

SCR

1

# LEGAL SERVICES

DIVISION OF LEGAL AND RESEARCH SERVICES  
LEGISLATIVE AFFAIRS AGENCY  
STATE OF ALASKA

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State Capitol  
Juneau, Alaska 99801-1182  
Deliveries to: 129 6th St., Rm. 329

## MEMORANDUM

March 26, 2003

**SUBJECT:** Distribution of copies of SCR 1  
(Work Order No. 23-LS0228\S)

**TO:** Representative Jim Holm  
Chair, House Transportation Committee  
Attn: Barbara Cotting

**FROM:** George Utermohle *GU*  
Legislative Counsel

*Entered  
Final*

Enclosed is a draft of House CS CSSCR 1 (TRA). This version of the resolution adds a new section providing for the distribution of copies of the resolution to a number of communities in the state.

For communities where there is a municipal government (borough or city), a copy of the resolution is to be sent to the mayor of that municipality. For communities that do not have a local government but do have a post office, a copy of the resolution is to be sent to the postmaster of each of those communities. It is unclear whether Iliamna and Pedro Bay have post offices; both communities have zip codes, so I assume they have post offices.

Those communities that do not have either a local government or a post office are not included in the list of communities to receive copies of the resolution because there is no place to send the copy. Those communities that have neither a local government nor a post office are: Igiugig, Kokhanok, Georgetown, Napaimiut, Eight Mile, Parks, and Oskawalik. Igiugig and Kokhanok are located within the Lake and Peninsula Borough, so a copy of the resolution is directed to the mayor of the Lake and Peninsula Borough.

It is not necessary to direct a copy of a resolution to the governor because all resolutions are transmitted to the governor as a matter of course under Uniform Rule 49(b).

If I may be of further assistance, please advise.

GU:med  
03-356.med

Enclosure

23-LS0228\S  
Utermohle  
3/26/03

**HOUSE CS FOR CS FOR SENATE CONCURRENT RESOLUTION NO. 1(TRA)**

**IN THE LEGISLATURE OF THE STATE OF ALASKA**

**TWENTY-THIRD LEGISLATURE - FIRST SESSION**

**BY THE HOUSE TRANSPORTATION COMMITTEE**

**Offered:  
Referred:**

**Sponsor(s): SENATORS WILKEN, Therriault, Seekins, Taylor, Dyson, Gary Stevens, Ben Stevens, Cowdery, Hoffman, Green**

**REPRESENTATIVES Lynn, Ogg**

**A RESOLUTION**

1 **Relating to economic development generated by new road construction and to the design**  
2 **and construction of the Hot Springs Loop Road to connect Chena Hot Springs and**  
3 **Circle Hot Springs, of a highway along the Bradfield/Iskut Rivers transportation**  
4 **corridor, of the Knik Arm Crossing, of a road from Iliamna Bay to Pile Bay, and of**  
5 **other roads and highways.**

6 **BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

7 **WHEREAS** new roads are needed to connect communities with the resources that  
8 create the increased potential for commercial, industrial, recreational, and social activities for  
9 residents and visitors; and

10 **WHEREAS** new local roads will allow Alaskans to get to local schools and health  
11 facilities and to quickly respond to local emergency situations; and

12 **WHEREAS** improving the transportation infrastructure in Alaska is vital to the  
13 economic growth and prosperity of the state; and

14 **WHEREAS** Alaska is the largest state in the Union, comprising one-fifth of the total  
15 area of the continental United States, yet Alaska has barely 2,000 miles of roadways, less than

1 the state of Vermont; and

2       **WHEREAS** the proposed Hot Springs Loop Road from Chena Hot Springs to Circle  
3 Hot Springs will complete a transportation loop connecting Fairbanks and the two resort areas  
4 and will open areas of Interior Alaska for residents and visitors to explore, enjoy, and  
5 develop; and

6       **WHEREAS** the Hot Springs Loop Road would connect the Steese Highway with the  
7 Chena Hot Springs Road either through or around the Steese National Conservation Area; and

8       **WHEREAS** the Hot Springs Loop Road will allow residents and tourists an  
9 opportunity to drive the scenic loop between Fairbanks and the resort areas at Chena Hot  
10 Springs and Circle Hot Springs; and

11       **WHEREAS** the Hot Springs Loop Road will foster increased outdoor activities, new  
12 tourism ventures, and economic growth in Interior Alaska; and

13       **WHEREAS** construction of a highway along the Bradfield/Iskut Rivers transportation  
14 corridor would increase the traffic flow between Southeast Alaska and the Alaska marine  
15 highway to British Columbia by permitting a more efficient flow of travelers into and out of  
16 the region; and

17       **WHEREAS** a transportation corridor between Southeast Alaska and British Columbia  
18 would generate recreational growth benefiting Alaskans and British Columbians; and

19       **WHEREAS** communities in southern Southeast Alaska have suffered immense and  
20 catastrophic declines in their economic base due to removal of the timber industry as a key  
21 component of their economies by the previous national administration; and

22       **WHEREAS** the Alaska marine highway system is placing severe constraints on the  
23 shipment of fresh seafood to United States and Canadian markets because it has a policy to  
24 maximize revenue in the summer period at the expense of reserved deck space for fresh  
25 seafood containers, because the capacity to transport shipping vans has been severely  
26 curtailed due to international SOLAS shipping standard requirements, and because the Prince  
27 Rupert transfer bridge is not of sufficient weight carrying capacity; and

28       **WHEREAS** the shipment of fresh seafood, both caught and processed domestically,  
29 by way of airlines is both capacity constrained and expensive, thus denying efficiencies and  
30 potential markets for high margin fresh seafood products; and

31       **WHEREAS** a land transportation link to the North American highway system could

1 provide viable development of new vocations resulting from new economic growth; and

2       **WHEREAS** the southern region of Southeast Alaska has been negatively affected in  
3 recent years with individual fishery quota (IFQ) landings moving to road-connected  
4 communities such as Haines and Prince Rupert; and

5       **WHEREAS** the people of southern Southeast Alaska wish to increase trade with our  
6 Canadian neighbors; and

7       **WHEREAS** the Knik Arm Crossing project has been identified as a project that  
8 would have a profound effect on future development in Southcentral Alaska; and

9       **WHEREAS** construction of a road from Iliamna Bay to Pile Bay on Lake Iliamna will  
10 provide a greatly enhanced transportation route to Lake Iliamna, Newhalen, Lake Clark, the  
11 upper Bristol Bay area, several mineral deposits, and unparalleled recreational opportunities  
12 and will provide for more economical transportation of food, fuel, and materials to the several  
13 villages in the area; and

14       **WHEREAS** the Donlin Creek Road project has been identified as a project that will  
15 greatly enhance economic development and establish a transportation corridor in the  
16 Kuskokwim area, which will have a profound effect on future development in the region;

17       **BE IT RESOLVED** that the Alaska State Legislature recognizes that the economic  
18 development activity generated by the construction of new roads is important to the growth  
19 and prosperity of the state; and be it

20       **FURTHER RESOLVED** that the Alaska State Legislature supports the design and  
21 construction of the Hot Springs Loop Road to provide a scenic loop route to connect  
22 Fairbanks and the resort areas at Chena Hot Springs and Circle Hot Springs; and be it

23       **FURTHER RESOLVED** that the Alaska State Legislature supports the efforts of  
24 Governor Frank Murkowski and the City of Wrangell to continue their work with the  
25 Province of British Columbia, and Cassiar and Yellowhead Highways communities in their  
26 efforts to reach an agreement to construct a highway along the Bradfield/Iskut Rivers  
27 transportation corridor; and be it

28       **FURTHER RESOLVED** that the Alaska State Legislature supports the pre-National  
29 Environmental Policy Act scoping and environmental impact statement process and the  
30 design and construction of a highway along the Bradfield/Iskut Rivers transportation corridor  
31 to connect southern Southeast Alaska to British Columbia; and be it

1           **FURTHER RESOLVED** that the Alaska State Legislature supports the design and  
2 construction of the Knik Arm Crossing and a road from Iliamna Bay to Pile Bay; and be it

3           **FURTHER RESOLVED** that the Alaska State Legislature supports the continued  
4 effort for construction of the Donlin Creek Road; and be it

5           **FURTHER RESOLVED** that the Alaska State Legislature supports the design and  
6 construction of a road to Rock Creek, bypassing Moon Light Springs, for development of  
7 mineral extraction operations on the Seward Peninsula.

8           **COPIES** of this resolution shall be sent to the Honorable Frank Murkowski, Governor  
9 of Alaska; the Honorable Mike Barton, Commissioner, Department of Transportation and  
10 Public Facilities; Al Ewing, Chief of Staff, Denali Commission; Rick Van Nieuwenhuyse,  
11 President and Chief Executive Officer, NovaGold Resources Inc.; the mayors of the  
12 Municipality of Anchorage, Fairbanks North Star Borough, City of Fairbanks, City of  
13 Wrangell, City of Petersburg, Ketchikan Gateway Borough, City of Ketchikan, City of  
14 Klawock, City of Craig, Kenai Peninsula Borough, City of Homer, City of Kenai, City of  
15 Soldotna, Matanuska-Susitna Borough, City of Wasilla, City of Palmer, Lake and Peninsula  
16 Borough, and City of Nome; the Postmasters of Central, Circle, Pedro Bay, Iliamna, Crooked  
17 Creek, and Red Devil; and to the Honorable Ted Stevens and the Honorable Lisa Murkowski,  
18 U.S. Senators, and the Honorable Don Young, U.S. Representative, members of the Alaska  
19 delegation in Congress.

**GARY WILKEN**

SENATOR  
West Fairbanks

Interim:  
1851 Fox Ave.  
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Alaska State Legislature

Senate

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Website: [www.garywilken.com](http://www.garywilken.com)  
E-Mail: [Senator\\_Gary\\_Wilken@legis.state.ak.us](mailto:Senator_Gary_Wilken@legis.state.ak.us)

## MEMORANDUM

**DATE:** March 13, 2003

**TO:** Representative Jim Holm, Chairperson  
House Transportation Committee

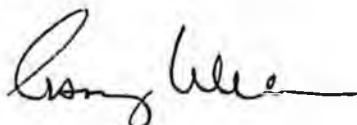
**FROM:** Gary Wilken  
Senator, Fairbanks

**RE:** Hearing Request for SCR 1

I'm writing to respectfully request that Senate Concurrent Resolution 1 be scheduled for a hearing before the House Transportation Committee.

SCR 1, "Relating to economic development generated by new road construction and to the design and construction of the Hot Springs Loop Road to connect Chena Hot Springs and Circle Hot Springs, of a highway along the Bradfield/Iskut Rivers transportation corridor, of the Knik Arm Crossing, of a road from Iliamna Bay to Pile Bay, 4, and of other roads and highways," encourages increased economic and resource development opportunities in Alaska. It favors the identification, evaluation, design and construction of new roads.

Thank you for your consideration. Please feel free to contact me if you have any questions or would like additional information.



**GARY WILKEN**

SENATOR  
West Fairbanks

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Fax: (907) 465-4714  
Website: [www.garywilken.com](http://www.garywilken.com)  
E-Mail: [Senator\\_Gary\\_Wilken@legis.state.ak.us](mailto:Senator_Gary_Wilken@legis.state.ak.us)

## **Senate Concurrent Resolution 1**

### **Sponsor Statement**

**“Relating to economic development generated by new road construction and to the design and construction of the Hot Springs Loop Road to connect Chena Hot Springs and Circle Hot Springs, of a highway along the Bradfield/Iskut Rivers transportation corridor, of the Knik Arm Crossing, of a road from Iliamna Bay to Pile Bay, and of other roads and highways.”**

SCR 1 is submitted in the spirit of promoting economic development in Alaska. This resolution encourages the identification, discussion, and evaluation of road projects which would significantly improve both the quality of life and the orderly development of Alaska.

We are at a turning point in Alaskan history. Before us is an opportunity to dream and to explore new horizons on the Alaskan frontier. Our transportation infrastructure is integral to Alaska's economic health. We must support the flow of goods and services and the movement of people in order to create and retain Alaskan jobs.

Alaska is resource rich and a favorite travel destination. By targeting new roads that will facilitate, improve, and enhance resource extraction, tourism, accessibility, and local community development, we can meet the needs of Alaskans and support the long-term economic growth of our great State.

I respectfully request your support.

THE  
FOLLOWING  
DOCUMENT(S)  
ARE  
POOR  
ORIGINAL  
COPIES


GREATER \* FAIRBANKS  
**CHAMBER**  
OF COMMERCE

250 Cushman St., Suite 2D, Fairbanks, AK 99701-4665  
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website: [www.fairbankschamber.org](http://www.fairbankschamber.org)

February 5, 2003

Senator Gary Wilken  
State Capitol, Room 518  
Juneau, AK 99801-1182

  
Dear Senator Wilken:

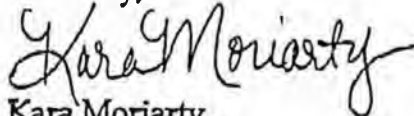
On behalf of the Board of Directors and over 750 business members of the Greater Fairbanks Chamber of Commerce, I would like to offer our wholehearted support for SCR 1, a resolution of support for the construction of new roads to stimulate economic development and for the design and construction of a scenic loop road connecting Chena Hot Springs and Circle Hot Springs.

This fall, the Greater Fairbanks Chamber of Commerce met with officials from the Fairbanks North Star Borough, the City of Fairbanks, the City of North Pole, and the Interior Delegation to discuss needed transportation projects for Interior Alaska. These groups agreed upon a list of thirteen projects consisting of long-term conceptual plans for transportation infrastructure and needed upgrade and maintenance projects.

Of those projects, a loop road between Chena Hot Spring Road and Circle Hot Springs was listed as an identified project that would have long-term benefits for Interior Alaska. The proposed loop road would further enhance the tourism market to Chena and Circle Hot Springs, as well as attract more tourists in the winter for viewing of the aurora borealis.

Thank you for sponsoring SCR 1. We strongly encourage the passage of this resolution. If you have any questions, please feel free to contact me at 907-452-1105.

Sincerely,



Kara Moriarty  
President/CEO

**Daily News - Miner**

"Independent in All Things ... Neutral in None"  
Established in 1903

CHARLES L. GRAY  
*Publisher Emeritus*

MARILYN ROMANO  
*Publisher*

KELLY BOSTIAN  
*Managing Editor*

DERMOT COLE  
*Columnist*

ROD BOYCE  
*Assistant Managing Editor*

**If you build them ...**

We're beginning to get a feel for this new kind of talk coming out of Juneau, and we like it.

People are talking about building things and the leaders of our state have not talked that way for some time.

Sen. Gary Wilken forwarded a resolution supporting construction of a road linking the Chena and Circle hot springs resorts, and the resolution made it through its first Senate committee on Tuesday. Other senators, following Wilken's lead, even added a few of their ideas to the docket.

Wilken said that he had, in fact, introduced the bill in the hopes it would become a wish list of road proposals for legislators to forward to the congressional delegation and to Gov. Frank Murkowski.

The state House voted late last week to forward a resolution urging the governor to encourage the Alaska Railroad Corp. to build an extension of the Alaska Railroad from its terminus at Eielson Air Force Base another 70 miles to Fort Greely to supply the missile defense facility under construction there. And on Wednesday, Gov. Murkowski said in a press conference that his cabinet is narrowing its proposals for new roads, with projects near Delta and on the North Slope rising to the top of the priority list. The cabinet has challenge revenue commissioner Bill Corbus to be innovative in searching for construction finances—beyond the millions available through federal highway funds.

We can thank the governor for this kind of talk; part of his campaign platform included proposals to expand Alaska's road system to spur development.

Our cautious side makes us want to know more details before we start bulldozing the countryside, but we know from experience that there is plenty of time for financial planning, design and environmental assessment. First, there must be a dream.

The Murkowski administration is encouraging leaders to think creatively about building infrastructure that will boost Alaska's prosperity. Any good entrepreneur first has a dream and sets goals. Then the plan comes together on how to make the dream into reality.

A quote in the News-Miner earlier this week from Sen. Wilken about his hot springs loop idea brought it home. "This resolution simply says, 'Let's look,'" Wilken said. "This is my seventh year here and this is the first year that we've had the opportunity to talk about building roads and have had some support."

Sen. Wilken and Gov. Murkowski and others who share these visions have our support.

February 16, 2003

*Fairbanks Daily News-Miner*

# FISCAL NOTE

**STATE OF ALASKA**  
**2003 LEGISLATIVE SESSION**

Fiscal Note Number: 1  
 Bill Version: SCR1  
 (S) Publish Date: 2/12/03

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: DOT&PF  
 Title Support Roads/Hot Springs Loop Road BRU Commissioner's Office  
 Component Commissioner's Office  
 Sponsor Wilken  
 Requester STRA Component No. 530

**Expenditures/Revenues** (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
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<b>CHANGE IN REVENUES ( )</b>						
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**FUND SOURCE** (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2003) cost: 0.0  
 Mark this box (X) if funding for this bill is included in the Governor's FY 2004 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** (Attach a separate page if necessary)

Prepared by: Dennis R. Poshard Phone 465-3900  
 Division Special Assistant to Commissioner Date/Time 2/10/03 3:09 PM  
 Approved by: Commissioner Mike Barton Date 2/10/2003  
 Agency Alaska Department of Transportation and Public Facilities

AMENDMENT

*Withdrawn*

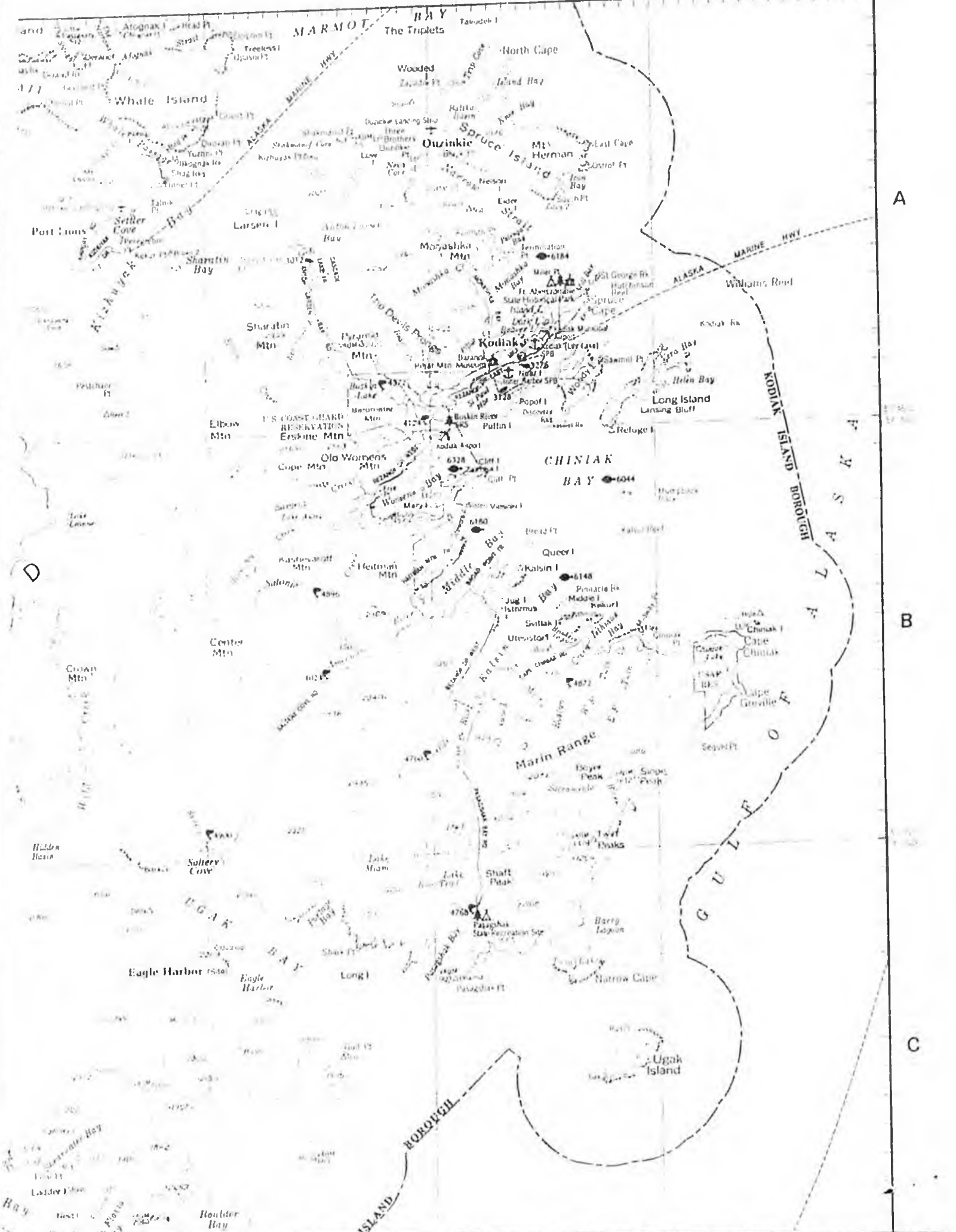
OFFERED IN HOUSE TRANSPORTATION

BY REP. OGG

TO: SCR 1

p. 4 Line 8, ADD:

**FURTHER RESOLVED** that the Alaska State Legislature supports the completion of the identified needed improvements prioritized by the Alaska DOT STIP program for the realignment, reconstruction and providing of hard surface to Anton Larsen Bay Road on Kodiak Island.



A

B

C

D

## **KNIK ARM CROSSING**

Engineers, developers, elected officials, and citizens have long advocated for a one-mile bridge linking Anchorage with Point MacKenzie, citing it as both beneficial and feasible in several ways.

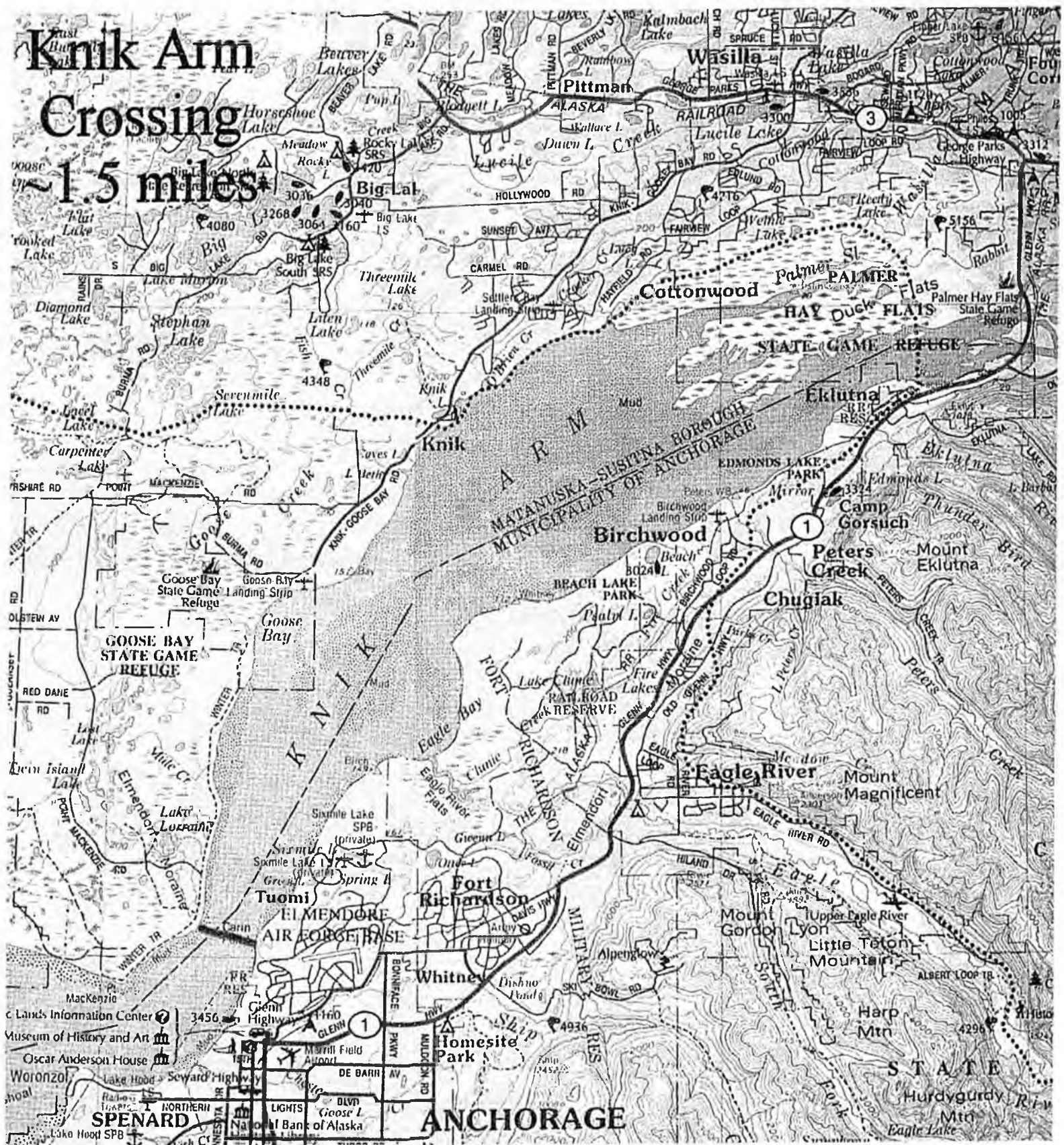
SCR 1 is an appropriate and timely venue to facilitate progress on this long-discussed proposal that is drawing increasing attention with the growing ability of Alaska's congressional delegation to secure federal transportation funds for state infrastructure projects.

The benefits of a bridge across Cook Inlet have been plain to see for decades. It would mean new land for homes and businesses, reduced travel times from Anchorage to the Mat-Su Valleys and the Interior, and improved public safety in terms of alternative transportation and evacuation links. Such a bridge would serve to maximum the possible accommodations for car, truck, rail, pipeline, and communications links across Cook Inlet.

# Knik Arm

## Crossing

1.5 miles



## **DONLIN CREEK ROAD**

This road is proposed to connect the Kuskokwim River at Canoe Village approximately 15 miles north to Donlin Creek.

Donlin Creek is one of the largest undeveloped gold resources in the world with an estimated 23.1 million ounces of gold available for extraction. Development of this resource is underway and, once online, is expected to provide fulltime employment for between 450 and 600 Alaskan's, and an additional 500+ during construction.

A major stumbling block is the necessary transportation infrastructure to supply and equip the mine. The Kuskokwim River will serve as the main transportation artery. Supplies would be barged up the river to a marine facility near the village of Crooked Creek, followed by the need to construct an all-season road to deliver the supplies to the mine site.

Another important consideration is the power generated by this mine, in excess of 25 megawatts. All excess power is proposed to be permanently integrated into the regional power network, and thus offset the utility costs of the regional communities. That component alone speaks strongly to the long-term economic advantages of constructing this road.



Donfin/Crooked Creek

15 Miles

Haystack Butte

Lackout

Michigan

Fork

Juninggula Mountain

Great Bend

Georgetown

KUSKOKWIM RIVER

16 McCrae  
130 Miles

To Bethel  
180 Miles

Caribou Mountain

Oekawalik

## **ROCK CREEK ACCESS ROAD**

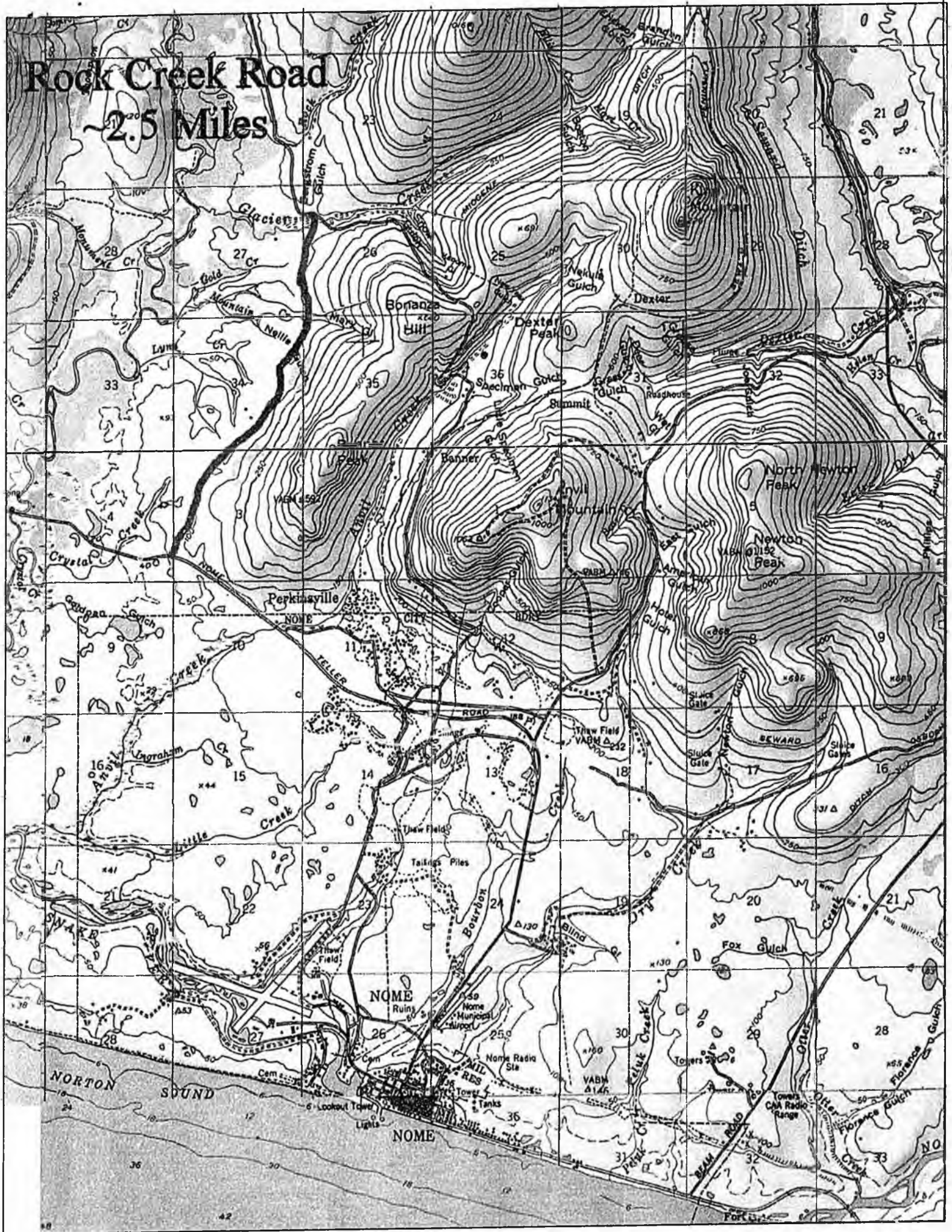
This project would produce a new access road to rock Creek Mine, allowing for the safety of the Moonlight Springs water source and mineral development in the Seward Peninsula.

Rock Creek has an estimated 800,000 ounces of gold available. Nova Gold is the primary owner of Rock Creek and has been investigating the prospect of Rock Creek as a major source of gold production. Rock Creek is in the vicinity of Nome, thus allowing for a readily available work force and transportation hub. This mine would spur the economy of Nome and provide well-paying jobs to many local citizens.

A concern of the City of Nome is the protection of the municipal water source. The new Rock Creek access road would allow for the safe development of the Rock Creek mine without impacting this water source.

# Rock Creek Road

2.5 Miles

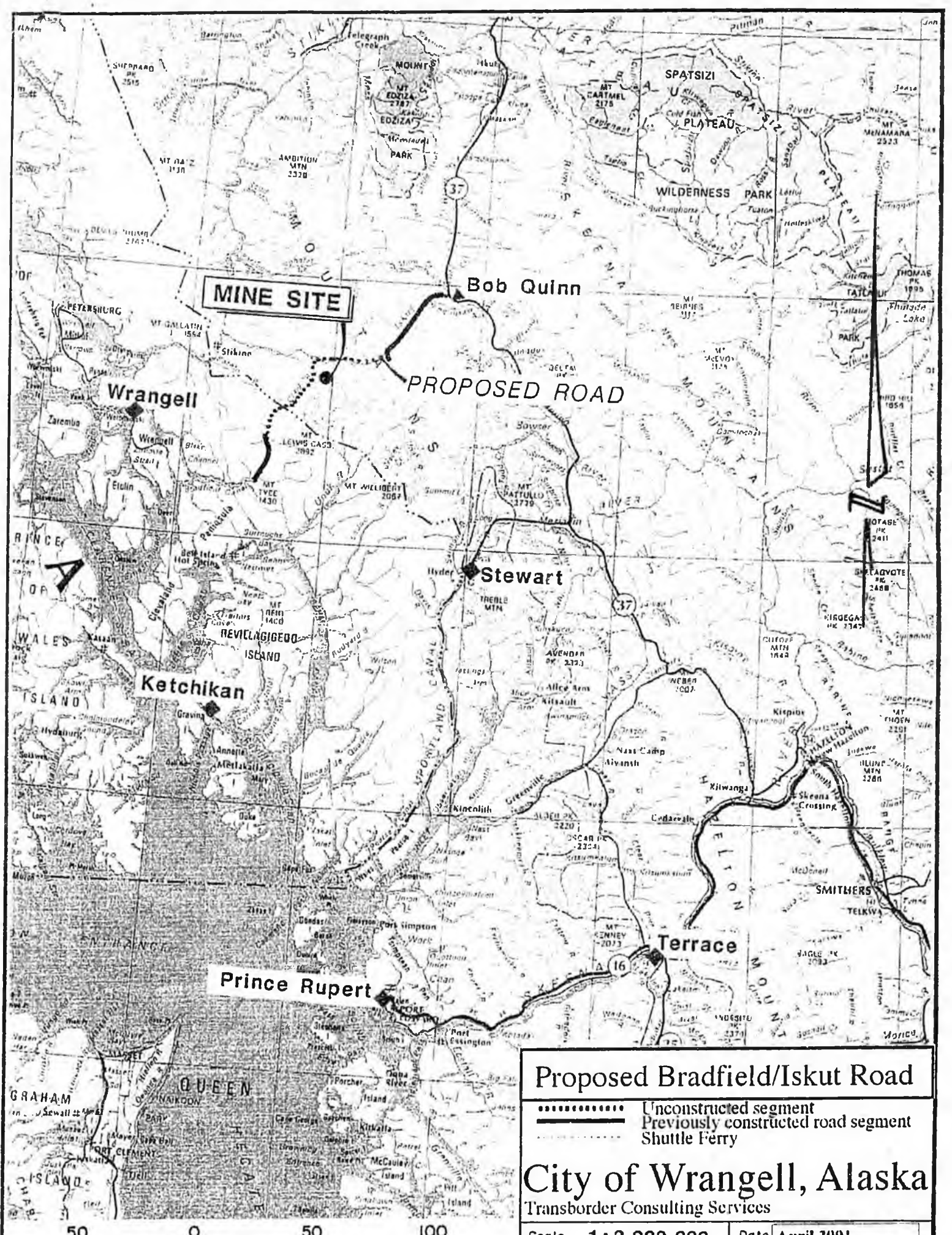


## **BRADFIELD/ISKUT RIVER TRANSPORTATION CORRIDOR**

This road would connect an existing logging road on mainland southeast Alaska to an existing mining road in British Columbia, connecting Southeast Alaska to a major Canadian highway system. It has been under consideration for some 40 years.

Currently, access to southeast Alaskan ports and cities is limited to air and ferry. Such a road would provide alternative and substantial access for people and commerce in the area. It would specifically aid in the processing and delivery to market of millions of pounds of fresh Alaska seafood, provide economic development opportunities along the proposed route in the form of resource extraction, establish and maintain new jobs for Alaskans, and spur recreational access and tourism development to southeast Alaska as a whole.

Several tens of thousands of Alaska residents, ranging at least from Juneau to the Prince of Wales Island are expected to benefit from this road connection. It would eliminate approximately 350 miles of road travel between, for example, Juneau and the Lower 48.



**MINE SITE**

Bob Quinn

**PROPOSED ROAD**

Wrangell

Stewart

Ketchikan

Terrace

Prince Rupert

**Proposed Bradfield/Iskut Road**

- ..... Unconstructed segment
- Previously constructed road segment
- - - - Shuttle Ferry

**City of Wrangell, Alaska**

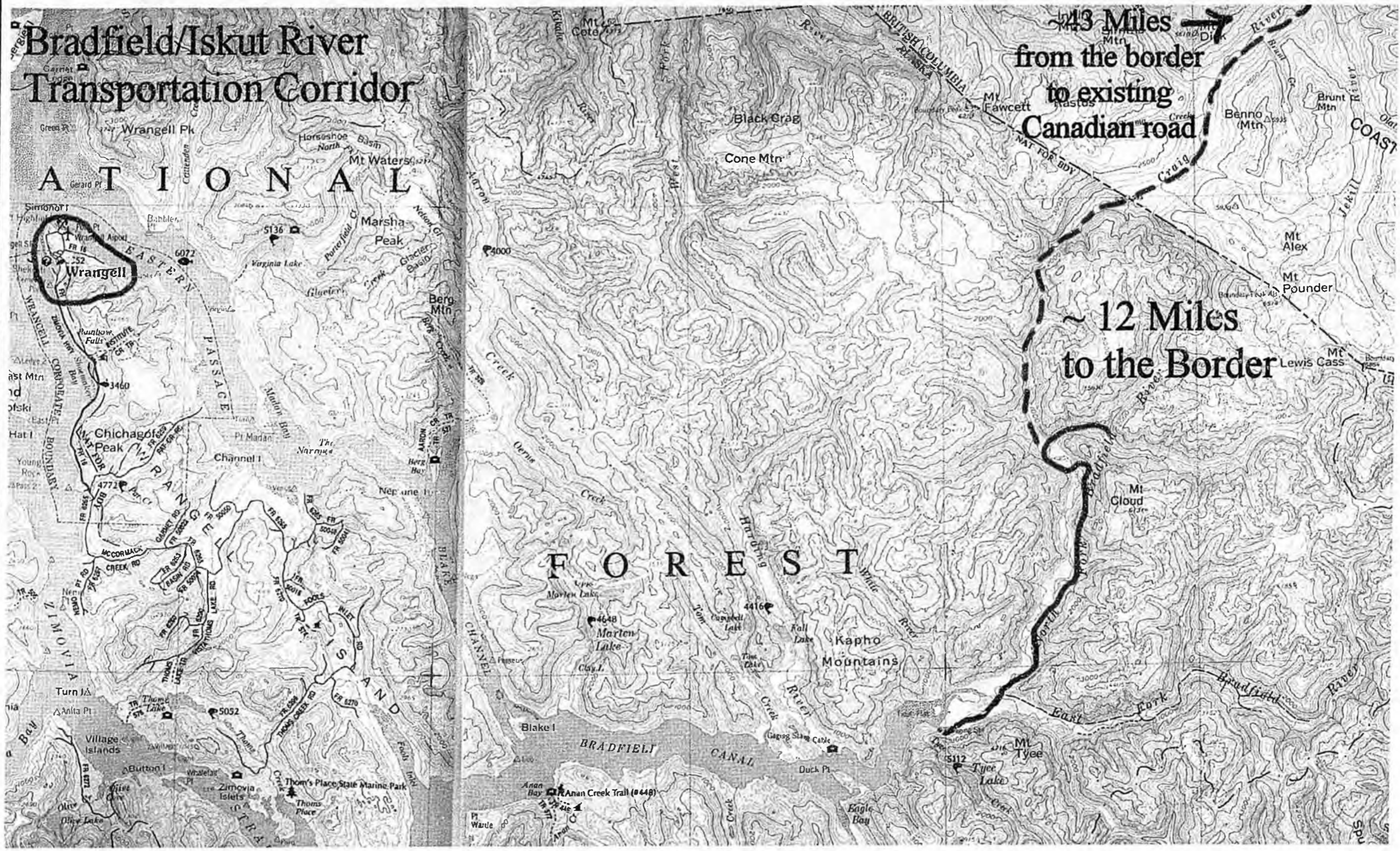
Transborder Consulting Services

Scale 1 : 2 000 000      Date April 2001

Ref. \_\_\_\_\_



# Bradfield/Iskut River Transportation Corridor



A T T I O N A L

43 Miles  
from the border  
to existing  
Canadian road

~ 12 Miles  
to the Border

F O R E S T

Wrangell

Marten Lake

Kapho Mountains

Chichagof Peak  
McCormack Creek  
Thom's Place  
Zimovia Islets  
Thom's Place State Marine Park

Bradfield Canal  
Anan Creek Trail (0448)

Tyee Lake  
Mt. Tyee

## **HOT SPRINGS LOOP ROAD**

There is considerable tourism activity at both Chena and Circle Hot Springs. Connecting these two sites will spur further tourism activity at both locations, and potentially at new sites established along the way.

Local residents also frequent these locations, not only to enjoy the hot springs' facilities, but also to access fishing, hunting, camping and hiking areas that intersect the routes to both hot springs. Extending the road to form a loop will extend and improve access to these Alaskan resources and pastimes.

The increased traffic along this Loop Road will lend itself to increased commercial and industrial activities, including resource extraction and entrepreneurial ventures, thus promoting job opportunities and long-term economic growth to the area and to the State.



## **PILE BAY ROAD**

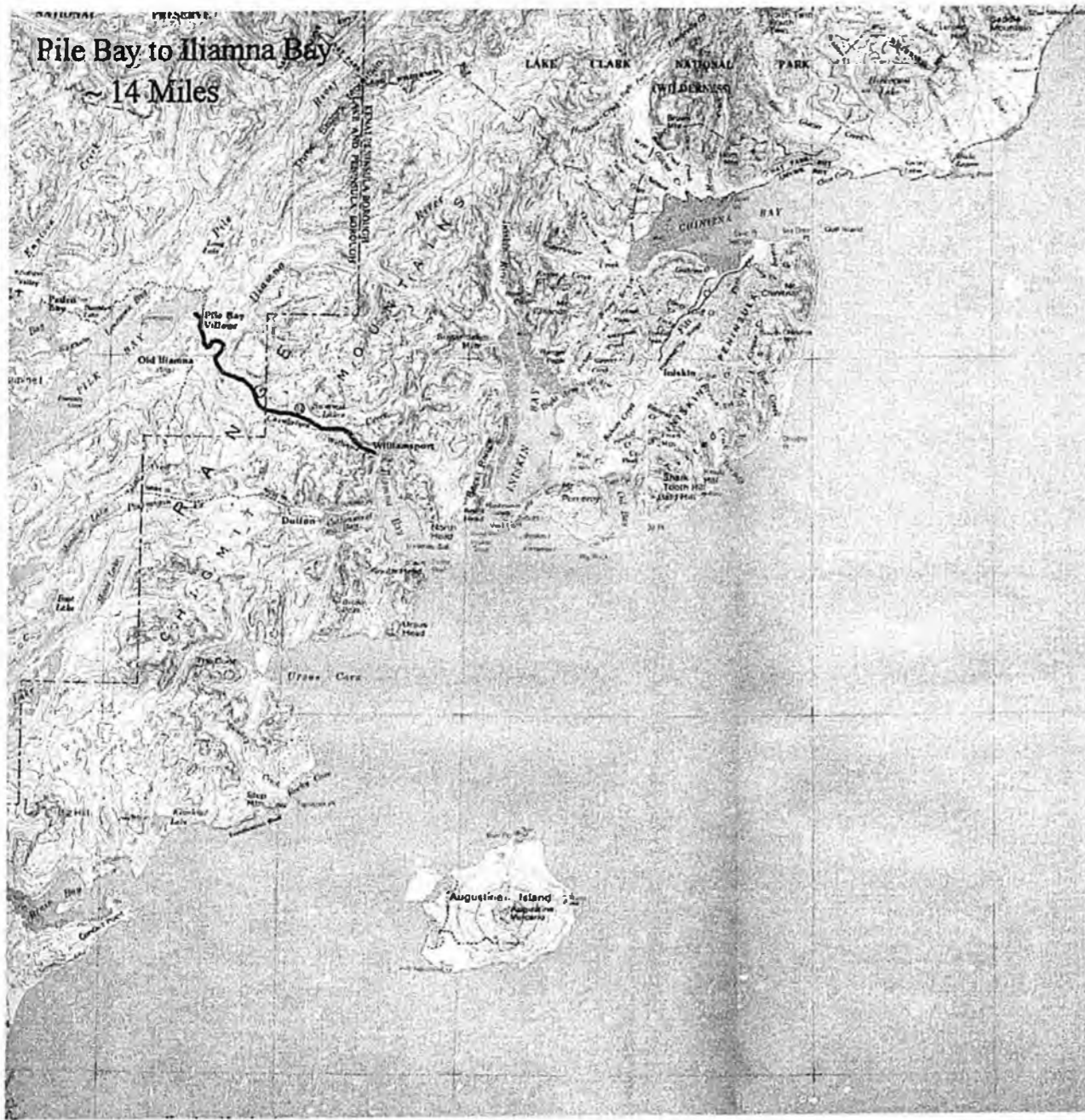
This road from Iliamna Bay on Cook inlet to Pile Bay on Lake Iliamna is about 15 miles and is an existing badly damaged road.

Opening up this road will allow an alternative and perhaps year round freight route for supplies for all of the communities and businesses in the Lake country including Lake Clarke. Now the freight must come up the Kvikak River which is problematic during times of low water. Also this river is braided on the flats and the channel keeps changing.

The Pile Bay road will also be a vital link for some planned mineral development in the area. Some Bristol Bay fishermen would also use this road to bring their boats back to south central Alaska without having to make the long trip through False Pass and Sheilikoff Straights which can be dangerous for small boats.

Ultimately this road may be an access route for recreation opportunities for people all over south central Alaska and may facilitate tourism related industry in the Lake country.

**Pile Bay to Iliamna Bay**  
~ 14 Miles



C O O K  
I N L E T

