

SJR

410

SENATE COMMITTEE REPORT
FIRST COMMITTEE OF REFERRAL

DATE: 1/17/92

FURTHER: Resources

Date of 5-Day Notice: 3/5/92
(in accordance with Uniform Rule 23)

DATE TURNED
INTO OFFICE: _____

Transportation Committee considered SJR 47

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

and recommends:

- replace with _____ 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 Sen. Trans. Comm/3/10/92

 fiscal notes _____

 appropriation--no fiscal note

PREVIOUS FISCAL NOTES: Dept/Date
 Governor's bill with fiscal notes:
zero fiscal notes _____
fiscal notes _____

DO PASS:

OTHER RECOMMENDATIONS:

[Handwritten Signatures]

[Handwritten Signature] **DO PASS**
Chair: Signature and Recommendation

FISCAL NOTE

**STATE OF ALASKA
1992 LEGISLATIVE SESSION**

BILL NO. SJR 40

Revision Date: March 10, 1992 Department Affected: Senate Transp. Comm
 Title: Relating to Energy Transmission and Surface Transp. in Southeast AK
 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
REVENUE						
FUND SOURCE:	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

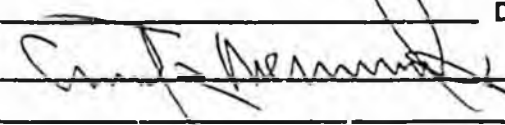
GENERAL FUND						
FEDERAL FUNDS						
OTHER FUND SOURCE:						
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year impact: _____

ANALYSIS: (Attach a separate page if necessary.)

Prepared By: Johanna Munson, Sen. Transp. Comm Phone: 465-2679
 Division: _____ Date: 3/10/92
 Approved by Chairman  Date: 3/10/92
 Agency: _____

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 line 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

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.

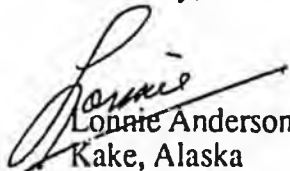
An example of the need for this resolution is my community of Kake located on Kupreanof Island, some 100 miles from Juneau. Kake has been anticipating for some time both an energy transmission line and road extending from near Petersburg to Kake. Kake lies some 60 air miles due west of Petersburg. The 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,


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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

ALASKA STATE LEGISLATURE

While in Ketchikan
352 Front Street
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907-225-9675



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

Senator Lloyd Jones

Senate Joint Resolution 40
Relating to 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 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.

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 well may 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 .

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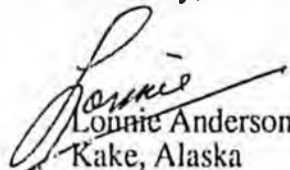
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Kake, Alaska

Alaska State Legislature

Chair, Resources Committee
Vice-chair, Transportation Committee
Member, Rules Committee
Member, Committee on Committees



District A
Ketchikan, Wrangell, Petersburg,
Hyder, Myers Chuck, Kupreanof

Senator Lloyd Jones

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352 Front Street
Ketchikan, AK 99901
907 225-9082
Fax: 907 225-8546

MEMORANDUM

To: Senator Curt Menard, Chair
Senate Transportation Committee

From: Senator Lloyd Jones *LJ*

Subject: SJR 40, Southeast Utility and Transportation Corridors

Date: March 4, 1992

I would appreciate a hearing on SJR 40 which requests the federal government to give consideration for transportation and electrical corridors for southeast Alaska. The concept enjoys wide support in southeast Alaska.

The resolution requests the Congress and the United States Forest Service to recognize southeast Alaska's future energy needs. It will, I think, demonstrate our recognition and commitment to the economy of this portion of Alaska.

I have included for the committee a matrix which identifies the corridor opportunities which were examined by the Southeast Alaska Transportation and Utility Corridor (SETUC) planning group. Additionally, I will be forwarding shortly a sponsor statement detailing a history of the work effort and the participants. I will have a map of the area sent to the committee when the resolution is scheduled.

Thank you for your consideration of my request. If you have any further questions regarding this resolution, please feel free to contact me or my staff person, Terry Otness at 4907.

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Jan 24, 1992 RTN 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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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 Tye Lake	11	C	A			
Ketchikan to Cleveland Peninsula	12		C			
Cleveland Peninsula to Thorne Bay	13		C			
Cleveland Peninsula to Tye Lake	14		C			
Bradfield River Route to Border	15	B	A		O	
Tye 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 KLAWOCK TO HYDABURG TO HOLLIS

Existing State Highway system.

Transportation between communities.

Timber harvest.

Recreational opportunities.

State lands & State selected lands.

L . . . SFS, 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

08 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, APA

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



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 18, 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 Tyee 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 Tyee Lake would better suit the energy requirements for that time period; and

Whereas, the interconnection of Tyee 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 Tyee 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

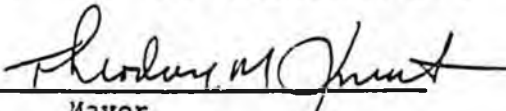
Whereas, historically there is a well founded concern that such a designation, if applied, would be too restrictive and would heighten the impression that the area is more valuable in its present state, adding mitigating factors which translate into increased costs for the overall transmission line between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

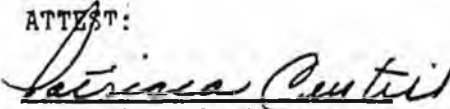
1. That the City of Petersburg supports the continued federal power site designations at Cascade Creek and Scenery Creek in Thomas Bay and urges the Forest Service to maintain these designations.
2. That the City of Petersburg supports the utility corridors which the State of Alaska and related federal 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