S B
491

Resource Development Council for Alaska, Inc.

601 "G" Street, Suite 200, Anchorage, Alaska 99501-3440
Box 100516, Anchorage, Alaska 99510-0516 907/276-0700 Fax 276-3887

3/22/90

Resource Development Council
Position Paper on proposed Trans-Alaska Highway
SB 489, SB 490, SB 491

The Resource Development Council for Alaska, Inc., appreciates the opportunity to provide comments on the proposed highway that would link the mineral-rich regions of Western Alaska to potential transportation systems and markets.

A non-profit, pro-economic and development organization, RDC has long been an advocate of road access throughout Alaska - both for the benefit of the residents of the affected regions, as well as to provide the opportunity for responsible exploration and extraction of natural resources.

RDC urges the Legislature to proceed with construction of a Trans-Alaska Highway linking these areas, and asks that dialogue with the landowners in the affected region be undertaken and continue throughout the life of the project.

The transportation network under discussion, which would link the areas from Prospect to Nome with Interior Alaska, is a necessary step toward developing an infrastructure for that remote region. During the last two decades, Alaska has not made any major steps toward an expanded road system, yet Alaska residents have indicated their desire for more access to this vast state.

As Alaska continues to diversify its economy, construction of the proposed highway makes sound financial sense, as it would open up the mining areas in question, and allow visitors to the 49th state a chance to view a relatively untouched and unchanged area. Revenues to the state and local residents from both the mineral potential and the visitor industry, would be substantial. It has been estimated that the cost of the road from Prospect through Bettles could be paid for via revenues from production at mines near Ambler.

Alaskans recognize that the economy of the 49th state depends on responsible resource development and extraction. Such development cannot occur without appropriate infrastructure. RDC urges passage of legislation to commence construction of the proposed highway.

STATE OF ALASKA

STEVE COWPER, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, REGIONAL DIRECTOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316
PHONE: (907) 451-2210

February 1, 1990

Re: Road To Nome
Log #90-107

The Honorable Steve Frank
Alaska State Representative
P. O. Box V
Juneau, Alaska 99811

Attn: Mr. Rick Cook

Dear Senator Frank:

In response to your request for an estimate of the cost of a reconnaissance study for a road to Nome, I believe we could produce a report containing the desired information for $50,000.

This would not be a new route selection study but would be a review and update of earlier work. The study would focus on the route from Prospect on the Dalton Highway through Bettles and Bornite as delineated by the DOT&PF in the early 1970's.

The study would include current cost estimates to develop and construct such a project and would also assess the effects of current land status and environmental requirements. The report would also discuss the necessary milestones and time frame in developing such a project.

If this study is funded, we could have the report completed before the 1991 Legislative session. If you have any other questions on this matter, please give us a call.

Sincerely,

John D. Horn, P.E.
Regional Director
Northern Region

dw/DJ
cc: Mark Hickey, Commissioner, Headquarters
Danny Johnson, Recon/Location Engineer, Northern Region
Ron B. Lind, Director, Plans, Programs & Budget, Headquarters
John D. Martin, P.E., Chief of Planning & Research, Northern Region
Catherine McHugh, Legislative Liaison, Headquarters
Stephen C. Sisk, P.E., Director, Design & Construction, Northern Region

25A-T59LH

STATE OF ALASKA

STEVE COWPER, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, REGIONAL DIRECTOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316
PHONE: (907) 451-2210

February 9, 1990

Re: Road to Nome
Log #90-122

The Honorable Steve Frank
Alaska State Senator
P.O. Box V
Juneau, AK 99811

Dear Steve:

This is in reply to your question regarding the cost of the proposed road from Prospect on the Dalton Highway to Bornite to Nome. This road would involve approximately 550 miles of new construction.

Many of our rural projects are now costing $500,000 or more per mile. Given the remoteness of this project and the problems we could expect with location, right-of-way acquisition, design and construction, this is probably a reasonable figure to use to get an idea of what the overall cost of the road to Nome would be.

Using this per mile figure, an all-weather road to Nome could be expected to cost $275 million.

Sincerely,

John D. Horn, P.E.
Regional Director

cc: Mark S. Hickey, Commissioner, Headquarters
John D. Martin, P.E., Regional Director, Northern Region
Catherine McHugh, Legislative Liaison, Headquarters

JAW/sjm

Holland America Line
Westours Inc.

March 20, 1990

The Honorable Steve Frank
State Senator
Alaska State Legislature
P.O. Box V
Juneau, Alaska 99811

Dear Senator Frank:

Thank you for the opportunity to comment on the proposed transportation bills which will be taken up at a Senate Transportation Committee hearing on March 22, 1990.

Holland America Line-Westours Inc. supports Senate Bills 489 and 490 which authorize and appropriate funds for the construction of a road from Prospect on the Dalton Highway to Bettles. Bettles is the primary staging area for entry into the Gates of the Arctic National Park and improved access to Bettles would provide an opportunity for more residents and visitors alike to experience this natural wonder while improving the local economy.

Senate Bill 490 authorizes the design and construction of a Trans-Alaska Highway from Prospect to Nome. We support this bill because it subjects the issue of how best to open those impacted areas of the state, which are impacted to public debate and provides for a process that will assure the correct decision is ultimately made.

Once again, I appreciate the opportunity to share my thoughts with you on these issues.

Yours very truly,

A. Kirk Lanterman

A. Kirk Lanterman
President & CEO

300 Elliott Ave. West
Seattle, WA 98119
206-281-3535
Telex: 160564 HALAW SEA
FAX: 206-283-2687 or 206-281-7110

PRINCESS TOURS

Part of the Growing World of P&O

March 20, 1990

Senator Steve Frank
Alaska State Senate
P.O. Box V
Capitol Room 514
Juneau, Alaska 99811

Dear Senator Frank:

Princess Tours would like to support Senate Bill No. 489, 490 and 491. For the continuing growth of tourism in the Arctic region, the infra-structure of the road system needs to be expanded as well as to improve and enhance the growth of the visitors in the area.

Sincerely,

PRINCESS TOURS

Timothy P. McDonnell
Vice President of Alaska Operations

TPM:mas

2815 Second Avenue, Suite 400
Seattle, Washington 98121-1299
(206) 728-4202

STEVE FRANK
DISTRICT K
SEAT A

119 N. Cushman, Rm. 213
Fairbanks, Alaska 99701

While in Juneau
P.O. Box V
Juneau, Alaska 99811
(907) 465-3709

Capitol Rm. 514

Alaska State Legislature

Senate

MEMBER
Finance Committee
Resources Committee
Legislative Council
Special Committee on Banking & Economic Development

VICE-CHAIR
Community & Regional Affairs Committee

Teleconference Testimony

Historical Perspective: <u>Why?</u>

Al Seeliger, Transportation Committee
Tom Bundtsen, Alaska Geological Survey

Access Routing & Right of Way: <u>How?</u>

Rocky Rhoads, Chamber Transportation Committee
Steve Sisk, Alaska Department of Transportation and Public Facilitie

Land Status

Rick Smith and Anna Pleiger, Alaska Department of Natural Resource
Bill Robertson ~~or representative from his office~~, U.S. Bureau of Land Management & Bob Baines

*Dick Swainbank or a representative from the Alaska Minors Ass. should be on hand to compliment testimony concerning mineral resource potential in Northwest Alaska.

*Phil Holdsworth will provide testimony to the Committee.

BERING STRAITS NATIVE CORPORATION

COMMENTS ON THE PROPOSED TRANS-ALASKA HIGHWAY.

FROM GUY MARTIN BSNC LAND MANAGER AND NWAP PLANNING TEAM MEMBER.

THE MOST IMPORTANT ISSUE IN THIS MATTER IS HOW A ROAD TO NORTHWEST ALASKA WOULD AFFECT SUBSISTENCE, FISH AND GAME. MOST OF THE COMMENTS FROM THE BERING STRAITS REGION DID NOT FAVOR A ROAD. HOWEVER, SOME THOUGHT THAT A ROAD AWAY FROM THEIR VILLAGES MIGHT BE ACCEPTABLE, IF IT WENT TO NOME. THE VILLAGES THAT COULD BE AFFECTED BY THE ROAD WOULD BE SITNASUAK (NOME), SOLOMON, COUNCIL, WHITE MOUNTAIN, GOLOVIN AND KOYUK. AGAIN THE MAIN CONCERN IS THE IMPACT ON FISH AND WILDLIFE.

P.O. Box 1008 • Nome, Alaska 99762 • Phone (907) 443-5252 • FAX (907) 443-2885

NANA REGIONAL CORPORATION, INC.
POST OFFICE BOX 49 / KOTZEBUE, ALASKA 99752 / TELEPHONE (907) 442-3301

MAR 26 1990

March 23, 1990

Senator Lloyd Jones
Alaska State Legislature
P.O. Box V (MS3100)
Juneau, AK 99811

Dear Senator Jones:

First of all, I would like to thank you for giving NANA Regional Corporation and Northwest Arctic Borough to comment on Senate Bill 491 which was sponsored by Senator Steve Frank. We are very happy indeed that the Bill has been delayed until public hearings are done within the Interior Region and the NANA Region. I would like to ask that when the hearings are being done within the NANA Region that we be involved through the process of the public hearings. We will be more that willing to set up village meetings if your office can give us tentative dates as to when the hearings can be done and at what villages.

Again, thank you for listening to our comments and will be waiting for your reply.

Sincerely,

Walter Sampson
Vice President, Lands

WS/mb

cc: Senator Al Adams
Mayor Chuck Greene

Alaska Environmental Lobby, Inc.

P.O. Box 22151 Juneau, Alaska 99802 463-3366

Honorable Senator Jones
Chairman, Senate Transportation Committee
Alaska State Senate
Box V
Juneau, AK 99811

March 29, 1990

Dear Senator Jones:

I would like to submit my written testimony opposing Senate Bill No. 489, Appropriation for Prospect to Bettles Highway Construction; Senate Bill No. 490, Authorize of Prospect to Bettles Road; and Senate Bill No. 491, Trans-Alaska Highway to Nome.

The Alaska Environmental Lobby is not opposed to responsible development. Development which considers the environment and quality of life. Development which considers "dwindling" State funds. Funds needed to protect the Alaskan people's health, wealthfare, enviroment and wildlife.

The teleconferance indicated the roads would primarily benefit a few private companies but be paid for by the entire state. The roads would disrupt the local villages and their preferred subsistence lifestyle. The projects would hinder the State's financial commitments to existing programs. The roads would reduce the wildlife populations by encouraging off the road hunting. Generally people felt the roads should not be a part of either area's transportation system.

I am glad the Committee brought up and considered:

1) Who would receive the benefits and bear the costs?
2) What are the social-economic impacts?
3) Where are the trade offs or the opportunity costs of the project?
4) How will the environment be impacted.?
5) Which is the most appropriate transportion system--air, rail, water and/or road?

The Chairman and committee members in depth consideration of the above points is an important step toward responsible development. Those efforts are commendable.

We do not consider the Bettles Road or the Trans-Alaskan to Nome Road projects responsible development. Hopefully, the Committe will not support SB 489, SB 490, or SB 491.

Thank-you,

Alfred C. Heston
Volunteer, Alaska Environmental Lobby

STEVE FRANK
DISTRICT K
SEAT A

119 N. Cushman, Rm. 213
Fairbanks, Alaska 99701

While in Juneau
P.O. Box V
Juneau, Alaska 99811
(907) 465-3709
Capitol Rm. 514

Alaska State Legislature

Senate

MEMBER
Finance Committee
Resources Committee
Legislative Council
Special Committee on Banking & Economic Development

VICE-CHAIR
Community & Regional Affairs Committee

March 27, 1990

Senator Lloyd Jones
Chairman
Senate Transportation Committee

Dear Lloyd:

I would like to thank the Chair and the Committee for the opportunity to hear my three bills. I believe the discussion and public testimony was informative and constructive.

The public testimony before the Committee, both positive and negative, underscores the pressing need for this legislature to get these and other vital infrastructure building projects into the public hearing and preliminary planning stages. In order to realize the substantial economic gain from projects such as these, we must begin the process now. We all know that hearings, planning, design and construction will take years of hard work to accomplish. We must act swiftly and diligently towards diversifying our economy so that the state and it's people will be able to maintain a comfortable standard of living and prosper into the twenty first century.

Oil revenues are on the decline, affording us less capital each year to invest in our future. For this reason we must choose our priorities very carefully. The proposed Trans-Alaska Highway would open up one of the richest mineral resource regions of the world that can provide Alaska the opportunity for unprecedented growth for generations to come.

I commend the Committee for it's positive address and actions regarding these concerns. Please keep me informed as the Transportation Committee addresses these issues for the remainder of the session and into the interim.

Sincerely,

Senator Steve Frank

THE GREATER FAIRBANKS CHAMBER OF COMMERCE
TRANSPORTATION & MINERALS COMMTTEES
PRESENTS

THE TRANS-ALASKA HIGHWAY:

A seminar on a discussion of right-of-way from Fairbanks to Nome

Fireside Room, Captain Bartlett Inn, Fairbanks, Alaska
Friday, November 17, 1989

8:30 am	WELCOME & INTRODUCTIONS Larry Kelly, President, Fairbanks Chamber of Commerce Wayne Larson, Transportation Committee Chair
8:45 am	OVERVIEW: What are we trying to do? Rocky Rhoads, Co-Chair, Minerals Comm.
9:00 am	HISTORICAL PERSPECTIVE: Why? Al Seeliger, Transportation Committee Tom Bundtsen, Alaska Geological Survey
9:30 am	ACCESS ROUTING & RIGHT OF WAY: How? Rocky Rhoads, Chamber Transportation Committee Norm Sanders, U.S. Corps of Engineers Dan Johnson, Alaska Department of Transportation
10:00 am	WINTER ROAD CONSTRUCTION Bob Thomas, Thomas Engineering
10:20 am	Break
10:30 am	LAND STATUS Rick Smith , Alaska Dept. of Natural Resources Bill Robertson, U.S. Bureau of Land Management Tom Dean, Roger Bolstad, BLM
11:15 am	ECONOMIC IMPACT: Fairbanks Industrial Development Corporation Ron Ricketts /// Dave Carlstrom
11:45 am	Break for lunch set-up
12:00 noon	KEYNOTE ADDRESS: Frank Turpin, President , The Alaska Railroad
1:30 pm	ECONOMIC DEVELOPMENT: THE PRIVATE SECTOR VIEW: Panel discussion Moderated by Jeff Burton, Sitnasauk Corp., Nome

Dave Heathwole, ARCO-Alaska
Morris Thompson, Doyon Ltd
John Shively, NANA Dev. Corp..
Al Seeliger, Fairbanks C of C
Representative, Unified Fairbanks
Roger Burggraff, Ak. Mining Assn.
Charles Green, Usibelli Coal Mine
Dr. Earl Beistline, Ak. Minerals Comm.
Guy Martin, Bering Straits Reg. Cor
Lonny O'Conner, Nome C of C
Rep., Fairbanks Central Labor Council
Representative, Res. Dev. Council

4:00 pm - 6:00 pm — No-Host Reception
Hors d'oeuvres compliments of Usibelli Coal Mine

THE TRANS-ALASKA HIGHWAY ISSUES

1. HOW WILL ALASKA "REACH" ITS NATURAL RESOURCES?

2. WHAT IS ALASKA'S TRANSPORTATION EXPANSION POLICY? None

3. WHAT ARE THE KNOWN VALUES OF NATURAL RESOURCES IN INTERIOR ALASKA?

4. WHAT IS ALASKA DOING TO ENCOURAGE IN-STATE PROCESSION OF NATURAL RESOURCES?

5. WHAT PRIORITY WILL ALASKA GIVE TO A RIGHT-OF-WAY ACQUISITION FOR A TRANS-ALASKA HIGHWAY?

6. WHAT WOULD BE THE ANTICIPATED COSTS OF A RIGHT-OF-WAY?

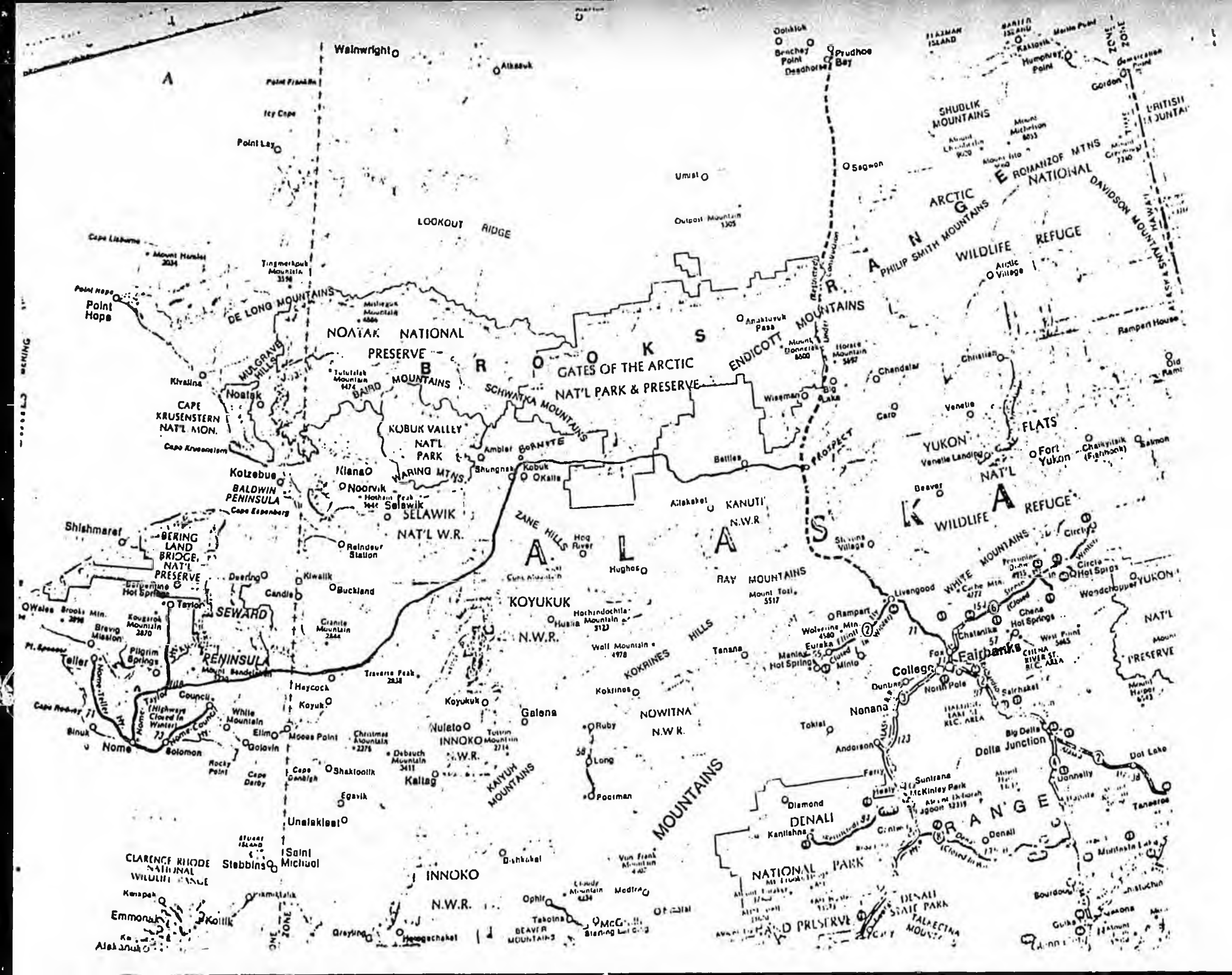
7. HOW LONG WILL IT TAKE TO ACQUIRE THE RIGHT-OF-WAY FOR THE TRANS-ALASKA HIGHWAY?

Transalaska Highway
Land Status Estimates

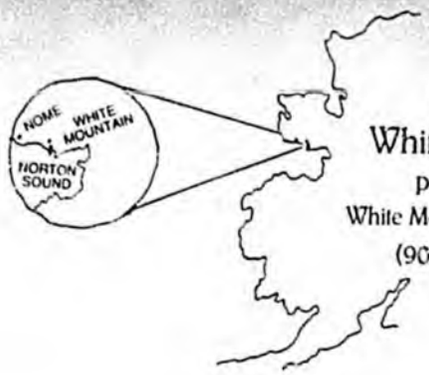
	Native Land	State Land	Federal Land	NWR/NPS
Railroad				
Nenana to Alatna	28.6%	42.8%	28.6%*	0%
Bettles to Kobuk	29.6%	29.7%	7.4%	33.3%
Road				
Prospect to Nome	13.2%	24.9%	39.5%**	22.4%

*includes 40% State selected lands
**includes 7% State selected lands

11/1989


Wainwright
Atkasuk
Point Franklin
Icy Cape
Point Lay
Prudhoe Bay
Deadhorse
Sagwon
Umiat
Kaktovik
Gordon
SHUBLIK MOUNTAINS
LOOKOUT RIDGE
Outpost Mountain 1305
Cape Lisburne
Mount Hamlet 2034
Point Hope
DE LONG MOUNTAINS
NOATAK NATIONAL PRESERVE
B R O O K S R A N G E
GATES OF THE ARCTIC NAT'L PARK & PRESERVE
ENDICOTT MOUNTAINS
ARCTIC NATIONAL WILDLIFE REFUGE
PHILIP SMITH MOUNTAINS
ROMANZOF MTNS
DAVIDSON MOUNTAINS
Arctic Village
Anaktuvuk Pass
Horace Mountain 5652
Chandalar
Christian
Rampart House
Kivalina
Noatak
MULGRAVE HILLS
CAPE KRUSENSTERN NAT'L MON.
Cape Krusenstern
BAIRD MOUNTAINS
SCHWATKA MOUNTAINS
KOBUK VALLEY NAT'L PARK
Ambler
Shungnak
Kobuk
Kiana
Noorvik
Selawik
SELAWIK NAT'L W.R.
WARING MTNS.
Wiseman
Bettles
Coldfoot
Caro
Venetie
Venetie Landing
YUKON FLATS NAT'L WILDLIFE REFUGE
Fort Yukon
Beaver
Kotzebue
BALDWIN PENINSULA
Cape Espenberg
Shishmaref
BERING LAND BRIDGE NAT'L PRESERVE
Reindeer Station
ZANE HILLS
Hog River
KANUTI N.W.R.
Allakaket
Stevens Village
Circle
Circle Hot Springs
A L A S K A
Deering
Candle
Kiwalik
Buckland
Hughes
RAY MOUNTAINS
Mount Tozi 5517
Livengood
WHITE MOUNTAINS
Serpentine Hot Springs
Taylor
SEWARD PENINSULA
KOYUKUK N.W.R.
Wales
Brevig Mission
Pilgrim Springs
Teller
Nome
Solomon
Council
White Mountain
Golovin
Elim
Moses Point
Granite Mountain 2844
Haycock
Koyuk
Wolverine Mtn.
Eureka
Manley Hot Springs
Minto
Rampart
Tanana
Chatanika
Chena Hot Springs
Fox
Fairbanks
College
North Pole
Salchaket
KOKRINES HILLS
Kokrines
Galena
Koyukuk
Nulato
INNOKO N.W.R.
Kaltag
KAIYUH MOUNTAINS
Ruby
Long
Poorman
NOWITNA N.W.R.
Tokiat
Nenana
Anderson
Ferry
Healy
McKinley Park
Diamond
DENALI NATIONAL PARK
Kantishna
A L A S K A R A N G E
Big Delta
Delta Junction
Donnelly
Dot Lake
Tanacross
Denali
Paxson
Gulkana
Shaktoolik
Egavik
Unalakleet
Saint Michael
Stebbins
CLARENCE RHODE NATIONAL WILDLIFE RANGE
Emmonak
Kotlik
Alakanuk
MOUNTAINS
Dishkakat
INNOKO N.W.R.
Ophir
Takotna
McGrath
Medfra
Grayling
Holy Cross
BEAVER MOUNTAINS
DENALI STATE PARK
TALKEETNA MOUNTAINS
YUKON NAT'L PRESERVE
Woodchopper

MAY 6 1990



City of
White Mountain
P.O. BOX 66
White Mountain, AK 99784
(907) 638-3411

Martha

SEN. JONES

City of White Mountain
P.O. Box 66
White Mountain, Alaska
99784

Senator Al Adams
P.O. Box V
State Capitol
Juneau, Alaska
99811

April 19, 1990

Dear Al:

We the City Council of White Mountain, oppose Senate Bill 491, the proposed to build a road from the Dalton Highway to Bettles, to Bornite and on to Nome. This road would affect our subsistence activities and there would be too many tourists around.

Sincerely,

Tom Gray
Mayor

George Ashenfelter Sr.
Vice-Mayor

Lincoln Simon
Treasurer

Willa Ashenfelter
Secretary

Sally Agloinga
Member

Isaiah Oksoktaruk
Member

Steven Agloinga
Member

TANANA CHIEFS CONFERENCE, INC.
Board of Directors
Resolution No. 90-36

MAR 23 1990

OPPOSING SB 491 "AN ACT PROVIDING FOR THE DESIGN & CONSTRUCTION OF A TRANS-ALASKA HIGHWAY

WHEREAS, interior Native people have subsistence hunted and fished for years in the past and continue to do so today; and,

WHEREAS, major resource development in remote areas of Alaska, distant from urban Alaska, means opening up that country with a surface transportation corridor; and,

WHEREAS, passage of SB 491 would mean access by urban people to Interior Native subsistence use areas, giving competition to local villagers in the use of fish and game resources;

NOW THEREFORE BE IT RESOLVED that the Tanana Chiefs Conference Board of Directors opposes the legislature's passage of SB 491, authorizing a Trans-Alaska Highway.

CERTIFICATION

I hereby certify that this resolution was duly passed by the Tanana Chiefs Conference, Inc. Board of Directors on March 15, 1990 at Fairbanks, Alaska and a quorum was duly established.

Mitch Demientieff
Secretary-Treasurer
Tanana Chiefs Conference, Inc.

Submitted by: Evansville Village Council

390-120.36

TANANA CHIEFS CONFERENCE, INC.
Board of Directors
Resolution No. 90-37

OPPOSING SB 489 "AN ACT PROVIDING FOR THE DESIGN & CONSTRUCTION OF A ROAD TO BETTLES"

WHEREAS, interior Native people have subsistence hunted and fished for years in the past and continue to do so today; and,

WHEREAS, the Alaska legislature is considering SB 489, a road from Prospect on the Dalton Highway to Bettles, and;

WHEREAS, this means more competition to local villagers in their use of subsistence fish and game resources;

NOW THEREFORE BE IT RESOLVED that the Tanana Chiefs Conference Board of Directors opposes the legislature's passage of SB 489, authorizing a road to Bettles.

CERTIFICATION

I hereby certify that this resolution was duly passed by the Tanana Chiefs Conference, Inc. Board of Directors on March 15, 1990 at Fairbanks, Alaska and a quorum was duly established.

Mitch Demientieff
Secretary-Treasurer
Tanana Chiefs Conference, Inc.

Submitted by: Evansville Village Council

390-120.37

ALASKA MINERAL ASSESSMENT PROGRAM

A Schedule of Studies Prepared At The Request of

THE ALASKA MINERALS COMMISSION

January 1990

ALASKA MINERAL ASSESSMENT PROGRAM:
DETAILED GEOLOGICAL MAPPING AND GEOPHYSICAL SURVEYING

WHY THESE STUDIES ARE NEEDED

The Red Dog mine went into production in 1989, about twenty years after the initial discovery, and it is expected to inject $100 million a year for the next 50 years into the Alaskan economy. This Red Dog ore deposit, and most others under development today, are exposed at the surface. The next generation of mines is likely to come from deposits that are more obscure at the surface or covered by tens or hundreds of feet of unmineralized rock. Most of these discoveries will be made through detailed geological mapping and geophysical surveys. To attract national and international high-risk exploration capital to search for such obscure and "blind" mineral deposits, the state must invest in a long-term project to increase its geological and geophysical survey database. This investment will also advertise Alaska's commitment to development of its mineral resources.

Since statehood mineral exploration firms have invested more than $600 million in exploration and about $550 million in mineral development throughout all regions of Alaska. Levels of expenditures have fluctuated due to complex economic conditions. An individual mineral company exploration budget is commonly in the $1 million range, and represents outside money invested in Alaska. Cost of developing a mine ranges from about $10 million to several hundreds of millions of dollars of outside capital. Compared to many other areas with favorable geology, Alaska is at a disadvantage in terms of the availability of land, infrastructure and transportation. The high cost of living, harsh arctic climate, and strict regulatory conditions must be counterbalanced by some favorable factors to make Alaska's mineral resources competitive.

Although industry generally requires large scale (1:63,360 and larger) geologic maps before it commits exploration dollars, less than 10 percent of Alaska has been geologically mapped at a scale suitable for design of mineral exploration programs (compared to about 80 percent of the Soviet Far East). No detailed airborne geophysical surveys exist. Reconnaissance aeromagnetic surveys conducted in Alaska in the early 1970's did locate some mineral discoveries, but the scale of those surveys is not useful for discovery of relatively small targets offered by huge deposits such as the Red Dog. A multi-year project focussing on geological and geophysical surveys of mineralized districts and zones will allow "fingerprinting" of known deposits and discovery of similar but less obvious or deeply buried deposits. An ongoing investment of $5 million (per year) would be comparable to the amount spent each year advertising tourism and fish products and should properly be viewed in the same way: as an investment. A single new discovery such as Red Dog could inject an additional $5 billion into Alaska's economy.

As well as benefiting Alaska's economy, an increased geological and geophysical survey database will make important information available for engineering and land use decisions by government and the public.

PROPOSED PROGRAM

To provide geological and geophysical survey information to the mineral industry and government, we propose a multi-phased program of detailed, integrated geological mapping and geophysical surveys in mining districts and along mineral trends within Alaska. This program will require $5 million per year for 5 years.

For each mining district and mineral trend investigated, this program will result in the publication of a folio containing:

- Detailed geological map(s) at 1:63,360 scale or greater.
- Detailed geophysical survey maps at close flight-line spacing including at least the following airborne geophysical techniques:
  - Aeromagnetics
  - Airborne electromagnetic (VLF)
  - Resistivity
  - Airborne radiometrics
- Summary of mineral resources.

Folios covering each mining district and mineral trend investigated will be published after conclusion of field work.

Other information, such as prospect examinations and local geochemical orientation surveys, will be provided where warranted.

Geological field work will be initiated during the first year of each phase; each program is estimated to last 2-3 years.

The following outlines an approach for developing exploration folios in 1) areas that do not have either geological mapping or geophysical surveys; and 2) areas that have good detailed geological mapping with no detailed geophysical surveys.

AREAS NEEDING BOTH DETAILED GEOLOGICAL MAPPING AND GEOPHYSICAL SURVEYS

The mining districts and mineral trends shown of figure 1 (next page) have not been geologically mapped or are covered by very incomplete geologic maps at a scale of 1:63,360 (1 inch = 1 mile) or larger. No suitable geophysical surveys exist for detailed mineral exploration in these areas. Geological programs in these and other mining districts and mineral trends will provide detailed geological mapping and geophysical surveys.

Field studies in Phase I areas will take place during the first, second, and (in some cases) third program year. Field studies in Phase II areas will occur during the third, fourth; and (in some cases) fifth program year. Geophysical surveys will normally be completed during the first year of each phase. During the final year, resource assessments and folios will be completed and published.

Phase I

Mining District Or Mineral Trend	Region	Commodities
Rampart - Manley	Interior	Gold, Silver, Copper
Ketchikan mining district	Southeastern	Gold, Silver, Tungsten, Molybdenum, Copper, Zinc, Lead
Nyac mining district	Southwestern	Gold, Silver, Tin
Yentna mining district	Southcentral	Gold, Silver
DeLong Mtns. / Howard Pass	Northwestern	Zinc, Lead, Silver

Mineral Assessment Programs

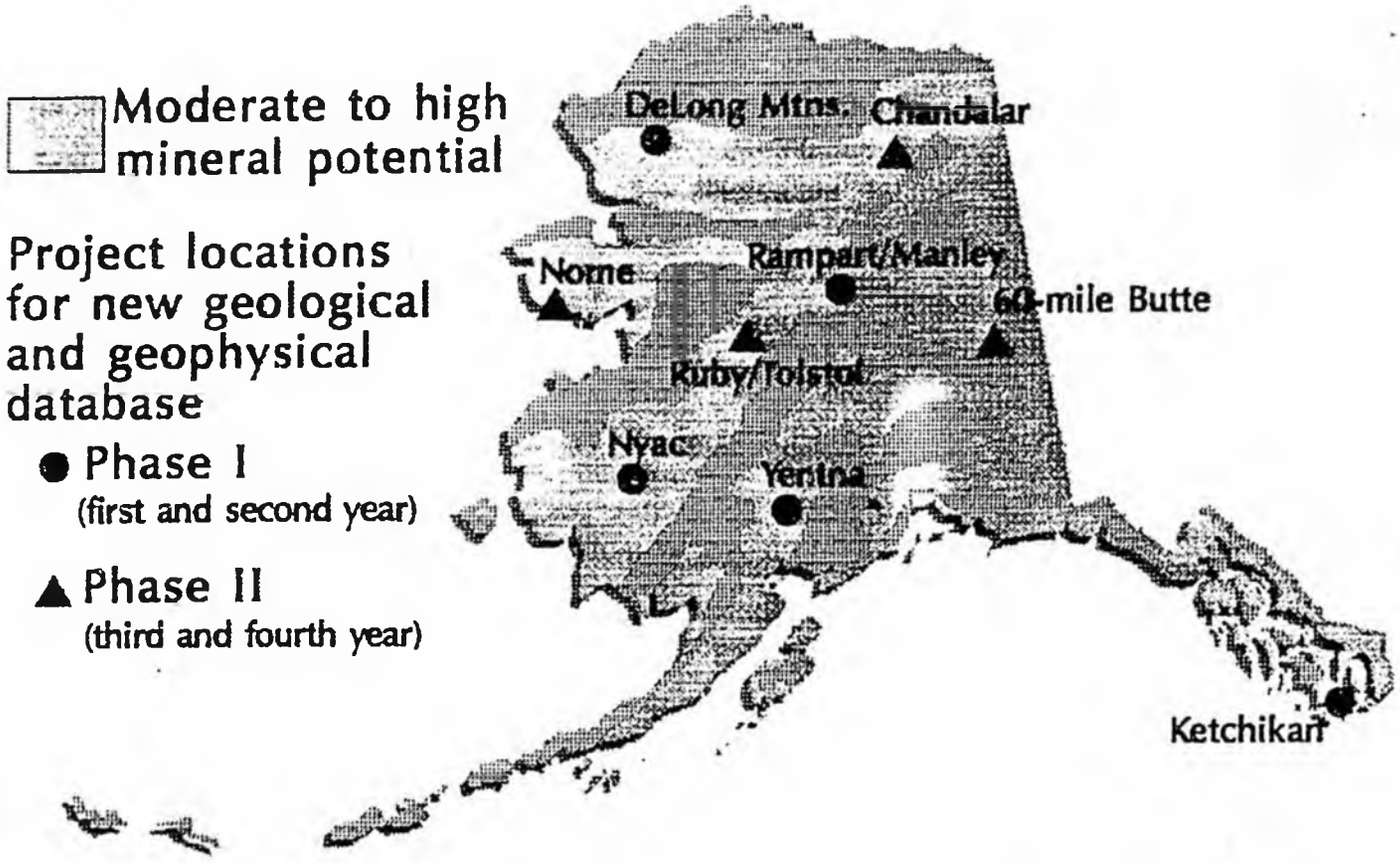


Figure 1. New geological mapping and geophysical surveys

Phase II

Mining District Or Mineral Trend	Region	Commodities
Nome / Seward Peninsula	Western	Gold, Silver, Tungsten, Tin, Zinc, Lead
Ruby - Tolstoi	Westcentral	Gold, Silver
Chandalar	Northern	Gold, Silver, Copper
60 mile Butte	Interior	Gold, Silver

AREAS NEEDING DETAILED GEOPHYSICAL SURVEYING TO COMPLEMENT EXISTING DETAILED GEOLOGIC MAPS

The mining districts and mineral trends shown on figure 2 (last page) are covered by complete or nearly complete geologic maps at a scale of 1:63,360 (1 inch = 1 mile) or larger. No suitable geophysical surveys exist for detailed mineral exploration activities in these areas. Programs in these mining districts and mineral trends will include only geophysical surveys and limited geologic work to complement existing geologic maps.

Phase I

Mining District Or Mineral Trend	Region	Commodities
Fairbanks mining district	Interior	Gold, Silver, Tungsten
Haines - Klukwan	Southeastern	Zinc, Lead, Gold, Silver, Barite
Farewell	Westcentral	Gold, Silver, Tin
Richardson mining district	Interior	Gold, Silver
Sleetmute	Southwestern	Gold, Silver, Tin, Mercury
Iditarod	Southwestern	Gold, Silver, Tin, Mercury

Phase II

Mining District Or Mineral Trend	Region	Mineral Commodities
Chichagof mining district	Southeastern	Gold, Silver
Livengood mining district	Interior	Gold, Silver, Zinc, Lead, Platinum
Upper Chena River	Interior	Zinc, Lead, Gold, Silver, Tungsten
Bonnifield mining district	Central	Gold, Silver, Zinc, Lead
Wiseman mining district	Northern	Gold, Silver
Chugach	Southcentral	Chromium, Nickel, Gold, Silver

Mineral Assessment Programs

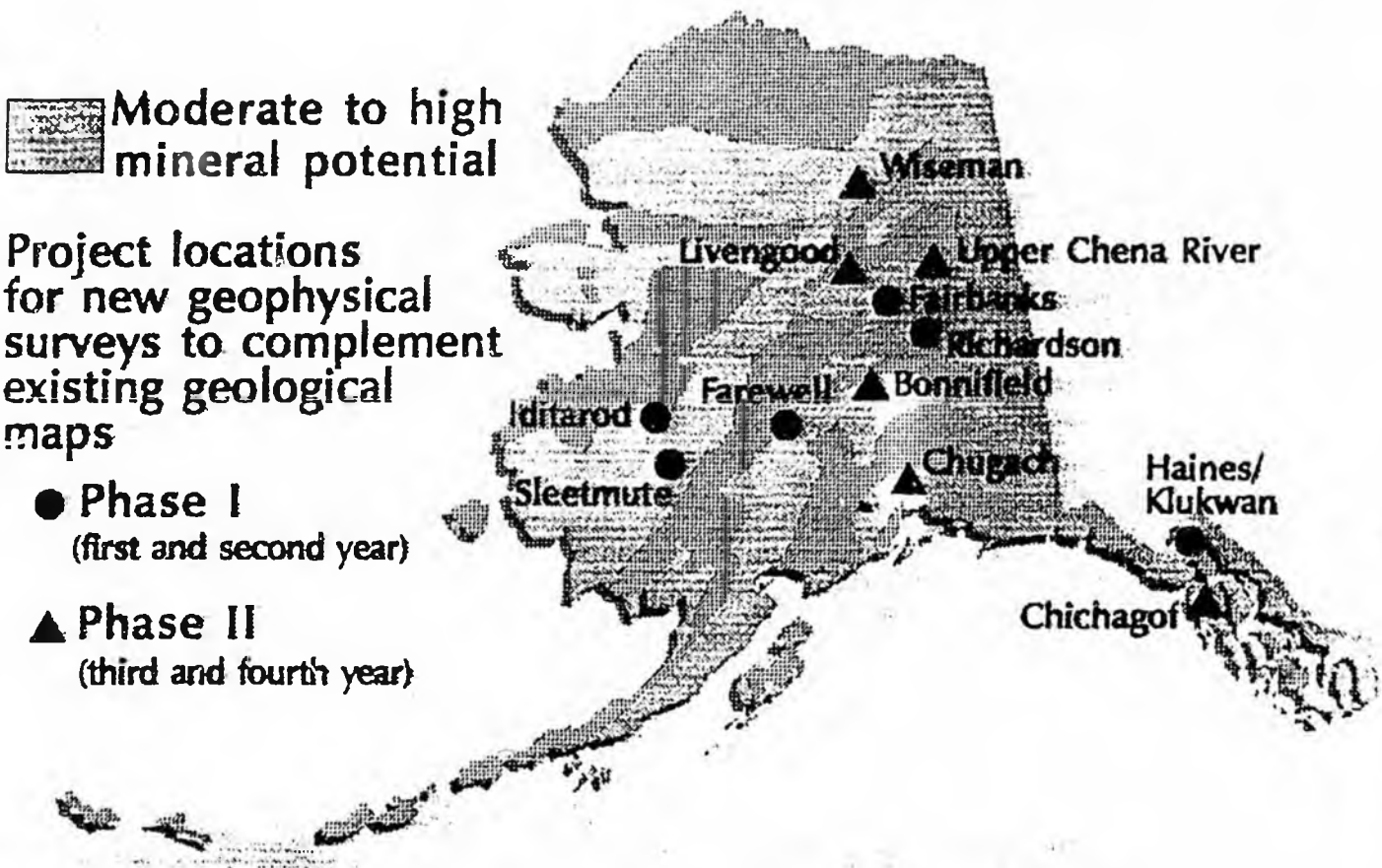


Figure 2. New geophysical surveys

Joint Resolution re. Supplemental Appropriation for geological mapping and airborne geophysical surveys

WHEREAS: Less than 10 percent of Alaska has been geologically mapped in sufficient detail for use in mineral exploration; and

WHEREAS: There is virtually no detailed airborne geophysical information in Alaska, even though many of the next generation of mineral deposits will probably be discovered by such methods; and

WHEREAS: The availability of detailed geological and geophysical information is vital for informed land planning by government agencies and for the development of mineral exploration programs by private industry; and

WHEREAS: Mineral exploration funds are invested worldwide on the basis of economic factors including the availability of land, the existence of transportation and infrastructure, the cost of living, public regulatory and fiscal policies and climatic considerations; and

WHEREAS: An adequate database of geological and geophysical maps can counterbalance the many natural economic disadvantages of Alaska, and advertise the state's interest and commitment to mineral resource development; and

WHEREAS: A single new discovery the size of Red Dog would repay a multi-year investment of $50 million a hundred-fold;

THEREFORE BE IT RESOLVED THAT THE STATE OF ALASKA COMMITS TO AN INVESTMENT FOR DETAILED GEOLOGICAL AND GEOPHYSICAL MAPPING DURING THE NEXT DECADE OF $5 MILLION ANNUALLY TO BE ADMINISTERED BY THE STATE DIVISION OF GEOLOGICAL AND GEOPHYSICAL SURVEYS IN THE MOST EFFICIENT MANNER POSSIBLE. THIS INVESTMENT WILL SERVE TO INVENTORY THE STATE'S SURFACE AND SUBSURFACE MINERAL RESOURCES, AND ADVERTISE THE STATE'S COMMITMENT TO MINERAL DEVELOPMENT AS A VALUED COMPONENT OF THE ECONOMY CO-EQUAL WITH OTHER SECTORS.

Mineral Locations Within 100 Mile Radius of the Proposed Trans-Alaska Highway

Gross Metal Values

ARCTIC CAMP (Map # 103)

35,000,000 tons of ore
Grades: 4% copper, 5.5% zinc, 0.8% lead, 1.6 ounces/ton silver, and 0.02 ounces/ton gold

Gross metal value = **$6.8 billion**

BORNITE (Map # 102)

36,200,000 tons with a grade of 2% copper
4,560,000 tons with a grade of 4% copper

Gross metal value = **$2 billion**

SUN (Map # 100)

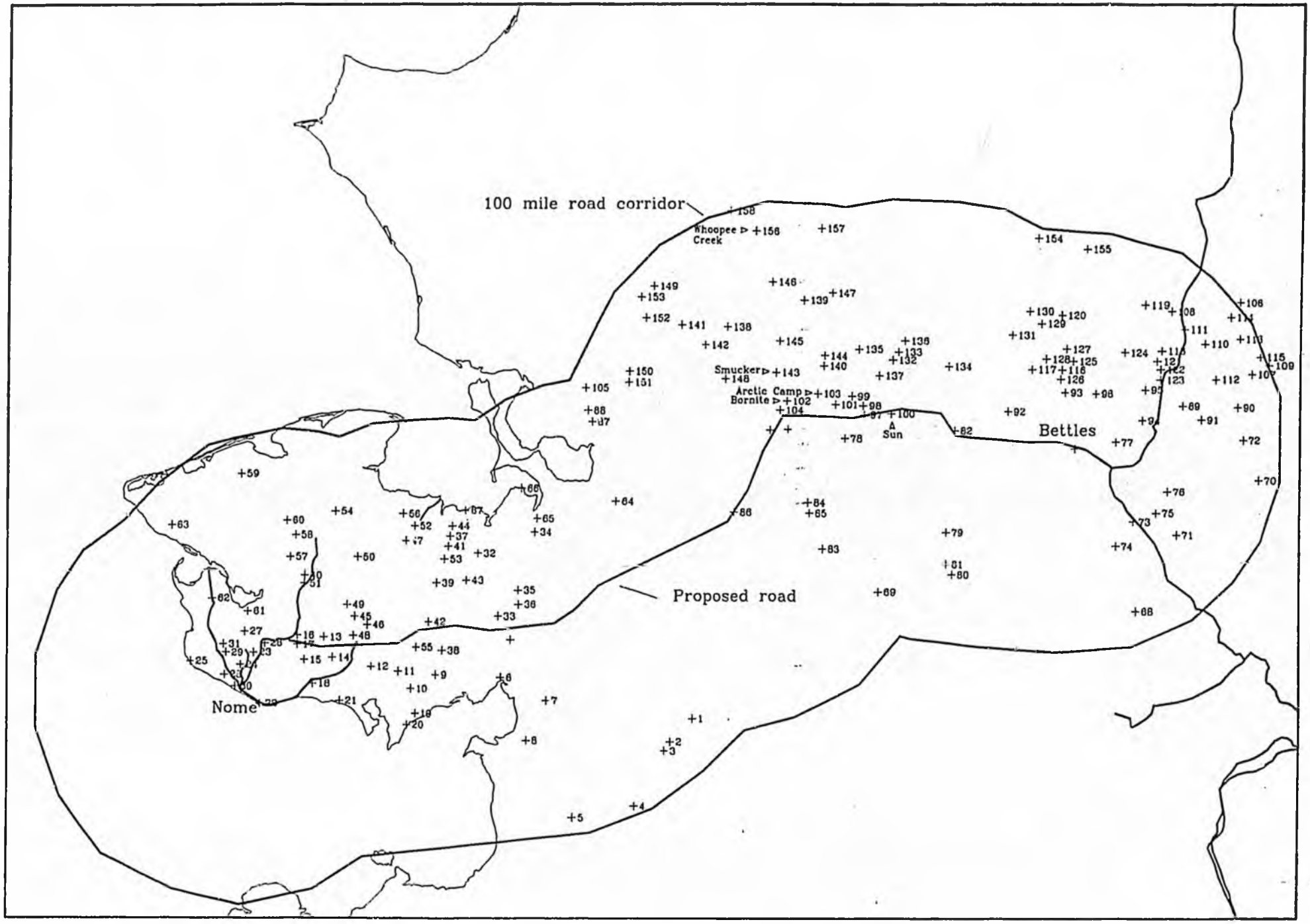
This deposit contains copper, lead, zinc, and silver.
Total tons and grade not published but gross metal value in 1976 = **$1 billion**

TOTAL identified value of these deposits is approximately **$10 billion**

Other deposits along the route have potential to contain similar values:

WHOOPEE CREEK (Map # 156)
SMUCKER (Map # 143)

There are a large number of deposits in the corridor that have not been adequately explored and may contain sufficient grades and tonnages to become economic, should the road be built. Construction (or a commitment to do so) would likely spur minerals exploration in this region of Alaska.


100 mile road corridor
Khoopee Creek
Smucker
Arctic Camp
Bornite
Bettles
Nome
Proposed road

Mineral Locations Within 100 mile radius of
the proposed Trans-Alaska Highway

U.S. Bureau of Mines, Minerals Availability System (MAS)

Map #	MAS Seq #	Name	Type	Current Status	Primary Commodity
1	0020550009	PICKART MINE	SURF-UNDERG	PAST PRODUCER	COAL
1	0020550013	KOYUKUK ISLAND	PROSPECT	RAW PROSPECT	COAL
1	0020550014	NULATO COAL BED	PROSPECT	RAW PROSPECT	COAL
2	0020550008	BUSCH MINE	SURF-UNDERG	PAST PRODUCER	COAL
3	0020550007	BLATCHFORD MINE	SURF-UNDERG	PAST PRODUCER	COAL
4	0020550005	ADOLPH MULLER PROSPECT	PROSPECT	EXP PROSPECT	COAL
5	0020540010	OLD WOMAN	PROSPECT	RAW PROSPECT	COAL
6	0020540009	KOYUK RIVER	PROSPECT	RAW PROSPECT	COAL
7	0020540007	ENGLESTAD	PROSPECT	RAW PROSPECT	LEAD
8	0020540003	CHRISTMAS MOUNTAIN	PROSPECT	RAW PROSPECT	GOLD
9	0020530231	DARBY MOUNTAINS	PROSPECT	RAW PROSPECT	TIN
10	0020530225	BURNT CREEK	PROSPECT	EXP PROSPECT	URANIUM
10	0020530230	KACHAUIK	PROSPECT	RAW PROSPECT	COPPER
11	0020530221	EKTOOKOOK	PROSPECT	EXP PROSPECT	LEAD
12	0020530219	FISH	SURF-UNDERG	PAST PRODUCER	LEAD
13	0020530213	AMERICAN	PROSPECT	EXP PROSPECT	GOLD
13	0020530115	IC 248	PROSPECT	EXP PROSPECT	LEAD
13	0020530187	POST	PROSPECT	EXP PROSPECT	GOLD
14	0020530188	CAMP	PROSPECT	EXP PROSPECT	GOLD
14	0020530191	BROOKINS	PROSPECT	EXP PROSPECT	ANTIMONY
14	0020530171	SPRUCE	SURF-UNDERG	PAST PRODUCER	GOLD
15	0020530146	MOONLIGHT DIVIDE	PROSPECT	EXP PROSPECT	COPPER
16	0020530112	IRON CREEK QUARTZ VEIN	PROSPECT	EXP PROSPECT	GOLD
16	0020530113	WHEELER	SURF-UNDERG	PAST PRODUCER	LEAD
16	0020530092	WHELLER SHERRETTE	SURF-UNDERG	PAST PRODUCER	GOLD
16	0020530114	WHEELER (IRON CREEK)	PROSPECT	EXP PROSPECT	COPPER
16	0020530116	SHERRETTE-IRON DIVIDE	PROSPECT	EXP PROSPECT	GOLD
16	0020530121	OSMUN LODE	PROSPECT	EXP PROSPECT	GOLD

Mineral Locations Within 100 mile radius of
the proposed Trans-Alaska Highway

U.S. Bureau of Mines, Minerals Availability System (MAS)

Map #	MAS Seq #	Name	Type	Current Status	Primary Commodity
17	0020530090	LEFT FORK IRON	PROSPECT	EXP PROSPECT	COPPER
17	0020530127	LAST CHANCE COPPER	PROSPECT	EXP PROSPECT	COPPER
17	0020530212	MOUNT DIXON	PROSPECT	RAW PROSPECT	COPPER
18	0020530057	**BIG HURRAH**[1]	UNDERGROUND	PAST PRODUCER	GOLD
18	0020530060	TRILBY MOUNTAIN	PROSPECT	EXP PROSPECT	GOLD
18	0020530061	UNCLE SAM MOUNTAIN	PROSPECT	EXP PROSPECT	GOLD
18	0020530062	LAST CHANCE	PROSPECT	EXP PROSPECT	GOLD
18	0020530063	LINDA VISTA CREEK	PROSPECT	EXP PROSPECT	GOLD
18	0020530065	FLYNN	PROSPECT	EXP PROSPECT	GOLD
18	0020530073	ALDER PROSPECT	PROSPECT	EXP PROSPECT	GOLD
18	0020530075	JACARTA	PROSPECT	EXP PROSPECT	GOLD
19	0020530014	WALLA WALLA	PROSPECT	EXP PROSPECT	GOLD
20	0020530013	LIMESTONE CLIFFS	PROSPECT	EXP PROSPECT	COPPER
21	0020530003	HOMESTAKE	SURF-UNDERG	PAST PRODUCER	GOLD
21	0020530009	BLUFF	UNDERWATER	PAST PRODUCER	GOLD
21	0020530012	CONSOLIDATED GROUP	PROSPECT	EXP PROSPECT	GOLD
21	0020530019	HILL LODE	PROSPECT	EXP PROSPECT	GOLD
21	0020530020	KUMOKUK	PROSPECT	EXP PROSPECT	GOLD
21	0020530022	SWEDE	PROSPECT	EXP PROSPECT	MERCURY
21	0020530032	BUNKER HILL LODE	PROSPECT	EXP PROSPECT	GOLD
22	0020520124	CAPE NOME	PROSPECT	EXP PROSPECT	GOLD
23	0020520113	MANILA RIDGE	PROSPECT	EXP PROSPECT	COPPER
23	0020520114	SLISCOVICH	UNDERGROUND	PAST PRODUCER	ANTIMONY
23	0020520120	SNOW	PROSPECT	EXP PROSPECT	GOLD
23	0020520129	HAYMAKER	PROSPECT	DEVEL DEPOSIT	ANTIMONY

[1]Deposits with published reserves are indicated by boldface type

Mineral Locations Within 100 mile radius of
the proposed Trans-Alaska Highway

U.S. Bureau of Mines, Minerals Availability System (MAS)

Map #	MAS Seq #	Name	Type	Current Status	Primary Commodity
23	0020520197	ROCKY MOUNTAIN	PROSPECT	EXP PROSPECT	GOLD
23	0020520206	SPRING	PROSPECT	RAW PROSPECT	ANTIMONY
23	0020520101	HED & STRAND	UNDERGROUND	PAST PRODUCER	ANTIMONY
23	0020520027	CHRISTOPHOSEN	PROSPECT	EXP PROSPECT	GOLD
23	0020520072	WATERFALL CREEK	UNDERGROUND	PAST PRODUCER	ANTIMONY
23	0020520074	LAST CHANCE LODE	PROSPECT	EXP PROSPECT	GOLD
23	0020520081	COOPER NO. 1	PROSPECT	EXP PROSPECT	MERCURY
23	0020520083	DISCOVERY & ZINC	PROSPECT	EXP PROSPECT	ZINC
23	0020520131	BREEN	PROSPECT	EXP PROSPECT	GOLD
23	0020520132	STEEP CREEK	SURFACE	PAST PRODUCER	ANTIMONY
23	0020520198	HOLMASON & HELDE	PROSPECT	EXP PROSPECT	COPPER
23	0020520077	IRON CREEK	PROSPECT	EXP PROSPECT	IRON
23	0020520096	CALIFORNIA	PROSPECT	EXP PROSPECT	GOLD
23	0020520102	NORTH FORK	PROSPECT	RAW PROSPECT	COPPER
24	0020520075	TWIN MOUNTAIN CREEK	PROSPECT	EXP PROSPECT	TUNGSTEN
24	0020520091	PIONEER	PROSPECT	EXP PROSPECT	GOLD
24	0020520092	SEATTLE CREEK	PROSPECT	EXP PROSPECT	TUNGSTEN
24	0020520128	BONITA	PROSPECT	RAW PROSPECT	GOLD
24	0020520137	JERRY DEAN	PROSPECT	EXP PROSPECT	GOLD
24	0020520152	BOULDER CREEK	UNDERGROUND	PAST PRODUCER	GOLD
24	0020520208	NELSON	PROSPECT	EXP PROSPECT	ANTIMONY
24	0020520160	GOLD HILL	PROSPECT	EXP PROSPECT	GOLD
24	0020520164	ALBION CREEK	PROSPECT	EXP PROSPECT	GOLD
24	0020520183	SLEDGE LODE	PROSPECT	RAW PROSPECT	GOLD
24	0020520199	BOULDER	PROSPECT	EXP PROSPECT	GOLD
24	0020520200	GOODLUCK GULCH	PROSPECT	EXP PROSPECT	GOLD
24	0020520201	PROSPECT	PROSPECT	EXP PROSPECT	LEAD
25	0020520054	MCALPINE	PROSPECT	EXP PROSPECT	GOLD

Mineral Locations Within 100 mile radius of
the proposed Trans-Alaska Highway

U.S. Bureau of Mines, Minerals Availability System (MAS)

Map #	MAS Seq #	Name	Type	Current Status	Primary Commodity
26	0020520043	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	COPPER
26	0020520100	KINGNUCK	PROSPECT	EXP PROSPECT	GOLD
26	0020520044	COPPER MOUNTA'N	PROSPECT	EXP PROSPECT	COPPER
26	0020520029	CHARLEY	PROSPECT	DEVEL DEPOSIT	BISMUTH
27	0020520030	CABIN CREEK	PROSPECT	EXP PROSPECT	LEAD
27	0020520031	UNNAMED OCCURRENCE	PROSPECT	EXP PROSPECT	TUNGSTEN
27	0020520032	WINDY CREEK	PROSPECT	EXP PROSPECT	MOLYBDENU
27	0020520033	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	TUNGSTEN
27	0020520034	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	TUNGSTEN
27	0020520207	MOFFIT	PROSPECT	RAW PROSPECT	GRAPHITE
28	0020520026	STEINER	PROSPECT	EXP PROSPECT	GOLD
28	0020520165	SOPHIE GULCH	PROSPECT	EXP PROSPECT	LEAD
28	0020520166	NUGENT	PROSPECT	EXP PROSPECT	GOLD
28	0020520174	GLACIER CREEK	PROSPECT	EXP PROSPECT	GOLD
28	0020520175	KING MOUNTAIN	PROSPECT	EXP PROSPECT	GOLD
28	0020520178	GOLD BUG	PROSPECT	EXP PROSPECT	GOLD
28	0020520187	ROCK CREEK DIVIDE	PROSPECT	EXP PROSPECT	GOLD
28	0020520188	HENDRICKSON	PROSPECT	EXP PROSPECT	GOLD
28	0020520190	KERN	PROSPECT	EXP PROSPECT	GOLD
28	0020520191	KING MOUNTAIN	PROSPECT	EXP PROSPECT	GOLD
28	0020520202	NEW ERA	PROSPECT	EXP PROSPECT	GOLD
28	0020520203	JORGENSEN	PROSPECT	EXP PROSPECT	GOLD
28	0020520139	NEWTON GULCH	PROSPECT	EXP PROSPECT	GOLD
28	0020520158	REX	PROSPECT	EXP PROSPECT	GOLD
28	0020520170	DEXTER	PROSPECT	EXP PROSPECT	GOLD
28	0020520180	MOUNTAIN CREEK	PROSPECT	EXP PROSPECT	GOLD
28	0020520181	LAMOREAUX	SURFACE	PAST PRODUCER	GOLD
29	0020520007	CUB BEAR	PROSPECT	EXP PROSPECT	IRON

Mineral Locations Within 100 mile radius of
the proposed Trans-Alaska Highway

U.S. Bureau of Mines, Minerals Availability System (MAS)

Map #	MAS Seq #	Name	Type	Current Status	Primary Commodity
29	0020520009	QUARRY	PROSPECT	EXP PROSPECT	IRON
29	0020520003	MONARCH	PROSPECT	DEVEL DEPOSIT	IRON
29	0020520004	MOGUL	PROSPECT	EXP PROSPECT	IRON
29	0020520005	GALENA	PROSPECT	EXP PROSPECT	IRON
29	0020520059	SINUK RIVER COAL	PROSPECT	EXP PROSPECT	COAL
30	0020520006	DREDGE NO. 6	PROC PLANT	PAST PRODUCER	GOLD
30	0020520010	DREDGE NO. 5	PROC PLANT	PAST PRODUCER	GOLD
30	0020520024	BIMA OFFSHORE DREDGE	UNDERWATER	PRODUCER	GOLD
30	0020520089	OSBORN CREEK	PROSPECT	RAW PROSPECT	GOLD
30	0020520212	COOPER GULCH NO. 2	SURFACE	PAST PRODUCER	GOLD
31	0020520001	AMERICAN	PROSPECT	EXP PROSPECT	IRON
31	0020520002	TUB MOUNTAIN	PROSPECT	EXP PROSPECT	IRON
32	0020450062	OLE	PROSPECT	EXP PROSPECT	GOLD
33	0020450044	WILSON CREEK	PROSPECT	EXP PROSPECT	COAL
33	0020450045	BEAR MOUNTAIN	PROSPECT	EXP PROSPECT	COPPER
33	0020450059	KIWALIK RIVER HEADWATERS	PROSPECT	EXP PROSPECT	LEAD
34	0020450026	SAVOK'S RED MOUNTAIN	PROSPECT	EXP PROSPECT	GOLD
35	0020450015	SPLIT CREEK LODE	PROSPECT	EXP PROSPECT	GOLD
35	0020450057	BUCK-QUARTZ	PROSPECT	EXP PROSPECT	LEAD
36	0020450001	PEACE RIVER	PROSPECT	EXP PROSPECT	COPPER
36	0020450048	GRANITE MOUNTAIN	PROSPECT	EXP PROSPECT	GOLD
37	0020440159	SUPERIOR COAL MINE	UNDERGROUND	EXP PROSPECT	COAL
37	0020440160	WALLIN COAL MINE	UNDERGROUND	PAST PRODUCER	COAL
37	0020440120	PATTERSON CREEK LODE	PROSPECT	EXP PROSPECT	LEAD
37	0020440084	BURNT RIVER	PROSPECT	EXP PROSPECT	URANIUM
38	0020440158	GROUSE CREEK COAL	UNKNOWN	RAW PROSPECT	COAL
38	0020440004	FOSTER	PROSPECT	EXP PROSPECT	GOLD
38	0020440130	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	LEAD

Mineral Locations Within 100 mile radius of
the proposed Trans-Alaska Highway

U.S. Bureau of Mines, Minerals Availability System (MAS)

Map #	MAS Seq #	Name	Type	Current Status	Primary Commodity
38	0020440148	OMILAK EAST	PROSPECT	EXP PROSPECT	SILVER
39	0020440146	GCU	PROSPECT	EXP PROSPECT	COPPER
40	0020440128	DAHL	SURF-UNDERG	PAST PRODUCER	GOLD
40	0020440142	TELLURIUM	PROSPECT	EXP PROSPECT	GOLD
41	0020440109	PLOVER	PROSPECT	EXP PROSPECT	GOLD
41	0020440123	LITTLE MIDWAY RIDGE	PROSPECT	EXP PROSPECT	URANIUM
42	0020440099	GRANITE CREEK	PROSPECT	EXP PROSPECT	LEAD
42	0020440114	TIMBER CREEK	PROSPECT	EXP PROSPECT	COPPER
42	0020440116	WINDY CREEK	PROSPECT	EXP PROSPECT	LEAD
42	0020440152	DBY 1-12	PROSPECT	EXP PROSPECT	ZINC
43	0020440097	GOLD RON LODE	PROSPECT	RAW PROSPECT	KYANITE GR
43	0020450051	CANOE CREEK	PROSPECT	EXP PROSPECT	URANIUM
43	0020450064	GOLD RUN	PROSPECT	EXP PROSPECT	LEAD
44	0020440088	CHICAGO CREEK COAL	SURF-UNDERG	PAST PRODUCER	COAL
45	0020440081	KINGSLAND DIVIDE	PROSPECT	RAW PROSPECT	COPPER
45	0020440080	BETTY JEAN 1-12	PROSPECT	EXP PROSPECT	COPPER
46	0020440079	PARGON MOUNTAIN	SURF-UNDERG	PAST PRODUCER	MICA
47	0020440077	ASSES EARS	PROSPECT	RAW PROSPECT	TIN
48	0020440071	UNNAMED OCCURRENCE	PROSPECT	EXP PROSPECT	GOLD
48	0020440073	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	GOLD
49	0020440057	BIRCH CREEK	PROSPECT	RAW PROSPECT	MICA
50	0020440056	ANDESITE CREEK	PROSPECT	RAW PROSPECT	DIATOMITE
51	0020440040	WONDER GULCH LODE	PROSPECT	EXP PROSPECT	GOLD
52	0020440017	OLD GLORY CREEK GOSSAN	PROSPECT	EXP PROSPECT	LEAD
52	0020440030	PINNELL RIVER GOSSAN	PROSPECT	RAW PROSPECT	GOLD
52	0020440068	COTTONWOOD CREEK	PROSPECT	EXP PROSPECT	GOLD
52	0020440126	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	SILVER
52	0020440028	MAG-LOUU 1-9	PROSPECT	EXP PROSPECT	GOLD

Mineral Locations Within 100 mile radius of
the proposed Trans-Alaska Highway

U.S. Bureau of Mines, Minerals Availability System (MAS)

Map #	MAS Seq #	Name	Type	Current Status	Primary Commodity
53	0020440013	GOLDEN CIRCLE MINE	SURF-UNDERG	PAST PRODUCER	SILVER
54	0020440007	HUMBOLT	PROSPECT	EXP PROSPECT	TIN
54	0020440011	SERPENTINE HOT SPRINGS	PROSPECT	EXP PROSPECT	TIN
54	0020440018	MIDNIGHT MOUNTAIN	PROSPECT	EXP PROSPECT	TIN
55	0020440002	OMILAK	SURF-UNDERG	PAST PRODUCER	LEAD
55	0020440112	OTTER CREEK LODE	PROSPECT	RAW PROSPECT	GOLD
56	0020440001	HANNUM	PROSPECT	EXP PROSPECT	LEAD
57	0020430046	COCO CREEK LODE	UNKNOWN	RAW PROSPECT	GOLD
58	0020430040	WORCESTER	PROSPECT	EXP PROSPECT	COPPER
58	0020430041	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	COPPER
58	0020440032	KOUGAROK RIVER LODE	PROSPECT	RAW PROSPECT	COPPER
58	0020440153	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	COPPER
59	0020430036	EAR MOUNTAIN LODES	PROSPECT	EXP PROSPECT	TIN
60	0020430034	TIN CUP	PROSPECT	EXP PROSPECT	TIN
60	0020430042	KOUGAROK PROJECT	PROSPECT	EXP PROSPECT	TIN
60	0020430043	WARD COPPER CO.	SURF-UNDERG	PAST PRODUCER	COPPER
61	0020430030	IMURUK BASIN GRAPHITE	SURFACE	PAST PRODUCER	GRAPHITE
61	0020430032	COBBLESTONE RIVER	PROSPECT	RAW PROSPECT	GOLD
62	0020430027	ALDER CREEK LODE	PROSPECT	EXP PROSPECT	GOLD
63	0020430003	LOST RIVER	SURF-UNDERG	PAST PRODUCER	TIN
63	0020430016	BLACK MOUNTAIN LODE	PROSPECT	EXP PROSPECT	GOLD
64	0020360007	SEPTEMBER HILL 2&5	PROSPECT	EXP PROSPECT	GOLD
65	0020360005	KOUTHALIK GROUP	PROSPECT	EXP PROSPECT	GOLD
66	0020360003	ELEPHANT RIDGE NO. 1	PROSPECT	EXP PROSPECT	GOLD
67	0020350004	HUNTER CREEK	PROSPECT	EXP PROSPECT	COAL
68	0020480095	LOST MINE	PROSPECT	EXP PROSPECT	ASBESTOS
68	0020480121	ASBESTOS [illegible]R	PROSPECT	EXP PROSPECT	ASBESTOS
69	0020470016	[illegible]TAIN	PROSPECT	RAW PROSPECT	COPPER

Mineral Locations Within 100 mile radius of
the proposed Trans-Alaska Highway

U.S. Bureau of Mines, Minerals Availability System (MAS)

Map #	MAS Seq #	Name	Type	Current Status	Primary Commodity
70	0020400003	HODZANA RIVER	PROSPECT	RAW PROSPECT	COAL
71	0020400002	COAL CREEK	PROSPECT	EXP PROSPECT	COAL
72	0020400001	PITKA FORK	PROSPECT	EXP PROSPECT	MOLYBDENU
72	0020400004	TROUT CREEK	PROSPECT	RAW PROSPECT	GOLD
73	0020390058	CARIBOU MOUNTAIN	PROSPECT	RAW PROSPECT	CHROMIUM
73	0020390059	UPPER KANUTI RIVER	PROSPECT	RAW PROSPECT	CHROMIUM
74	0020390057	CHROME	PROSPECT	EXP PROSPECT	CHROMIUM
74	0020390060	LOWER KANUTI RIVER	PROSPECT	RAW PROSPECT	CHROMIUM
75	0020390054	HET	PROSPECT	EXP PROSPECT	LEAD
76	0020390051	BONANZA	PROSPECT	EXP PROSPECT	TUNGSTEN
77	0020390045	POPE	PROSPECT	EXP PROSPECT	GOLD
78	0020380017	LAKE SELBY	PROSPECT	RAW PROSPECT	COPPER
78	0020380018	ANGETI UNIT	PROSPECT	EXP PROSPECT	GOLD
79	0020380010	RED MOUNTAIN	PROSPECT	RAW PROSPECT	GOLD
80	0020380006	INDIAN	PROSPECT	RAW PROSPECT	ZINC
81	0020380004	BLACK CREEK	PROSPECT	RAW PROSPECT	COPPER
81	0020380005	UPPER INDIAN	PROSPECT	RAW PROSPECT	MOLYBDENU
82	0020380001	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	MANGANESE
83	0020370015	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	COPPER
84	0020370014	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	COPPER
85	0020370009	DAK GROUP	PROSPECT	EXP PROSPECT	GOLD
86	0020370003	HAWK RIVER	PROSPECT	EXP PROSPECT	COPPER
87	0020360010	SINGAURUK RIVER	PROSPECT	RAW PROSPECT	COAL
88	0020360009	HOCKLEY HILLS NORTH	PROSPECT	RAW PROSPECT	COAL
89	0020310084	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	COPPER
90	0020310078	WEST FORK CHANDALAR RIVER	PROSPECT	RAW PROSPECT	COPPER
91	0020310077	SIWASH CREEK	PROSPECT	RAW PROSPECT	COPPER
91	0020310085	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	COPPER

Mineral Locations Within 100 mile radius of
the proposed Trans-Alaska Highway

U.S. Bureau of Mines, Minerals Availability System (MAS)

Map #	MAS Seq #	Name	Type	Current Status	Primary Commodity
92	0020300100	ROOSEVELT CREEK	PROSPECT	EXP PROSPECT	COPPER
93	0020300092	BLACK BEAR	PROSPECT	EXP PROSPECT	GOLD
94	0020300068	TRAMWAY BAR COAL	PROSPECT	RAW PROSPECT	COAL
95	0020300016	EMMA DOME	PROSPECT	RAW PROSPECT	GOLD
96	0020300014	MICHIGAN CREEK	PROSPECT	EXP PROSPECT	GOLD
96	0020300035	GALENA CREEK	PROSPECT	EXP PROSPECT	LEAD
97	0020290023	ISAAC DOUGLAS	PROSPECT	EXP PROSPECT	COPPER
97	0020290014	THOMAS DOUGLAS	PROSPECT	EXP PROSPECT	COPPER
97	0020290017	TOMMY LEE CLAIMS	PROSPECT	EXP PROSPECT	COPPER
98	0020290018	PIP & AVA GROUPS	PROSPECT	EXP PROSPECT	COPPER
98	0020290012	B.T., Z, & CYNBAD GROUPS	PROSPECT	EXP PROSPECT	COPPER
98	0020290013	MISSIK	PROSPECT	EXP PROSPECT	COPPER
98	0020290019	SPOT GROUP	PROSPECT	EXP PROSPECT	COPPER
99	0020290011	GIAHUGUS	PROSPECT	EXP PROSPECT	COPPER
99	0020290022	NEL GROUP	PROSPECT	EXP PROSPECT	COPPER
99	0020290020	RASS GROUP	PROSPECT	EXP PROSPECT	COPPER
100	0020290010	PICNIC CREEK	PROSPECT	EXP PROSPECT	COPPER
100	0020290015	SUN GROUP	UNDERGROUND	DEVEL DEPOSIT	ZINC
100	0020290016	HOT GROUP	PROSPECT	EXP PROSPECT	COPPER
101	0020280049	KOGOLUKTUK EAST	PROSPECT	EXP PROSPECT	COPPER
101	0020280051	KOGOLUKTUK WEST LODE	PROSPECT	EXP PROSPECT	COPPER
102	0020280005	SHUNGNAK CAMP	PROSPECT	EXP PROSPECT	COPPER
102	0020280002	BORNITE	UNDERGROUND	DEVEL DEPOSIT	COPPER
102	0020280034	BISMARK MOUNTAIN	PROSPECT	EXP PROSPECT	ASBESTOS
103	0020280004	ARCTIC CAMP	PROSPECT	DEVEL DEPOSIT	COPPER
103	0020280042	RUBY	PROSPECT	EXP PROSPECT	COPPER
103	0020280048	DEAD CREEK	PROSPECT	EXP PROSPECT	COPPER
103	0020280056	SHUNGNAK RIVER	PROSPECT	EXP PROSPECT	COPPER

Mineral Locations Within 100 mile radius of
the proposed Trans-Alaska Highway

U.S. Bureau of Mines, Minerals Availability System (MAS)

Map #	MAS Seq #	Name	Type	Current Status	Primary Commodity
104	0020280001	IRON MOUNTAIN	PROSPECT	RAW PROSPECT	IRON
104	0020280038	COSMOS CREEK ASBESTOS	PROSPECT	EXP PROSPECT	ASBESTOS
104	0020280040	ASBESTOS MOUNTAIN	PROSPECT	EXP PROSPECT	ASBESTOS
104	0020280041	RILEY CREEK LODE	PROSPECT	EXP PROSPECT	GOLD
104	0020280047	RILEY LODE	PROSPECT	EXP PROSPECT	COPPER
104	0020280050	SHUNGNAK, AXELL KNOLL	PROSPECT	EXP PROSPECT	GEMSTONE
104	0020370002	WESLEY CREEK	PROSPECT	RAW PROSPECT	LEAD
104	0020370016	STOCKLEY CREEK	PROSPECT	RAW PROSPECT	NICKEL
104	0020370017	COSMOS CREEK	PROSPECT	RAW PROSPECT	GEMSTONE
105	0020270018	KIANA	PROSPECT	RAW PROSPECT	COLUMBIUM
106	0020310097	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	COPPER
106	0020310105	VERNA C NO. 1-8	PROSPECT	EXP PROSPECT	COPPER
106	0020310025	GAYLE	PROSPECT	EXP PROSPECT	COPPER
107	0020310086	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	GOLD
107	0020310082	BIG JOE CREEK	PROSPECT	RAW PROSPECT	GOLD
108	0020310073	BIG JIM CREEK	PROSPECT	RAW PROSPECT	COPPER
109	0020310066	GOLD KING	PROSPECT	RAW PROSPECT	GOLD
109	0020310112	HILLTOP DISCOVERY	PROSPECT	EXP PROSPECT	GOLD
109	0020310136	LITTLE SQUAW MILL	PROC PLANT	PAST PRODUCER	GOLD
110	0020310060	BIG SPRUCE CREEK	PROSPECT	EXP PROSPECT	GOLD
110	0020310062	SHEEP CR-LOWER	PROSPECT	EXP PROSPECT	GOLD
110	0020310065	BIG SPRUCE CR	PROSPECT	EXP PROSPECT	GOLD
110	0020310091	MATHEWS R	PROSPECT	RAW PROSPECT	LEAD
110	0020310139	LIMESTONE CREEK DISCOVERY	PROSPECT	EXP PROSPECT	GOLD
110	0020310074	WILLOW CREEK	PROSPECT	RAW PROSPECT	ZINC
111	0020310041	SNOWDEN CREEK	PROSPECT	EXP PROSPECT	CHROMIUM
111	0020310057	MATHEWS R, UPPER	PROSPECT	EXP PROSPECT	GOLD
111	0020310059	MIDDLE SHEEP CREEK	PROSPECT	EXP PROSPECT	GOLD

Mineral Locations Within 100 mile radius of
the proposed Trans-Alaska Highway

U.S. Bureau of Mines, Minerals Availability System (MAS)

Map #	MAS Seq #	Name	Type	Current Status	Primary Commodity
111	0020310061	MATHEWS R, WEST SIDE	PROSPECT	EXP PROSPECT	GOLD
112	0020310035	WIZARD	PROSPECT	EXP PROSPECT	GOLD
112	0020310076	HORSE CREEK	PROSPECT	RAW PROSPECT	COPPER
113	0020310024	ARSINE	PROSPECT	EXP PROSPECT	COPPER
113	0020310026	PLACID	PROSPECT	EXP PROSPECT	COPPER
114	0020310023	UPPER CAMP GROUP	PROSPECT	EXP PROSPECT	COPPER
114	0020310079	QUARTZ CR	PROSPECT	RAW PROSPECT	COPPER
114	0020310080	NORTH FORK CHANDALAR RIVER	PROSPECT	RAW PROSPECT	GOLD
114	0020310095	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	COPPER
114	0020310096	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	COPPER
115	0020310001	MIKADO	UNDERGROUND	PAST PRODUCER	GOLD
115	0020310036	REX	UNDERGROUND	PAST PRODUCER	GOLD
115	0020310047	MIKADO MILL	PROC PLANT	PAST PRODUCER	GOLD
115	0020310064	CARTER PROSPECT	PROSPECT	RAW PROSPECT	GOLD
115	0020310083	STAR	PROSPECT	RAW PROSPECT	GOLD
115	0020310088	BIG SQUAW CR	PROSPECT	RAW PROSPECT	ANTIMONY
115	0020310092	KELTY	PROSPECT	RAW PROSPECT	ANTIMONY
116	0020300088	ALLEN R NO 5 & 6	PROSPECT	EXP PROSPECT	GOLD
116	0020300012	WILD LAKE	PROSPECT	RAW PROSPECT	COPPER
116	0020300157	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	COPPER
116	0020300160	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	LEAD
117	0020300071	ACE 1-12	PROSPECT	EXP PROSPECT	GOLD
117	0020300094	A B O	PROSPECT	EXP PROSPECT	LEAD
117	0020300106	ANN GROUP	PROSPECT	EXP PROSPECT	LEAD
118	0020300070	GROTTO MOUNTAIN 1-6	PROSPECT	EXP PROSPECT	VANADIUM
118	0020310094	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	COPPER
118	0020310121	LINDA CR	PROSPECT	EXP PROSPECT	GOLD
118	0020310134	SUKAKPAK MOUNTAIN	UNKNOWN	UNKNOWN	GOLD

Mineral Locations Within 100 mile radius of
the proposed Trans-Alaska Highway

U.S. Bureau of Mines, Minerals Availability System (MAS)

Map #	MAS Seq #	Name	Type	Current Status	Primary Commodity
119	0020300062	LUCKY BOY NO. 8	PROSPECT	EXP PROSPECT	GOLD
120	0020300061	ALLEN R	PROSPECT	EXP PROSPECT	GOLD
121	0020300023	VERMONT DOME	PROSPECT	RAW PROSPECT	COPPER
121	0020300020	SMITH CREEK 1-4	SURFACE	PAST PRODUCER	ANTIMONY
121	0020300021	SMITH CREEK DOME	PROSPECT	EXP PROSPECT	SILVER
121	0020300022	LOFTY GULCH	PROSPECT	RAW PROSPECT	LEAD
121	0020300074	WEBSTER GULCH 1-10	PROSPECT	EXP PROSPECT	GOLD
122	0020300019	MIDNIGHT DOME	PROSPECT	EXP PROSPECT	ANTIMONY
122	0020300018	WISEMAN	PROSPECT	RAW PROSPECT	COPPER
122	0020300078	MINNIE CREEK BLUFF	PROSPECT	EXP PROSPECT	LEAD
123	0020300017	COW CREEK	PROSPECT	RAW PROSPECT	COPPER
123	0020310075	HOWARD CREEK	PROSPECT	RAW PROSPECT	COPPER
124	0020300015	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	LEAD
124	0020300162	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	LEAD
125	0020300011	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	COPPER
125	0020300013	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	COPPER
125	0020300065	SPRING CREEK 1-3	PROSPECT	EXP PROSPECT	GOLD
125	0020300156	MATTHEWS DOME	PROSPECT	RAW PROSPECT	COPPER
125	0020300158	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	COPPER
125	0020300159	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	COPPER
125	0020300161	ROCKY POINT	PROSPECT	RAW PROSPECT	COPPER
125	0020300005	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	COPPER
125	0020300010	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	COPPER
126	0020300008	ALLEN	PROSPECT	EXP PROSPECT	COPPER
126	0020300009	CREVICE CREEK	PROSPECT	RAW PROSPECT	COPPER
127	0020300007	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	COPPER
127	0020300006	SHEEP CR	PROSPECT	RAW PROSPECT	COPPER
128	0020300004	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	COPPER

Mineral Locations Within 100 mile radius of
the proposed Trans-Alaska Highway

U.S. Bureau of Mines, Minerals Availability System (MAS)

Map #	MAS Seq #	Name	Type	Current Status	Primary Commodity
129	0020300003	JOHN RIVER	PROSPECT	RAW PROSPECT	ANTIMONY
130	0020300002	HUNT FORK	PROSPECT	RAW PROSPECT	LEAD
131	0020300001	UNNAMED OCCURRENCE	PROSPECT	RAW PROSPECT	COPPER
132	0020290026	ANGIAAK PASS	PROSPECT	RAW PROSPECT	LEAD
133	0020290025	TUPIK CR	PROSPECT	RAW PROSPECT	LEAD
134	0020290024	ARRIGETCH PEAKS	PROSPECT	RAW PROSPECT	COPPER
135	0020290006	QUARTZ HILL	PROSPECT	EXP PROSPECT	GOLD
136	0020290002	LUCKY SIX CREEK LODE	PROSPECT	EXP PROSPECT	GOLD
137	0020290001	ANGUNELECHAK PASS	PROSPECT	EXP PROSPECT	SILVER
138	0020280058	KALUICH	PROSPECT	RAW PROSPECT	LEAD
139	0020280057	K A V	PROSPECT	RAW PROSPECT	COPPER
140	0020280055	KOGOLUKTUK T 23N, R 11E	PROSPECT	EXP PROSPECT	GOLD
141	0020280037	AKIAK CR- MALFIATTI	PROSPECT	EXP PROSPECT	COPPER
142	0020280036	HUNT RIVER	PROSPECT	EXP PROSPECT	GOLD
143	0020280033	SMUCKER	UNDERGROUND	DEVEL DEPOSIT	ZINC
143	0020280035	KALURIVIK RIVER VALLEY	PROSPECT	EXP PROSPECT	COPPER
143	0020280044	NANIRATKOHORT CREEK	PROSPECT	EXP PROSPECT	COPPER
143	0020280045	AMBLER SHUNGNAK RIDGE	PROSPECT	EXP PROSPECT	COPPER
143	0020280052	AMBLER EAST LODE	PROSPECT	EXP PROSPECT	COPPER
144	0020280017	SHISHAKSHINOVIK PASS	PROSPECT	EXP PROSPECT	COPPER
145	0020280010	REDSTONE LODE	PROSPECT	EXP PROSPECT	GOLD
146	0020280009	TONGARAK RIVER LODE	PROSPECT	EXP PROSPECT	GOLD
147	0020280006	NINGYOYAK CREEK LODE	PROSPECT	EXP PROSPECT	COPPER
148	0020280003	JADE MOUNTAIN	SURFACE	PAST PRODUCER	GEMSTONE
148	0020280031	JADE MOUNTAIN COPPER	PROSPECT	RAW PROSPECT	COPPER
148	0020280032	JADE HILLS	PROSPECT	RAW PROSPECT	NICKEL
149	0020270027	HUB	PROSPECT	EXP PROSPECT	COPPER
150	0020270025	KALLARICHUK RIVER	PROSPECT	RAW PROSPECT	COAL

U.S. Bureau of Mines, Minerals Availability System (MAS)

Map #	MAS Seq #	Name	Type	Current Status	Primary Commodity
151	0020270019	KOBUK RIVER	SURFACE	PAST PRODUCER	COAL
152	0020270017	TUNDRA	PROSPECT	EXP PROSPECT	GOLD
152	0020270026	TEMBY	PROSPECT	EXP PROSPECT	COPPER
153	0020270014	SALMON RIVER	PROSPECT	EXP PROSPECT	COPPER
154	0020220002	CHANDLER LAKE	PROSPECT	RAW PROSPECT	PHOSPHATE
154	0020220003	KIRUKTAGIAK RIVER	PROSPECT	RAW PROSPECT	PHOSPHATE
155	0020220001	ANAKTUVUK RIVER	PROSPECT	RAW PROSPECT	PHOSPHATE
155	0020220004	NATVAKRUAK RIVER	PROSPECT	RAW PROSPECT	PHOSPHATE
155	0020220005	TIGLUKPUK CREEK	PROSPECT	RAW PROSPECT	PHOSPHATE
156	0020200007	WHOOPEE CREEK	UNKNOWN	UNKNOWN	GOLD
157	0020200003	KIVLIKTORT MOUNTAIN	PROSPECT	RAW PROSPECT	LEAD
158	0020200001	ESKIMO VENTURE	PROSPECT	EXP PROSPECT	LEAD
158	0020200006	SINIKTANNEYAK	PROSPECT	RAW PROSPECT	CHROMIUM

Explanation of Database Fields

The following is a brief description of the database fields used in this deposit summary.

Map location No.	Map number associated with the deposit.
MAS sequence number	Bureau of Mines Minerals Availability Sequence number.
Deposit name	Primary (most common) name of the deposit.
Primary commodity	Major commodity of interest.
Type of operation	Deposits are classified as: UNKNOWN, SURFACE, UNDERGROUND, SURF-UNDERG (surface-underground), UNDERWATER, PROC PLANT (processing plant), PROSPECT, MINERAL LOC (claim).
Current status	Deposits are classified as: UNKNOWN, PRODUCER, PAST PRODUCER, DEVEL DEPOSIT (resource defined, development initiated), EXP PROSPECT (resource defined by exploration), RAW PROSPECT (resource not defined), OTHER.

STATE OF ALASKA
1990 LEGISLATIVE SESSION

BILL VERSION: SB 491
PUBLISH DATE: 1/21/90

REQUEST: FISCAL NOTE

Revision Date:
Title: "An Act relating to the design and construction of a Trans-Alaska Highway"
Sponsor: Frank
Requestor: Frank

Agency Affected: DOT&PF
BRU: Northern Region
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	50.0	250.0	200.0	1000.0	600.0	400.0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND	5.8	28.3	22.6	113.2	67.9	45.3
FEDERAL FUNDS	44.2	221.7	177.4	886.8	532.1	354.7
OTHER	0	0	0	0	0	0
TOTAL	50.0	250.0	200.0	1000.0	600.0	400.0

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: Please SEE ATTACHED

Prepared by: Norman Piispanen
Division: Northern Region Planning

Phone: 474-2423
Date: March 22, 1990

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

Mark S. Hickey Date: 3/22/90

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

This Fiscal Note reflects estimated preconstruction costs for project development. The first three years would involve location and environmental clearance for the entire 550 miles of new road construction. The subsequent three years would involve geological work, survey, design, right-of-way acquisition and advertising for construction of an initial segment (i.e. Dalton Highway to Bettles).

Barring a concentrated effort to construct the entire route, such as was done for the Dalton Highway, construction would most realistically be undertaken as several projects spread over several years. Based on an estimated cost of $750,000 per mile for a facility to satisfy AASHTO (American Association of State Highway and Transportation Officials) standards, construction of the entire route would cost $415 million. If the facility were built to lesser standards it would cost as little as $500,000 per mile for a total of $275 million.

Assuming a season of use and level of service comparable to that of the Dalton Highway it would cost an estimated $64 million to construct nine maintenance camps and purchase equipment. Annual maintenance thereafter would cost an estimated $11.5 million per year. Summer maintenance only would reduce the initial and ongoing maintenance costs substantially. All figures are in 1990 dollars.

STATE OF ALASKA
1990 LEGISLATIVE SESSION

BILL VERSION: SB 491
PUBLISH DATE: _____

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: An act providing for the design and constructiion of a Trans-Alaska Highway
Sponsor: Coghill, Frank
Requestor: _____

Agency Affected: Fish and Game
BRU: Habitat
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	291.0	97.4	259.2	259.2	259.2	324.0
TRAVEL	30.0	20.0	50.0	50.0	50.0	50.0
CONTRACTUAL	30.0	5.0	10.0	10.0	10.0	20.0
SUPPLIES	12.8	5.0	10.0	10.0	10.0	20.0
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	363.8	127.4	329.2	329.2	329.2	414.0
CAPITAL						
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME	4	1.5	4	4	4	5
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

No impact on FY 90 budget

Frank Rue

Prepared by: Frank Rue, Director
Division: Habitat
Phone: 465-4105
Date: _____

Approved by Commissioner: _____
Agency: Fish and Game
Date: 2 28 90

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

page ____ of ____

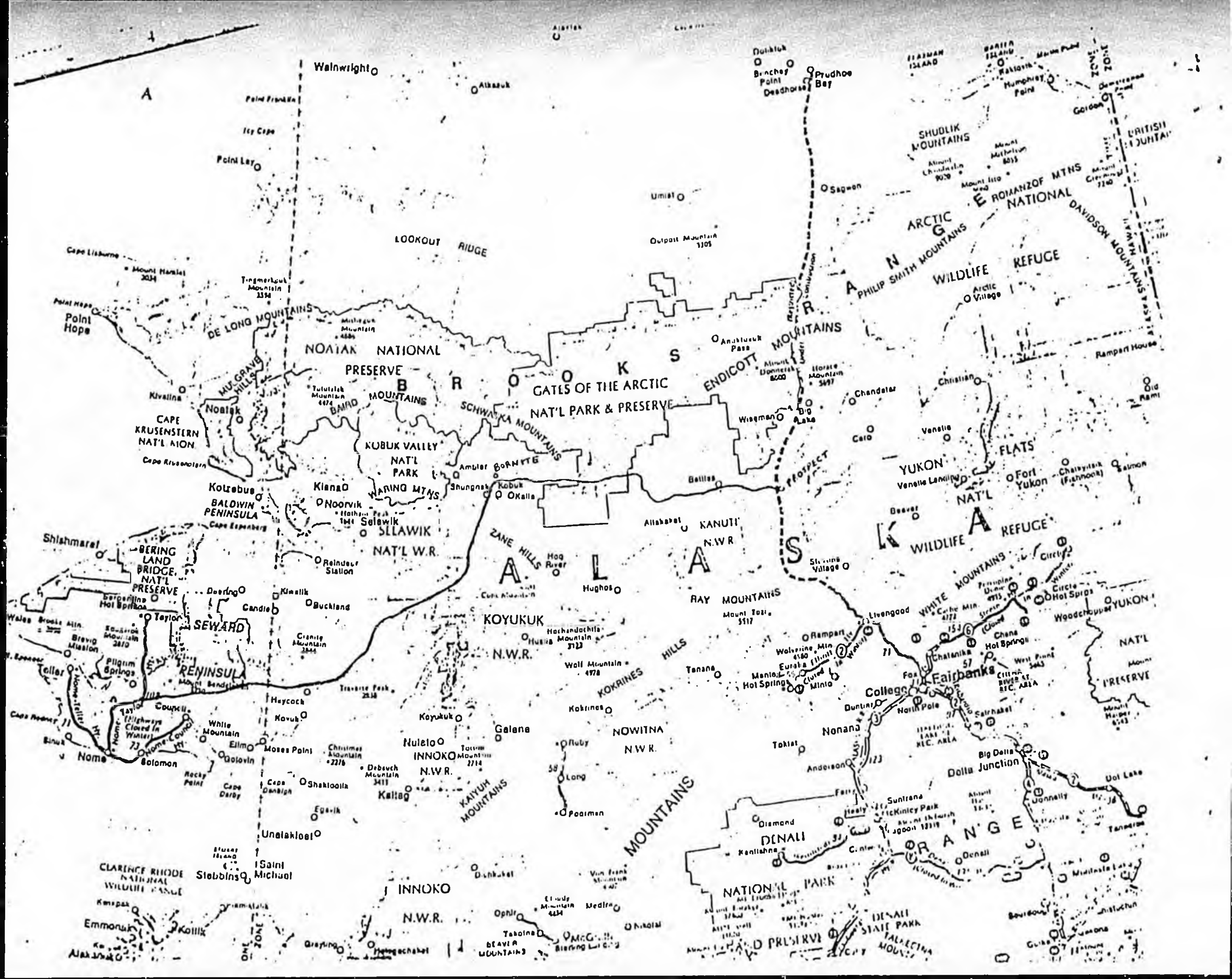
Fish + Game - Fiscal note

Transalska Highway
Land Status Estimates

	Native Land	State Land	Federal Land	NWR/NPS
Road Prospect to Nome	13.2%	24.9%	39.5%**	22.4%

**includes 7% State selected lands

MAP and. land status estimates


Wainwright
Prudhoe Bay
Deadhorse
Point Lay
Sagwon
Umiat
LOOKOUT RIDGE
Cape Lisburne
Point Hope
DE LONG MOUNTAINS
NOATAK NATIONAL PRESERVE
BROOKS RANGE
GATES OF THE ARCTIC NAT'L PARK & PRESERVE
ENDICOTT MOUNTAINS
SHUBLIK MOUNTAINS
ROMANZOF MTNS
ARCTIC NATIONAL WILDLIFE REFUGE
PHILIP SMITH MOUNTAINS
DAVIDSON MOUNTAINS
Arctic Village
Rampart House
Kivalina
Noatak
CAPE KRUSENSTERN NAT'L MON
BAIRD MOUNTAINS
SCHWATKA MOUNTAINS
KOBUK VALLEY NAT'L PARK
WARING MTNS
Ambler
Shungnak
Kobuk
Kiana
Noorvik
Selawik
SELAWIK NAT'L W.R.
Kotzebue
BALDWIN PENINSULA
Shishmaref
BERING LAND BRIDGE NAT'L PRESERVE
Deering
Candle
Buckland
Kiwalik
Reindeer Station
SEWARD PENINSULA
Teller
Nome
Solomon
Council
White Mountain
Elim
Golovin
Moses Point
Koyuk
Haycock
Shaktoolik
Unalakleet
Saint Michael
Stebbins
CLARENCE RHODE NATIONAL WILDLIFE RANGE
Emmonak
Kotlik
Wiseman
Bettles
Chandalar
Coldfoot
Christian
Venetie
YUKON FLATS NAT'L WILDLIFE REFUGE
Fort Yukon
Beaver
KANUTI N.W.R.
Allakaket
Hughes
ZANE HILLS
Hog River
ALASKA
KOYUKUK N.W.R.
Huslia
RAY MOUNTAINS
Stevens Village
Livengood
WHITE MOUNTAINS
Circle
Circle Hot Springs
Woodchopper
YUKON NAT'L PRESERVE
Rampart
Tanana
Manley Hot Springs
Minto
KOKRINES HILLS
Kokrines
NOWITNA N.W.R.
Ruby
Long
Poorman
Galena
Koyukuk
Nulato
INNOKO N.W.R.
Kaltag
KAIYUH MOUNTAINS
MOUNTAINS
Fairbanks
College
North Pole
Chatanika
Chena Hot Springs
Salchaket
Nenana
Tolovana
Anderson
Delta Junction
Big Delta
Donnelly
Healy
McKinley Park
Diamond
DENALI NATIONAL PARK AND PRESERVE
Kantishna
RANGE
INNOKO N.W.R.
Ophir
Takotna
McGrath
Nikolai
Medfra
DENALI STATE PARK
Tanacross

STATE OF ALASKA

OFFICE OF THE GOVERNOR

BILL ANALYSIS

DEPARTMENT	DIVISION	BILL NUMBER	SPONSOR
Fish and Game	Habitat	SB 491	Frank, Coghill

SHORT TITLE OF BILL

An act providing for the design and construction of a Trans-Alaska Highway.

DEPARTMENT POSITION

Neutral with amendment

PREPARED BY	DATE	COMMISSIONER'S SIGNATURE	DATE
Frank Rue, Director	2-27		2 2890

SUMMARY

OTHER AGENCIES AFFECTED BY BILL	CONSTITUENT GROUP(S) AFFECTED BY BILL
Dept. of Natural Resources Dept. of Environmental Conservation Dept. of Transportation/Public Facilities	All users of state land
ORGANIZATIONAL SUPPORT FOR BILL	**ORGANIZATIONAL OPPOSITION TO BILL**
Bettles residents Minerals Industry	Kobuk and Koyukuk Village Residents, NANA, Mauneluk

FISCAL IMPACT: ☐ NONE ☒ FISCAL NOTE ATTACHED

BACKGROUND/LEGISLATIVE INTENT SB 491 authorizes construction of a highway from Prospect c the Dalton Highway through Bettles westward to Bornite and then to Nome. Thi measure directs DOT/PF to prepare the initial road design.

ANALYSIS OF BILL/PROGRAM EFFECTS This measure requires DOT/PF to design and construct a road frc Prospect to Nome. The route traverses the western flank of the Brooks Range ar would open rural Interior and Western Alaska to the existing urban populatic centers. Construction of the road would significantly increase non-local fishinc trapping, and hunting in rural Alaska and would generate potential resourc management and allocation conflicts, particularly in regard to Alaska' subsistence use priority. The route crosses numerous major rivers and tributar streams containing resident and anadromous fish species. Numerous strea crossings will require site-specific development of cross drainage structure (e.g., culverts, bridges) to protect fisheries habitat and provide free fis passage. Material and water sources will also need to be identified. Meetinc in the early 1980s concerning the Interior and the Western and Arctic Alask transportation studies (ITS and WAATS) identified a broad range of issues ar concerns among Alaska residents, particularly the economic, social, ar environmental impacts of opening the region to surface transportation.

AMENDMENTS PROPOSED

The bill should be amended to require DOT/PF to conduct a interagency/public evaluation of the environmental, social, and economic impact of the road prior to final authorization, road design and construction. Th: evaluation should include an analysis of (1) potential impacts upon wildlif fish, and their habitat; (2) fish and wildlife management considerations includir fiscal and personnel requirements; (3) effects on subsistence use patterns; (4 local lifestyles and socioeconomic factors; and (5) road alignment and mitigati measures which could be used to avoid or minimize negative impacts and enhance

PLEASE ATTACH A SEPARATE SHEET FOR ADDITIONAL COMMENTS OR ANALYSIS

Fish & Game - Bill analysis

Continuation of bill Analysis for SB 491

Analysis of Bill/Program Effects

Residents of the lower Koyukuk River drainage (primarily Allakaket/Alatna, Hughes, and Huslia) signed a petition in 1980 objecting to construction of year-round access. Approximately 40 Bettles/Evansville residents signed a petition supporting road construction. In 1981 Mauneluk Association stated that the WAAT's recommended road connection to interior Alaska was unacceptable to the NANA region. The paramount concern is the effect road access would have on local lifestyle, subsistence, and fish and wildlife resource allocation.

A portion of this route passes through the Gates of the Arctic Park and Preserve. While ANILCA authorized an overland transportation route from the Ambler Mining District to the Dalton Highway, it mandated that the process of approving a right-of-way involve an analysis by the Secretaries of Interior and Transportation.

> The environmental and social and economic impact of the right-of-way including impact upon wildlife, fish, and their habitat, and rural and traditional lifestyles including subsistence activities, and measures which should be instituted to avoid or minimize negative impacts and enhance positive impacts ANILCA Section 201(4) (d) (ii)

Amendments Proposed

positive impacts. An analysis of alternative transportation modes and routes should also be considered. The final decision should ensure that state, regional, and private interests are protected.

An appropriation should be redirected to fund state resource agency participation in the environmental, social, and economic evaluation. Adequate funding should also be identified for ADF&G to conduct baseline subsistence use studies and field surveys necessary for constructive input to the design and construction of the road system (e.g., culverts, bridges, material and water sources, road alignment). If final construction is authorized after completion of the required evaluation, an amended appropriation should be prepared fully funding the identified mitigative measures and increased agency staffing requirements (e.g., ADF&G biologists, Fish and Wildlife Protection officers).

Transportation Studies

Information Interior
Alaska National Interest Lands Conservation Act
As Amended Sec 201, 4b, c, d, e

and scenic beauty of the mountains, forelands, rivers, lakes, and other natural features; to provide continued opportunities, including reasonable access, for mountain climbing, mountaineering, and other wilderness recreational activities; and to protect habitat for and the populations of, fish and wildlife, including, but not limited to, caribou, grizzly bears, Dall sheep, moose, wolves, and raptorial birds. Subsistence uses by local residents shall be permitted in the park, where such uses are traditional, in accordance with the provisions of title VIII.

Post, p. 2422.

(b) Congress finds that there is a need for access for surface transportation purposes across the Western (Kobuk River) unit of the Gates of the Arctic National Preserve (from the Ambler Mining District to the Alaska Pipeline Haul Road) and the Secretary shall permit such access in accordance with the provisions of this subsection.

(c) Upon the filing of an application pursuant to section 1104 (b), and (c) of this Act for a right-of-way across the Western (Kobuk River) unit of the preserve, including the Kobuk Wild and Scenic River, the Secretary shall give notice in the Federal Register of a thirty-day period for other applicants to apply for access.

Publication in Federal Register.

(d) The Secretary and the Secretary of Transportation shall jointly prepare an environmental and economic analysis solely for the purpose of determining the most desirable route for the right-of-way and terms and conditions which may be required for the issuance of that right-of-way. This analysis shall be completed within one year and the draft thereof within nine months of the receipt of the application and shall be prepared in lieu of an environmental impact statement which would otherwise be required under section 102(2)(C) of the National Environmental Policy Act. Such analysis shall be deemed to satisfy all requirements of that Act and shall not be subject to judicial review. Such environmental and economic analysis shall be prepared in accordance with the procedural requirements of section 1104(e). The Secretaries in preparing the analysis shall consider the following—

Environmental and economic analysis.

42 USC 4332.

Post, p. 2459.

(i) Alternative routes including the consideration of economically feasible and prudent alternative routes across the preserve which would result in fewer or less severe adverse impacts upon the preserve.

(ii) The environmental and social and economic impact of the right-of-way including impact upon wildlife, fish, and their habitat, and rural and traditional lifestyles including subsistence activities, and measures which should be instituted to avoid or minimize negative impacts and enhance positive impacts.

(e) Within 60 days of the completion of the environmental and economic analysis, the Secretaries shall jointly agree upon a route for issuance of the right-of-way across the preserve. Such right-of-way shall be issued in accordance with the provisions of section 1107 of this Act.

(5) Kenai Fjords National Park, containing approximately five hundred and sixty-seven thousand acres of public lands, as generally depicted on map numbered KEFJ-90,007, and dated October 1978. The park shall be managed for the following purposes, among others: To maintain unimpaired the scenic and environmental integrity of the Harding Icefield, its outflowing glaciers, and coastal fjords and islands in their natural state; and

Kenai Fjords National Park.

ANILCA Sec. 201-4(b)(c)(d)(e)

We propose the construction of a pioneer access type road at this time. That strategy is affordable. This means that State funding must be made available for the project exclusively. Any mixing of Federal and State funds would increase the cost from an estimated $200,000 per mile (State funding) up to $1,000,000 per mile in case Federal funds were used. The road could be upgraded thereafter as need arises. Estimated costs, using State funding, would be about $40,000,000 for completion to Bornite.

Why build a road from the Dalton to Bornite?

1. The resources in the Bornite area will be attractive in the world market in the next 10 to 20 year period. It is estimated that the mineral value at Bornite is at least 16 billion dollars at today's market prices.
2. The State government is affable to a partnership between government and private industry as was the case at the Red Dog Mine.
3. The tourist industry will take advantage of an opportunity to offer all Americans a real Alaskan wilderness experience.
4. It will reduce unsubsidized transportation costs to the people residing in Interior and Western Alaska.
5. It will allow intensive prospecting in areas now regarded as inaccessible.
6. It will enhance resource management and fire control.
7. Severance taxes paid to the State by industry will repay the cost of the road several times over.

Alaska has not extended its highway system since statehood was granted except for the Parks and Dalton. There will never be base mineral production in the Interior or Western Alaska until practical means of surface communication and transportation are established. It seems, therefore, that the State would be well advised to take early action on this project if indeed it is really interested in economic development. We believe that this road will encourage the formation of a marketing infrastructure preparatory to movement of resources by road or even rail in the foreseeable future.

1.4 RS 2477

The ROW act commonly referred to as RS 2477 was passed in 1866 and clearly provides the State of Alaska with an instrument of title for all roads and trails meeting the criteria of this act. The act was extinguished on October 21, 1976 and roads and trails constructed after that time do not carry the authority of RS 2477.

Recent agreement between the State of Alaska and Federal Government has confirmed the validity of RS 2477. Now that all agree, it is time to take the next step of testing historical roads and trails throughout the State to establish the rights of access to our citizens and afford protection to property owners having trails that do not meet the test for RS 2477.

We urge the Legislature to provide funding to systematically identify and document those roads and trails having rights-of-way stemming from RS 2477.

exercise more strict control over an increasing number of visitors, the Park Service should try to disperse visitors over a larger area of the park.

This would require building roads and visitor facilities in different areas of the park, something the Park Service has been loathe to do. The park and preserve total 6 million acres, but the Park Service seems intent on restricting visitors to a single crowded corridor.

The long-proposed Kantishna road is the obvious solution to the transportation bottleneck. This east-west road, beginning at Healy would connect with the existing park road at Wonder Lake and provide a loop route through the park.

Denali National Park is the crown jewel of Alaska. Its mountains and its scenery are among the most spectacular in the world. Visitors who come to Alaska and residents alike are ill-served by a park administration that tries to restrict opportunities to see it. Rather, the Park Service should plan to accommodate the visitors--to see, in effect, that they get their money's worth.

With an extension of the roads through the park, development of a second visitor center, and improvement of facilities at the existing center. Denali National Park would be able to accommodate more visitors and offer them more to see. This is the path the Park Service should take.

This project will provide immediate economic returns to the State, improve our image as a host and shift the cost of providing facilities to a willing private sector. We urge the State to build this project.

1.3.3 Trans-Alaska Highway

For many years the Greater Fairbanks Chamber of Commerce has advocated a highway connection between a point on the Dalton Highway and Nome. Recent public statements made by our Governor concerning the need for economic development, and his invitation to submit to him proposals for long-range planning and development, encourages us to conclude that now is the time to resume work on this very important project.

As our Governor has pointed out, Alaska is a storehouse of natural resources for which we must find a market. The area along the corridor has been surveyed for minerals and was found to include gold, silver, copper, lead, zinc, uranium, thorium, cobalt to name a few. But to develop and produce those resources requires access.

Congress had the foresight to provide for an east-west corridor, in which a highway could be built, in the ANILCA legislation; however, the State must make application to build a road under the rules that apply. We think that the right-of-way acquisition may take as long as five years; construction about ten years, or about 20 miles per year. Problems we foresee are opposition from special interest groups and some governmental entities. Such problems will have to overcome during the application process.

The council's authority is limited to making recommendations. A federal or state agency that does not accept a recommendation must inform the council in writing of the reasons for its action.

2.4 IMPLEMENTATION

2.4.1 INTRODUCTION

Prior approval is needed before the commencement of many transportation-related activities in order to ensure protection of the environment, compatibility with land use designations, and continuation of traditional lifestyles. This section will describe access provisions for Alaska National Interest Lands as set forth by the Alaska National Interest Lands Conservation Act of 1980 (ANILCA). Various permitting processes will also be described. At the end of this section is a matrix of key state and federal permits that may be necessary in the course of transportation-related activities.

2.4.2 ANILCA PROVISIONS AND PROCEDURES

2.4.2.1 GENERAL ACCESS

In addition to setting aside and classifying various national conservation units, ANILCA set forth various general access provisions for these units, and these provisions are summarized in Table 2.4-1.

2.4.2.2 TRANSPORTATION AND UTILITY SYSTEMS ACCESS

Title XI of ANILCA seeks to "minimize the adverse impacts of siting transportation and utility systems within units established or expanded by the Act and insure the effectiveness of the decision-making process." To accomplish this goal "a single comprehensive statutory authority for the approval or disapproval of applications for such systems is provided for in the act." These processes are summarized in Table 2.4-2.

The federal government has approved a uniform consolidated application form (SF 299) for use in applying for federal approval of transportation or utility systems in the State of Alaska if any portion is within a federal conservation unit, national

TABLE 2.4-1

SUMMARY OF ACCESS PROVISIONS OF ALASKA NATIONAL INTEREST LANDS IN THE STUDY AREA

NATIONAL INTEREST LAND UNITS AFFECTED	ACCESS CONDITIONS
All conservation units	- The Secretary of the Interior shall ensure that rural residents shall have reasonable access to subsistence resources on public lands and shall permit for subsistence purposes the use of snowmobiles, motorboats, and other means of traditional surface transportation. - The Secretary of the Interior shall assure adequate and feasible access for the state, or private landowner who owns land effectively surrounded by one or more national conservation areas. - The Secretary of the Interior shall permit temporary access by the state or private landowner across a national conservation unit to its land for purposes of survey, geophysical, exploratory, or other temporary uses. - Reasonable access to, and operation of, existing air and water navigation aids, communications sites and related facilities and existing facilities for weather, climate, and fisheries research and monitoring shall be permitted. Establishment of new facilities (as above) is likely to be permitted. Such requests are generally subject to disapproval and/or reasonable regulation to protect the purposes and resource values for which a conservation unit was established.
NATIONAL PARK SYSTEM All parks and preserves	- Continued opportunities, including reasonable access for mountaineering and other wilderness recreational activities. - Subsistences uses by local residents shall be permitted where such uses are traditional. However, such uses by local rural residents are not authorized in the same manner for all parks and preserves. - Use of public lands for campsites, cabins, motorized vehicles, and fixed wing aircraft landings on existing airstrips to exercise valid commercial rights or privileges cannot be unreasonably restricted. The continuation of commercial activities which were established prior to Jan. 1, 1979, is provided for only if those activities are consistent with the purposes for which the individual Parks and Preserves were established. Any commercial activity which does continue is subject to reasonable regulation and the provisions of the Concessions Policy Act of 1965.

TABLE 2.4-1 (Cont.)

Gates of the Arctic National Park and Preserve	- A need exists for access from the Ambler mining district to the Haul Road, and the Secretary of the Interior shall permit access. However, congress recognized a need for a transportation right-of-way across only the Kobuk unit of the preserve. Any such right-of-way would be subject to such terms and conditions necessary to protect resource values.
Yukon-Charley Rivers National Preserve	- Aircraft permitted to continue to land at sites in the Upper Charley River watershed except when and where to do so would be inconsistent with the purposes of the preserve.
Denali National Park and Preserve	- Subsistence uses by local residents shall be permitted in the additions to the park where such uses are traditional. - Alaska Railroad right-of-way shall be subject to laws and regulations applicable to the protection of fish and wildlife and other park values.
NATIONAL WILDLIFE REFUGE SYSTEM All refuges	- The opportunity for continued subsistence uses by local residents shall be provided. - Use of public lands for campsites, cabins, motorized vehicles, and aircraft landings on existing airstrips to exercise valid commercial right of privileges cannot be unreasonably restricted. - The Secretary of the Interior shall identify and describe present and potential requirements for access before developing the required comprehensive conservation plan for each refuge.
Tetlin National Wildlife Refuge	- Opportunities for interpretation and environmental education to be provided.
BUREAU OF LAND MANAGEMENT SYSTEM White Mountains National Recreation Area; Steese National Conservation Area	- Reasonable access shall be granted to an unperfected mining claim for purposes of making a valid discovery of mineral until September 30, 1982.

Source: United States Congress, Ninety-sixth Congress, "Alaska National Lands Conservation Act (ANILCA)," Public Law 96- 487, December 2, 1980.

TABLE 2.4-2

PROCEDURES FOR OBTAINING ACCESS FOR TRANSPORTATION AND UTILITY SYSTEMS ACROSS OR INTO ALASKA NATIONAL INTEREST LANDS

Area Type	Task	Time Allowed for Task	Description
General	1.	-	Consolidated application form submitted to all appropriate federal agencies.
	2.	60 days	Response by each agency to applicant whether or not information contained in the application is adequate.
	3.	9 months from filing of application	Preparation of draft Environmental Impact Statement (EIS) prepared by lead agency.
	4.	1 year from filing of application.	Completion of final EIS.

Nonwilderness or Applicable Law			Wilderness or Nonapplicable Law		
Task	Time Allowed	Description	Task	Time Allowed	Description
5.	4 months from time final EIS is published.	Each federal agency shall make a decision to approve or disapprove authorization for the proposed transportation or utility system. If all agencies approve - SYSTEM APPROVED. If one or more agencies disapprove and the applicant appeals the decision.....	5.	4 months from time final EIS is published.	Each federal agency shall notify the President of its tentative approval or disapproval of a proposed transportation or utili system.
6.	4 months from receipt of appeal	.... President decides whether to approve or deny the application. If President denies - SYSTEM DENIED. If President approves - SYSTEM APPROVED.	6.	4 months after receiving all notification.	President decides whether or not the application should be appro if President denies - SYSTEM DEN If President recommends approval recommendation forwarded to Cong
			7.	120 days after start of next session of Congress	Congress approves or denies presidential recommendation for approval. If it approves - SYSTE APPROVED. If it denies - SYSTEM DENIED.

Source: United States Congress, Ninety-sixth Congress, "Alaska National Interest Lands Conservation Act (ANILCA)," Public Law 96-487, December 2, 1980

recreation area, or national conservation area. Although it has not been used to date, it does provide a simplified "one window" form for transportation access. The notice pertaining to its use was published in the Federal Register on June 3, 1981, page 29752. Special provisions govern the decision-making process for access across the Gates of the Arctic National Preserve from the Ambler Mining District to the Dalton Highway.

2.4.2.3 AMBLER MINING DISTRICT TO HAUL ROAD

An exception to the two processes summarized in Table 2.4-2 is the area from the Ambler Mining District to the Dalton Highway (North Slope Haul Road). This process is summarized in Table 2.4-3. Title II, Section 201(4)b of the act specifically states that "Congress finds that there is a need for access for surface transportation purposes across the Western (Kobuk River) unit of the Gates of the Arctic National Preserve...and the Secretary [of the Interior] shall permit such access in accordance" with the following provisions:

The applicant files an application for right-of-way across this unit of the preserve (including the Kobuk Wild and Scenic River) in the same fashion as if he were applying for access on other federal conservation units in Alaska. However, there will be notice in the Federal Register of a 30-day period to allow other applicants to apply for access. The Secretaries of Interior and Transportation will

> jointly prepare an environmental and economic analysis solely for the purpose of determining the most desirable route for the right-of-way and terms and conditions which may be required for the issuance of the right-of-way.

This analysis is "in lieu of an environmental impact statement which would otherwise be required under Section 102(2) of the National Environmental Policy Act," and is "deemed to satisfy all requirements of that Act..."

The Secretaries will agree on a route for issuance of a right-of-way across the preserve within sixty days after completion of the analysis.

Two important elements emerge from these special provisions governing access for transportation across Gates of the Arctic National Preserve. The first element is that access for transportation or utility systems seems to be guaranteed, unlike access through other national areas outlined in the act.

TABLE 2.4-3

AMBLER MINING DISTRICT TO DALTON HIGHWAY

(Gates of the Arctic National Park and Preserve)

Task	Time Allowed for Task	Description
1.	-	Consolidated application form submitted to all appropriate federal agencies.
2.	30 days from submittal	Other applicants may apply for access.
3.	9 months from filing of application	Joint preparation of draft environmental and economic analysis by the Secretary of the Interior and the Secretary of Transportation.
4.	1 year from filing of application	Completion of environmental and economic analysis.
5.	60 days from completion of analysis	Secretaries of Interior and Transportation shall jointly agree upon a route for issuance of the right-of-way.

Source: United States Congress, Ninety-sixth Congress, "Alaska National Interest Lands Conservation Act (ANILCA)," Pulbic Law 96-487, December 2, 1980.

The economic and environmental "analysis" (as opposed to an Environmental Impact Statement for other areas) is conducted not to determine whether or not to approve access, but rather solely for "determining the most desirable route for the right-of-way" and appropriate conditions for its issuance. The second key element is the awareness of economic dictates with regard to siting the route.

2.3.3 PERMITS

Many activities involving transportation require the issuance of one or more permits. These can be any combination of state, federal, or local permits depending upon the type of activity involved and the areas of jurisdiction for various agencies. A list of key permits that may influence transportation planning is listed at the end of this section. Permits serve to enforce various regulations promulgated by different agencies in order to avoid or minimize adverse environmental, social, economic, fish and wildlife impacts. Additionally, permits are required to ensure consistency with local, state and federal plans.

Identifying the necessary permits is a key element in the permit process. Which permits may be necessary for a proposed project can be ascertained by: (1) consulting the Directory of Permits prepared by the Alaska Department of Environmental Conservation (DEC), (2) contacting the Federal Information Center in Anchorage (concerning federal permits), (3) filing a Master Application with an Alaska Permit Information Center, or (4) contacting one of the three Alaska Permit Information Centers.

The Permit Information Centers, which are in the Department of Environmental Conservation, are located in Fairbanks, Anchorage, and Juneau. In addition to identifying needed permits, these centers can arrange a pre-application conference attended by the applicant and a representative of those agencies having jurisdiction over the project. The applicant can present his plans and, in turn, receive comments on the project as well as information on the required permits and any possible accompanying stipulations and conditions.

The process of applying for permits can be divided into three distinct categories: state and local permits, federal permits involving the U.S. Army Corps of Engineers, and federal permits not involving the Corps.

HIGHWAY USERS FEDERATION OF ALASKA

P.O. BOX 92665 ANCHORAGE, ALASKA 99509-2665

The Highway Users Federation of Alaska has identified numerous areas that, if addressed, will result in a better highway and transportation system.

Important Transportation Issues

- Dedicated transportation fund legislation.
- Creation of a transportation commission.
- Long-range rural and urban transportation planning which addresses all issues.
- Coordination of Municipalities to provide input to rural resource or tourism access road planning.
- Efficiency of implementing agencies and coordination with other agencies.
- Promote use of new technology, value engineering and new ideas.

Access Roads*

  - Copper River Highway and Whittier Access Road for reasonable Prince William Sound access.
  - Bradfield Canal Road for Canadian and resource access.

- Seatbelt legislation.
- Commercial driver's license legislation.
- Input to Federal offices concerning the future of the highway trust fund.
- Reasonable wetlands and clean air regulations.

If you have comments or would like additional information, please contact Dennis Nottingham, Chairman, (907) 561-1011.

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* Nearly 80% of Alaskan voters recently polled want more rural road access.

Hwy Users Survey & R.O.A.D. Ass.

"...the state has reached the point where it needs to seriously grapple with re-prioritizing spending for the many programs and services which have been created or expanded since the windfall of oil profits began flowing from the trans- Alaskan Pipeline in 1977.

...In the decade which followed the pipeline's construction, state spending exceeded $40 billion. At the same time, the new influx of oil money rapidly displaced the former importance of many of Alaska's pre- pipeline days industries. ...a number of business activities, those which had previously helped to create diversity in the state's economy, being excluded or relegated to the sidelines throughout most of the 1980s.

...Had the rest of the transportation infrastructure envisioned by the ...planners nearly 50 years ago been built, it is a certainty that Alaska's economic prosperity of the Railbelt Region vs. the economic stagnation of much of rural Alaska tends to make this point self-evident: The State's economy would now be much more diversified and prosperous.

...Rather than going down with a sinking ship, the time has come to wisely invest in capital spending projects which make sense for Alaska's future. ...a fully integrated statewide transportation system is the key to both the defense of the region and its economic prosperity."

David Ott in "The Anchorage Times" February 4, 1990

The Alaska R.O.A.D. Association finds that certain changes are essential for Alaska's transportation needs and development.

We Support:

1) Creation of a Transportation super-commission to provide long-term direction and oversight to the DOT&PF. This Group would be able to coordinate the operations of airports, roads, ferrys, trains and ports. It could direct with a longer view than is currently possible.

2) Dedication of highway user taxes to maintenance and operations of highways.

3) The return of income earned by the Marine Highway System to the Marine Highway budget.

4) The need to assert immediately on any and all RS2477 roads and trails so that these historic rights-of-way are not extinguished and can become part of the much needed infrastructure.

5) Changes in the Federal law allowing participation of less than FHWA standard roads as appropriate for Alaskan conditions.

6) Opening of the Dalton Highway to regular traffic.

ALASKA R.O.A.D. ASSOCIATION

P.O. BOX 535

CORDOVA, ALASKA 99574-0535

FAX: (907) 424-5755

ALASKA ROAD OPPORTUNITIES FOR ACCESS & DEVELOPMENT ASSOCIATION

The Alaska R.O.A.D. Association is a non-profit corporation whose purpose is to promote the environmentally sound and economically feasible construction of new roads in Alaska. We believe that by expanding our network of highways we will be building the foundation for future economic growth.

1) *New roads will provide new opportunities for tourism*

2) *New roads will provide access to resource development*

3) *New Roads will provide access for disaster response*

4) *New roads will provide access for electric interties*

5) *New roads will increase social interaction*

6) *New roads will provide new jobs*

7) *New roads will provide for the common defense*

OFFICE OF THE PRESIDENT

MEMBER

TENTH ALASKA LEGISLATURE
ELEVENTH ALASKA LEGISLATURE
TWELFTH ALASKA LEGISLATURE
THIRTEENTH ALASKA LEGISLATURE
FOURTEENTH ALASKA LEGISLATURE
FIFTEENTH ALASKA LEGISLATURE
SIXTEENTH ALASKA LEGISLATURE

SENATOR TIM KELLY

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

MEMORANDUM

TO: ALL LEGISLATORS

FROM: SEN. TIM KELLY TK

re: Constructing New Highways Survey and "ROADS" Reception

Attached you will find a survey conducted last fall regarding Alaskans' feelings about constructing new roads within the state. I'm certain you will see that the public does view new roads as a state priority.

I would also like to remind you of the reception this evening by the ROADS Committee and encourage you to attend. It is from 5:30 - 7:30 pm this evening in the Tredwell Room at the Baranof.

"New road construction" Survey

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%	Anchorage + or - 7.6%	Fairbanks Area + or - 13.6%	Cordova + or - 8.0%	Glennallen Area + or - 9.6%	COL %
REGISTERED TO VOTE:						
Yes	84.9%	81.1%	75.0%	80.5%	90.4%	80.8%
No	15.1%	18.9%	25.0%	19.5%	9.6%	19.2%
PARTY AFFILIATION:						
Democrat	18.7%	29.5%	21.2%	29.0%	16.5%	25.6%
Republican	28.3%	27.1%	25.7%	16.1%	31.8%	27.0%
Libertarian	2.0%	2.7%	4.1%	1.1%		2.8%
Independent	51.0%	40.7%	49.1%	53.8%	51.7%	44.5%
TEND TO VOTE:						
Totally Republican	17.5%	13.7%	8.8%	11.1%	18.4%	13.5%
More Republicans than Democrat	7.6%	25.5%	19.4%	19.1%	27.4%	20.7%
More Democrats than Republicans	8.9%	15.2%	24.9%	20.0%	6.8%	15.4%
Totally Democratic	13.3%	11.8%	2.5%	10.8%	10.9%	10.3%
Independent/the Person	54.7%	33.7%	44.5%	39.0%	36.5%	40.0%
VOTED IN 1986 GUBERNATORIAL ELECTION?						
Yes	73.4%	62.6%	54.6%	64.5%	71.1%	63.3%
No	26.6%	37.4%	45.4%	35.5%	28.9%	36.7%
VOTED IN 1988 STATE ELECTION?						
Yes	72.6%	70.7%	56.2%	66.1%	73.4%	68.3%
No	27.4%	29.3%	43.8%	33.9%	26.6%	31.7%
STATE ELECTION VOTING BEHAVIOR:						
1986 Only	6.6%	2.0%	1.5%	5.8%	6.5%	2.9%
1988 Only	5.8%	10.0%	3.2%	7.3%	8.8%	7.8%
Both 1986 and 1988	66.8%	60.7%	53.1%	58.7%	64.6%	60.5%
Neither	20.9%	27.4%	42.2%	28.1%	20.1%	28.8%
TOTAL ROW PERCENT	20.1%	59.6%	19.0%	.6%	.7%	100.0%

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 COL %
	Valdez-Kenai-MatSu + or - 13.5%	Anchorage + or - 7.6%	Fairbanks Area + or - 13.6%	Cordova + or - 8.0%	Glennallen Area + or - 9.6%	
STATE BUILDING NEW HIGHWAYS:						
Favor	72.7%	79.7%	78.0%	72.9%	75.5%	77.9%
Oppose	27.3%	17.3%	18.0%	19.2%	17.2%	19.4%
Don't Know/Undecided		3.0%	4.0%	7.8%	7.4%	2.6%
STATE BUILDING HIGHWAY TO WHITTIER:						
Favor	47.9%	58.4%	48.4%	61.7%	58.4%	53.2%
Oppose	35.0%	37.4%	26.6%	23.2%	23.2%	34.7%
Don't Know/Undecided	17.1%	6.1%	25.0%	15.1%	18.4%	12.1%
RECREATIONAL DEVELOPMENT OF PRINCE WILLIAM SOUND:						
Favor	84.9%	82.8%	71.0%	73.3%	80.0%	80.9%
Oppose	13.6%	14.6%	21.7%	20.5%	15.7%	15.8%
Don't Know/Undecided	1.5%	2.6%	7.3%	6.2%	4.3%	3.3%
STATE COMPLETING THE COPPER RIVER HIGHWAY:						
Favor	64.5%	71.5%	68.4%	55.2%	81.2%	69.5%
Oppose	21.0%	20.1%	22.9%	41.6%	15.7%	20.9%
Don't Know/Undecided	14.4%	8.5%	8.7%	3.2%	3.1%	9.7%
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%	25.6%	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%	9.5%	6.0%	14.2%
30-34	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%	25.3%	20.2%	25.1%	19.7%
50 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%

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 COL %
	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%	
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%	60.5%
Oppose	42.2%	39.9%	35.5%	27.3%	28.4%	39.5%
RECREATIONAL DEVELOPMENT OF PRINCE WILLIAM SOUND:						
Favor	86.2%	85.0%	76.6%	78.1%	83.6%	83.7%
Oppose	13.8%	15.0%	23.4%	21.9%	16.4%	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%	25.6%	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%
30-34	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%	25.3%	20.2%	25.1%	19.7%
50 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%

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 COL %
	Valdez-Kenai-MatSu + or - 13.5%	Anchorage + or - 7.6%	Fairbanks Area + or - 13.6%	Cordova + or - 8.0%	Glenn-allen Area + or - 9.6%	
NUMBER OF CHILDREN:						
None	39.7%	56.0%	45.0%	49.0%	51.1%	50.6%
One	29.4%	15.7%	24.5%	16.5%	12.4%	20.1%
Two	15.8%	19.2%	18.7%	23.2%	24.7%	18.5%
Three or More	15.1%	9.1%	11.8%	11.2%	11.8%	10.8%
MARITAL STATUS:						
Married	79.2%	63.3%	55.8%	67.8%	71.2%	65.1%
Separated	1.5%	.5%		2.7%		.6%
Divorced	9.3%	10.8%	21.8%	7.4%	6.0%	12.5%
Widowed	3.0%	4.1%	2.5%	6.4%	5.6%	3.6%
Live Other Adult	1.5%	14.0%	13.5%	8.7%	7.6%	11.3%
Live Alone	5.6%	7.4%	6.5%	7.0%	9.6%	6.9%
GENDER OF RESPONDENT:						
Male	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Female	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
MARITAL STATUS BY GENDER:						
Married Males	39.6%	31.6%	27.9%	33.9%	35.6%	32.6%
Married Females	39.6%	31.6%	27.9%	33.9%	35.6%	32.6%
Single Males	10.4%	18.4%	22.1%	16.1%	14.4%	17.4%
Single Females	10.4%	18.4%	22.1%	16.1%	14.4%	17.4%
FAMILY STATUS:						
Young Single	1.5%	14.8%	9.7%	8.5%	5.6%	11.1%
Adult Single	8.5%	12.1%	14.4%	14.9%	15.6%	11.8%
Single Parent	10.7%	9.8%	20.2%	8.8%	7.6%	12.0%
Young Couple		7.4%	7.2%	3.3%	3.0%	5.8%
Mature Couple	29.7%	21.7%	13.8%	22.3%	26.8%	21.8%
Young Family	20.7%	15.3%	10.7%	18.2%	11.3%	15.8%
Mature Family	28.8%	18.4%	24.1%	24.0%	30.1%	21.7%
TOTAL ROW PERCENT	20.1%	59.6%	19.0%	.6%	.7%	100.0%

COMPLETING THE COPPER RIVER HIGHWAY AMONG ALL ADULTS
BY
POLITICAL AND GENERAL DEMOGRAPHICS, BEHAVIORS AND PERCEPTIONS

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

	STATE COMPLETING THE COPPER RIVER HIGHWAY:			TOTAL COL %
	Favor	Oppose	Unde- cided	
AREAS OF ALASKA:				
Valdez-Kenai-MatSu	64.2%	21.6%	14.1%	20.7%
Anchorage	71.5%	20.1%	8.5%	59.6%
Fairbanks Area	68.9%	22.6%	8.5%	19.7%
AREAS OF ALASKA:				
Valdez-Kenai-MatSu	64.5%	21.0%	14.4%	20.1%
Anchorage	71.5%	20.1%	8.5%	59.6%
Fairbanks Area	68.4%	22.9%	8.7%	19.0%
Cordova	55.2%	41.6%	3.2%	.6%
Glennallen Area	81.2%	15.7%	3.1%	.7%
TOTAL ROW PERCENT	69.5%	20.9%	9.7%	100.0%

COMPLETING THE COPPER RIVER HIGHWAY AMONG ALL ADULTS
BY
POLITICAL AND GENERAL DEMOGRAPHICS, BEHAVIORS AND PERCEPTIONS

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

	STATE COMPLETING THE COPPER RIVER HIGHWAY:			TOTAL COL %
	Favor	Oppose	Unde-cided	
REGISTERED TO VOTE:				
Yes	68.8%	21.0%	10.2%	80.8%
No	72.2%	20.4%	7.4%	19.2%
PARTY AFFILIATION:				
Democrat	66.1%	22.3%	11.6%	25.6%
Republican	70.2%	21.4%	8.4%	27.0%
Libertarian	57.8%	42.2%		2.8%
Independent	71.7%	18.5%	9.9%	44.5%
TEND TO VOTE:				
Totally Republican	61.9%	27.0%	11.1%	13.5%
More Republicans than Democrat	78.4%	17.7%	3.9%	20.7%
More Democrats than Republicans	61.9%	32.3%	5.8%	15.4%
Totally Democratic	69.4%	15.2%	15.4%	10.3%
Independent/the Person	70.3%	17.6%	12.1%	40.0%
VOTED IN 1986 GUBERNATORIAL ELECTION?				
Yes	68.9%	21.2%	9.9%	63.3%
No	70.4%	20.4%	9.2%	36.7%
VOTED IN 1988 STATE ELECTION?				
Yes	69.2%	21.5%	9.3%	68.3%
No	70.0%	19.6%	10.4%	31.7%
STATE ELECTION VOTING BEHAVIOR:				
1986 Only	58.8%	26.1%	15.1%	2.9%
1988 Only	67.6%	26.0%	6.4%	7.8%
Both 1986 and 1988	69.4%	20.9%	9.7%	60.5%
Neither	71.1%	18.9%	10.0%	28.8%
TOTAL ROW PERCENT	69.5%	20.9%	9.7%	100.0%

COMPLETING THE COPPER RIVER HIGHWAY AMONG ALL ADULTS
BY
POLITICAL AND GENERAL DEMOGRAPHICS, BEHAVIORS AND PERCEPTIONS

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

	STATE COMPLETING THE COPPER RIVER HIGHWAY:			TOTAL COL %
	Favor	Oppose	Unde-cided	
STATE BUILDING NEW HIGHWAYS:				
Favor	78.1%	15.1%	6.8%	77.9%
Oppose	37.4%	48.7%	18.0%	19.4%
Don't Know/Undecided	49.9%	2.1%	48.0%	2.6%
STATE BUILDING HIGHWAY TO WHITTIER:				
Favor	85.6%	11.0%	3.4%	53.2%
Oppose	49.5%	38.3%	12.2%	34.7%
Don't Know/Undecided	55.6%	14.3%	30.1%	12.1%
RECREATIONAL DEVELOPMENT OF PRINCE WILLIAM SOUND:				
Favor	72.3%	17.1%	10.7%	80.9%
Oppose	53.3%	44.8%	1.9%	15.8%
Don't Know/Undecided	77.1%	.3%	22.5%	3.3%
ALASKAN RESIDENCY:				
1983 to 1989	75.8%	16.1%	8.1%	22.2%
1976 to 1982	68.6%	16.9%	14.6%	22.0%
1867 to 1975	66.3%	25.2%	8.6%	29.3%
Before 1967	68.4%	23.5%	8.1%	26.5%
AGE OF RESPONDENT:				
18-24	69.0%	22.5%	8.5%	9.4%
25-29	80.2%	10.7%	9.2%	14.2%
30-34	69.9%	21.2%	8.9%	16.5%
35-39	57.9%	28.8%	13.3%	20.6%
40-49	82.4%	11.2%	6.4%	19.7%
50 Plus	60.6%	28.8%	10.7%	19.6%
TOTAL ROW PERCENT	69.5%	20.9%	9.7%	100.0%

COMPLETING THE COPPER RIVER HIGHWAY AMONG ALL ADULTS
BY
POLITICAL AND GENERAL DEMOGRAPHICS, BEHAVIORS AND PERCEPTIONS

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

	STATE COMPLETING THE COPPER RIVER HIGHWAY:			TOTAL COL %
	Favor	Oppose	Undecided	
NUMBER OF CHILDREN:				
None	67.8%	21.6%	10.6%	50.6%
One	64.6%	20.5%	14.9%	20.1%
Two	70.3%	24.9%	4.8%	18.5%
Three or More	84.6%	11.7%	3.7%	10.8%
MARITAL STATUS:				
Married	70.7%	21.4%	7.9%	85.1%
Separated	52.8%		47.2%	.6%
Divorced	61.3%	24.2%	14.5%	12.5%
Widowed	57.0%	34.7%	8.3%	3.6%
Live Other Adult	83.0%	3.0%	14.1%	11.3%
Live Alone	58.3%	34.3%	7.3%	6.9%
GENDER OF RESPONDENT:				
Male	69.5%	21.1%	9.4%	50.0%
Female	69.4%	20.7%	9.5%	50.0%
MARITAL STATUS BY GENDER:				
Married Males	73.5%	20.0%	6.5%	32.6%
Married Females	67.8%	22.8%	9.4%	32.6%
Single Males	61.9%	23.2%	14.8%	17.4%
Single Females	72.5%	16.7%	10.8%	17.4%
FAMILY STATUS:				
Young Single	71.9%	10.0%	18.0%	11.1%
Adult Single	59.4%	35.7%	4.9%	11.8%
Single Parent	70.5%	13.6%	15.9%	12.0%
Young Couple	74.9%	25.1%		5.8%
Mature Couple	68.4%	18.8%	12.8%	21.8%
Young Family	70.3%	25.4%	4.3%	15.8%
Mature Family	72.1%	20.0%	7.8%	21.7%
TOTAL ROW PERCENT	69.5%	20.9%	9.7%	100.0%

Presented at the 1989 Alaska Transportation Forum, Fairbanks, Alaska

March 31, 1989

ROADS TO RESOURCES

Edwin M. Rhoads, Ph.D.

INTRODUCTION

The economy of Alaska, a land of vast extent and relatively small population, has depended to a great degree on the production of its natural resources, and will for a number of decades in the future. At present, oil contributes the majority of the state's gross domestic product and provides more than 80% of total revenues to the state government. The recent reduction of oil prices has resulted in the present budget deficit, and it is expected that Alaska oil production will decline by two-thirds between the years 1990 and 2000. If the price remains near current levels, petroleum revenues will decline similarly. To offset the anticipated reduction of oil revenues and maintain an economy that will sustain a growing population, output from other basic sectors, e.g., gas, tourism, fishing, timber, minerals, and coal, must increase. This presentation addresses the development of natural resources and in particular, infrastructure for mineral development in Northwest Alaska.

RESOURCE DEVELOPMENT AND INFRASTRUCTURE

A natural resource has no economic value until a product of that resource is delivered to a consumer profitably. A basic resource production unit comprises the extraction and primary processing plant and its associated infrastructure, namely power supply, transportation system, and support facilities and services for the plant, management and workforce. The nature of the plant and infrastructure will vary considerably with the type of resource, production rate and volume, environmental conditions, unit value of the product, geographic location, and transportation and energy requirements. Ocean fisheries depend mainly on the marine environment, and the complete production cycle can be carried out at sea, independent of any land-based infrastructure. Other resource industries are primarily on land, and the extent of infrastructure required depends not only on the factors enumerated above, but also the degree of domestic industrial development.

A timber industry, for example, may may cut logs and float them to an ocean freighter for overseas delivery, or it may be completely integrated from forest to production of paper, lumber or other finished wood products within the geographic or political region. Gold may be mined in an isolated location and flown to the nearest town having a relatively small refinery to produce the product bullion, but a base metal such as lead, zinc or copper, having a much lower unit value, must be mined and processed in such large quantities to be profitable that a high-volume transportation

system and economical power source are essential for the development of these resources. Again, the extent of required infrastructure depends on the degree of domestic industrial development. Base-metal ores normally are concentrated in a mill at or near the mine and transported by road, rail or water to a smelter or refinery, and the metal thus produced sent to fabrication and manufacturing plants.

The density of the transportation network and power grid of a region correlates with the degree of development of that region. Alaska, though part of a highly industrialized nation, has characteristics of a Third World country in that its basic economy is one of extracting raw materials and delivering them to a port for further processing and manufacture elsewhere, and in turn most finished goods are imported. Only a small fraction of Alaska crude oil is refined in-state; timber and pulp are exported and we rely on outside suppliers for building materials and newsprint; large metal mines now under development will ship concentrates from the nearest ports. In contrast, the economy of Japan is based on the import of raw materials and the export of finished products, and other Pacific Rim nations are attempting to follow this trend.

ROLE OF GOVERNMENT IN INFRASTRUCTURE DEVELOPMENT

The posture portrayed above provides a rationale for expansion in the production of Alaska's natural resources pending the preconditions for higher levels of in-state processing and fabrication. The incremental increase in infrastructure required for expanding the output of fish or timber is relatively small in comparison to that required for the development of new mineral districts and petroleum reserves, particularly those located in northern Alaska.

The western and northern limits of the Southcentral and Interior road net can be considered Alaska's mining frontier, penetrated by one spike, the Dalton Highway (Fig. 1). Historically, governments have played a large role in the development of frontier regions, not the least of which has been in the establishment of the necessary infrastructure. The growth of Alaska's transportation system is well known, and recent examples in neighboring Canada include the Pine Point Railway to Great Slave Lake, the Roads to Resources program for Yukon and Northwest Territories, and the gigantic James Bay hydro project in northern Quebec.

Fiscal prudence dictates that public money should be invested where it will return to the state more than the amount of the investment. A Commonwealth North report,

Compass North, listed five criteria for evaluating projects for potential government participation, which could be applied to investment in infrastructure to support resource development:

> *The [development] is, overall, economically feasible.
>
> *The [development] is able to return to the state economy a stream of cash that has a present value greater than the expenditure or cost paid by the government.
>
> *State participation is necessary for the venture to start up in the near term.
>
> *The [development] is necessary to sustain or improve the economy and is able to generate new employment for residents.
>
> *The developers...must agree, in advance of any state funding, to mutually acceptable terms for user fees and repayment.

In this context, a recent regional project in Canada, the North East Coal Development in British Columbia, furnishes an example of government participation in resource development which may well be emulated by Alaska. The Peace River Coalfield on the eastern edge of the Rockies in northern B.C. contains 8 billion tons of inferred in-place coal reserves, about 95% of which is of metallurgical grade. The provincial government, after careful evaluation, decided that development of these coal resources was a primary economic priority, and initiated a strategy which would allow the several private companies involved to go ahead. The provincial government took steps, in coordination with the federal government, to develop the market and make provisions for the necessary infrastructure in this remote region.

In 1980 the major potential producers were advised that the government was prepared to see the resource developed, and that in the event the mining companies sold coal and undertook the development of mines, the province would develop the rail and highway systems, organize the town and provide power transmission facilities. No tax or royalty concessions were offered, but cost recovery procedures for the province's expenditures were included. Comprehensive agreements were negotiated between the coal companies and the provincial government, and between the companies and the federal government for additional rail and port facilities. By 1984, the required infrastructure was in place, and the Peace River mines were producing coal for delivery to Japan.

MINERAL POTENTIAL IN NORTHWEST ALASKA

The geologic structure of Alaska is a part of the western periphery of the North American Tectonic Plate, known as the Cordillera. This belt of mountain ranges, valleys, plateaus and basins, which extends into the northeastern extremity of the Soviet Union, hosts a wide variety of metallic and fuel minerals(Fig. 2). The Seward Peninsula, readily accessible by sea, has been prospected actively since the discovery of gold at Nome in 1898, and is regarded as one of the best mineralized areas of Alaska. Significant deposits of gold, silver, tin, tungsten, zinc, lead, antimony, beryllium, molybdenum, uranium and thorium have been located.

Access to the more remote Brooks Range is costly because of the lack surface transportation, but a wave of intensive exploration activity by the government and large mining companies in the 1960's and 70's resulted in the discovery of several world-class lead-zinc-silver and copper-lead-zinc deposits in this region. The Red Dog deposit, in the DeLong Mountains north of Kotzebue, has a known metal value of about $25 billion, and is believed to be the largest unmined zinc ore body in the world. Development of this deposit meets the criteria for government participation described above, and the Alaska Industrial Development and Export Authority (AIDEA) allocated funds for the construction of a 52-mi. haul road and a port on the Chukchi Sea coast to service the mine, scheduled for startup in 1990. The cost of this infrastructure is about $140 million. The nearby Lik deposit is world-class, and could be served by the same road and port.

The world-class copper-lead-zinc-silver deposits in the Ambler district of the Brooks Range (Bornite, Arctic, Sun and Smucker) are estimated to be over $25 billion. Several other significant deposits have been found in this district, and John Sims, in an address to the International Conference on Coal, Minerals and Petroleum in 1982, stated that this is "only the tip of the iceberg". Many other deposits having significant but quantities of gold, silver, copper, lead, zinc, chromium, cobalt, tin, tungsten, platinum group elements, antimony, molybdenum, mercury, uranium and other radioactive elements have been located in other regions of northern and western Alaska, but most of these have not been evaluated as yet. A comprehensive geological mapping program at a scale of 1 inch/mile would enable the mining industry to identify lucrative targets for detailed mineral exploration and evaluation of potential ore bodies. The extent and magnitude of known mineral reserves and production in the adjacent geologically similar regions of western Canada and the Soviet Northeast indicate the possibilities for new discoveries of economic mineral deposits in Alaska.

POSSIBLE ACCESS ROUTES TO NORTHWEST ALASKA

A plethora of studies have identified potential transportation routes into Northwest Alaska from the Railbelt and from the western coast. Several routes to serve mineral developments in this region were analyzed in the Western and Arctic Alaska Transportation Study (WAATS) prepared for the state's Department of Transportation and Public Facilities (Fig. 3). Historically, rich deposits close to tidewater are the first to be exploited, the classic example in this region being the gold bonanza of the Seward Peninsula. The Red Dog deposit followed this pattern, with a road to the coast somewhat more direct than that in the WAATS report. The mine output, 700,000 tons of concentrates per year, will be shipped to smelters in Asia, Canada and Europe. For the short overland haul, truck transport is more cost-effective than rail.

The Ambler copper belt is situated in Alaska's roadless interior, midway between the Dalton Highway and the western coast. Potential transportation options for this region are to summer-only ports to the west or to the Railbelt and ice-free ports on the Gulf of Alaska. The shortest link among the possible routes considered is a road eastward to connect with the interior transportation net at the Dalton Highway. The second shortest is the road/rail corridor to the Chukchi coast, possibly terminating at the Red Dog port site. Routes to the Alaska Railroad and to the Seward Peninsula are roughly twice as long. Distances and estimates of capital costs for these alternatives are shown in Table 1.

While the known reserves of the Ambler and Red Dog deposits are roughly equivalent in value, the economic, geographic, social, institutional and environmental conditions associated with their development and production are much different. Red Dog is a remote enclave isolated from the mainstream of Alaska, and reached only by air or sea. It is being developed by a single integrated mining company, Cominco, large enough to have a considerable influence on the world zinc market. Socially, it will impact directly only a small segment of the population, of which the Native regional corporation is a partner of Cominco. For the state as a whole, the primary impact will be economic, increasing the GDP and providing revenues to the state government.

The Ambler district will require a much larger investment in infrastructure, will have a social and environmental impact on a much larger area of the state, and will involve several mining firms, conditions similar to

those in the British Columbia coal development referred to earlier, but with more decision alternatives. A crucial decision is whether the transportation link should be oriented eastward or westward. Most of the economic studies done to date favor a link to the existing routes leading to year-round ports. This has the additional benefits of expanding the present network into northwestern Alaska and toward the west coast, and making possible the eventual development of facilities for in-state refining and fabrication.

The shortest link, from Prospect on the Dalton Highway through Bettles, is a segment of a transAlaska highway proposed by the state a number of years ago, and is considered in the national interest by the US Congress in the Alaska Lands Act of 1980 (ANILCA). This road would facilitate development of the known deposits in the Ambler district and intensive exploration for new deposits in the southern flank of the Brooks Range. The cost of the road could be recouped easily from revenues from production of the Ambler mines.

Base metals must be mined on a large scale to be viable economically and to justify the cost of the associated infrastructure. For the distances of any of the possible routes to the Ambler district, rail is the only practical mode. The rail route from Nenana had been surveyed in the late 1960s for Governor Hickel's NORTH Commission and by Tudor, Kelly & Shannon Consultants for the US Department of Transportation. The WAATS study found this route to be the most cost-effective, but only marginally economical at that time (1981). World metal prices have more than doubled since then, exceeding the annual inflation rate by a considerable margin. If prices remain in the present range, the cost of the railroad could be repaid with a reasonable rate of return to the Alaska Railroad Company. In 1987 the Alaska Senate Transportation Committee favorably received the report of its RS 2477 Task Force recommending eight corridors having "potential economic development benefits for the State and its people" for right-of-way validation. The Nenana-Ambler route was among the eight.

SUMMARY AND CONCLUSIONS

It is obvious that the economy of Alaska depends on the production of its resources, and that oil is the primary commodity at this time. It is equally obvious that when oil production declines, other sources of wealth must be developed if the state's economy is to support a growing population. The mineral resources of Northwest Alaska are a potentially viable source of new wealth, but their development depends on supporting infrastructure, of which transportation facilities are a crucial element. There is ample precedent to indicate that government participation, not subsidization, in the form of investment in resource-

oriented infrastructure can be beneficial both to the industry and to the State and its people, the present development of the Red Dog mine being a good example.

Development of the Ambler copper district has the possibility of equalling or greatly exceeding the output of Red Dog, but the complexity of the issues involved are much greater. At present world market prices, the economics of the known reserves would appear to justify state participation. Of the several possible routes to this district, a road from the Dalton Highway and a railroad from Nenana appear favorable from a cost-effective standpoint. In addition, these routes would permit the development of processing facilities which would add greatly to the value of Alaskan resources, and would provide extensions of the State's central transportation network into the roadless Northwest. The brevity of this paper has precluded discussion of other issues of great significance, including very real social, land and environmental concerns. These must be addressed in any analysis of the possible alternatives.

The administration and the legislature of the State of Alaska should take a positive attitude toward the development of minerals as well as other natural resources, and make this policy known to the mineral industry. Serious consideration should be given to the road from Prospect as a part of a transAlaska highway joining the west coast, and the rail route from Nenana. This expanded rail system could connect to the contiguous rail network of the North American Continent with the eventual construction of a rail link to Canada over the right-of-way already established to the Yukon Territory boundary. As a first step, the State should acquire a right of way for the Prospect Ambler road and the Nenana-Ambler rail route. Such an action will convey a visible indication that the State is geniunely interested in the development of the mineral resources of Northwest Alaska by the private sector.

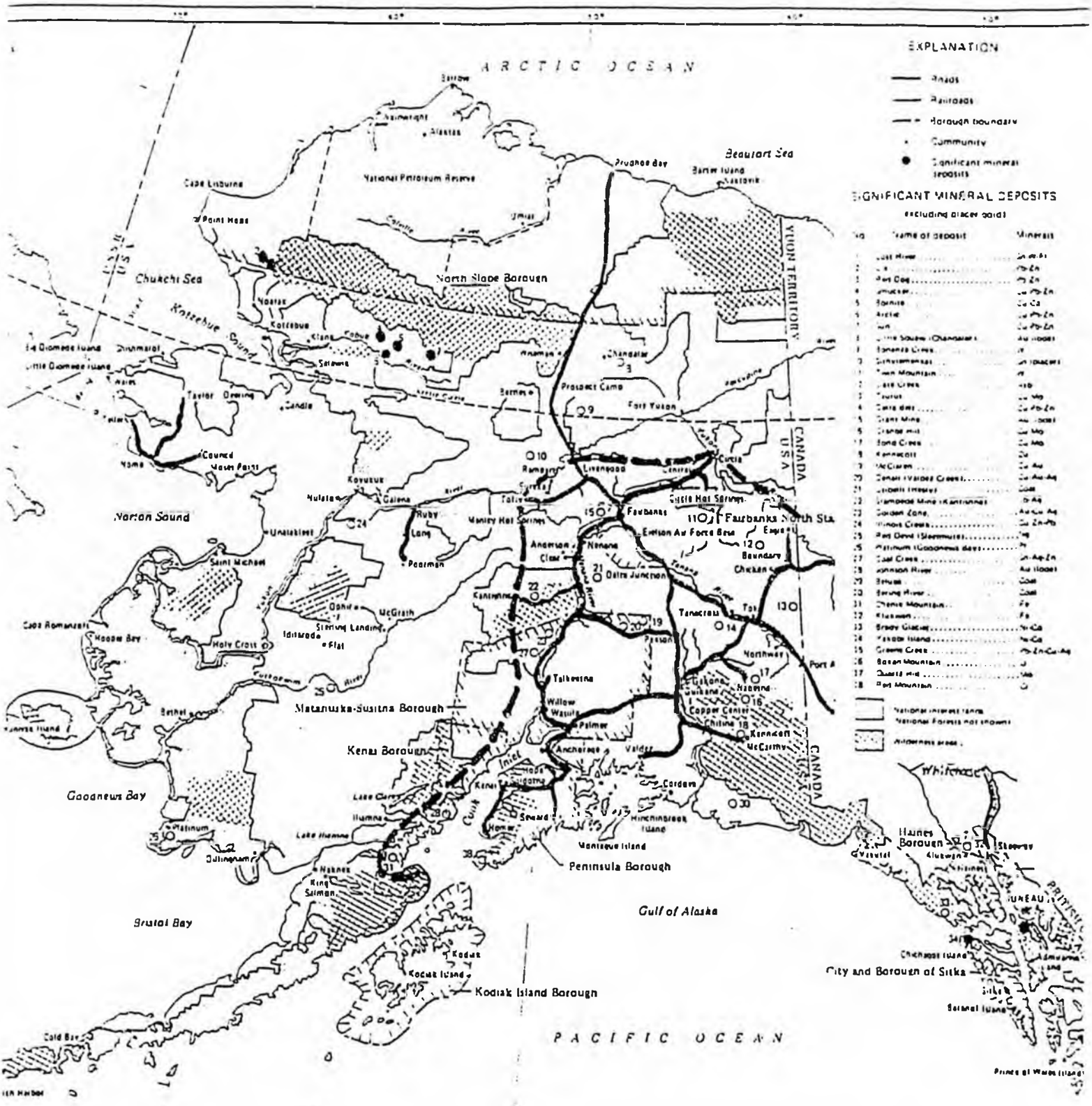

Figure 1. Alaska's Mining Frontier

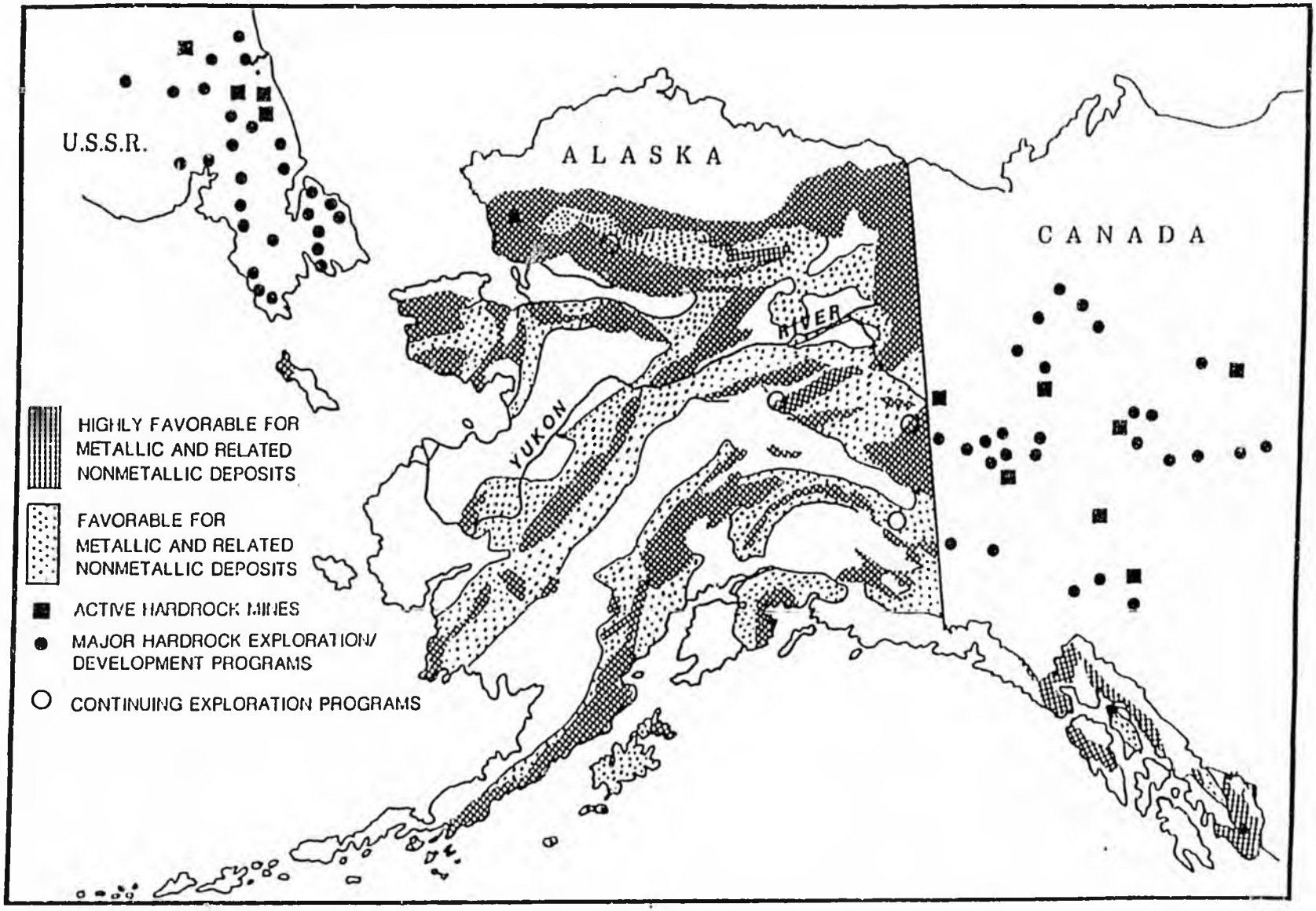

Figure 2. Metallogenic Provinces of Alaska

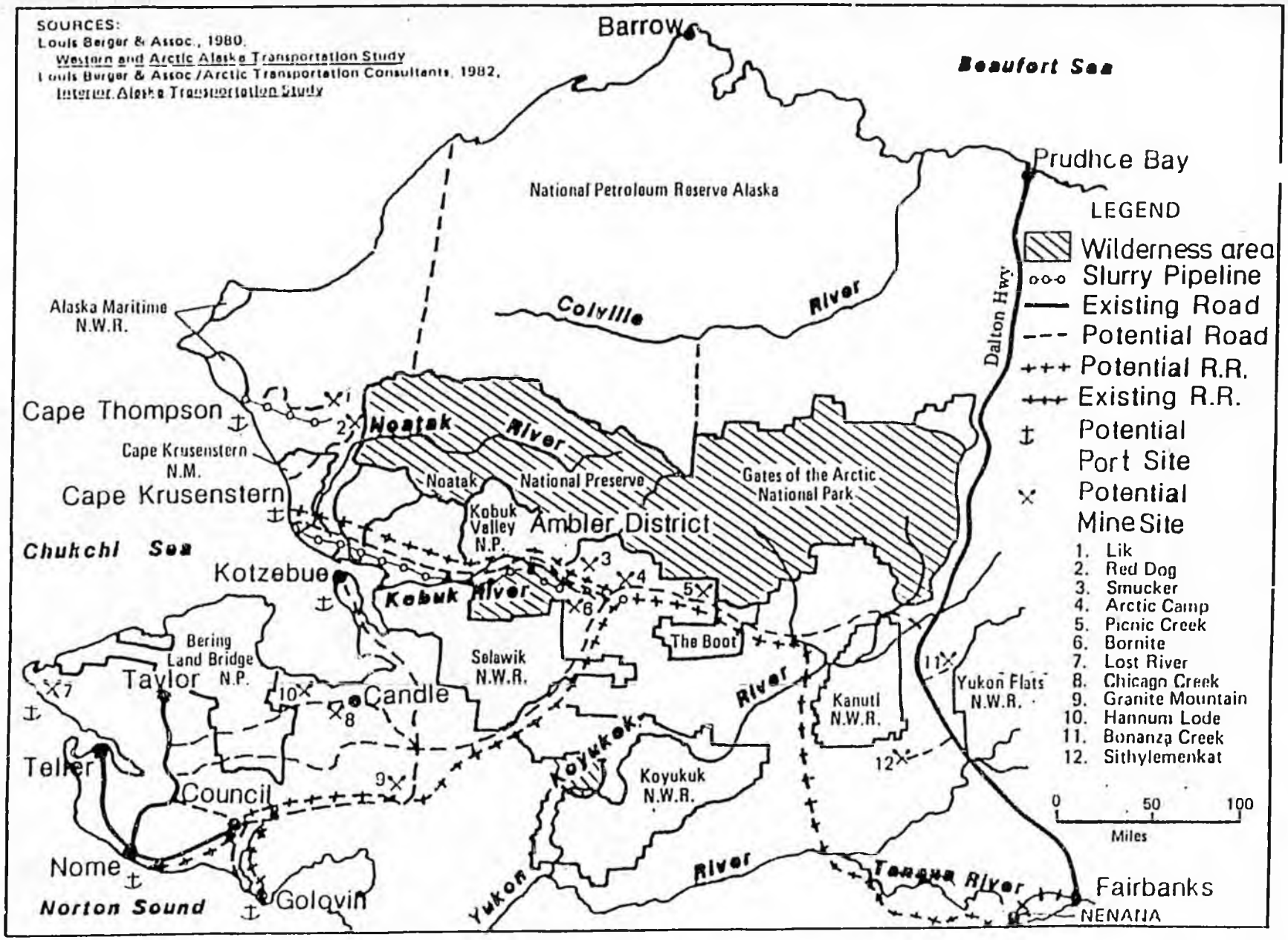

Figure 3. Potential Transportation Routes in Northwest Alaska

Table 1

Distances and Capital Cost Estimates for Roads and Railroads to the Ambler District ($million)

Mode	Origin	Dist (mi)	T-K-Sa	WAATSb	Parkerc
Rail	Nenana	415	397	1,117	560
	Kruzenstern	278	-	907	298
	Golovin Bay	438	-	1,517	518
	Nome	479	-	1,589	654
Road	Dalton Hwy	203	186	214	227
	Kruzenstern	278	-	298	261
	Golovin Bay	425	-	430	360
	Nome	410	-	411	365

Sources: a Tudor-Kelly-Shannon, 1970. Alaska Transportation Corridor Study

b Louis Berger & Associates, 1981. Western and Arctic Alaska Transportation Study, Phase III

c Parker & Associates, 1980. An Analysis of the Transportation of Ore and Concentrates from Ambler Mining District to Ports in North America and Japan

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H. & H. Contractors Inc.

PHILLIPS FIELD ROAD P.O. BOX 60610 FAIRBANKS, ALASKA 99706
(907) 479-2235

February 28, 1990

Senator Steve Frank
Alaska State Legislature
P.O. Box V (MS 3100)
Juneau, Alaska 99811

Ref.: Senate Bills No. 489, 490, and 491

Dear Senator Frank:

With the exception of military spending, the economy of Alaska's interior is solely dependent on the oil industry. The military construction boom of the past five years is rapidly coming to a close. Over the next twenty years, the State's revenues from the oil industry will in all probability be severely reduced. Alaskans must plan for the economy of the future. If we do not do so, we will continue to loose our skilled and professional people to the economies of the lower forty-eight states.

My brother, a structural engineer with a masters degree from Cornell University and a life long Alaskan, moved to the Seattle area one year ago. He did not move because he wanted to, but because, outside of a job in the State bureaucracy, Alaska had nothing to offer him. Today I received a phone call from a former Fairbanks resident now living in Pennsylvania. He is another engineer who was forced to leave the State. The exodus is not limited to engineers. Dentists, doctors, skilled equipment operators, laborers, teamsters, etc. have been or are being forced to leave our State. A strong economic base is the only means whereby we can stem this tide.

The orderly and environmentally sound development of our resources can provide Alaska with this economic base. Before we can develop these resources, we need to develop a transportation system to reach them. The above referenced bills are a first step toward the construction of this system. I urge you to support them. Thank you.

Sincerely,

Anton K. Johansen, P.E.
Engineer

Letters of Support

3.7.90

G. A. Seeliger
910 Galena
Fairbanks, Alaska 99709

March 5, 1990

The Honorable Steve Frank
Alaska State Senate
P.O. Box V (MS 3100)
Juneau, Alaska 99811

Dear Steve,

After reading Senate Bills 489, 490 and 491, I can only say that you are on the right track and that long-term, the benefits to Alaska derived from these three bills will be very substantial. It is encouraging to note that we are, at last, recognizing the need to invest state funds in the expansion of our highway system so that development of our mineral and tourist potentials can be realized. I see no other way to significantly improve the economies of the Interior and Western Alaska. The Trans-Alaska Highway will convert a sterile region into one that we can enjoy and make a living from.

I am not sure that all of our legislators know that there are several hundred of our citizens that rely in part or fully on the Dalton for a living (i.e. ARR employees in Anchorage and Fairbanks, dock workers on the coast, and truckers on the Highway). It is therefore sensible to open the Dalton on an unrestricted basis and provide adequate funding for proper maintenance of it. (The sealift is the option the oil companies have.)

Janet Halvorsen of the Tourist and Convention Bureau tells me that all bus tours to Prudhoe Bay are fully booked for this summer. That is great news for all those people working with the tour operators serving the North Slope. Tourist use of the Dalton highlights the need to keep this road well maintained and open to the public.

Back on the Trans-Alaska Highway, I congratulate you on taking steps toward the construction of it. Many obstacles will have to be overcome before it can be built. It is sad indeed to think that our government cannot see the long-term values the Trans-Alaska Highway will bring.

Please let me be of further assistance in the future.

Sincerely,

Al Seeliger

P.S. The short piece of Highway to be financed by SB-489 is not only beneficial to the people of Bettles, but is a beginning for the Trans-Alaska.

ASCC

ALASKA STATE CHAMBER OF COMMERCE
217 Second Street, Suite 201
Juneau, Alaska 99801
(907) 586-2323

March 8, 1990

Senator Steve Frank
P. O. Box V
Juneau, AK 99811

Dear Senator Frank:

In February the ASCC legislative committee reviewed the various highway and road bills that have been introduced, including your two bills, SB489 for a road from Prospect to Bettles and SB 491 establishing the Trans-Alaska Highway to Nome. The committee has endorsed the majority of the various bills creating additions to the road system. This position of general support was the result of a broader concern which bears some explanation.

In retrospect, we believe that it was most unfortunate that Alaska did not take a much more aggressive and systematic approach to the development of surface routes to our resources during the period of time when we were receiving revenues far in excess of the amounts needed to fund state government. The fact that we did not do it when we could easily afford to do so has created somewhat of an ironic situation. The potential for a dramatic decrease in funds to support a range of state programs and the subsequent loss of employment means that, as never before, we need to make investments in new and expanded development.

You may recall that during our testimony in Senate Finance on another transportation bill we argued that the entire economy of this state, a resource based economy, was limited by the physical dimensions and costs of the existing transportation infrastructure. In other words, you can't expand your economic base if you can't get to the source of potential wealth in a cost competitive manner.

Our reasoning on this matter has led us to the conclusions that it now imperative that the State of Alaska make a significant investment in the expansion of a relatively low cost system of pioneer roads. Which in turn will require that the Legislature make the generation of new wealth a priority that is a least on par with the preoccupation with social expenditures.

We thank you for the opportunity to comment on the need for legislation such as SB489 and SB491.

Cordially,

George Krusz
President

GK:cks/senfranks

cc: ASCC Executive Board Members
Ernie Polley

Greater Fairbanks Chamber of Commerce

P.O. Box 74446

709 Second Avenue (907) 452-1105 Fairbanks, Alaska 99707

RESOLUTION #01-0189

RESOLUTION ADVOCATING THE CONSTRUCTION OF THE TRANS-ALASKA HIGHWAY

WHEREAS, Governor Cowper has proclaimed that Alaska is a storehouse of natural resources and has made considerable effort to draw international attention to that fact, and

WHEREAS, one of the great deposits of valuable minerals in located at Bornite, in Central Alaska, and

WHEREAS, plans for development of the mineral deposits situated at Bornite should be made and executed at the earliest possible moment, and

WHEREAS, Surface access to, and development of this resource rich area would not only encourage mining activity but would expand our promising tourist industry; reduce transportation costs to the people living n the area, and would make for better resource management and fire control, and

WHEREAS, congress has already provided right of way for an east-west corridor in the ANILCA legislations, and

WHEREAS, the state of Alaska has made no investment in the development of the resource of the Interior of Alaska

NOW, THEREFORE BE IT RESOLVED that the Greater Fairbanks Chamber of Commerce recommends the state of Alaska commit $4,000,000.00 per year exclusively, to extend a pioneer access road from the vicinity of of Prospect Creek on the Dalton Highway to Bettles and thence to Bornite in the Ambler district which shall be called the Trans-Alaska Highway.

Signed this 23rd Day of January, 1989

By George Whyel
George Whyel, Chairman of the Board

By
W. R. Cox, President & CEO

Resolution
Fairbanks Chamber of Commerce

Newspaper editorials

Opinion

Let's get going on Trans-Alaska Highway

Guest Opinion

By AL SEELIGER

Not many people have heard of rnite or the Trans-Alaska Hig- y, but as Alaska develops these o names will become common- ice.

Where is Bornite and where is the ans-Alaska Highway? Bornite is rth and west of Fairbanks, about lfway between here and Nome. ie Trans-Alaska Highway will be ilt from the Dalton Highway near ttles and extend westward about 0 miles to Bornite and the miner- rock area of the Ambler-Kobuk vers region.

Why build a low-cost road to Bor- te and perhaps on to Nome? Be- use Interior Alaska will not ach its economic potential until rface transportation is estab- shed there. The Trans-Alaska ighway is not the only new road at should be built but is probably ie most important and should erefore receive first considera- on.

There are only two industries we ould be spending our state de- elopmental dollars on. One of ose industries is mining, the ther tourism. Development of ese industries will balance our economy so that we can become less dependent on state and federal dollars.

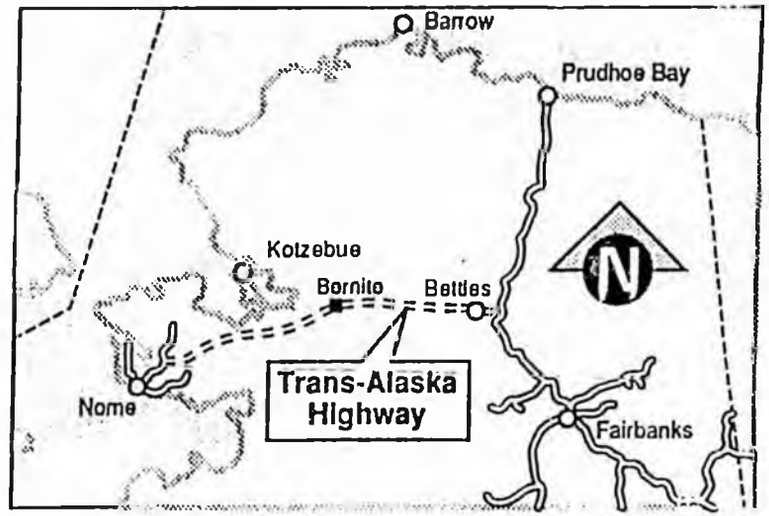
It's not likely that our part of the country will ever become a manufacturing center—agriculture and timber production can only be relatively minor considerations at this time. So why not concentrate on the promising?

The copper that exists in large quantities in the Bornite region is not needed or wanted on the metals market just now because of the cost it would take to bring it to market. But someday the world will need copper and will be willing to pay the cost to get it. Surface transportation via a road to Bornite will speed that day and open the area for intensive prospecting. We have a wonderful chance to expand our tour business industry by opening Central Alaska for vehicular traffic.

Right now I am told that there are thousands of tourists using the Dalton Highway, eager to travel above the Arctic Circle, see the midnight sun, Prudhoe Bay, and the Arctic Ocean, to travel the farthest north highway and see the natural beauty of the Arctic. True economic development demands a viable transportation system including strategically located highways. Alaska is weak in this respect—especially Interior Alaska. Our state government has no plans at present for highway extensions. We should be asking why not?

Is this it? Are we going to have to be content with what we have? Will we never be able to take full advantage of our mineral and tourist potential? These are the questions our legislators should be asking themselves.

We should spend some state money now for planning, right of way acquisition, and design. A transportation corridor between the Dalton Highway and Bornite already exists, put in place by the Alaska National Interest Lands and Conservation Act. After the preliminary problems are solved our state should routinely invest enough money each year to ensure the construction of a road to Bornite by the end of this century and on to Nome eventually. The state simply must take a leadership position in the further development of our highway system.



The Trans-Alaska Highway

Al Seeliger's interest in a highway extension to Nome dates back to 1948. He was highway commissioner for the 4th Division in the early '50s and chairman of the Fairbanks Chamber of Commerce's Road Committee from 1953-62.

Daily News-Miner

Independent in All Things [illegible] in None

Other opinions expressed on this page do not necessarily reflect those of the Daily News-Miner.

Here main Editorial which appeared in the paper the same day

Roads need building

Al Seeliger knows what he's talking about when it comes to roads. He's been planning them for 40 years. He's right about Alaska needing more roads. We have to build roads in Alaska if our state is ever going to develop economically.

As Mr. Seeliger suggests, the Trans-Alaska Highway is a good place to start. The feds have given our state a clear corridor extending from the Dalton Highway near Bettles to Nome. The mineral deposits Mr. Seeliger refers to might not be developed soon, but a road between Fairbanks and Nome would be an invaluable link for both communities. It couldn't help but lead to economic development.

State highway planners have not been motivated to propose new roads. A considerable segment of political thought holds that roads should not be built into new country. They change the characteristics of the country, making it more accessible by man. Many people don't want economic development if wilderness is risked.

State planners should reject the argument that access should be limited because of possible adverse consequences. Consequences can be avoided with good planning, and dealt with when they arise.

The Trans-Alaska Highway isn't the only road system our state should build. A report by the Greater Fairbanks Chamber of Commerce lists three new highways that should be built.

A second highway is the Copper River Highway. State highway planners presently are doing another study of the highway, which has been on the drawing boards for even longer than Mr. Seeliger's been around—this time as a toll road. Officials say they don't have the money to build it, not even enough to start it. A single bridge on the highway, for a mere $250,000, would extend access from Cordova. Even in a tight spending year, the Legislature should find room for it.

The third highway is the Kantishna access road, and it should be built, too. We don't envision it happening anytime soon, though.

The Kantishna road would leave the Parks Highway near Healy and go westward to the old townsite of Kantishna. It could lead south from there and loop with the Denali National Park road at Wonder Lake. The road would allow access to an important mineral area and to inholdings within the park. A loop through Kantishna and the park would be of enormous benefit to tourists and recreationists.

The people who don't like roads are offended most of all by that. They don't want people in the wilderness. People change the wilderness, and they don't like that.

We don't have to destroy the wilderness in order to use it. With proper management, wildlife values can be preserved. Fear of harming the wilderness should not be a reason for denying economic development.

State highway planners may be persuaded differently. It is the responsibility of the governor and state Legislature to get them to act.

State policymakers should take a different position from national environmental groups on the question of roads. They are vital to our future. Major funding may not exist for these roads at the present time, but small amounts could get them started. The Legislature should authorize a bridge for the Copper River Highway and start the highway department planning the road to Nome. Our congressional delegation should seek federal highway funds for the project and begin urging the National Parks Service to build a loop through the park.

"Independent in All Things . . . Neutral in None"

Other opinions expressed on this page do not necessarily reflect those of the Daily News-Miner.

3/2/90

Road requests

Members of the Fairbanks Chamber of Commerce have roads on their minds. They believe Alaska needs more of them, and more access on the ones we have.

Three resolutions approved by the chamber board of directors bear review. We hope our legislators also express an interest.

First, noting that there is no surface transportation between Interior Alaska and our state's west coast, the chamber recommends that the state apply for a right of way leading to a trans-Alaska highway between Prospect, on the Dalton Highway, and Nome.

The resolution recognizes many benefits such a roadway would provide. The road would open up surface access to people of western Alaska. The road would be a boon to tourism as people from all over the world travel here to enjoy this beautiful part of Alaska.

The road leads past deposits of copper, gold, silver and other metals and could help move them to market.

Congress even anticipated such as road, according to the chamber, and placed a provision in the Alaska National Interest Lands Conservation Act providing for a transportation corridor between Prospect and Nome.

The Fairbanks chamber and the Nome Chamber of Commerce have been calling for construction of a Nome-Fairbanks Highway for more than 30 years. We hope another 30 do not go by before our state applies for a right of way.

Roads are not built for free, and another chamber resolution addresses that subject. Chamber officials also urge our Legislature to appropriate $40 million per year for a period of 10 years for the purpose of extending our highway system.

In the last 20 years, no state regional highways have been constructed. The chamber recommends that the annual $40 million appropriations be divided equally between Alaska's four judicial districts.

In a time of diminishing oil resources, Alaska must seek other means of financing state services, chamber officials reason. Building roads and increasing access to our other natural resources would be sound planning.

Finally, the chamber has renewed its request for opening an existing road. The business representatives are urging our Legislature to open the Dalton Highway to free and unrestricted travel.

The Dalton is open now to public vehicles only as far as Disaster Creek. Beyond that point, private travelers must obtain a permit and be traveling for business reasons, such as servicing the oil industry at Prudhoe Bay or hauling supplies to a mine.

Every year the chamber receives hundreds of inquiries from people and groups who express a desire to driver further than the south edge of the Brooks Range. It's time to stop saying no.

As the chamber points out, full development of our tourist industry cannot occur unless reasonable improvements are made on the Dalton and maintenance is performed on a permanent basis—the same as all other highways in the state system.

column the state's plan to build a major new tourist hotel and center in Denali State Park. The column drew an acerbic response, also printed on this page, from its champion in the Alaska Department of Natural Resources.

On Jan. 29 DNR Commissioner Lennie Gorsuch went ahead, as we all expected, and announced her decision to go ahead with the ject. The news release from DNR states, "The Department of Natural Resources and S. National Park Service intend to contribute funding for interpretive and recreation facilities, access road, parking and site utilities."

DNR would, Gorsuch announced, "Proceed toward the award of a concession contract for the design, construction and operation of a lodge in Denali State Park."

As outlined ever since this process began, this "lodge" would be a hotel of up to 250 rooms to be built and operated by a private concessionaire.

But Gorsuch's plans have changed in a big way, and in a way not revealed by her January announcement. The National Park

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"CHIEF, I FOUND ANOTHER B-GRADE ACT
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Population

BOSTON—The darkest tales of the environment usually come to us in neatly labeled scientific packages. The Greenhouse Effect. The Hole in the Ozone. The Destruction of the Rain Forest. Air Pollution. Water Pollution. These headlines reek of chemistry and technology.

But rarely do we see one titled The People Problem. People, the growing number of us, seem at times mysteriously absent from the public discussion of the state of the Earth. It's as if we talked about carbon-spewing cars without any drivers.

The "environmental President" himself has managed to speak ab-

Ellen Goodm

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