

SJR

40

SENATE COMMITTEE REPORT

DATE: 3/11/92

FURTHER:

DATE TURNED INTO OFFICE: March 23, 1992

Resources Committee considered

SENATE JOINT RESOLUTION NO. 40

Relating to energy transmission and surface transportation requirements for Southeast Alaska.

and recommends:

replace with _____ CS SJR 40 (Res)
or adopt previous _____ CS _____
 attaches amendment(s)

same title
 new title
 technical title change (HB only)

adopts _____ Letter of Intent

further referral to the _____

do pass

do not pass

no recommendation

individual recommendations

NEW FISCAL NOTES: Dept/Date

zero fiscal notes _____

fiscal notes _____

appropriation--no fiscal note

PREVIOUS FISCAL NOTES: Dept/Date

zero fiscal notes Trsp Cmte 3/10/92

fiscal notes _____

DO PASS:

Ripley Halseford
[Signature]
[Signature]

OTHER RECOMMENDATIONS:

[Signature] (Do Pass)

Chair: Signature and Recommendation

ALASKA STATE LEGISLATURE

While in Ketchikan
352 Front Street
Ketchikan, AK 99901
907-225-9675



While in Juneau
P.O. Box V
Juneau, AK 99811
907-465-3743

Senator Lloyd Jones

Proposed CS for Senate Joint Resolution 40(RES)
Relating to identified hydroelectric sites and energy transmission and
surface transportation requirements for Southeast Alaska

SPONSOR STATEMENT

The purpose of this resolution is to make a legislative statement emphasizing to the federal government that southeast Alaska has certain requirements for its economic future. And that transportation and utility corridors and potential hydroelectric site have a direct impact on economic development. Inexpensive power and efficient multi-modal transportation are vital for a promising economic future for Alaska's southeastern region. In order to accomplish this goal, an efficient and integrated system of distribution of energy and transportation is necessary.

Southeast Alaska now has many of the ingredients necessary for a positive economic future. The Alaska Marine Highway System and numerous hydroelectric facilities already serve to keep the region's economy moving. Yet, there are other opportunities to facilitate more economic prosperity. Among them would be an integration of the ferry system to the continental highway system. Highways linking Juneau, Wrangell and Ketchikan to the Canadian road system would provide additional access to Southeast Alaska via the marine highway. It would also promote more travel between the southern region of Yukon and northern British Columbia.

TOURISM OPPORTUNITY

Highway links on the islands of Southeast Alaska would free up the ferry system from less profitable routes to serve the higher revenue generating routes. For example, a road link, nearly completed on Annette Island near Ketchikan, could pave the way to allow the smaller M/V Aurora to make travel more frequent trips between Hollis and Ketchikan in the winter months and to Hyder in the summer months. The residents of Metlakatla could travel more frequently and easily via automobile across the island to a ferry terminal at the northern tip of Annette Island and travel via a shuttle ferry to southern Ketchikan.

Early summer travelers who want to drive to Southeast, but who are prevented from traveling via Prince Rupert due to full ferry bookings could travel north to Juneau or Wrangell via the new roads. They then could return south on the ferry system through Ketchikan and Prince Rupert, effectively doubling the revenue the ferry system accrues during the lucrative early summer months. The net effect would bring more opportunity for travel and income from increased tourism.

SHARED ENERGY POTENTIAL

Energy transmission would be facilitated through the interconnection of the southeast power grid. At the moment the state-owned hydroelectric generation facility at Tyee Lake which serves Wrangell and Petersburg is operating at excess capacity. The excess energy is literally water spilled over the dam. It is state money going down the drain, so to speak, because the excess power cannot be used by the two small communities. The revenue earned by consumption in the two towns is mainly deposited into the state's general fund. Yet, Ketchikan and Sitka are nearly reaching their peak energy generation capacity. If there was a power grid reaching these two communities, there would be an overall surplus of energy available connecting Wrangell, Petersburg, Sitka and Ketchikan. The state would be earning full income from this project.

The state's Tyee hydro generation facility can easily be connected to Ketchikan in the near future. The right-of-way has been laid out. Yet, the U.S. Forest Service, as a result of the Tongass Timber Reform Act and the Tongass Land Management Revision is considering designating one of the principle energy transmission routes, as Scenic River under the National Wild and Scenic River System. While this does not in itself preclude a transmission line through the area - it makes its implementation much more difficult and expensive. This is what Congress and its agent, the Forest Service, continue to lay in the way of economic development in our region of the state.

HYDROELECTRIC POTENTIAL

There are many potential hydroelectric sites in southeast Alaska which will provide for the future growth in the region's economy. There is a concern that the Forest Service may put many of the potential sites in to a more restrictive category. This resolution requests that this not be done. There are sites which are identified that fall within wilderness areas; it is recognized that they would probably not be affected by this resolution.

HISTORICAL PERSPECTIVE

In 1987 and 1988 I asked several government agencies and private organizations to meet on a regular basis to draw up a transportation and utility corridor plan for southeast Alaska. The purpose was to develop a

plan which would serve the needs of southeast Alaska well into the next century.

It was originally intended this plan would not be an official endorsement of any group but rather a model to be used by the various agencies. It seemed appropriate at the time, but now the Tongass Timber Reform Act has passed and the Tongass Land Management Revision is being considered. There will be additional Congressional oversight. It is time for the Alaska Legislature to take a unified and formal stand in support of Southeast Alaska's economic future by endorsing this plan for the region .

PARTICIPATING AGENCIES AND ORGANIZATIONS

The group was represented by the following state agencies:

- Department of Commerce, Alaska Power Authority (AEA)
- Department of Transportation, S.E. Region
- Department of Commerce and Economic Development
- Department of Natural Resources, SE Region
- Department of Transportation, Marine Highway Division

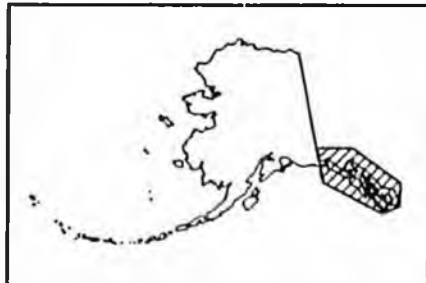
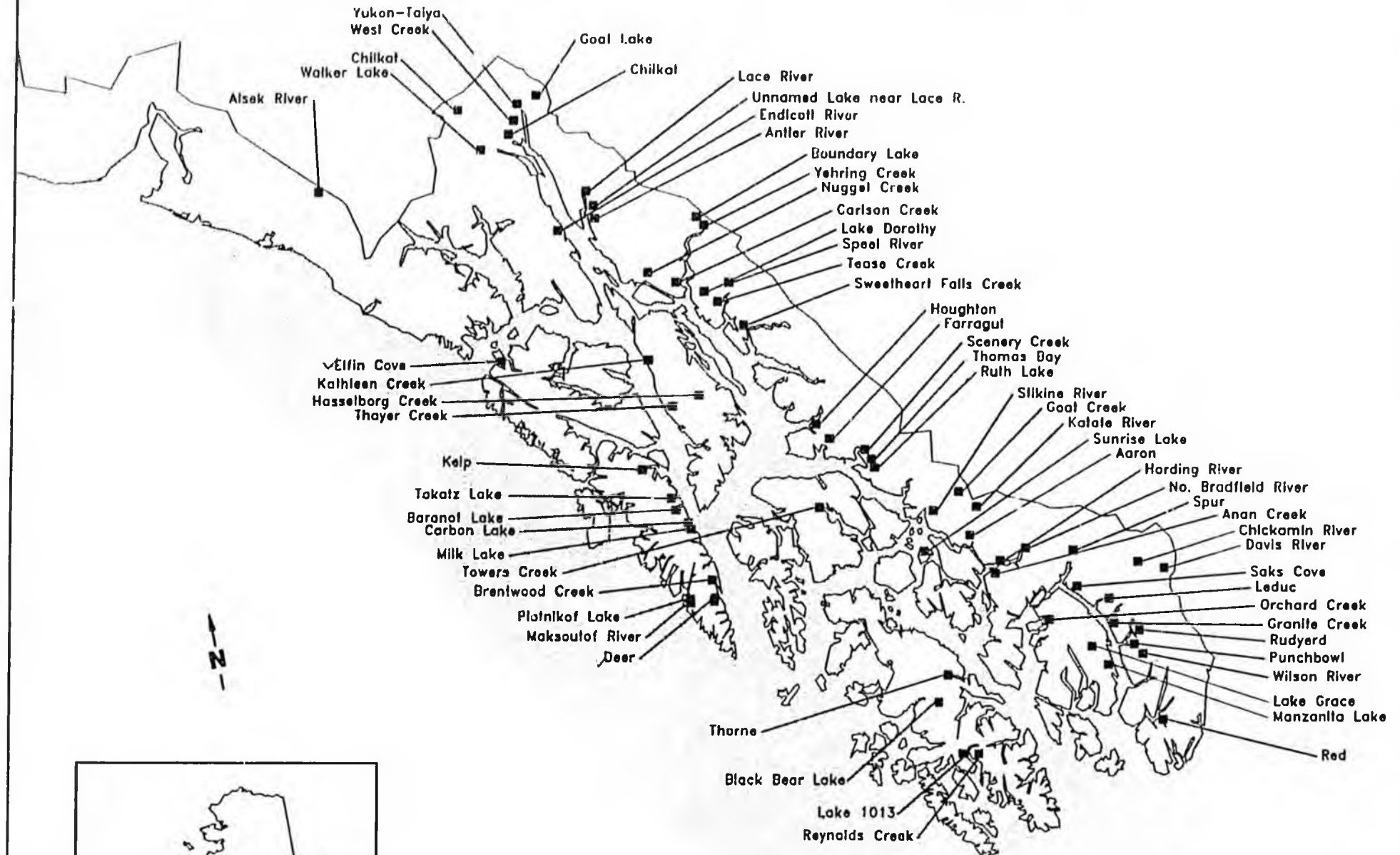
The following federal agencies were represented:

- Federal Highway Administration
- United States Forest Service
- Bureau of Indian Affairs
- Bureau of Mines
- Department of Energy, Alaska Power Administration
- Army Corps of Engineers

These private interests were represented:

- Sealaska Corporation
- Tlingit and Haida Regional Electric Authority

POTENTIAL HYDROELECTRIC SITES



State of Alaska
Alaska Energy Authority
 P.O. Box 190869
 701 East Tudor Road
 Anchorage, Alaska 99519-0869

POTENTIAL HYDROELECTRIC SITES

Drawn	CH	Checked	-	AEA No
Designed	-	Date	1-16-92	
File	AD MAPS\SE HYDR0	Sheet		1 of 1

Potential Hydroelectric Sites

No.	Power Site	Stream	USGS Map sheet	Drainage Area (sq. mi.)	Maximum Regulated Water Surface (ft.)	Average Head (ft.)	Average Annual Runoff (1000 AF)	For Cent Regulation	Firm Energy (million kWh)	Installed Capacity (1000 KW)	1/ (plant factor %)	Index Cost 2/	
WESTERN REGION													
63 (25)	Crooked Creek	Kuskokwim R.	Blentuta D-6	11,100	500	352	12,400	100	9,400	2,140	50	5.0	
64	So. Fork Kuskokwim River	S.F. Kuskokwim R.	M. Grath A-1	870	2,000	174	840	60	72	15	55	112.0	
67	Lake Kulik	Wind R.	Dillingham	236	121	10	3,000	100	95	20	55	40.6	
68 (26)	Muyakub Lake	Muyakub R.	Dillingham D-6	1,510	342	176	4,300	90	555	127	50	15.9	
69	Chikuminuk	Allen R.	Taylor Mtns.	286	630	262	800	90	154	32	55	22.8	
70	Ugnuk Lake	Tikhik R.	Taylor Mtns.	100	830	170	280	100	39	8	55	46.6	Would be reduced 11 million kWh by development of Nu
71 (27)	Iliamna Lake	Kulchak R.	Dillingham A-2	6,440	150	114	14,600	100	1,170	311	50	11.1	
72	Kakhonak Lake	Kakhonak R.	Iliamna B-4	145	300	200	275	100	45	9	55	53.8	
73	Neshalen River	Neshalen R.	Iliamna D-6	1,319	325	74	6,675	100	411	85	55	11.9	New mapping indicates Neshalen could be included on lower priced hydro.
74 (28)	Tasimina	Tasimina R.	Iliamna D-5	346	725	193	724	96	224	51	50	15.0	
75	Kontrahilina	Tanalian R.	Lake Clark A-4	200	510	226	461	99	83	17	55	17.6	
76 (29)	Ingersol	Kijik R.	Lake Clark B-1	300	1,460	1,120	695	99	630	144	50	14.2	
77	Alagnak River	Alagnak R.	Iliamna A-8	530	775	170	960	35	47	10	55	51.5	
78	Nonvianuk Lake	Nonvianuk R.	Iliamna A-7	370	631	115	6.0	100	63	13	55	22.6	
79 (30)	Kukakluk Lake	Alagnak R.	Iliamna A-7	480	825	326	870	100	232	53	50	10.9	
80 (31)	Maknek	Maknek R.	Maknek C-2	2,720	150	124	4,600	100	473	108	50	11.2	
81	American Creek	American Creek	Mt. Katmai D-4	100	1,625	861	180	95	120	25	55	22.7	
82	Ukak River	Ukak R.	Mt. Katmai B-4	194	375	145	310	75	30	6	55	164.0	
83	Contact Creek	Contact Creek	Mt. Katmai A-6	54	1,050	274	92	65	13	3	55	154.0	
84	Nacharof	Kygegik R.	Maknek A-3	1,200	70	58	1,600	100	76	16	55	21.3	
85	Uqashik Lakes	Uqashik R.	Uqashik C-3	830	50	33	1,100	100	30	6	55	50.2	
BRITISH COLUMBIA REGION													
86	Oiga Bay	Oiga Narrows	Kariuk A-1	335	70	64	710	100	37	8	55	68.6	Alternative to Fraser Lake.
87	Fraser Lake	Dog Salmon Creek	Kariuk A-1	72	353	302	110	100	12	7	55	33.0	
88	Ayukulik	Ayukulik	Kariuk A-2	181	200	181	330	100	49	10	55	42.6	
89	Kariuk Lake	Kariuk	Kariuk C-1	165	400	344	300	100	85	18	55	24.9	
90	Terror Lake	Unnamed	Kodiak C-4	15	1,325	1,057	72	94	85	12	55	24.9	
91	McNeil River	McNeil River	Iliamna A-4	102	150	112	180	50	8	2	55	145.0	
92	Paint River	Paint R.	Iliamna A-4	205	150	115	370	80	28	6	55	115.0	
93 (12)	Crescent Lake	Crescent R.	Kanal B-8	200	599	517	454	98	179	41	50	9.9	
94 (33)	Chakachama	Chakachama R.	Tyonek A-7	1,120	1,127	793	2,460	100	1,600	366	50	6.5	
95	Chulitna	Chulitna R.	Tyonek A-4	66	800	552	140	70	45	9	55	83.4	
96	Lower Beluga	Beluga R.	Tyonek A-3	950	100	49	1,790	100	72	15	55	19.1	
97 (34)	Coffee	Beluga R.	Tyonek A-4	860	210	109	1,800	100	160	37	50	11.5	
98 (35)	Upper Beluga	Beluga R.	Tyonek B-4	840	375	142	1,800	100	210	48	50	11.3	
99	Strandline Lake	Beluga R.	Tyonek B-6	54	1,300	852	115	100	81	17	55	30.8	Development of Upper Beluga would reduce energy 12 mi
100	Lake Creek (Lower)	Lake Creek	Talkeetna A-2	335	800	385	710	60	105	22	55	32.6	
101	Upper Lake Creek	Lake Creek	Talkeetna B-3	85	1,400	560	180	90	74	15	55	20.3	
102	Talachulitna River	Talachulitna R.	Tyonek C-1	360	700	231	720	100	137	28	55	41.6	
103	Hayas, Skwentna R.	Skwentna R.	Tyonek D-5	1,730	575	187	3,500	80	429	89	55	72.8	
104	Emerald	Skwentna R.	Tyonek D-8	370	1,900	166	790	74	177	37	55	69.7	
105 (36)	Yentna	Yentna R.	Tyonek C-2	6,400	150	82	12,750		145				
106 (37)	Talachulitna	Skwentna R.	Tyonek D-4	2,250	350	124	4,500	79	1,390	75	50	10.1	Assumes operation as a system.
107 (38)	Skwentna	Skwentna R.	Tyonek D-6	950	1,000	291	1,900		98				
108	Chulitna Creek	Chulitna Creek	Talkeetna B-1	240	800	198	380	40	25	5	55	50.9	
109 (39)	Lower Chulitna	Chulitna R.	Talkeetna B-1	2,600	500	39	6,350	04	394	90	50	8.1	
110 (40)	Tklichitna	Chulitna R.	Talkeetna C-1	2,560	725	186	6,200	85	806	184	50	8.8	
111	Talkeetna River (sheep)	Talkeetna R.	Talkeetna Mt. B-6	1,790	605	91	4,400	50	149	31	55	40.4	
112 (41)	Keetna	Talkeetna R.	Talkeetna Mt. B-6	1,260	950	286	1,690	82	324	74	50	11.3	
113	Iron Creek	Iron Creek	Talkeetna Mt. B-5	210	1,750	750	400	60	147	31	55	63.9	
114	Granite Gorge	Talkeetna R.	Talkeetna Mt. B-5	865	1,500	416	1,160	87	345	72	55	43.8	
115	Greenstone	Talkeetna R.	Talkeetna Mt. C-5	790	1,575	304	1,150	65	226	51	55	38.6	Alternative to Granite Gorge.
116	Trapper	Talkeetna R.	Talkeetna Mt. C-5	760	1,700	245	1,140	94	216	45	55	68.6	
117	Lucy	Chulitna R.	Talkeetna Mt. D-5	1,080	1,100	166	2,600	20	71	15	55	19.3	
118	Coal	Chulitna R.	Talkeetna Mt. D-6	985	1,450	241	2,400	40	193	40	55	36.3	Would be inundated by development of Ch. 3 site.
119	Ohio	Chulitna R.	Talkeetna Mt. D-6	916	1,500	224	2,220	35	144	30	55	21.0	
120	Chulitna-Hurricane	Chulitna R.	Ikaly A-6	795	1,600	207	1,900	50	166	34	55	26.7	Would be inundated by development of Ohio site.
121	West Fork Chulitna	W.F. Chulitna R.	Healy A-6	355	1,900	287	640	45	68	14	55	33.4	
122	East Fork Chulitna	E.F. Chulitna R.	Healy A-5	135	2,500	180	240	80	59	12	55	31.3	
123 (42)	Whiskern	Susitna R.	Talkeetna B-1	6,320	490	59	7,500	109	368	84	50	11.5	
124 (43)	Lane	Susitna R.	Talkeetna C-1	6,280	660	169	7,500	100	1,052	240	50	8.9	
125 (44)	Gold	Susitna R.	Talkeetna Mt. C-6	6,160	850	189	7,327	100	1,139	260	50	13.1	
126	Deadman Creek	Deadman Cr.	Talkeetna Mt. D-3	160	3,000	962	350	60	165	34	55	22.7	
127 (45)	Devil Canyon	Susitna R.	Talkeetna Mt. D-5	5,810	1,450	575	6,840		738				
128 (46)	Malana	Susitna R.	Talkeetna Mt. D-4	5,180	1,905	425	6,040	100	7,000	478	50	6.3	Assumes operation as a system.
129 (47)	Vee	Susitna R.	Talkeetna Mt. C-2	4,140	2,355	430	4,730		386				
130 (48)	Denali	Susitna R.	Talkeetna Mt. D-1	1,260	2,552	---	2,310		---				
131	McLaren River	McLaren R.	Gulkana D-6	485	2,875	263	1,410	85	263	55	55	45.2	
132	Boulder Creek	Boulder Cr.	Healy B-1	42	3,575	917	67	70	35	7	55	55.6	
133	Palmer	Matanuska R.	Anchorage C-6	2,070	400	166	2,918	20	79	16	55	195.5	
134	Moore Creek	Matanuska R.	Anchorage C-6	2,070	500	166	2,918	25	100	21	55	124.2	Alternative to Palmer site.
135	King Mountain	Matanuska R.	Anchorage D-5	1,615	1,050	278	2,100	40	310	44	55	12.4	

No.	Power Site	Stream	USGS Map sheet	Drainage Area (sq. mi.)	Maximum Regulated Water Surface (ft.)	Average Head (ft.)	Average Annual Runoff (1000 AF)	Per Cent Regulation	Firm Energy (million Kwh)	Installed Capacity (1000 KW)	1/ (plant factor %)	Index Cost 2/	
136	Coal Creek	Matanuska R.	Anchorage D-4	1,128	1,300	291	1,600	80	107	64	55	78.5	Alternative to Ring Min. site.
137	Boulder Creek	Boulder Cr.	Anchorage D-4	90	2,680	1,317	82	80	69	14	55	57.0	
138	Rush Lake	Boulder Cr.	Anchorage D-4	89	1,950	092	78	79	45	9	55	92.7	
139	Furinton Creek	Matanuska R.	Anchorage D-4	1,082	1,450	291	1,500	90	324	67	55	100.1	Alternative to Hick site.
140	Hicks Site	Matanuska R.	Anchorage D-3	950	1,675	281	1,300	90	206	59	55	37.2	
141	Caribou Creek	Caribou Cr.	Anchorage D-2	260	2,450	527	220	91	90	19	55	21.7	
142	Eagle River	Eagle R.	Anchorage B-7	194	450	167	397	82	45	9	55	30.8	
143	Sunrise	Sixmile Cr.	Seward D-7	238	450	127	350	55	52	11	55	122.2	
144	Lower Kenai	Kenai R.	Kenai B-3	1,650	160	84	4,300	88	263	55	55	10.2	
145	Moose Horn	Kenai R.	Kenai C-2	1,540	275	95	4,000	91	290	60	55	10.8	
146	Killay River	Killay R.	Kenai B-2	160	725	158	385	90	100	71	55	38.1	
147	Stalters Ranch	Kenai R.	Kenai B-1	849	500	199	2,600	97	401	84	55	17.9	
148	Kenai Lake	Kenai R.	Seward B-8	660	650	341	2,030	97	552	115	55	22.3	Alternative to Stalters Ranch site.
149	Crescent Lake	Crescent L.	Seward B-7	21	1,454	934	10	100	29	6	55	31.4	
150 (49)	Snow	Snow R.	Seward B-7	85	1,250	653	535	97	278	63	50	11.2	
151	Kasilof River	Kasilof R.	Kenai B-4	738	200	136	1,729	100	193	40	55	15.8	
152	Tuntumena	Tuntumena Glacier	Kenai A-2	57	1,426	1,100	133	85	102	21	55	17.1	
153	Sheep Creek	Sheep Cr.	Seldovia D-2	101	725	382	460	54	94	20	55	23.8	
154 (50)	Bradley Lake	Bradley Cr.	Seldovia D-3	88	1,195	1,155	445	93	410	94	50	8.0	Authorized Project.
155	Resurrection River	Resurrection R.	Seward A-7	141	425	233	600	75	86	18	55	58.5	
156	Nellie Juan River	Nellie Juan R.	Seward B-5	130	460	240	708	74	47	10	55	32.0	
157	Upper Nellie Juan	Nellie Juan R.	Seward B-6	35	1,189	421	190	90	57	12	55	17.6	
158 (51)	Love	Love R.	Valdez A-6	190	800	334	1,400	66	254	55	50	11.2	
159	Allison Creek	Allison Cr.	Valdez A-7	6	1,380	1,191	32	55	18	4	55	19.5	
160	Solomon Gulch	Unnamed	Valdez A-7	18	660	608	100	20	11	2	55	27.0	
161	Silver Lake	Duck R.	Cordova D-7	25	390	346	180	95	48	10	55	15.6	
162	Power Creek	Power Cr.	Cordova C-5	21	560	498	182	90	66	14	55	20.9	
163 (52)	Million Dollar	Copper R.	Cordova C-2	24,200	200	89	38,000	71	1,927	440	50	14.0	
164	Van Cleave	Unnamed	Cordova C-1	17	1,450	475	95	25	10	2	55	234.0	
165	Little Bremner River	Little Bremner R.	Valdez A-2	182	600	272	503	62	70	15	55	67.8	
166	Bremner R., Salmon Site	Bremner R.	Valdez A-1	660	525	166	2,100	30	86	18	55	46.7	
167	So. Fork Bremner River	S.F. Bremner R.	Cordova D-1	148	1,150	537	470	75	156	32	55	32.5	
168	Three Mile Canyon	Bremner R.	Cordova D-1	526	725	228	1,660	41	127	26	55	51.5	Alternative to Salmon site.
169	No. Fork Bremner River	N.F. Bremner R.	Bering Glacier	150	1,625	490	470	87	166	35	55	56.0	
170 (53)	Cleava	Copper R.	Valdez A-3	21,500	420	165	28,000	96	3,600	820	55	13.3	
171	Taina	Taina	Valdez A-5	104	1,750	360	220	90	58	17	55	64.2	
172	Tiekel River	Tiekel R.	Valdez A-3	421	950	400	900	35	105	22	55	37.8	
173 (54)	Wood Canyon	Copper R.	Valdez B-2	20,600	1,400	950	26,700	100	21,900	3,600	69.4	3.2	
174	Hanaqita Lake	Hanaqita R.	McCarthy A-8	100	2,575	1,010	228	85	160	33	55	27.0	
175	Tebay Lakes	Tebay R.	Valdez A-1	105	1,875	1,007	240	95	193	40	55	23.6	
176	Kuskulana River	Kuskulana R.	McCarthy C-8	260	2,050	508	550	50	114	24	55	66.9	
177	Young Creek	Young Cr.	McCarthy A-4	40	3,475	2,017	110	45	82	17	55	60.3	High Wood Canyon plan would reduce potential by about
178	Canyon Creek	Canyon Cr.	McCarthy A-4	100	3,100	1,308	270	45	131	27	55	46.1	
179	Klaqna River	Klaqna R.	McCarthy A-4	185	2,500	970	490	50	193	40	55	77.9	High Wood Canyon plan would reduce potential by about
180	Kotaina River	Kotaina R.	Valdez C-1	209	2,075	524	440	70	133	28	55	47.9	
181	Klutina	Klutina R.	Valdez D-5	670	1,800	335	950	100	263	54	55	17.6	
182	Tolsona Creek	Tolsona Cr.	Gulkana A-4	174	2,025	460	200	70	51	11	55	52.5	
183	Tazlina	Tazlina R.	Gulkana A-5	1,970	1,875	273	2,300	100	503	104	55	15.6	
184	Welchiana River	Welchiana R.	Gulkana A-6	820	2,250	285	940	99	219	45	55	51.3	
185	Lower Gulkana River	Gulkana R.	Gulkana B-3	1,850	1,700	232	2,000	11	42	9	55	04.8	
186	Upper Gulkana River	Gulkana R.	Gulkana B-3	1,770	1,850	124	1,900	23	45	9	55	86.8	
187	Gulkana River	Gulkana R.	Gulkana C-4	575	2,475	405	620	80	164	34	55	27.5	
188	West Fork Gulkana River	W.F. Gulkana R.	Gulkana C-5	398	2,375	192	440	100	69	14	55	58.7	
189	Summit Lake	Gulkana R.	McCarthy A-4	83	1,210	500	88	100	36	8	55	19.9	
190	Gakona Site	Copper F	Gulkana B-3	3,965	1,750	266	4,400	75	727	150	55	35.2	Alternative to Sanford site.
191	Sanford	Copper R.	Gulkana B-3	3,365	1,875	178	3,700	70	385	80	55	29.3	
192	White River	White R.	Bering Glacier A-4	29	375	282	210	80	19	0	55	51.3	

SOUTHEAST REGION

193	Aleek River	Aleek R.	Yakutat B-1	11,000	450	166	12,000	90	1,490	310	55	17.9	Major portion of reservoir area is in Canada.
194	Endicott River	Endicott R.	Juneau D-5	56	800	483	270	97	105	21	55	25.9	
195	Chilkoot	Chilkoot R.	Skagway B-2	130	175	136	780	90	78	16	55	35.8	
196 (55)	Chilkat	Chilkat R.	Skagway C-3	190	600	320	870	80	180	41	50	10.6	
197	West Creek	West Creek	Skagway C-2	40	800	625	268	75	105	21	55	25.9	
198	Goat Lake	Fitchfork Falls	Skagway C-1	4	2,915	2,017	10	95	46	10	55	16.5	
199	Lace River	Lace R.	Juneau D-3	363	200	166	2,300	97	298	62	55	51.8	
200	Unnamed Lake near Lace R.	Unnamed	Juneau D-3	3	3,160	3,003	20	100	48	10	55	19.4	
201	Antler River	Antler R.	Juneau D-3	5	1,950	1,813	29	105	43	9	55	17.8	
202	Nugget Creek	Nugget Cr.	Juneau B-2	16	725	607	151	40	30	6	55	52.9	
203	Carlson Creek	Carlson Cr.	Juneau B-1	24	450	344	246	66	46	10	55	17.5	
204	Boundary Lake	Boundary Cr.	Taku R. C-6	23	925	795	170	85	95	20	55	22.2	
205	Yehring Creek	Yehring Cr.	Taku R. B-6	16	1,100	1,077	112	26	26	5	55	29.0	
206 (56)	Lake Dorothy	Dorothy Cr.	Taku R. A-6	11	2,422	2,248	81	100	150	34	50	7.1	
207 (57)	Speck Division	Speck R.	Taku R. A-5	104	375	333	333	100	333	333	55	33.3	

No.	Power Site	Stream	USGS Map sheet	Drainage Area (sq. mi.)	Maximum Regulated Water Surface (ft.)	Average Head (ft.)	Average Annual Runoff (1000 AF)	Per Cent Regulation	Firm Energy (million Kwh)	Installed Capacity (1000 KW)	1/ (plant factor %)	Index Cost 2/
208 (58)	Tease Creek	Tease Cr.	Taku R. A-5	11	1,100	1,014	110	75	70	16	50	14.9
209 (59)	Sweetheart Falls	Sweetheart Falls Cr.	Sumdum D-5	35	684	612	250	100	125	29	50	9.6
210 (60)	Houghton	Unnamed	Sumdum D-3	19	550	457	170	98	136	31	50	11.0
211	Farragut	Farragut R.	Sumdum A-3	64	525	493	480	56	163	37	50	13.0
212 (61)	Scenery Creek	Scenery Cr.	Sumdum A-3	21	957	620	147	90	67	15	50	10.8
213 (62)	Thomas Bay	Cascade Cr.	Sumdum A-3	19	1,514	1,442	160	88	166	38	50	8.1
214	Ruth Lake	Delta Cr.	Petersburg D-3	8	1,550	1,449	9	90	63	13	55	18.1
215 (63)	Stikina River	Stikina R.	Petersburg C-1	20,000	350	291	45,000	90	9,900	2,260	50	9.0
216 (64)	Goat	Goat Cr.	Bradfield Canal C-6	14	1,298	1,056	112	90	07	20	50	13.9
217	Katate River	Katate R.	Bradfield Canal C-6	73	650	249	594	82	99	21	55	10.3
218	Aaron	Aaron Cr.	Bradfield Canal C-6	81	300	183	652	56	58	12	55	86.0
219	Harding River	Harding R.	Bradfield Canal C-5	68	250	207	548	92	85	18	55	49.2
220	No. Bradfield River	N. Bradfield R.	Bradfield Canal B-5	150	250	157	1,200	61	131	27	55	71.0
221 (65)	Tyee Creek	Tyee Cr.	Bradfield Canal A-5	15	1,307	1,275	123	93	120	27	50	8.9
222	Anan Creek	Anan Cr.	Bradfield Canal A-6	27	325	230	200	89	33	7	55	34.4
223 (66)	Spur	Unnamed	Bradfield Canal A-4	10	1,889	1,776	83	87	105	24	50	10.7
224	Sahn Cove	Sahn Cr.	Ketchikan D-4	22	675	623	150	93	72	15	55	18.7
225 (67)	Leduc	Leduc R.	Ketchikan	7	1,384	1,241	61	100	62	14	50	14.5
226	Chickamin River	Chickamin R.	Bradfield Canal A-2	562	125	228	4,800	82	727	150	55	26.1
227	Granite Creek	Granite Cr.	Ketchikan C-3	9	945	863	82	67	39	8	55	17.2
228 (69)	Punchbowl Creek	Punchbowl Cr.	Ketchikan C-3	14	650	622	126	99	64	15	55	10.6
229 (68)	Rudyard	Unnamed	Ketchikan C-2	8	1,775	1,600	63	100	03	19	50	10.6
230	Wilson River	Wilson R.	Ketchikan B-2	70	400	166	560	93	71	15	55	30.7
231 (70)	Red	Red R.	Ketchikan A-2	44	400	347	410	89	104	24	50	12.2
232	Davis River	Davis R.	Ketchikan D-1	78	450	367	667	67	131	28	55	17.4
233	Kelp	Unnamed	Sitka B-4	21	675	612	161	82	66	16	50	15.1
234 (75)	Takatz Creek	Takatz Cr.	Sitka A-3	11	1,040	991	129	87	97	20	50	12.5
235	Baranof Lake	Baranof R.	Sitka A-3	32	145	108	316	42	11	2	55	19.1
236	Carbon Lake	Unnamed	Sitka A-3	27	300	260	350	65	49	10	55	24.8
237	Milk Lake	Unnamed	Port Alexander D-3	11	700	666	167	36	33	7	55	19.0
238	Brentwood Creek	Brentwood Cr.	Port Alexander C-3	7	950	655	98	71	38	8	55	27.7
239 (74)	Deer	Unnamed	Port Alexander C-3	7	374	339	114	96	31	7	50	14.0
240 (73)	Maknoutof River	Maknoutof R.	Port Alexander C-3	24	600	570	272	93	117	24	50	12.6
241	Plotnikof Lake	Unnamed	Port Alexander F-3	20	350	315	24	76	44	9	55	17.7
242 (76)	Green Lake	Vodopad R.	Port Alexander D-4	29	400	353	212	84	52	11	50	12.4
243	Hasselborg Creek	Hasselborg Cr.	Sitka C-1	83	131	106	343	90	77	16	55	22.3
244	Thayer Creek	Thayer Cr.	Sitka C-2	61	407	377	252	100	78	16	55	22.1
245	Kathleen Creek	Kathleen Cr.	Sitka D-3	29	525	502	126	94	40	10	55	33.7
246	Towers Creek	Towers Cr.	Petersburg D-5	81	275	259	300	100	64	13	55	108.7
247	Orchard Creek	Orchard Cr.	Ketchikan D-5	60	200	170	420	75	44	9	55	17.8
248 (71)	Lake Grace	Grace Cr.	Ketchikan C-3	29	500	456	281	90	99	20	50	10.1
249	Manzanita Lake	Unnamed	Ketchikan C-4	63	300	269	620	91	124	26	55	17.0
250 (72)	Swan Lake	Falls Cr.	Ketchikan C-4	16	326	275	336	91	69	15	50	12.0
251	Thorne	Thorne R.	Craig C-2	166	125	103	1,100	85	80	17	55	17.6
252	Reynolds Creek	Reynolds Cr.	Craig A-2	7	---	---	54	99	54	11	55	19.7

Recent calculations indicate Farragut could be included of lower priced hydro.

Three power plants and lakes involved.

Power site numbers refer to map locations.

Numbers in parentheses refer to the published list and map of lower priced hydroelectric potentials 2500 kw continuous power and larger.

- 1/ The size and cost of the power plants for the inventory study was based on 55% plant factor. The list of the 76 lower priced sites assumes 50% plant factor with no significant change in cost. There are exceptions for the larger sites which were considered base load plants. Specific plant factors are noted.
- 2/ The index cost is a relative comparison cost of energy at the power plant bus bar. Substation and transmission costs are not included.
- 1/ An alternative development of the Ruby site to elevation 325 would inundate the Rampart dam site. Power production at Ruby would increase to 14.2 billion kwh annually and 3,250,000 kw.

FISCAL NOTE

No. 1

STATE OF ALASKA
1992 LEGISLATIVE SESSION

Bill Version: SJR 40

(S) Publish Date: 3-11-92

Revision Date: March 10, 1992 Department Affected: Senate Transp. Comm

Title: Relating to Energy Transmission BRD: _____

and Surface Transp. in Southeast AK Component: _____

Sponsor: Sen. Lloyd Jones

Requestor: Sen. Curt Menard COMPONENT SERIAL NO.

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EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
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REVENUE						
FUND SOURCE:	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
FUND SOURCE:						
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year impact: _____

<p>ANALYSIS: (Attach a separate page if necessary.)</p>	<p>Changes in <u>CSSJR 40 (RES)</u> have no fiscal impact. This fiscal note is appropriate.</p> <p><u>3-25-92</u> date Comte Aide(initial) _____</p>
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Prepared By: Johanna Munson, Sen. Transp. Comm Phone: 465-2679

Division: _____ Date: 3/10/92

Approved by Chairman _____ Date: 3/10/92

Agency: _____

FISCAL NOTE

STATE OF ALASKA
1992 LEGISLATIVE SESSION

BILL NO. SJR 40

Revision Date: _____ **Department Affected:** DCED

Title: Relating to energy transmission and surface transportation requirements for Southeast Alaska **BRU:** Alaska Energy Authority

Sponsor: Jones, Eliason, Duncan **Component:** Operations

Requestor: _____ **COMPONENT SERIAL NO.**

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EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
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REVENUE						
FUND SOURCE:	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER FUND SOURCE:						
TOTAL	0	0	0	0	0	0

POSITIONS:

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

Estimate of current year impact: _____

ANALYSIS: (Attach a separate page if necessary.)

Prepared By: Charlie Bussell *Charlie Bussell* Phone: 561-7877

Division: Alaska Energy Authority **Date:** 2/5/92

Approved by Commissioner: Glenn A. Olds *for [Signature]*

Agency: Department of Commerce and Economic Development **Date:** 2-6-92

*Commerce Zero
Fiscal Note*



CITY OF PETERSBURG

P.O. BOX 329 • PETERSBURG, ALASKA 99833

TELEPHONE (907) 772-4511

TELECOPIER (907) 772-3759

November 22, 1991

Senator Lloyd Jones
Alaska State Senate

352 Front St.
Ketchikan, Alaska 99901

Dear Senator Jones:

Enclosed please find a copy of Resolution No. 1270-R passed and approved by the City Council of the City of Petersburg at their regular meeting of November 13, 1991.

The resolution resolves:

1. That the City of Petersburg supports the continued federal power site designations at Cascade Creek and Scenery Creek in Thomas Bay and urges the Forest Service to maintain these designations.
2. That the City of Petersburg supports the utility corridors which the State of Alaska and related federal agencies have identified for southeast Alaska.
3. That the City of Petersburg strongly recommend that the Forest Service should not designate the Eagle River on the Cleveland Peninsula as a Wild & Scenic River in the Tongass Land Management Plan revision.

Sincerely,

Patricia Curtiss
City Clerk

Resolution No. 1270-R

A RESOLUTION RELATING TO FEDERAL LANDS AND ENERGY REQUIREMENTS OF PETERSBURG AND SOUTHEAST ALASKA.

Whereas, the community of Petersburg will need long term and reliable sources of energy for the future; and

Whereas, the communities of Petersburg and Wrangell have a proven commitment to developing long term energy production by the formation of the Thomas Bay Power Authority, a jointly operated electric utility which operates the State of Alaska Tye Lake Hydroelectric facility; and

Whereas, the communities of Petersburg and Wrangell had originally planned to build a power project at Thomas Bay but were advised by state and federal energy regulatory agencies that Tye Lake would better suit the energy requirements for that time period; and

Whereas, the interconnection of Tye and the Ketchikan power facilities seems likely to become a reality soon and with the connection to Juneau's Snettisham power facility appearing more plausible day by day, making the utilization of the Thomas Bay power sites more probable with the result being more reliable power for Petersburg and southeast Alaska; and

Whereas, contrary to the statements made in the Tongass Land Management Plan revision, the worth of the power site withdrawals at Thomas Bay is undiminished to Petersburg, Wrangell and now the balance of southeast Alaska; and

Whereas, an electrical intertie from the Swan Lake Hydroelectric facility near Ketchikan to the Tye Hydroelectric facility is currently in the preliminary design process; and

Whereas, the Eagle River Valley on the Cleveland Peninsula has been identified as the most desired route; and

Whereas, the U.S. Forest Service may recommend to include the Eagle River in the National Wild and Scenic River System as a Scenic River; and

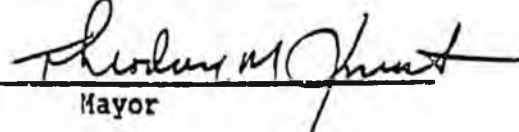
Whereas, historically there is a well founded concern that such a designation, if applied, would be too restrictive and would heighten the impression that the area is more valuable in its present state, adding mitigating factors which translate into increased costs for the overall transmission line between the

Tyee Hydroelectric Facility and Ketchikan by that potentially threatening the economic viability of the proposed electrical intertie.

Therefore, Be It Resolved by the City Council of the City of Petersburg, Alaska:

1. That the City of Petersburg supports the continued federal power site designations at Cascade Creek and Scenery Creek in Thomas Bay and urges the Forest Service to maintain these designations.
2. That the City of Petersburg supports the utility corridors which the State of Alaska and related federal agencies have identified for southeast Alaska.
3. That the City of Petersburg strongly recommend that the Forest Service should not designate the Eagle River on the Cleveland Peninsula as a Wild & Scenic River in the Tongass Land Management Plan revision.
4. That copies of this resolution be sent to the Honorable Dale Robertson, U.S. Dept. of Agriculture; Mike Barton, U.S. Forest Service, Tongass National Forest; Ted Stevens, U.S. Senate, Frank Murkowski, U.S. Senate; Don Young, U.S. Representative; Lloyd Jones, Alaska State Senate, Robin Taylor, Alaska House of Representatives; Cheri Davis, Alaska House of Representatives; and the communities of Wrangell, Ketchikan, Kake, Sitka and Juneau.

Passed and Approved by the City Council of the City of Petersburg, Alaska this 18 day of November 1991.



Mayor

ATTEST:



City Clerk

SOUTHEAST ALASKA ENERGY

A Regional Solution

For years, only the larger urban communities enjoyed the benefits of low-cost, low-pollution hydroelectric power. Small communities which investigated the feasibility of hydroelectric or transmission intertie projects for their areas found that electric rates would rise dramatically if the project were built. The problem was simple: small numbers of people having to pay for large projects. For instance, a transmission line from Kake to Petersburg would increase the rates in Kake by 50¢ per kWh. If the line was downgraded to serve only Kake, rates would increase by 15¢.

Meanwhile, the urban communities which enjoy hydroelectric power are now reaching the capacity limits of their hydros. Ketchikan is using all of Swan Lake, Sitka is nearing the capacity limits of Green and Blue Lake hydros, Juneau will exceed capacity from Snettisham when the AJ mine is brought on line, and Skagway already supplements its hydro with diesel. Wrangell and Petersburg have excess hydro energy at Tyee Lake, but no one can use it. The irony is that these communities now face a larger version of the rural problem. That is, power project development exceeds their ability to pay or to finance the project.

The significant common factor is that each community is trying to find a solution only for itself. They are forced to look at projects which are inherently unfeasible because they are too small to benefit from economies of scale, or because they are too large for the community's size. None are looking at a project that could benefit the entire region. Such a solution is a regional transmission intertie. If all of the Southeast communities were connected, a number of positive benefits and opportunities result:

1. Individual communities would not have to pay the entire cost of any project by themselves. For instance, Kake would not have to pay for an expensive intertie to Petersburg. Rather, Kake would only pay for a fair portion of an intertie that serves Juneau, Sitka, Wrangell, Petersburg and Ketchikan, not to mention all of the smaller communities along the route of the intertie.
2. Communities would not be forced to look at projects in their area which may be too small or too large an increment of power than they need or can afford at that time. Rather, only the best project meeting the needs of the entire region would be considered. For instance, the Takatz Project, which is too large to meet Sitka's current need, may

be just the right size to meet the needs of the entire region. The project could then go forward--and it would enjoy the political and financial support of the entire region.

3. No longer would a parade of community leaders come to the Governor and the Legislature asking for funds to build projects in their communities. Rather, the community leaders in concert would lend their support to projects that would benefit the entire region. Because of economies of scale, the regional projects would have more long-term benefits than the sum of all of the individual projects.
4. I propose that the communities join with the Administration and the Legislature to promote this regional solution. It is a solution that can be applied across the State, providing benefits to all Alaskans.

A regional intertie system would start with a connection of Tyee Lake to Swan Lake. Excess power from Tyee would be immediately available to Ketchikan where it's needed. The next logical step would be an intertie from Petersburg to Snettisham, but from a regional solution perspective, the intertie would run through Kake to Sitka (at the Takatz site) then on to Green's Creek, finally joining the Juneau system at Douglas Island. The communities of Angoon Tenakee Springs and Hoonah could then easily be tied into the system. The line could then be extended to Haines, Skagway and finally to Yukon Energy at Carcross. In the south, Prince of Wales Island and Metlakatla would be connected.

The total load represented by the interconnected communities would be large enough to consider joining the continental grid, either at Prince Rupert or through the Misty Fjord Monument to Stewart, B.C., picking up the Quartz Hill mineral development. Power could be provided to mineral developments in B.C. at Johnny Mountain east of Wrangell, and to proposed mineral developments at Kensington/Jualin mines at Berners Bay and the Windy Craggy mine northwest of Haines in Canada.

The attraction of this regional solution is that each community contributes its fair share to the project and no more. No one community will be forced to develop and pay for small, unfeasible power projects. Only the best, most efficient projects with lowest unit costs need be developed. Each community would pay only for the portion of the energy used by that community. Everyone benefits.

Lonnie Anderson, Mayor
Kake, Alaska



State of Alaska
Walter J. Hickel, Governor

Alaska Energy Authority

A Public Corporation

March 24, 1992

The Honorable Lloyd Jones
Alaska State Senator
P.O. Box V
Juneau, Alaska 99811

Subject: Position Statement on CS for Senate Joint Resolution No. 40

Dear Senator Jones:

The Alaska Energy Authority strongly supports the subject resolution relating to identified hydroelectric sites and energy transmission and surface transportation requirements for Southeast Alaska. We support the development of energy and transportation infrastructure consistent with future economic growth and opportunity. As evidenced by previous projects of the Energy Authority in Southeast Alaska and elsewhere, such development can and will be accomplished in balance with environmental objectives. Additional Federal land use restrictions are unnecessary and counterproductive.

Enclosed for your information is a letter of comment provided last summer by the Authority to the U.S. Forest Service regarding our support for this position, and the reply to our letter of comment by the Forest Service. Please let me know if I can provide you with additional information.

Sincerely,

Charlie Bussell
Executive Director

Enclosures

March 7, 1992

Senator Lloyd Jones
State Capitol
Juneau, Alaska 99811-1182

Dear Senator Jones:

I am writing in support of Senate Joint Resolution 40 asking the Congress and the Forest Service to refrain from placing further unnecessary land use designations/restrictions in Southeast Alaska. This statement is necessary given the Forest Service's current revision of the Tongass Land Management Plan. These land restrictions hamper transportation and utility corridor planning and construction. Both the state and federal governments through these designations have placed needless, yet costly, bureaucratic hurdles on reasonable economic development.

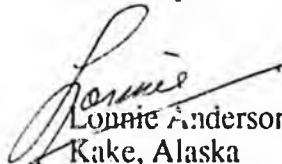
An example of the need for this resolution is my community of Kake located on Kupreanof Island, some 100 miles from Juneau. Kake has been anticipating for some time both an energy transmission line and road extending from near Petersburg to Kake. Kake lies some 60 air miles due west of Petersburg. The Forest Service has nearly completed a forest road between Kake and the east side of Kupreanof Island near Petersburg. Most the residents of Kake would like to have the opportunity to drive into Petersburg to use the medical and dental facilities both in emergency and non-emergency situations. Another benefit would be more commerce and less costly access for Kake's residents.

This past fall the Forest Service had made a preliminary decision to build the final link between the two road segments. The village of Kupreanof located on the east side of Kupreanof Island near Petersburg objected because they have chosen to be a roadless community. An outside group American Rivers also objected because they wanted the upper portion of the Duncan-Saltchuck River designated a Wild River under the Wild and Scenic River System. This river may be recommendation by the Forest Service for inclusion in the Wild and Scenic River System. The road was nearly built, except for these objections. Because of these small group's objections the Forest Service abandoned the project for now.

The people of my community want this road with a power line to help the local economy. The federal government is hampering our economic development efforts. This resolution is needed to tell the Congress and the Forest Service to let us get on with becoming economically self-sufficient.

I urge passage of this resolution. Thank you for your consideration of my testimony.

Sincerely,


Lonnie Anderson, Mayor
Kake, Alaska

Testimony of Robert Martin, Jr., General Manager of Tlingit Haida REA:
May 7, 1992
Senate Joint Resolution No. 40

Energy and Transmission Corridors within the Tongass National Forest.

1. General Manager of Tlingit-Haida REA
2. Serves five SE villages directly, a sixth on contract, and working to build a new system in a community which does not have central electricity.
3. Like many rural utilities, we are dependent on PCE.
4. Unlike many, we are working extremely hard to prepare for the day PCE is gone. Our success is reflected in continuous rate decreases since PCE--from 41¢ / kwh in 1981 to 29¢ / kwh today.
5. Rate decreases means the State pays less PCE to us than it would have.
6. When faced with an emergency, it is always best to turn to the tried and proven solutions. We have seen only two solutions with consistently good results:
 - a. Consolidation of utilities to gain administrative, financial and technical economies of scale. THREA, AVEC, AP&T are successful consolidated utilities.
 - b. Regional interties which would connect community load centers with the most efficient and cost-effective sources of power. Connection of Craig to Klawock allowed rates to decrease in both communities.
7. Interties have benefits beyond connection to a source of power.:
 - a. Peak loads are not additive. The combined load peak is not the sum of the individual peaks. This means less generation is needed.
 - b. Standby capability can be reduced because standby generation in one community can be standby generation for both. Again, less generation capability is needed.
 - c. More efficient generation equipment can be acquired, because the larger generating units tend to be more efficient.

- d. Small hydro and other generation units tend to be fairly expensive per unit of power. Generally, the larger the project, the lower the per unit cost. Combining load centers with interties allows consideration of larger, less costly projects. Tyee Lake was made possible by the connection of Wrangell and Petersburg.
- e. Connection of load centers allows consideration of projects far beyond the confines of the immediate area surrounding the community. (cite examples of Lake Dorothy-Juneau: expensive. Takatz Lake-Sitka: too large. But if intertied to Sitka and Tyee, next project would be Takatz--or Thomas Bay. Dorothy would never be considered.
- f. Many active fuel-storage tank farms can be eliminated. This eliminates many potential sources of spills, because every active tank farm presents a potential for fuel spill.

8. Interties (and Regionalization) allow delivery of low-cost energy to all of the areas within the transmission route. Sitka-Petersburg includes Kake. Sitka Juneau includes Angoon, Tenakee, Hoonah, Greens Creek and West Douglas.

If rural areas are to survive, they need jobs. If jobs are to be created, they need industry. If industry is to be developed in rural areas, industry needs low cost power.

For instance, interties would allow development of fish processing facilities closer to the fishermen. Quality and value would be enhanced, and both the fishermen and the processors would benefit.

9. The routes for transmission and for transportation within the Tongass are well-known. Transmission lines are relatively unobtrusive, and even brand-new aluminum wires become less visible with only a few months of weathering. The Snettisham line, the Tyee line and the Swan Lake line are all good examples.

10. I strongly urge passage of this important resolution, because it will preserve the option to create permanent solutions to the energy and transportation problems in Southeast Alaska.

March 7, 1992

Senator Lloyd Jones
State Capitol
Juneau, Alaska 99811-1182

Dear Senator Jones:

I am writing in support of Senate Joint Resolution 40 asking the Congress and the Forest Service to refrain from placing further unnecessary land use designations/restrictions in Southeast Alaska. This statement is necessary given the Forest Service's current revision of the Tongass Land Management Plan. These land restrictions hamper transportation and utility corridor planning and construction. Both the state and federal governments through these designations have placed needless, yet costly, bureaucratic hurdles on reasonable economic development.

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The people of my community want this road with a power line to help the local economy. The federal government is hampering our economic development efforts. This resolution is needed to tell the Congress and the Forest Service to let us get on with becoming economically self-sufficient.

I urge passage of this resolution. Thank you for your consideration of my testimony.

Sincerely,

Lonnie Anderson, Mayor
Kake, Alaska

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Jan 24, 1992 KTN Daily News

Editorial

Future planning

We support Ketchikan Sen. Lloyd Jones' proposal to the Alaska Legislature to identify utility and transportation corridors on federal and state land.

While corridors won't be used immediately, it is clear that a route connecting Southeast Alaska to a possible power grid with British Columbia likely will be needed. Commissioner Glenn A. Olds, Department of Commerce and Economic Development, said late in 1991 that it might be possible in the future to beam power from point to point without using transmission lines. We hope that develops soon, but in the event it doesn't we should have a corridor designated for power lines.

Also, there is interest in building a road off Revillagigedo Island to the mainland. The road would link into British Columbia's extensive highway system. It would provide a land option for vacationers to leave Revilla and for goods to be transported.

The Tongass Land Management Plan has some of the area that could be used for either type of corridor placed in designations that limit or prevent development. Those designations should be changed to accommodate the corridors. A road can be built in the most environmentally sound manner possible. With time, technology will improve and we might have techniques that would have less impact. Possibly laser cutters?

If federal and state governments designate land use without considering those two needs, we could run into roadblocks on expanding our power and transportation systems.

Electrical and transportation options are good long-term planning, something we need more of in Southeast, to accommodate a likely future need.

It never hurts to plan.

From other editors

Need rational dialogue

It's a cloudy situation in Algeria. We hope this calm reaction would continue, but we fear the possible civil war.

A logical dialogue must be initiated among both leaders as both

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*Department of Transportation
and Public Facilities*

POSITION PAPER

BILL NO: SJR 40

APPROVED: *[Signature]*

TITLE: Energy Trans and Surface trans. in SE Alaska

DATE: 2-10-92

DOT&PF supports SJR 40. The resolution states the US Congress and the US Forest Service NOT place further land use designation restrictions on the potential utility corridors or the surface transportation corridors in Southeast Alaska. The resolution is aimed specifically at the current US Forest Service Tongass Land Use Management Plan (TLMP) planning effort, and at congressional actions in general.

The department has worked very successfully with the US forest Service planning team manager to see that all potential corridors for roads in southeast Alaska have been included in the TLMP EIS currently in process. Those corridors are reflected in the Supplemental EIS that is now out for review. The department has also worked with the Governor's Office, Division of Governmental Coordination (DGC) to see that transportation concerns including the corridor reservations are incorporated into the state's official response to the EIS.

This resolution is in support of those actions. It reinforces the determination of the State of Alaska that the evolution of a surface transportation system in southeast not be impeded by restrictive land use designations by US Forest Service planning efforts.

The department will continue to work with the Forest Service and DGC to see that the importance of corridor identification and preservation is recognized. DOT&PF will be participating in the Governor's Task Force on TLMP, which has as one of its major policy issues the preservation of regional transportation and utility corridors.

For Further Information contact Katy McHugh at 465-3900.

WJH:PC

State of Alaska
Waller J. Hickel, Governor



Alaska Energy Authority

A Public Corporation

July 3, 1991

Mr. Steve Brink
Forest Plan Revision Team Leader
Tongass Land Management Planning Team
8505 Old Dairy Road
Juneau, Alaska 99801

Subject: Tongass Land Use Management Plan

Dear Mr. Brink:

The Alaska Energy Authority (formerly the Alaska Power Authority) has previously submitted to the U.S. Forest Service extensive documentation on potential electric transmission line routes and hydroelectric sites within the Tongass National Forest. Copies of past correspondence related to this issue are enclosed with this letter.

My staff informs me that this information has been entered into the computerized data base maintained by the Forest Service, and that your agency is aware of the State's desire to reserve these proposed intertie corridors and hydroelectric sites from restrictive land use designations that would inhibit their future development.

As you are preparing to issue the Supplemental Draft Tongass Land Use Management Plan this fall, I want to reiterate and emphasize our concern that the Land Management Plan recognize these corridors and sites such that their future development is allowed. While all of these routes and locations represent potential developments over the long run, the project that now appears to have the best chance for becoming a reality in the near term is the proposed intertie between the Tyee Lake and Swan Lake hydroelectric projects. Reserving the Tyee-Swan corridor to allow this development therefore represents a high priority.

I appreciate the past efforts of the Forest Service to solicit and accommodate State concerns with management of the Tongass. The Alaska Energy Authority looks forward to receipt of the Supplemental Draft Management Plan, and will provide our comments on the document at that time.

Sincerely,

Charlie Bussell
Executive Director

TJA:CB:tlj

☐ PO Box AM Juneau, Alaska 99811 (907) 465-3575
✳ PO Box 190869 701 East Tudor Road Anchorage, Alaska 99519-0869 (907) 561-7877

TJ1092(1)

United States
Department of
Agriculture

Forest
Service

Alaska Region

P.O. Box 21628
Juneau, AK 99802-1628

Reply to: 1920-2 (B)

Date: July 18, 1991

Mr. Charlie Bussell
Executive Director
Alaska Energy Authority
P.O. Box 198069
Anchorage, AK 99519-0869

RECEIVED

JUL 22 1991

ALASKA ENERGY AUTHORITY

Dear Mr. Bussell:

I appreciate your July 3, 1991 letter and enclosure of past correspondence.

As you noted, we have electronically stored State of Alaska power transmission intertie corridors into our Geographic Information System. We've worked closely with local Juneau ADOTPF officials and contacted local Alaska Energy Authority officials to try to obtain most recent information.

The State of Alaska transportation and power transmission corridors will be shown on a map in the Tongass Plan Revision Supplement map packet, which is scheduled to be available for public review about the end of August, 1991.

We have developed a land use designation specifically for future transportation and utility corridors for the TLMP Supplement. Three of the five alternatives apply the special land use designation to all of the proposed corridors. Keep in mind that even in the two alternatives that do not apply the special designation, no land use designation precludes a State transportation or utility development.

The public comment period will run for the months of September, October and November. We look forward to any comments you may have, particularly if we've made errors in depicting corridors on the map, so they can be incorporated into development of the Final Environmental Impact Statement next year.

I have enclosed a copy of the current Tongass Plan map, as amended by the November, 1990 Tongass Timber Reform Act, which provides the land allocation direction until the Tongass Revision is complete.

Steven A Brink

STEVEN A. BRINK
Tongass Plan Revision Team Leader

Enclosure

ONG: Tom A
cc: Dick Em w/o map
Stan w/o map

SOUTHEAST ALASKA CORRIDOR PLANNING

SCOPE

- * Identify potential opportunities for coordinating planning efforts and sharing of resources to achieve actual improvements.

- * Assign agency priorities in terms of general time frames in which significant activity is expected to occur.

MATRIX DEFINITIONS

Transportation - Extensions of Regional or Sub-regional surface transportation links.

Utility - Transmission of power and/or other utilities, including pipelines.

Timber - Development and harvest of timber resources.

Mining - Exploration, extraction, processing, and transportation of mineral resources.

Lands - Access to lands for community expansion, or for development of new recreational opportunities.

Time Codes -

- O = Existing
- A = less than 5 years
- B = 5 to 20 years
- C = more than 20 years
- X = Unknown

S.E. ALASKA CORRIDOR PLANNING

CORRIDOR SEGMENT	MAP REF.	ACTIVITY				
		TRANSP.	UTILITY	TIMBER	MINING	LANDS
Metlakatla to Ketchikan	01	C	A			
Ketchikan to Kasaan	02	O	B			
Kasaan to Thorne Bay	03	B	B	B		B
Hollis to Thorne Bay via Karta Bay	04	C	C			B
P.O.W. Island - Control Lake to Pt. Baker	05	B	C	O		B
Craig to Klawock to Hydaburg to Hollis	06	O	O/B	O		O
Klawock to Thorne Bay	07	O	B	O		O
Revilla Island - Ketchikan to Carroll Inlet	08	B	O	B		B
Carroll Inlet to Portland Canal	09		C		C	
Carroll Inlet to Cow Creek	10	B	A	B		
Cow Creek to Tyee Lake	11	C	A			
Ketchikan to Cleveland Peninsula	12		C			
Cleveland Peninsula to Thorne Bay	13		C			
Cleveland Peninsula to Tyee Lake	14		C			
Bradfield River Route to Border	15	B	A		O	
Tyee Lake to Wrangell	16	C	O			C
Wrangell to Tolstoi Bay	16A	C				
Wrangell to Petersburg	17	C	O			B
Aaron Creek Route to Border	18	C	X			
Stikine River Route to Border	19	C	X			
Kake to Petersburg	20	B	B	B		
West Petersburg to Petersburg	20A	B				
Kake to Snettisham	21		B			
Kake to Baranof Warm Springs	22		C			B
Baranof Warm Springs to Sitka	23	C	C			
Sitka to Rodman Creek	24	C	B			C
Rodman Creek to Rodman Bay	25	C	B			
Rodman Creek to Sitkoh Bay	26		B			
Sitkoh Bay to Angoon	27		C			
Sitkoh Bay to Hoonah	28		B			
Hoonah to Young Bay	29		B			C
Juneau to North Douglas Middle Point	30	B	A			C
N. Douglas Middle Point to Greens Creek	31		A		O	
Juneau to Border via Taku River Route	32	C	X			C
Juneau to Snettisham	33		O		C	
Juneau to Echo Cove	34	O	C	B		B
Echo Cove to Berners Bay	35	B	C	B	B	

S.E. ALASKA CORRIDOR PLANNING

CORRIDOR SEGMENT	MAP REF.	ACTIVITY				
		TRANSP.	UTILITY	TIMBER	MINING	LANDS
Berners Bay to Skagway	36	C	C			
Skagway to Whitehorse	37	O	C			
Berners Bay to William Henry Bay	38	C	X			C
William Henry Bay to Haines	39	C	X			
Haines to Skagway	40	C	C			C
Haines to Border via Haines Highway	41	O	C			C
Yakutat to Border via Alsek River	42	C	X	C	C	

*** MAP REFERENCE AND CORRIDOR SEGMENT**

*** ROUTE DESCRIPTION**

*** MAJOR ACTIVITIES**

*** INVOLVED AGENCIES**

01 METLAKATLA TO KETCHIKAN

From end of the existing road system at Metlakatla northwesterly to the north end of Annette Island, across Revilla Channel to the road system on Revilla Island.

Road and ferry transportation between communities.
Electric power transmission.
Community expansion.

DOT/PF, APA, BIA

02 KETCHIKAN TO KASAAN

From Ketchikan to Kasaan via Clarence Strait and Kasaan Bay.

Ferry service between communities.
Electric power transmission.

APA, DOT/PF

03 KASAAN TO THORNE BAY

From Kasaan northerly to Tolstoi Bay and Thorne Bay via upgraded logging roads.

Transportation between communities.
Electric power transmission.
Timber harvest.
State Lands.

BIA, SEALASKA, APA, DNR, USFS

04 HOLLIS TO THORNE BAY

From Hollis, along the east shore of Kasaan Bay via Karta Bay and Tolstoi Bay to Thorne Bay.

Transportation between communities.

Timber harvest.

Recreation opportunities.

State Lands

DOT/PF, DNR, USFS

05 CONTROL LAKE TO POINT BAKER

From existing State Highway at Control Lake to north end of Prince of Wales Island near Point Baker, via upgraded logging roads.

Transportation between communities.

Timber harvest.

Recreational opportunities.

State selected lands.

USFS, DOT/PF, DNR

06 CRAIG TO KLA WOCK TO HYDABURG TO HOLLIS

Existing State Highway system.

Transportation between communities.

Timber harvest.

Recreational opportunities.

State lands & State selected lands.

DOT/PF, USFS, DNR

07 KLAWOCK TO THORNE BAY

From the Hollis Highway near Klawock to Thorne Bay via the existing State Highway system.

Transportation between communities.

Timber harvest.

Recreational opportunities.

State Lands.

USFS, DOT/PF, DNR

03 KETCHIKAN TO CARROLL INLET

From Ketchikan, via Harriet Hunt Lake Road to head of Carroll Inlet.

Transportation between communities.

Electric power transmission.

Recreational opportunities.

Timber harvest.

Community expansion.

State lands & State selected lands.

USFS, APA, DOT/PF, DNR

09 CARROLL INLET TO PORTLAND CANAL

From head of Carroll Inlet (Corridor segment 08) to Quartz Hill mine site, then easterly to Canadian border at Portland Canal (with an extension to Kitsault, B. C.).

Electric power transmission.

Mining.

APA

10 CARROLL INLET TO COW CREEK

From head of Carroll Inlet (Corridor segment 08) to north end of Revilla Island at Cow Creek.

Transportation between communities.

Electric power transmission.

Timber harvest.

Recreational opportunities.

USFS, APA, DOT/PF

11 COW CREEK TO TYEE LAKE

From Cow Creek via Anchor Pass and Eagle River to Tyee Lake power plant.

Transportation between communities.

Electric power transmission.

DOT/PF, AF/A

12 KETCHIKAN TO CLEVELAND PENINSULA

From Ketchikan, northerly across Behm Canal to Cleveland Peninsula near Helm Bay.

Electric power transmission.

APA

13 CLEVELAND PENINSULA TO THORNE BAY

From Cleveland Peninsula (Corridor segment 12) westerly across Clarence Strait to Thorne Bay.

Electric power transmission.

APA

14 CLEVELAND PENINSULA TO TYEE LAKE

From Cleveland Peninsula (Corridor segment 12) easterly to Tyee Lake power plant.

Electric power transmission.

APA

15 BRADFIELD RIVER ROUTE TO BORDER

From head of Bradfield Canal (Tyee Lake) to Canadian Border via Bradfield River (with an extension to Cassiar Highway).

Transportation connection with continental road system.

Electric power transmission.

Mining.

APA, DOT/PF

16 TYEE LAKE TO WRANGELL

From Tyee Lake power plant via Blake Island and Thoms Lake to Wrangell.

Transportation between communities.

Electric power transmission.

State lands.

APA, DOT/PF, DNR, USFS

16A WRANGELL TO TOLSTOI BAY

From Wrangell to Tolstoi Bay via Alaska Marine Highway.

Transportation between communities.

DOT/PF

17 WRANGELL TO PETERSBURG

From Wrangell via Dry Strait and Wrangell Narrows to Petersburg.

Transportation between communities.

Electric power transmission.

Community expansion.

Recreational opportunities.

Timber harvest.

State lands.

DOT/PF, APA, DNR, USFS

18 AARON CREEK ROUTE TO BORDER

From the Wrangell/Petersburg route (Corridor segment 17) via Aaron Creek and West Fork Katete River to Canadian border (with an extension to Cassiar Highway).

Transportation connection with continental road system.

Recreational opportunities.

DOT/PF

19 STIKINE RIVER ROUTE TO BORDER

From Wrangell/Petersburg route (Corridor segment 17) via Stikine River to Canadian border (with an extension to Cassiar Highway).

Transportation connection with continental road system.

Recreational opportunities.

DOT/PF

20 KAKE TO PETERSBURG

From Kake to Petersburg.

Transportation between communities.

Electric power transmission.

Timber harvest.

Recreational opportunities.

APA, DOT/PF, USFS

20A WEST PETERSBURG TO PETERSBURG

From West Petersburg to Petersburg via ferry.

Transportation between communities.

DOT/PF

21 KAKE TO SNETTISHAM

From Kake via Stephens Passage to power plant at Snettisham.

Electric power transmission.

APA

22 KAKE TO BARANOF WARM SPRINGS

From Kake via Frederick Sound and Chatham Strait to Baranof Warm Springs.

Electric power transmission.
State selected lands.

APA, DNR

23 BARANOF WARM SPRINGS TO SITKA

From Baranof Warm Springs to Sitka via Blue Lake.

Electric power transmission.
Transportation between communities.
Recreational opportunities.
Timber harvest.

APA, DOT/PF, USFS

24 SITKA TO RODMAN CREEK

From Sitka to head of Rodman Creek.

Electric power transmission.
Transportation between communities.
Potential State land selection.

APA, DOT/PF, DNR, USFS

25 RODMAN CREEK TO RODMAN BAY

From head of Rodman Creek (Corridor segment 24) to Rodman Bay.

Transportation between communities.

DOT/PF, USFS

26 RODMAN CREEK TO SITKOH BAY

From head of Rodman Creek (Corridor segment 24) across Peril Strait to Sitkoh Bay.

Electric power transmission.

APA

27 SITKOH BAY TO ANGOON

From Sitkoh Bay (Corridor segment 26), across Chatham Strait to Angoon.

Electric power transmission.

APA

28 SITKOH BAY TO HOONAH

From Sitkoh Bay (Corridor segment 26) to Tenakee Springs and to Hoonah.

Electric power transmission.

APA

29 HOONAH TO YOUNG BAY

From Hoonah via Icy Strait, across Chatham Strait, to Young Bay.

Electric power transmission.
Potential State land selection.

APA, DNR

30 JUNEAU TO NORTH DOUGLAS MIDDLE POINT

From Juneau, via existing State highway to Outer Point, then along west shore of Douglas Island to Middle Point.

Community expansion.
Recreational opportunities.
State lands.

DOT/PF, SEALASKA, GOLDBELT, DNR

31 MIDDLE POINT TO GREENS CREEK

From Middle Point, across Stephens Passage, to Greens Creek.

Electric Power transmission.
Mining.

APA

32 JUNEAU TO BORDER VIA TAKU RIVER

From Juneau to Canadian Border via Taku River route (with an extension to Alaska Highway via Atlin).

Transportation connection with continental road system.
Recreational opportunities.
Timber harvest.
State lands.

DOT/PF, DNR, USFS

33 JUNEAU TO SNETTISHAM

From Juneau to Snettisham power plant.

Electric power transmission.

APA

34 JUNEAU TO ECHO COVE

From Juneau north to Echo Cove via existing State highway system.

Transportation between communities.

Electric power transmission.

Timber harvest.

Community expansion.

Recreational opportunities.

State lands.

DOT/PF, APA, USFS, GOLDBELT, DNR

35 ECHO COVE TO BERNERS BAY

From Echo Cove (Corridor segment 34) north to Berners Bay.

Transportation between communities.

Electric power transmission.

Timber harvest.

Community expansion.

Recreational opportunities.

Mining.

DOT/PF, APA, USFS,

36 BERNERS BAY TO SKAGWAY

From Berners Bay, along the east side of Lynn Canal, to Skagway.

Transportation between communities.

Electric power transmission.

DOT/PF, APA

37 SKAGWAY TO WHITEHORSE

From Skagway to Canadian border via existing State highway (with an extension to Whitehorse).

Transportation connection with continental road system.
Electric power transmission.

DOT/PF, APA

38 BERNERS BAY TO WILLIAM HENRY BAY

From Berners Bay (Corridor segment 35) across Lynn Canal.

Transportation between communities (ferry route).
State selected lands.

DOT/PF, DNR

39 WILLIAM HENRY BAY TO HAINES

From William Henry Bay, along west side of Lynn Canal, to Haines.

Transportation between communities.

DOT/PF, USFS

40 HAINES TO SKAGWAY

From Haines to Skagway via new highway system.

Transportation between communities.
Electric power transmission.

DOT/PF

41 HAINES TO BORDER

From Haines to Canadian border via existing State highway system (with an extension to Alaska Highway).

Transportation connection with continental road system.

Electric power transmission.

Petroleum pipeline.

State lands.

DOT/PF, DNR

42 YAKUTAT TO BORDER

From Yakutat to Canadian border via Alsek River route (with an extension to Alaska Highway via Tatshenshini River).

Transportation connection with continental road system.

Timber harvest.

Mining.

USFS, DOT/PF

**THE FOLLOWING DOCUMENT
HAS NOT BEEN FILMED
BUT IS AVAILABLE IN THE
ORIGINAL FILE**

REGIONAL MAP

SOUTHEAST ALASKA CORRIDOR PLANNING

