

3/9/89

Mr. President:

TRSP

Committee considered

SB 211

appropriation for environmental impact statements on certain proposals
for road access to Juneau; efd

and recommended:

replace with CS SB 211 (Trsp) same title
 new title

attached amendment(s) and

_____ letter of intent adopted

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

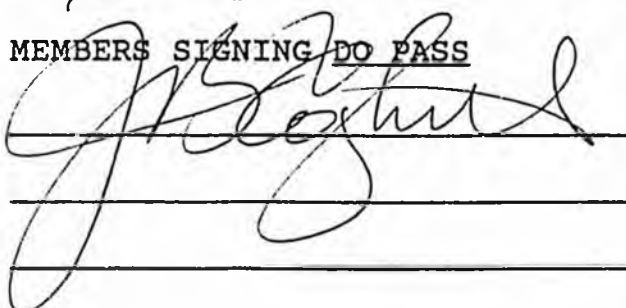
FISCAL NOTE(S) attached zero

appropriation no FN attached

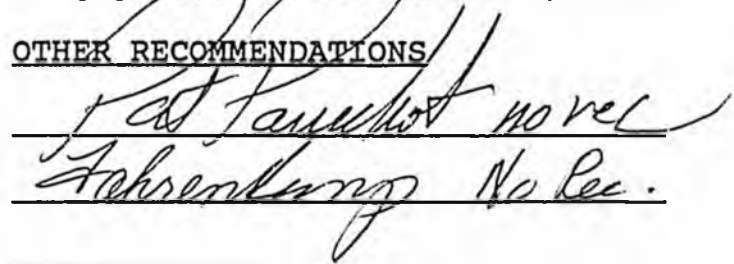
fiscal impact

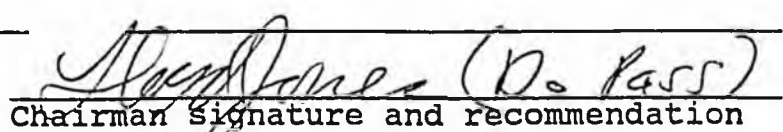
Gov. FN introduced w/ bill

MEMBERS SIGNING DO PASS



OTHER RECOMMENDATIONS




Chairman Signature and recommendation

Committee backup attached

STATE OF ALASKA

STEVE COWPER, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

P.O. BOX 2
JUNEAU, ALASKA 99811-2500
PHONE: (907) 465-3900

OFFICE OF THE COMMISSIONER

APR 24 1989

April 19, 1989

Senator Lloyd Jones
Alaska State Legislature
P.O. Box V
Juneau, AK 99811

Dear ~~Senator~~ ^{LLOYD} Jones:

In response to your April 7 letter, the department has estimated the cost to prepare an Environmental Impact Statement for the proposed Bradfield Resource Road, from tidewater to the Canadian Border to be \$300,000. Approximately half of this amount would be used for conducting the public involvement process and for writing and publishing the document. The other half would cover the costs of specialty contract services. The document would be usable regardless of the source of funds used for road construction. We estimate the entire process would take between 18 and 24 months to complete.

If I can be of further assistance in this regard, please let me know.

Sincerely,


Mark S. Hickey
Commissioner

cc: W. Keith Gerken, Deputy Commissioner, Operations
Jonathan W. Scribner, Southeast Regional Director

Alaska State Legislature



SENATOR JIM DUNCAN

P. O. Box V JUNEAU, ALASKA 99811-3100

(907) 465-4766

COMMITTEES:
FINANCE
VICE CHAIR -
HEALTH EDUCATION
& SOCIAL SERVICES
BUDGET & AUDIT
BANKING &
ECONOMIC
DEVELOPMENT

MARCH 8, 1989

MAR 08 1989

TO: SENATOR LLOYD JONES, CHAIR
SENATE TRANSPORTATION COMMITTEE

FROM: SENATOR JIM DUNCAN

SUBJECT: REQUEST FOR TRANSPORTATION COMMITTEE HEARING
ON ROAD ACCESS BILLS

TOMORROW I WILL BE INTRODUCING THREE PIECES OF LEGISLATION WHICH I HAVE REQUESTED BE REFERRED DIRECTLY TO THE SENATE TRANSPORTATION COMMITTEE. THESE PIECES OF LEGISLATION WILL REQUIRE THAT THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES ESTABLISH A MECHANISM TO PRIORITIZE AND FUND MAJOR TRANSPORTATION SYSTEM EXPANSION PROJECTS THROUGHOUT THE STATE OF ALASKA. MY CONCERN LOCALLY FOCUSES ON IMPROVED ACCESS PROJECTS FOR JUNEAU.

I AM REQUESTING THAT YOU SCHEDULE THE FOLLOWING LEGISLATION FOR HEARINGS IN THE SENATE TRANSPORTATION COMMITTEE AS SOON AS POSSIBLE. THE NUMBERS OF THE LEGISLATION ARE YET TO BE ASSIGNED BUT THE TITLES ARE LISTED BELOW:

- SCR - RELATING TO A PLAN FOR EXPANSION OR MAJOR IMPROVEMENTS TO THE ALASKA TRANSPORTATION SYSTEM.
- SB - RELATING TO PLANNING FOR AND FUNDING OF EXPANSION OF AND MAJOR IMPROVEMENTS TO THE STATE TRANSPORTATION SYSTEM.
- SB - MAKING AN APPROPRIATION FOR ENVIRONMENTAL IMPACT STATEMENTS ON CERTAIN PROPOSALS FOR ROAD ACCESS TO JUNEAU - \$600,000 G.F.

IN ORDER THAT ALL BILLS WHICH DEAL WITH THIS TOPIC BE HEARD BY THE TRANSPORTATION COMMITTEE ON THE SAME DATE, I ASK THAT YOU ALSO SCHEDULE SB 124 AND SB 125, WHICH WERE INTRODUCED BY SENATOR COGHILL. SB 124 AUTHORIZES THE DOT/PF TO CONSTRUCT A LYNN CANAL ROUTE AND SB 125 APPROPRIATES \$102.1 MILLION IN STATE AND FEDERAL DOLLARS FOR CONSTRUCTION OF THAT ROUTE.

SENATOR LLOYD JONES
MARCH 8, 1989
PAGE 2

ATTACHED IS A COPY OF THE "JUNEAU ROAD ACCESS IMPROVEMENTS"
REPORT DONE BY THE JUNEAU ECONOMIC DEVELOPMENT COUNCIL FOR YOUR
INFORMATION. IF YOU DESIRE FURTHER INFORMATION ON THIS ISSUE,
PLEASE CONTACT ME AT 465-4766.

ATTACHMENTS