

SJR

25

Revision Date _____ Dept. Affected _____
 Title Support Access to Denali/Wonder Lake BRU _____
 Component _____
 Sponsor Senator Wilken _____
 Requester Senate Transportation Component Serial No. _____

Expenditures/Revenues (Thousands of Dollars)

| OPERATING EXPENDITURES | FY 98 | FY 99 | FY 00 | FY 01 | FY 02 | FY 03 |
|------------------------|------------|------------|------------|------------|------------|------------|
| Personal Services | | | | | | |
| Travel | | | | | | |
| Contractual | | | | | | |
| Supplies | | | | | | |
| Equipment | | | | | | |
| Land & Structures | | | | | | |
| Grants & Claims | | | | | | |
| Miscellaneous | | | | | | |
| TOTAL OPERATING | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| | | | | | | |
|----------------------|--|--|--|--|--|--|
| CAPITAL EXPENDITURES | | | | | | |
|----------------------|--|--|--|--|--|--|

| | | | | | | |
|------------------------|--|--|--|--|--|--|
| CHANGE IN REVENUES [] | | | | | | |
|------------------------|--|--|--|--|--|--|

FUND SOURCE (Thousands of Dollars)

| | | | | | | |
|----------------------------------|------------|------------|------------|------------|------------|------------|
| 1002 Federal Receipts | | | | | | |
| 1003 GF Match | | | | | | |
| 1004 GF | | | | | | |
| 1005 GF/Program Receipts | | | | | | |
| 1037 GF/Mental Health | | | | | | |
| 1091 Designated Program Receipts | | | | | | |
| TOTAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Estimate of any current year (FY97) cost: 0.0

POSITIONS

| | | | | | | |
|-----------|--|--|--|--|--|--|
| Full-time | | | | | | |
| Part-time | | | | | | |
| Temporary | | | | | | |

ANALYSIS: (Attach a separate page if necessary)

This resolution has no fiscal impact on state departments.

Prepared by Senate Transportation Committee Phone 465-6641
 Division _____ Date _____
 Approved by Senator Jerry Ward, Chairman Date 4/4/97
 Agency _____

PREPARER TO PROVIDE ALL DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE
 For further distribution information, call the Governor's Legislative Office

GARY WILKEN

SENATOR
DISTRICT 21 & 22
Fairbanks

Senate Standing Committees

Chairman: Health, Education,
and Social Services (HESS)
Vice Chairman: Transportation
Vice Chairman: Community and
Regional Affairs

Special Committee

Member: Administrative Regulation Review



119 N. Cushman St., Room 213
Fairbanks, Alaska 99701
(907) 452-4421
(907) 452-4425
Fax: (907) 452-4425

Interior:
119 N. Cushman St., Room 213
Fairbanks, Alaska 99701
(907) 452-4421
Fax (907) 452-4425

SPONSOR STATEMENT

Senate Joint Resolution 25 "Support Access to Denali/Wonder Lake"

SJR 25 calls for the Alaska Legislature's endorsement of a proposed northern access railroad route into Denali National Park. A new northern railroad route, connecting the Alaska Railroad with Wonder Lake, would not only provide enhanced viewing opportunities for Alaskans, but for visitors to the state as well. This could serve to bolster tourism in Alaska, since the Park, the Mountain and all of the surrounding wild beauty would be accessible on a year-round basis, instead of just the summer months. In addition to improving access into the Park, this proposal would enable the state to encourage and monitor development opportunities involving the private sector, without substantially affecting the state's financial resources.

This proposed northern access route is supported by the National Park Service Advisory Board along with many of the organizations and communities along the existing Alaska Railroad corridor, including but not limited to the Municipality of Anchorage, Fairbanks North Star Borough, the City of North Pole, the City of Nenana, the City of Seward, and the Mantanuska-Susitna Borough.

The Denali Railway System Project

Park Access for the 21st Century

The purpose of this overview is to illustrate how the Denali Railway System will positively effect the visitor/tourism industry in the railbelt region of Alaska and its communities while at the same time making positive impact on future operations of Denali National Park and Preserve.

The Denali Railway System Project (DRS), is tourism infrastructure development for all of Alaska. Infrastructure is usually developed with government funds, the public's money, and generates no revenue, either to repay the cost of the development or produce ongoing revenue for the government that supplied the funds. The DRS is different. The DRS will be built with private capital for the public's benefit. The DRS will be a "keystone" in the tourism infrastructure of Alaska.

The DRS creates a new Denali venue for Alaska's highway visitors and the cruise ship industry during the traditional summer season. Through the implementation of Air-Rail Touring[®], utilizing the international airports at Anchorage and Fairbanks and the Alaska Railroad System, the DRS will attract a new element of visitors to Alaska and Denali - year-round.

Kantishna Holdings Inc., (KHI) an Alaskan corporation, conceived and developed the DRS to provide adequate and feasible access into the Park interior for visitors, inholders and the National Park Service (NPS) and, to create a controlled and regulated form of efficient transportation that will assure long term resource protection of the park environs. The DRS is a "System" which incorporates and integrates all necessary facilities for a complete visitor experience, at the edge of, and in the interior of the Denali National Park. Additionally all elements of the system are located outside the Wilderness areas of the Park. The DRS system includes Visitor Center-Hotels inclusive of Railroad Terminals at both ends of its service line. In short, the DRS will create a new, much needed venue for all Americans and their visitors into Denali.

KHI has proposed that all track and facilities be located on NPS managed lands within Denali, not private lands. This placement should insure the highest level of development quality and eliminate the potential of rambling development. Several sites are suitable for the location of "in-park" facilities in the viewshed of Wonder Lake and Mt. McKinley.

The main objective of the DRS is to provide rail passenger service to the interior of Denali, reducing the congestion on the existing road - a 300' wide Park strip - bisecting the two Wilderness Areas of the Denali.

With the existing road reaching its carrying capacity, the shifting of NPS administrative and other utility traffic destined for the Wonder Lake and Kantishna area, the **DRS** could eliminate about 1,000 to 1,200 vehicle events per year (each vehicle into the park equaling one vehicle event), which an NPS consultant estimates could be converted to visitor bus events, thus allowing 47,000 to 56,400 more visitors into the park annually.

Wonder Lake is an Icon of Alaska, the location of the best known photos of Mt. McKinley and a remarkable place. As example, a recent PBS series called "Living Edens" was filmed in Denali. The film extolled the virtues of Wilderness, but to the experienced eye, the film was shot mostly from road side locations near Wonder Lake. In truth, Wonder Lake is one of the least accessible destinations for the average Park visitor due to the woefully inadequate transportation system. The **DRS** will solve this problem without conflicting with visitor activities on the existing road. The road and rail system are in different valleys of the Park separated by a mountain range. The two systems would be in view of each other only near the north end of Wonder Lake. With the volume of visitors to Alaska growing by 7-8% per year the **DRS** will provide adequate visitor capacity well into the next century. Starting with the estimated 525,000 visitors now visiting the state on a year-round basis who are unable to get into Denali.

List of Benefits of the **DRS**

- The **DRS** creates a new venue within the Park and allows for increased access for visitors and residents in a controlled and regulated manner
- The **DRS** will be located on State lands and National Park lands and be a long term, environmentally safe and sensible solution to visitor and Inholding access problems at Denali National Park.
- The entire route of the **DRS** and all facilities will be located outside the Wilderness Areas of the Park.
- The **DRS** will provide adequate and feasible access to the interior of the park on a year - round basis.
- The **DRS** connects the "Day Use" at Wonder Lake to a gateway area, just north of Healy, Alaska, reducing congestion near the existing Park entrance (a concept suggested in the Vail Agenda).
- The **DRS** eastern terminus, near Healy, is out of view of the George Parks Highway. Therefore the Project will not contribute to the sense of urban sprawl present near the Park entrance.
- The **DRS** western terminus at Wonder Lake, could include a Ranger Station with state-of-the-art communications for providing security in the interior region of the park. The **DRS** proposes to provide residential units for the NPS personnel, eliminating the need for an expanded NPS budget to facilitate the development of the **DRS**.
- The dry, interior, non-maritime climate of the north side provides grand vistas to the **DRS** traveler, including the ultimate north side view of Denali.
- All **DRS** "in-park" facilities are proposed to use LNG / LPG fuel systems and the latest in co-generation techniques for the cleanest possible operation.

- The **DRS** will comply fully with the Americans With Disabilities Act and will actively market to and encourage use of the system by people experiencing disabilities.
- The **DRS** will be an all First Class System, providing comfort and safety to the elderly and young. Lodging facilities will be of 2 Stars quality or better.
- KHI has proposed the construction of a 60 bed Travelers Hostel near the Wonder Lake area facilities in order to provide a lower price point facility for those traveling on student budgets.
- Terminals will have emergency medical facilities capable of providing service to the interior region of the Park on an emergency basis. The **DRS** will develop a comprehensive emergency plan for the entire route including fire response.
- The **DRS** will generate new revenue for Denali National Park and Preserve. Based on a \$5 per passenger head fee, the estimated 525,000 passengers annually could generate \$2,625,000 in revenue, about 40% of the current operating budget of the Park. This revenue should exceed any increase in operational costs experienced by the NPS in relation to the operation of the **DRS**.
- The **DRS** will create a museum quality, educational and informative atmosphere within the Visitor Center/Hotel/Terminal facilities. Diorama, electronic, pictorial, mechanical, and other methods of display will be used in the interpretive process.
- The **DRS** will provide an alternative to those not wishing to take the arduous 8 to 12 hour bus based wildlife tours on the park road and those more interested in the opportunity to view The Mountain.
- All developmental and operational costs for the **DRS** will be undertaken with private capital.
- The **DRS** will connect to the Alaska Railroad System which in turn connects to International Airports in Fairbanks and Anchorage. The **DRS** is truly an efficient and ethical Intermodal infrastructure concept. Air-Rail Touring packages for the independent traveler as well as, the larger packaged groups will be able to utilize the **DRS** infrastructure.

On Dec. 14th, 1994, following a presentation KHI, the National Park System Advisory Board (NPSAB), the parent board of the Denali Task Force, endorsed the creation of a new northern railroad route to Wonder Lake. Soon after, in early February of 1995, KHI petitioned Secretary of the Interior Bruce Babbitt to create a rail / utility corridor and grant a lease of that right-of-way to KHI under the Secretary's management powers. In 1996, Congress mandated a "North Access Study" for Denali, to be completed by late March or early April of 1997, subject to that study and other factors, the decision to create a right-of-way is still pending before the Secretary.

The **DRS** Project has another very significant potential that other proposed activities around Denali do not. The **DRS** system will create long term year-round jobs for Alaskans, between 350 and 650 people seasonally. Current efforts to create "Touch the Park experiences", outside the park, south of the Park's entrance all rely on the appropriation of public funds, and create very few, if any, year-round jobs. At best, the South Side Plan will be 10 to 15 years in the making. The **DRS** can be complete within four years with elements operational

within two years. There is no doubt that this development will benefit the Alaskan economy in a far superior fashion.

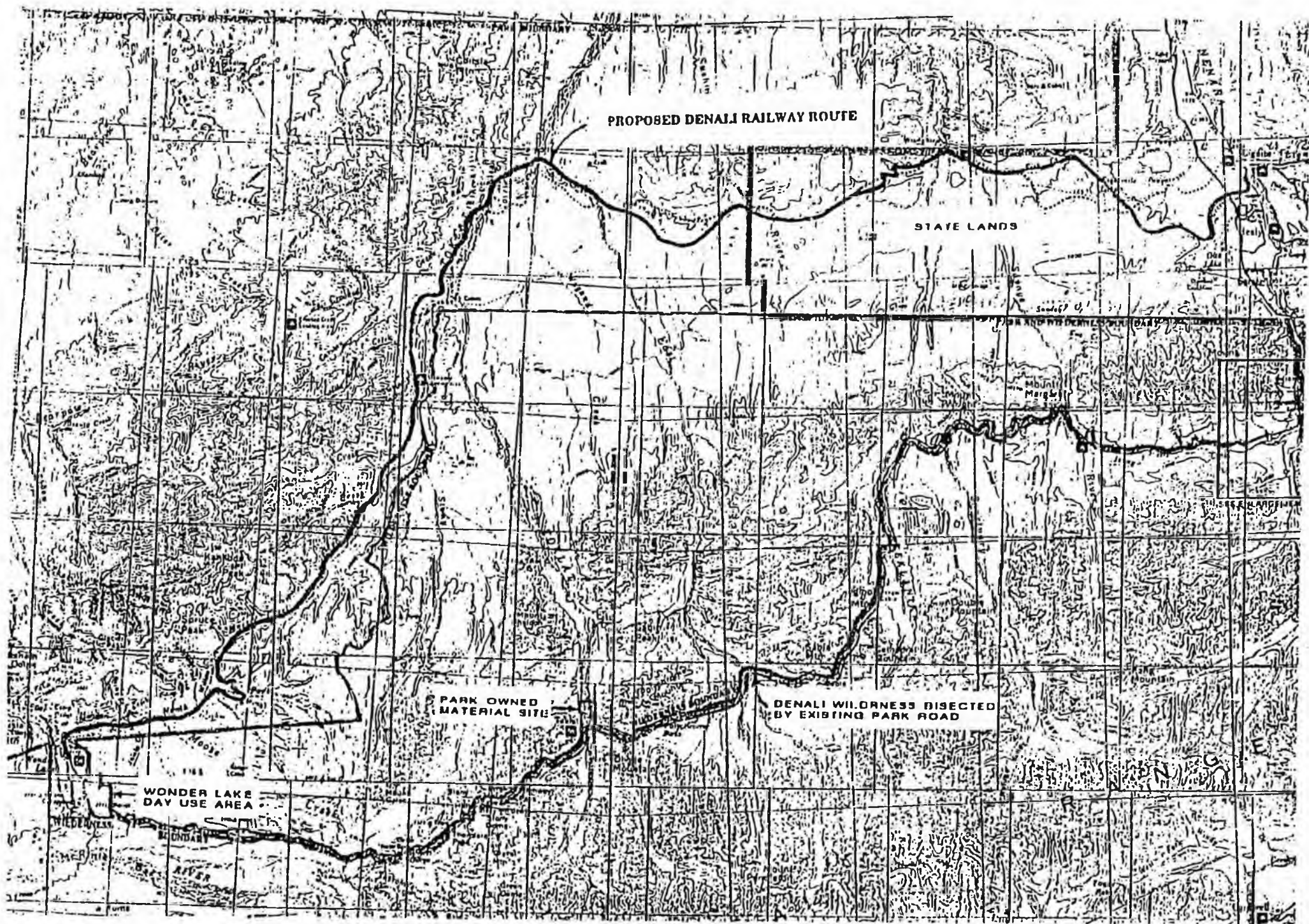
Denali National Park is a very large Park, 6.4 Million Acres or 10,000 square miles. Imagine a quarter mile long strip of land. Walk to the middle of that strip, turn 90 degrees either direction and walk for forty thousand miles! That is the size of Denali. The existing road corridor is about 3,300 Acres (300' x 90mi.), the equivalent of 1/1955th of the Park. The 57 miles of 200' wide **DRS** railroad right-of-way equals only 1381 acres - 1/4631th of the Park. Two - thirds (2/3) of Denali, about 4.2 million acres is non-Wilderness Area, Park and Preserve, mostly on the north side. In all that area, there are scarcely more than 10 miles of road, none connecting to the front country of the park without going through the Wilderness Area. This Project will have little negative impact on the Park

In closing, the **DRS** Project is an ideal opportunity for a Public - Private development relationship. Clearly, Denali is an economic engine for Alaska, particularly so for the Railbelt of the Alaska. But it needs better access.

The attached documents present the broad constituency the **DRS** Project has developed in Alaska. We believe this constituency is very similar to the make-up of the general population of America and that the **DRS** concept is a unique and innovative way of dealing with the problems facing many of the other national parks in the west as well. If you have questions or comments, please contact me directly.

Sincerely,

Joseph N. Fields III, Chairman & President
Kantishna Holdings Inc.



**ENDORSEMENTS OF
THE DENALI RAILWAY SYSTEM
AND
NORTHERN RAILROAD ACCESS FOR
DENALI NATIONAL PARK AND PRESERVE**

- The Denali Borough - Resolution 93-02 - 2/14/93
- The Alaska State Legislature - IIJR 28 - Legislative Resolve No. 19 - 2/08/94
- National Park System Advisory Board - Resolution 12/14/94
- The Fairbanks North Star Borough - Resolution No. 96-095 - 4/11/96
- The City of Nenana - Resolution No. 96-08 - 4/11/96
- The City of Seward - Resolution No 96-053 - 4/22/96
- Interior District Democrats in Convention - 4/13/96
- The City of Fairbanks - Resolution No. 3652 - 4/22/96
- The Matanuska - Susitna Borough - Resolution No. 96-027 - 6/4/96
- The Greater Fairbanks Chamber of Commerce - Resolution No. 96-0325.3 - 4/16/96
- The Fairbanks Convention and Visitors Bureau. 7.96
- The Citizen's Advisory Commission on Federal Areas - 11/15/95
- The Alaska Visitors Association - Letter - 5.11.94
- The Fairbanks Building & Construction Trades Council AFL - CIO - Letter - 4/24/96
- The Alaska Miners Association - Letter - 7/7/95
- Access Alaska Inc.- Non-Profit Disability Access Advocates - Letter - 5/11/94
- The Alaska Railroad Corporation - Letter - 11/3/93
- The Associated General Contractors of Alaska - Letter - 1/19/96
- Gil Carmichael: Former U.S. Railroad Administrator in Progressive Railroading -6/95
- Dr. Bradford Washburn. Famed Mt. McKinley Surveyor/Photographer - Letter -1/30/96
- City of North Pole - Resolution of Endorsement, N° 96-10, October 7th. 1996
- Municipal Assembly of Anchorage, Resolution of Endorsement. N°96-274, October 7th. 1996
- Anchorage Convention and Visitors Bureau - Resolution of Endorsement. October 5. 1996

Many other private citizens and companies have also endorsed the DRS Project.

FRANK H. MURKOWSKI

ALASKA

COMMITTEES:

CHAIRMAN

ENERGY AND NATURAL RESOURCES

FINANCE

VETERANS' AFFAIRS

INDIAN AFFAIRS

United States Senate

WASHINGTON, DC 20510-0202

(202) 224-6665

222 WEST 7TH AVENUE, BOX 1
ANCHORAGE, AK 99513-7570
(907) 271-3735

101 12TH AVENUE, BOX 7
FAIRBANKS, AK 99701-6278
(907) 456-0233

P.O. Box 21647
JUNEAU, AK 99902-1647
(907) 586-7400

130 TRADING BAY ROAD, SUITE 350
KENAI, AK 99611-7716
(907) 283-5808

109 MAIN STREET
KETCHIKAN, AK 99901-6489
(907) 225-6880

February 26, 1997

Mr. Joseph N. Fields, III
President
Kantishna Holdings Inc.
Post Office Box 71047
Fairbanks, AK 99707

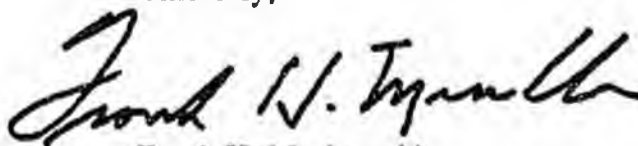
Dear Joseph:

Thank you for sending a copy of the Kantishna Holdings response to the National Park Service's Scoping Questions for the North Access Study at Denali. As you know, I advocate a northern access route and would prefer to investigate the possibilities of a railway system along the Stampede Trail.

I have forwarded the Kantishna Holdings materials to Jim O'Toole, Professional Staff Member of the Energy and Natural Resources Committee. He is my point man on the Denali access issue, and I know you will find him knowledgeable and helpful on this subject. I look forward to reviewing your proposal further and will contact you if there are any questions about the submitted material. If you would like to arrange a meeting for the next time you are in Washington, please contact Janet Klinger of my office (202-224-6665) to schedule an appointment with either myself or with Jim O'Toole.

Thank you again for your continued support in this very important endeavor.

Sincerely,



Frank H. Murkowski
United States Senator

CONFIDENTIAL

**THE NATIONAL PARK SYSTEM ADVISORY BOARD
SPECIAL CALLED MEETING
DECEMBER 14, 1994
1:00pm
DEPARTMENT OF THE INTERIOR**

RESOLUTION No.

BE IT RESOLVED, that the National Park System Advisory Board in its Special Called Meeting to review the Board's Special Task Force Committee Report for Denali National Park, Alaska, does hereby recommend the following:

WHEREAS, the increasing demand for access to Denali National Park and Preserve cannot be met by the single existing Denali Road, and

WHEREAS, adequate data exists to suggest that the Denali Road is reaching its carrying capacity, and any appreciable increase in traffic will result in a loss of corridor wildlife, and

WHEREAS, Kaniishna land owners are guaranteed access to their inholdings, and

WHEREAS, the National Park Service has very limited control over development of the private lands at Kaniishna, and

WHEREAS, each new development puts more pressure on the Denali Road, and

WHEREAS, the Denali Committee recognized that the South Slope developments, if completed, would reduce North side pressures "only in part", and

WHEREAS, alternative transportation modes and/or routes would prevent the necessity of a "loop road", which was opposed by both the committee and the Park management, and

WHEREAS, dedicating a few hundred acres of the six-million acre park for use by the people will not degrade the Park, and will provide for the enjoyment and education of many, and

WHEREAS, a North access is the only reasonable means of accommodating the increasing tourist demand, and

WHEREAS, the Denali Committee was not able to sufficiently examine alternative transportation modes/access to evaluate their merits.

NOW, THEREFORE, the National Park System Advisory Board approves the Denali Task Force Committee Report with an Amendment for endorsement of establishing a new northern railroad route contingent upon prior stakeholder agreements on the extent and nature of

**NATIONAL PARK SYSTEM ADVISORY BOARD
SPECIAL CALLED MEETING
DENALI NATIONAL PARK TASK FORCE COMMITTEE REPORT
RESOLUTION No. III
December 14, 1994
Page 2**

development in the immediate Wonder Lake area.

**DONE, this Fourteenth Day of December, Nineteen Hundred and Ninety Four, here in
Washington, DC.**

By: Mayor Jim Sampson
Paul Chizmar
Hank Hove
Bob Logan
Layne St. John
Cheryl Kilgore
Hank Bartos
Ladd McBride
Larry Hackenmiller
Dan LaSota
Introduced: 04/11/96
Adopted: 04/11/96

RESOLUTION NO. 96-035

A RESOLUTION SUPPORTING KANTISHNA HOLDINGS INC.'S
PROPOSAL FOR THE CREATION OF A NORTHERN RAILROAD RIGHT-OF-WAY
TO WONDER LAKE AND FOR THE BUILDING OF THE DENALI RAILWAY
SYSTEM TO SERVICE DENALI NATIONAL PARK

WHEREAS, Denali National Park (Denali) is the top visitor destination in Alaska and a critical element in the Alaska visitor/tourism industry and access into Denali is extremely restricted due to the limited existing transportation infrastructure; and

WHEREAS, the existing park road in Denali is at its carrying capacity and is creating adverse impacts on the environment, management problems for the National Park Service, a bottleneck in the visitor/tourism delivery system of Alaska, and access problems for park inholders; and

WHEREAS, no new road access to the interior of Denali is being proposed by the state or federal governments; and

WHEREAS, the National Park System Advisory Board's December 14, 1994, resolution accepting the "Denali Task Force Report" specifically endorsed the creation of a new northern railroad route to Wonder Lake; and

WHEREAS, Kantishna Holdings Inc. has proposed the Denali Railway System to ensure long term resource protection at Denali and to provide year-round access to the interior of Denali; and

WHEREAS, Kantishna Holdings Inc. has petitioned the Secretary of the Interior to create a new northern railroad right-of-way to the area of Wonder Lake on which to build the Denali Railway System; and

WHEREAS, the proposed Denali Railway System is an environmentally sound and sensible undertaking which will commit substantial private financial investment in permanent infrastructure in Alaska and the creation of hundreds of new jobs in Alaska's economy; and

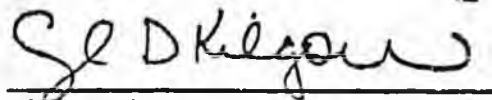
WHEREAS, the visitor/tourism industry of the entire state of Alaska will be enhanced by the year-round operation of new infrastructure created by the Denali Railway System; and

WHEREAS, all of Alaska's "Railbelt," including the community served by the Fairbanks North Star Borough, will benefit from the permanent jobs and other economic activity created by the construction and operation of the Denali Railway System; and

NOW, THEREFORE, BE IT RESOLVED that the Fairbanks North Star Borough Assembly and the Borough Mayor endorse the creation of a new northern railroad right-of-way to Wonder Lake and to construct and operate the Denali Railway System within Denali National Park and Preserve.

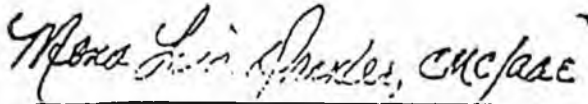
BE IT FURTHER RESOLVED that the Fairbanks North Star Borough encourages the Secretary of the Interior to request the National Park Service to act upon the proposal of Kantishna Holding Inc. and create the railroad right-of-way; and that the Fairbanks North Star Borough also encourages the Governor of the State of Alaska and the Alaska Legislature to give their fullest support to the creation of the Denali Railway System.

PASSED AND APPROVED THIS 11TH DAY OF APRIL, 1996.



Cheryl Kilgore
Presiding Officer

ATTEST:



Mona Lisa Drexler, CMC/AE
Municipal Borough Clerk

Ayes: Bartos, Logan, LaSota, St. John, Hove, McBride, Hackenmiller, Chizmar
and Kilgore

Noes: None

Introduced by: John Immel
Date: April 22nd, 1996

RESOLUTION NO. 3652

A RESOLUTION SUPPORTING KANTISHNA HOLDINGS INC.'S PROPOSAL FOR THE CREATION OF A NORTHERN RAILROAD RIGHT-OF-WAY TO WONDER LAKE AND FOR THE BUILDING OF THE DENALI RAILWAY SYSTEM TO SERVICE DENALI NATIONAL PARK.

WHEREAS, Denali National Park (Denali) is the top visitor destination in Alaska and critical element in the Alaska visitor/tourism industry and access into Denali is extremely restricted due to the limited existing transportation infrastructure; and

WHEREAS, the existing park road in Denali is at it carrying capacity and is creating adverse impacts on the environment, management problems for the National Park Service, a bottleneck in the visitor/tourism delivery system of Alaska, and access problems for park inholders; and

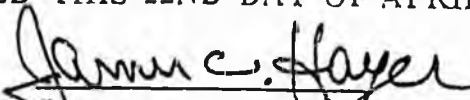
WHEREAS, no new road access to the interior of Denali is being proposed by the State or Federal governments; and

WHEREAS, the National Park System Advisory Board's December 14th, 1994 resolution accepting the "Denali Task Force Report" specifically endorsed the creation of a new northern railroad route to Wonder Lake; and

NOW, THEREFORE, BE IT RESOLVED BY THE FAIRBANKS CITY COUNCIL encourages the Secretary of the Interior to request the National Park Service to act upon the proposal of Kantishna Holding Inc. and create the railroad right-

of-way; and that the Fairbanks City Council also encourages the Governor of the State of Alaska and the Alaska Legislature to give their fullest support to the creation of the Denali Railway System.

PASSED and APPROVED THIS 22ND DAY OF APRIL, 1996.

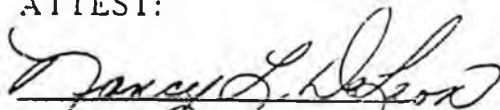

JAMES C. HAYES, Mayor

AYES:
NAYES:
ABSTAIN:
ABSENT:
ADOPTED:

APPROVED AS TO FORM:


HERBERT P. KUSS, City Attorney

ATTEST:


NANCY L. DeLEON, CITY CLERK



CITY OF SEWARD

P.O. BOX 167
SEWARD, ALASKA 99664



- Main Office (907) 224-3331
- Police (907) 224-3338
- Harbor (907) 224-3138
- Fire (907) 224-3445
- Fax (907) 224-3248

April 29, 1996

Joe Fields
Kantishna Holdings, Inc
P. O. Box 71047
Fairbanks, Alaska 99707


Dear Mr. Fields:

Enclosed is a copy of the resolution of support for the development of the Denali Railway System to serve Denali National Park that was passed by the Seward City Council on April 22, 1996. Letters and copies of the resolution have been forwarded to the Governor's office, the State and Federal legislative delegations and the Secretary of the Interior.

Your proposal to build a railway system into Denali National Park will benefit tourists and locals alike. This is an exciting project that would open Denali Park to more visitors. In addition, the rail system will enhance the City of Seward's tourism industry and the creation of permanent jobs and other activities associated with the construction and operation of the system. The City of Seward endorses the creation of a new northern railroad right-of-way to Wonder Lake and construction of the Denali Railway System.

Sincerely,

The City of Seward, Alaska


Louis A. Bencardino
Mayor

Enclosures: Letter and Resolution No. 96-053

**CITY OF SEWARD, ALASKA
RESOLUTION NO. 96-053**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF SEWARD, ALASKA, IN SUPPORT OF KANTISHNA HOLDINGS,
INC.'S PROPOSAL FOR THE CREATION OF A NORTHERN
RAILROAD RIGHT-OF-WAY TO WONDER LAKE AND FOR THE
BUILDING OF THE DENALI RAILWAY SYSTEM TO SERVICE
DENALI NATIONAL PARK**

WHEREAS. Denali National Park (Denali) is one of Alaska's most important visitor destinations and is a critical element in the Alaska Visitor/Tourism Industry, and access to Denali is extremely restricted due to the limited existing transportation infrastructure; and

WHEREAS. the existing park road servicing Denali is near its carrying capacity and is creating adverse impacts on the environment, management problems for the National Park Service, a bottleneck in the visitor/tourism delivery system of Alaska and access problems for park in-holders; and

WHEREAS. neither the state nor federal government has proposed a new road access to the interior of Denali; and

WHEREAS. on December 14, 1994, the National Park System Advisory Board approved a resolution accepting the Denali Task Force Report and specifically endorsed the creation of a new northern railroad route to Wonder Lake; and

WHEREAS. Kantishna Holdings, Inc., has proposed the Denali Railway System to insure long term resource protection at Denali and to provide year-round access to the interior of Denali; and

WHEREAS, the proposed new railway system is an environmentally sound and sensible undertaking which will commit substantial private financial investment in permanent infrastructure in Alaska, creating hundreds of new jobs in Alaska's economy; and

WHEREAS, new infrastructures created by the Denali Railway System will enhance the City of Seward's visitor/tourism industry, and the creation of permanent jobs and other activity associated with the construction and operation of the Denali Railway System will benefit all of Alaska's railbelt communities;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEWARD, ALASKA, that:

CITY OF SEWARD. ALASKA
RESOLUTION NO. 96-053

Section 1. The City of Seward endorses the creation of a new northern railroad right-of-way to Wonder Lake and the Denali Railway System as proposed by Kantishna Holdings, Inc.

Section 2. The City of Seward encourages the Secretary of the Interior to direct the National Park Service to act upon the proposal made by Kantishna Holdings, Inc., immediately and requests that Governor Knowles and the Alaska State Legislature give their full support to the creation of the Denali Railway System.

Section 3. This resolution shall take effect immediately upon its adoption.


PASSED AND APPROVED by the City Council of the city of Seward, Alaska, this 22nd day of April, 1996.

THE CITY OF SEWARD. ALASKA

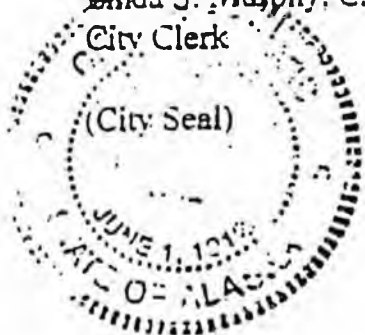

Louis A. Bencardino, Mayor

AYES: Anderson. Bencardino. Crane. Deeter. Keil. King, Sieminski
NOES: None
ABSENT: None
ABSTAIN: None

ATTEST:


Linda S. Murphy, CMC/AAE
City Clerk

(City Seal)



Municipality
of
Anchorage



P.O. Box 196650
Anchorage, Alaska 99519-6650
Telephone: (907) 343-4431
Fax: (907) 343-4499

Rick Mystrom, Mayor

OFFICE OF THE MAYOR

August 30, 1996

Mr. Joseph N. Fields III
Kantishna Holdings, Inc.
PO Box 71047
Fairbanks, AK 99707

Dear Mr. Fields:

Thank you for providing my office with a copy of the Denali Railway System Project Overview. I am impressed by the magnitude of your proposal and by the broad support you have gathered for the project.

Constructing the railway will totally revolutionize access to our beautiful Denali National Park by both visitors and Alaskans alike, and would be a substantial improvement over existing, overburdened infrastructure. I also very much like the idea of being able to visit Denali on a year round basis with minimal impact on natural surroundings. I look forward to being kept abreast of developments as the project progresses

Thank you again for sharing the information. I wish you success in your on-going efforts.

Sincerely,

A handwritten signature in cursive script that reads "Rick Mystrom". The signature is written in dark ink and is positioned above the printed name.

Rick Mystrom
Mayor

1 CLERK'S OFFICE

2 APPROVED

3 Date:.....10-08-96

Submitted by: Assemblymembers WUERCH, BELL,
Carlson, Kendall, Meyer, Von Gemmingen
Prepared by: Assembly Policy and Budget
For reading: October 8, 1996

4
5
6 ANCHORAGE, ALASKA

7 AR NO. 96-274

8
9 A RESOLUTION OF THE ANCHORAGE MUNICIPAL ASSEMBLY ENDORSING THE
10 CREATION OF A NORTHERN RAILROAD RIGHT-OF-WAY TO WONDER LAKE
11 AND THE BUILDING OF THE DENALI RAILWAY SYSTEM
12

13
14 WHEREAS, Denali National Park is the premier visitor destination in Alaska and
15 access into Denali is extremely restricted due to the limited existing transportation
16 infrastructure of the Park; and

17
18 WHEREAS, the Denali Railway System will create new year-round access from
19 the North side of the Park to the Kantishna/Wonder Lake area; and

20
21 WHEREAS, no new road access into the interior of Denali is now being
22 proposed by the State or Federal governments; and

23
24 WHEREAS, the Denali Railway System will be privately funded and will not
25 compete with the publicly funded Denali Southside Development Plan; and

26
27 WHEREAS, all of Alaska will be enhanced by the year-round operation of the
28 Denali Railway System, especially Alaska's "Railbelt" including the Municipality of
29 Anchorage The Gateway to Alaska; and

30
31 WHEREAS, the National Park System Advisory Board's December 14, 1994
32 Resolution accepting the "Denali Task Force Report" specifically endorsed the creation
33 of a new modern railroad route to Wonder Lake.

34
35 NOW, THEREFORE, the Anchorage Municipal Assembly resolves:

36
37 Section 1: The Assembly endorses the development of the Denali Railway
38 System and requests the Secretary of the Interior to create a
39 railroad right-of-way suitable for such development within the
40 Denali National Park and Preserve.

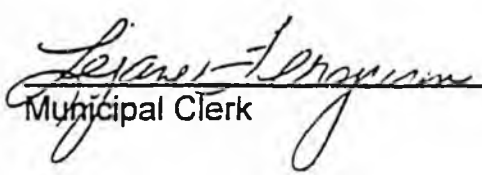
41
42 Section 2: That the Assembly encourages the Governor of Alaska, his
43 Commissioners and staff, and the Alaska Legislature to give their
44 fullest support to the creation of the Denali Railway System.
45

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18

PASSED AND APPROVED by the Anchorage Municipal Assembly this
8th day of October, 1996


Chair

ATTEST:


Municipal Clerk

By: Mayor Cunningham
Introduced/Tabled: September 3, 1996
Adopted: October 7, 1996

CITY OF NORTH POLE

RESOLUTION 96-10

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NORTH POLE SUPPORTING THE DENALI RAILWAY SYSTEM

WHEREAS, the increasing demand for access to Denali National Park and Preserve cannot continue being met by the existing Denali Road, and

WHEREAS, dedicating a few hundred acres of the six-million acre park for use by the people will not degrade the Park, and will provide for the enjoyment and education of many, and

WHEREAS, Kantishna Holdings Inc. has proposed the Denali Railway System Project - an environmentally sound, sensible, innovative, and unique tourism railroad between Healy and Kantishna to provide access to the Park, and

WHEREAS, the Denali Railway System Project is a visitor transportation infrastructure with the promise of an extended, year-round visitor season; and

WHEREAS, the Project will create more than 500 permanent jobs for Alaskans.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of North Pole that:

We give full support to the creation of a railway utility corridor as proposed by Kantishna Holdings, Inc., as an appropriate, environmentally sound and sensible means of access to the Park to better serve the visitors of our great State of Alaska.

PASSED AND APPROVED BY A DULY CONSTITUTED QUORUM OF THE CITY COUNCIL OF THE CITY OF NORTH POLE, ALASKA THIS 7th DAY OF OCTOBER, 1996.

ATTEST:



Lute M. Cunningham
MAYOR LUTE M. CUNNINGHAM

Jana Stovarsky
JANA STOVARSKY
CITY CLERK

By: S. Sterling
Amended: 6/4/96
Adopted: 6/4/96

MATANUSKA-SUSITNA BOROUGH
RESOLUTION SERIAL NO. 96-027 (AM)

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY IN SUPPORT OF THE CREATION OF A NORTHERN RAILROAD RIGHT-OF-WAY TO WONDER LAKE AND FOR THE BUILDING OF THE DENALI RAILWAY SYSTEM TO SERVICE DENALI NATIONAL PARK.

WHEREAS, Denali National Park (Denali) is the top visitor destination in Alaska and a critical element in the Alaska visitor/tourism industry and access into Denali is extremely restricted due to the limited existing transportation infrastructure; and,

WHEREAS, the existing park road is at its carrying capacity and is creating adverse impacts on the wildlife and the environment, management problems for the National Park Service, a bottleneck in the visitor/tourism delivery system of Alaska, and access problems for park inholders; and,

WHEREAS, no new road access into the interior of Denali is being proposed by the state or federal government; and,

WHEREAS, the National Park System Advisory Board's December 14, 1995, resolution accepting the "Denali Task Force

Report" specifically endorsed the creation of a new northern railroad route to Wonder Lake; and,

WHEREAS, Kantishna Holdings, Inc., has petitioned the Secretary of the Interior to create a new northern railroad right-of-way to the area of Wonder Lake and proposed to build the Denali Railway System to ensure long-term resource protection at Denali, as well as, to provide efficient year-round access to the interior of the park for inholders and the NPS; and,

WHEREAS, the visitor/tourism industry of the entire state of Alaska will be enhanced by the year-round operation of the Denali Railway System and all of Alaska's "Railbelt," including the community served by the Matanuska-Susitna Borough will benefit from the permanent jobs and other economic activities created by the construction and operation of the Denali Railway System; and,

WHEREAS, the proposed Denali Railway System is an environmentally sound and sensible undertaking that will commit substantial private capital investment in permanent infrastructure in Alaska's railbelt region and the creation of over 500 new jobs in Alaska's economy; and,

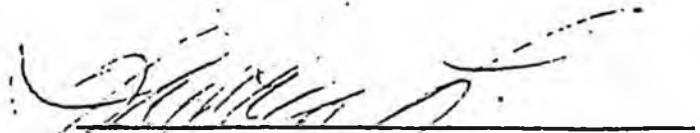
WHEREAS, the Denali Railway System will not compete with the proposed Denali southside development plan; and,

WHEREAS, the Alaska Legislature, the Denali Borough, the Fairbanks North Star Borough, the City of Nenana, the City of Seward, the Alaska State Commission on Federal Areas, the Alaska Visitors Association, the Fairbanks Building & Construction Trades Council AFL-CIO, the Associated General Contractors of Alaska, and many other organizations and individuals have endorsed a new northern railroad right-of-way or the Denali Railway system.

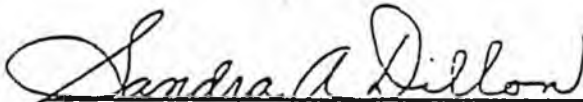
NOW, THEREFORE, BE IT RESOLVED, the Matanuska-Susitna Borough strongly endorses the creation of a new northern railroad right-of-way to Wonder Lake and Kantishna Holdings, Inc's. proposal to construct and operate the Denali Railway System within Denali National Park and Preserve, with appropriate development of rail-based visitor facilities within the Matanuska-Susitna Borough.

BE IT FURTHER RESOLVED, the Matanuska-Susitna Borough encourages the Secretary of the Interior to direct the National Park Service to create a railroad right-of-way to Wonder Lake immediately for the development of the Denali Railway System. The Matanuska-Susitna Borough strongly encourages the Governor of the State of Alaska, his commissioners, and the Alaska Legislature to give their fullest support to the creation of the Denali Railway System.

ADOPTED by the Matanuska-Susitna Borough Assembly this 4th,
day of June, 1996.


BARBARA LACHER, Borough Mayor

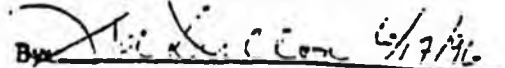
ATTEST:


SANDRA A. DILLON, Borough Clerk

(SEAL)

MATANUSKA-SUSITNA BOROUGH

THIS IS TO CERTIFY that this is an
exact duplicate of the record on file in
the Borough Clerk's Office.

By:  6/17/96

IN SUPPORT OF KANTISHNA HOLDINGS INC'S. PROPOSAL FOR
THE CREATION OF A NORTHERN RAILROAD RIGHT-OF-WAY TO WONDER LAKE
AND FOR THE BUILDING OF THE DENALI RAILWAY SYSTEM TO SERVICE
DENALI NATIONAL PARK

- WHEREAS, Denali National Park (Denali) is the top visitor destination in Alaska and a critical element in the Alaska Visitor / Tourism Industry and access into Denali is extremely restricted due to the limited existing transportation infrastructure, and
- WHEREAS, the existing park road in Denali is at its carrying capacity and is creating adverse impacts on the environment, creates management problems for the National Park Service, a bottleneck in the visitor / tourism delivery system of Alaska, access problems for park inholders and that no new road access to the interior of Denali is being proposed by the State or Federal Government, and
- WHEREAS, the National Park System Advisory Board's December 14, 1994 Resolution accepting the "Denali Task Force Report" endorsed the creation of a new northern railroad route to Wonder Lake, and
- WHEREAS, Kantishna Holdings Inc., has proposed the Denali Railway System to provide year-round access to the interior of Denali and has petitioned the Secretary of the Interior to create a new northern railroad right-of-way to the area of Wonder Lake on which to build it, and
- WHEREAS, The Alaska Legislature, the Denali Borough, the Alaska State Commission on Federal Areas, the Alaska Visitors Association, the Fairbanks Building & Construction Trades Council AFL-CIO, the Associated General Contractors of Alaska, the Alaska State Chamber of Commerce and many other organizations and individuals have endorsed a new northern railroad right-of-way and Kantishna Holdings Inc's. proposal, and
- WHEREAS, The Denali Railway System is an environmentally sound and sensible development that will result in a substantial financial investment in permanent infrastructure in Alaska and the creation of hundreds of new jobs in Alaska's economy, and
- WHEREAS, the City of Nenana has plans to expand the visitor / tourism infrastructure in Alaska and will benefit from the development of new infrastructure created by the Denali Railway System, and
- WHEREAS, the City of Nenana and all of the Alaska's "Railbelt" will benefit from the permanent jobs and other economic activity created by the construction and operation of the Denali Railway System.

NOW, THEREFORE, BE IT RESOLVED, the City of Nenana strongly endorses the creation of a new northern railroad right-of-way to Wonder Lake and Kantishna Holdings Inc's. proposal to construct and operate the Denali Railway System within Denali National Park.

BE IT FURTHER RESOLVED, the City of Nenana encourages the Secretary of the Interior to act upon this proposal immediately and asks the National Park Service, the State of Alaska, through its Governor, Legislature and Commissioners to give their fullest support to the creation of the Denali Railway System as proposed by Kantishna Holdings Inc.

By: Robert L. Knight

This 11 day of April, 1996.



ALASKA VISITORS ASSOCIATION

3201 C Street, Suite 403 • Anchorage, Alaska 99503

Tel: (907) 561-5733 • Fax: (907) 561-5727

1993-94

Executive Officers

President

Dennis Brandon

Westmark Hotels
Anchorage, Alaska

1st Vice President

John Binkley

Riverboat Discovery
Fairbanks, Alaska

2nd Vice President

Dean Brown

Princess Tours
Seattle, Washington

Vice President/
Government Relations

Bob Engelbrecht

TEMSCO Helicopters
Juneau, Alaska

Secretary

Linda Anderson

Alaska Campground
Owners Association
Fairbanks, Alaska

Treasurer

Tim Worthen

Regency Cruises
Anchorage, Alaska

Past President

Robert Jacobsen

Wings of Alaska
Juneau, Alaska

Board of Directors

Jack Anderson

HAL-Westours, Inc.

Bob Berto

Southeast Stevedoring

Tom Bolger

Alaska Sightseeing
Cruise West

Tim Cerny

Fountainhead
Development

Steve Cockrell

Grand Aleutian Hotel

Robert Dindinger

Alaska Travel Adventures

Ken Dole

Ingersoll Hotel

Bill Elander

Anchorage CVB

Tom Garrett

Glacier Bay Lodge, Inc.

Laurie Herman

Alascom, Inc.

Richard Knapp

Alaska Railroad

Paul Landis

Era Aviation

Linda McLaughlin

Delta Air Lines

Gary Odle

Alaska Highway Cruises

Brad Phillips

Phillips Cruises & Tours

Justin Ripley

Denali Park Resorts

Tom Tougas

Kenai Fjords Tours

Brad Walker

Alaska Airlines

Karen Cowart

Executive Director

May 11, 1994

Joe Fields

Kantishna Group, Inc.

P.O. Box 71047

Fairbanks, AK 99707

Dear Mr. Fields:

The Alaska Visitors Association (AVA) Board of Directors supports the Kantishna Group's pursuit of a right-of-way to construct a railroad into Kantishna. We believe this venture would not only provide a quality visitor experience, but also help accommodate the need for increased access into Denali National Park. In light of projected visitor growth, it is becoming more and more important to find environmentally acceptable and economically feasible ways to allow greater visitation into Denali.

In recent years, the AVA board has adopted a resolution encouraging the State of Alaska to acquire a right-of-way into Kantishna. A transportation corridor of this type would be ideal for either rail or road development. A rail, however, would most likely represent the most environmentally sensible alternative to transporting large numbers of visitors into Denali and Kantishna.

We wish you good luck with your endeavors. If you need further clarification, please don't hesitate to call myself at 279-0001, or the AVA office at 561-5733.

Sincerely,

Tim Worthen

AVA Park Access Committee Chair

RESOLUTION

A RESOLUTION BY THE FAIRBANKS CONVENTION AND VISITORS BUREAU IN SUPPORT OF THE CREATION OF A NORTHERN ACCESS ROUTE TO DENALI NATIONAL PARK AND RESERVE.

WHEREAS, Denali National Park is one of the top visitor destinations in Alaska; and

WHEREAS, Denali National Park is a critical element in the Alaska Visitor Industry throughout the State and Fairbanks; and

WHEREAS, the current limits on access into Denali National Park restrict many visitors and residents from entering the Park; and

WHEREAS, the existing park road in Denali National Park is at capacity and has become a bottleneck in the visitor/tourism delivery system for park in-holders; and

WHEREAS, no new road access to the interior of Denali National Park is being proposed by the state or federal government; and

WHEREAS, a northern access will provide feasible access for park visitors; and

WHEREAS, a northern access route will create new wildlife viewing and recreational opportunities for visitors to Denali National Park; and

WHEREAS, a northern access route within the Denali National Park will be on National Park Service managed lands, not private lands; and

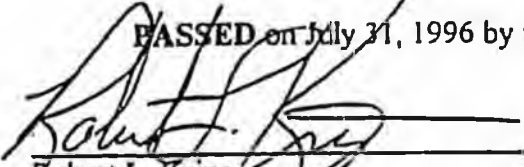
WHEREAS, a northern access route to the interior of Denali National Park will allow for more visitors into the park with little impact on the natural surroundings of the park's interior; and

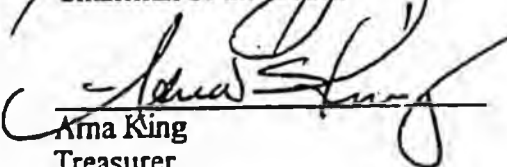
WHEREAS, a northern access route will provide for the long term needs of the visitor/tourism industry for increased access to the interior of Denali National Park and provide for the needs of the handicapped and elderly.

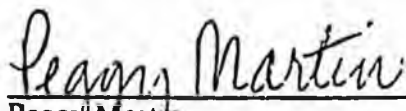
NOW THEREFORE BE IT RESOLVED: that the Fairbanks Convention and Visitors Bureau supports the creation of a northern access route into the interior of Denali National Park.

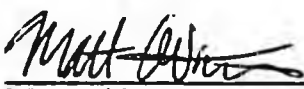
BE IT FURTHER RESOLVED: that the Fairbanks Convention and Visitors Bureau encourages the National Park Service at Denali National Park and all its levels, the State of Alaska, its Governor, Legislature, and National Delegation to give full support to the creation of a northern access route as an appropriate and sensible means of access to the Park to better serve the visitor/tourism industry and residents of the State.

PASSED on July 31, 1996 by the Fairbanks Convention and Visitors Bureau Board of Directors.


Robert L. Krize
Chairman of the Board


Ama King
Treasurer


Peggy Martin
Chair Elect


Matt Atkinson
Secretary

ACVB RESOLUTION

A Resolution of the Anchorage Convention & Visitors Bureau
in Endorsement of the Concept for
Creation of a Northern Railroad Right-of-Way
to Wonder Lake and the
Building of the Denali Railway System



ANCHORAGE
Convention &
Visitors Bureau

WHEREAS, Denali National Park is the premier visitor destination in Alaska and access into Denali is extremely restricted due to the limited existing transportation infrastructure of the Park; and

WHEREAS, the Denali Railway System will create new year-round access from the north side of the Park to the Kantishna/Wonder Lake area; and

WHEREAS, no new road access into the interior of Denali is now being proposed by the State or Federal governments; and

WHEREAS, the Denali Railway System will be privately funded and will not compete with the publicly-funded Denali Southside Development Plan; and

WHEREAS, all of Alaska will be enhanced by the year-round operation of the Denali Railway System, especially Alaska's "Railbelt," including the Municipality of Anchorage - The Gateway to Alaska; and

WHEREAS, the National Park System Advisory Board's December 14, 1994 Resolution accepting the "Denali Task Force Report" specifically endorsed the creation of a new modern railroad route to Wonder Lake.

NOW, THEREFORE, the Anchorage Convention & Visitors Bureau Board of Directors on this 5th day of October, 1996, resolves:

1. ACVB endorses the concept of the development of the Denali Railway System, and requests the Secretary of the Interior to create a railroad right-of-way suitable for such development within the Denali National Park and Preserve.
2. ACVB encourages the Governor of Alaska, his Commissioners and staff, and the Alaska Legislature to give their fullest support to the creation of the Denali Railway System.
3. ACVB will continue to endorse this project based upon the current proposal, presented as the "Denali Railway System."

Max Lowe
Chairman

Bill Elander
President & CEO

524 W. Fourth Avenue
Anchorage, Alaska
907-278-2212

907-276-4118
Fax 907-278-5559
email:acvb@alaska.net

The Anchorage Times

Publisher: BILL J. ALLEN

"Believing in Alaskans, putting Alaska first"

Editors: DENNIS FRADLEY, PAUL JENKINS, WILLIAM J. TOBIN

The Anchorage Times Commentary in this segment of the Anchorage Daily News does not represent the views of the Daily News. It is written and published under an agreement with former owners of The Times, in the interests of preserving a diversity of viewpoints in the community.

Denali railroad

THE PROPOSAL for a privately built and operated railroad system within Denali National Park received another boost the other day with the Matanuska-Susitna Borough Assembly's unanimous endorsement.

The proposed rail line on the north side of Denali Park would link the Healy area, off the Parks Highway, and the Wonder Lake-Kantishna region in the center of the park. According to a resolution passed by the Assembly, the rail line would not compete with the proposed southside development on Denali State Park land.

"The proposed Denali Railway system is an environmentally sound and sensible undertaking that will commit substantial private capital investment in permanent infrastructure in Alaska's railbelt region and the creation of over 500 new jobs," the Assembly said. It called on Gov. Tony Knowles and the Legislature to give their full support to the project and for the secretary of Interior to act quickly to create a railroad right-of-way within the park.

A special federal-state task force last year identified the proposed system as a preferred alternative to a new road within the park. The task force also endorsed development of a destination site on the south side of the mountain, which would include a visitors center on state park land west of Talkeetna, in the Petersville Creek area.

In years past, business and civic interests on the park's north side and those on the south have competed strongly to win an advantage in such hoped-for tourist-dollar enhancements as a new road, hotel or visitor center. The competition has played into the hands of anti-development forces that have used the squabbles to block all the proposals. As a consequence, no project has gone forward.

In light of the past differences, it's encouraging now to see the Matanuska-Susitna Assembly support a project important to Interior Alaska. The more that Alaska communities stand together like this, the better the chances are that the state may finally see progress in building new roads, new visitor destination centers and perhaps a new railroad link into Denali National Park.

For the record, in addition to support from the Matanuska-Susitna Borough Assembly, the Denali Railway project has received endorsements from the Fairbanks North Star Borough and the Denali Borough, as well as the cities of Seward, Nenana and Fairbanks.

It would be appropriate for the Assembly to add Anchorage's name to the list of supporters.

... Business and civic interests on the park's north side and those on the south have competed strongly The competition has played into the hands of anti-development forces . . .



Citizens' Advisory Commission on Federal Areas

December 7, 1995

3700 Airport Way
Fairbanks, Alaska 99709-4699
(907) 451-2775
Fax: 451-2761

Mr. Joseph N. Fields III
Chairman & President
Kantishna Holdings Inc.
P.O. Box 71047
Fairbanks, AK 99707

Dear Mr. Fields:

This letter serves as formal notification of the Citizens' Advisory Commission on Federal Areas endorsement of the Kantishna Holdings, Inc. proposed Denali Railway System Project. At its November 15, 1995 meeting in Anchorage, the Commission voted unanimously to endorse the proposed railway project. In addition to specifically supporting the proposed Denali Railway System, the motion adopted by the Commission also expressed support for the general concept of a northern access route into Denali National Park & Preserve.

In recent years it has become clear that the growing visitor demand for access to Denali National Park & Preserve cannot be met by the existing park road and associated facilities. The latest effort to meet this increasing demand by providing visitor facilities and interpretive sites outside park boundaries as proposed in the Denali Southside Development Concept Plan will no doubt relieve some of the pressure. However, the Commission believes that demand for visitor access to the park itself will continue to exceed the capacity of the road by an ever increasing margin. The Denali Railway System proposal, by providing an alternative means to travel into Wonder Lake, as well as a range of visitor facilities, would serve to meet much of the increasing visitor demand.

It is our understanding that the proposed railway system also would provide year round access for private property owners within the park. The Commission is familiar with numerous past problems experienced by park inholders in attempting to secure access to their properties by way of the existing park road. We have always fully supported the rights of private property owners to adequate and feasible access to their property "for economic and other purposes," as guaranteed by the Alaska National Interest Lands Conservation Act (ANILCA).

The Commission is also aware of the opposition to development of tourism facilities on private properties within the Kantishna area of the park. Much of this opposition is based upon concerns about the ability of the existing park road to meet the increased traffic levels which