

ALASKA
7336

LEGISLATURE
HOUSE

COMMITTEE
TRANSPORTATION

FILES

1991-1992

8672

SCR

32

Date Referred: April 1, 1992

FURTHER REFERRALS:

Date of Committee Action: 4/23/92

The TRANSPORTATION Committee considered:

CSSCR 32(RES)

CS FOR SENATE CONCURRENT RES. NO. 32(RES) SYMMS NAT'L RECREATIONAL TRAILS ACT

Requesting the Governor to take appropriate steps to make the state eligible for the benefits of the Symms National Recreational Trails Act.

RECOMMENDATIONS:

be replaced with CS CS SCR 32 (Trans) the same title
 a new title

have attached amendments(s)

do pass

do not pass

no recommendations

individual recommendations

additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

ATTACHES NEW FISCAL NOTE(S): _____ (Dept)

APPROVES PREVIOUS: _____ (Dept/Date)

fiscal impact _____

fiscal note(s) DNR

zero fiscal note _____

zero fiscal note(s) DNR, Senate Resource

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>Eugene A. Kubera</i>	<input checked="" type="checkbox"/>	<i>Paul Hudson</i>		<input checked="" type="checkbox"/>	
<i>Richard [unclear]</i>		<i>Jim [unclear]</i>		<input checked="" type="checkbox"/>	
<i>Paul [unclear]</i>	<input checked="" type="checkbox"/>				

Richard [unclear]
CHAIRMAN'S SIGNATURE

FISCAL NOTE

3

Bill Version: CSSCR32 (RES)

(S) Publish Date: 3-25-92

STATE OF ALASKA
1992 LEGISLATIVE SESSION

Revision Date: _____ Department Affected: DNR, DOT&PF

Title: SYMIT NATIONAL RECREATION BRU: PARKS & RECREATION

TRAILS ACT, STATE ELIGIBILITY Component: PARK MANAGEMENT

Sponsor: Cotten, et al

Requestor: _____ COMPONENT SERIAL NO.

0	4	5	2
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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	5.0	5.0	5.0	6.0	7.0	7.0
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	5.0	5.0	5.0	6.0	7.0	7.0

CAPITAL						
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REVENUE						
FUND SOURCE:						

FUNDING: (Thousands of Dollars)

GENERAL FUND			**	**	**	**
FEDERAL FUNDS	5.0	5.0	5.0	6.0	7.0	7.0
OTHER						
FUND SOURCE:						
TOTAL	5.0	5.0	**	**	**	**

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year impact: _____

ANALYSIS: (Attach a separate page if necessary.) Travel pays cost of appointed six member State Recreational Trails Advisory Board. **By FY'95, the state must appropriate funds for recreational trails in the amount equal to the revenue collected from non-highway recreational fuel taxes. A February 1992 statewide survey of 600 households indicates one-third of Alaskans own off-road recreational vehicles. A minimum of \$100,000 in FY'95 from state gas taxes must be appropriated to the recreational trails program to continue eligibility to receive \$291,000 annually from the federal government.

Prepared By: Neil C. Johansson Phone: (907) 762-2600

Division: Parks & Outdoor Recreation Date: March 20, 1992

Approved by Commissioner: Harold C. Heine

Agency: Department of Natural Resources Date: 3/23/92

FISCAL NOTE

No. 2

Bill Version: CSSCR 32 (RES)

BILL I (S) Publish Date: 3-25-92

STATE OF ALASKA
1992 LEGISLATIVE SESSION

Revision Date: March 23, 1992
Title: Eligibility for benefits of the
Symms National Recreational Trails Act
Sponsor: Sen. Cotten et al
Requestor: _____

Department Affected: Department of Revenue
BRU: Revenue Operations
Component: Income and Excise Audit

COMPONENT SERIAL NO. | 1 | 1 | 3 |

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LANDS & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0
CAPITAL	0.0	0.0	0.0	0.0	0.0	0.0
REVENUE	0.0	0.0	0.0	0.0	0.0	0.0
FUND SOURCE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	0.0	0.0	0.0	0.0	0.0	0.0
FEDERAL FUNDS						
OTHER						
FUND SOURCE						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year impact: 0

ANALYSIS: CSSCR 32 requests the governor to take appropriate steps to make the state eligible for benefits from the federal Symms National Recreational Trails Act. In order to be eligible, the state would be required to allocate nonhighway recreational fuel taxes for recreational trails.

Prepared By: Paul Dick Phone: (907) 465-2300
Division: Income and Excise Audit Date: March 23, 1992

Approved by Commissioner: Darrel J. Rexwinkel *[Signature]*
Agency: Department of Revenue Date: _____

Distribution (by preparer): Leg. Fin., Legislative Sponsor, Requestor, OMB/DBR, Gov. Legis. Ofc., & Impacted Agency(ies).

FISCAL NOTE

STATE OF ALASKA
1992 LEGISLATIVE SESSION

No. 1

Bill Version: SCR 32

(S) Publish Date: 3-11-92

Revision Date: March 9, 1992

Department Affected: _____

Title: Requesting governor to take steps

BRU: _____

to make state eligible for benefits of the _____

to sponsor: National Recreational Trails Act

Requestor: Cotten Senate Resources

COMPONENT SERIAL NO.

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EXPENDITURES/REVENUES: (Thousands of Dollars)

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

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

FUNDING: (Thousands of Dollars)

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

POSITIONS:

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

Estimate of current year impact: _____

ANALYSIS: (Attach a separate page if necessary.)

Changes in SCR 32 (PES) have no fiscal impact. This fiscal note is appropriate.

3-11-92 date Terry O'Hara TCO Comte Aide (initial)

Prepared By: Senator Lloyd Jones

Phone: 465-3743

Division: Senate Resources

Date: March 9, 1992

Approved by Commissioner: _____

Agency: Senate Resources

Date: March 9, 1992

ALASKA STATE LEGISLATURE

P. O. Box 770296
Eagle River, Alaska 99577
(907) 694-6683

3111 C Street, Suite 540
Anchorage, Alaska 99503
(907) 561-8459



State Capitol
Juneau, Alaska 99801-1182
(907) 465-3711

SENATOR SAM COTTEN

TO: Rep. Richard Foster, Chairman
House Transportation Committee

FROM: Senator Sam Cotten

DATE: April 22, 1992

RE: SCR 32- Supporting Participation in the Symms
National Recreation Trails Act.

I introduced this resolution because I believe Alaska can benefit from participating in the Symms National Recreation Trails Act. It would bring in federal money to fund trails and trailhead acquisition which our current revenue situation would not otherwise allow.

The Symms Act provides a good balance for all types of trail use. The Act requires that 30% of money must be spent on trails for non-motorized use and 30% for motorized use. It also emphasizes multiple use by designating the remaining 40% for multiple use areas.

SCR 32 requests that the Governor take all the appropriate steps to make the state eligible for money under the Symms National Recreational Trails Act, including:

- 1) Designation of the division of parks and outdoor recreation as the administering agency
- 2) Establishment of a recreational trail advisory board with representation required under the Act
- 3) Allocation of funds for recreational trails in an amount equal to the revenue collected by the state from nonhighway recreational fuel taxes.

The Act allows up to three years for the states to accomplish these requirements in order to remain eligible for Symms Act funding. One reason for putting this resolution forward is to encourage the administration to take steps well before the deadline. I appreciate your support of SCR 32.

WALTER J. HICKEL
GOVERNOR



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

March 9, 1992

COMMISSIONER'S OFFICE
JUNEAU

MAR 11 1992

DEPARTMENT OF
NATURAL RESOURCES

The Honorable Andrew Card, Jr.
Secretary of Transportation
400 Seventh Street, SW
Washington, DC 20590

Dear Mr. Secretary:

I am pleased that the Intermodal Surface Transportation Efficiency Act of 1991 was enacted because it will have many positive benefits for citizens throughout our state and the nation.

We noted that this Act directs \$180 million dollars to a six-year recreation trails program--referred to as the Symms National Recreation Trails Act. This money will provide a long needed boost to the deferred maintenance of our national, state, and local trail systems. We in Alaska welcome the opportunity to participate in this very important program.

The Division of Parks and Outdoor Recreation, within the Alaska Department of Natural Resources, oversees the preparation of the Statewide Comprehensive Outdoor Recreation Plan (SCORP) required by the Land and Water Conservation Fund program mentioned in the intent language for this Act. Accordingly, pursuant to Sections 1301 through 1304 of the Act, I am pleased to appoint the Alaska State Parks Division as the administering agency for the Symms National Recreational Trails program.

During the next three years, Alaska will be working to establish a state recreation trails advisory board to ensure motorized and non-motorized recreation needs are equitably addressed. Also, as required, we will pursue legislation to appropriate a portion of our non-highway recreational fuel consumption to our state trails program.

The Honorable Andrew Card, Jr.
March 9, 1992
Page 2

The hikers, skiers, dog mushers, equestrians, snowmobilers, and off-highway vehicle operators of Alaska will all benefit from this recreational trails program.

with best regards.

Sincerely,

S/S WALTER J. HICKEL
Walter J. Hickel
Governor

cc: Commissioner Harold Heinze
Department of Natural Resources
Commissioner Frank Turpin
Department of Transportation
and Public Facilities
Neil Johannsen, Director
Division of Parks & Outdoor Recreation
Department of Natural Resources
John Katz, Special Counsel
State/Federal Relations
Office of the Governor, Washington, D.C.



QUESTIONS AND ANSWERS ON THE SYMME TRAIL FUND ACT

Now that the Symme Trail Fund Act has passed who will administer the program?

The Secretary of Transportation in consultation with the Secretary of the Interior will administer the program.

When do we get the money and how much?

30 million dollars for the whole country will be available each year starting in 1992 through 1997. It will be divided up this way:

Up to 3% or \$900,000 is set aside off the top for administration and the expenses of the advisory board. Some of this money goes to survey the non highway fuel consumption by State. Some will go for research on how to increase compatibility of uses, education, technical assistance, and preparation of a national trails plan.

Half of the remaining \$29,100,000 will be available to be divided equally among the 50 States, or \$291,000 per State.

The remaining half (\$14,550,000) will be available to be distributed to the States proportional to the amount of off-highway gas consumed in each State. Data from State registration programs may be used in this calculation.

State agencies active in working for this legislation have already estimated their share. For example, Idaho will get approximately a total of \$500,000, Wisconsin \$1,800,000, and Pennsylvania \$800,000.

States must apply to the Secretary of Transportation to get the money.

What State agency will administer the money?

The particular State agency in charge of administration will be identified by the governor of that State. Typically, it will be that State agency now in charge of recreation.

The Trails Bill specifies that in three years, each State must meet the following criteria in order to receive additional funds:

1. Establish a recreational trail advisory board with both motorized and non-motorized representatives.
2. The State must dedicate an amount equivalent to its own nonhighway recreational fuel taxes to recreational trails. Several States like Idaho, Montana, Washington, Arizona, and California do already.
3. The State governor has designated the State official/s who will be responsible for administration.
4. The State applies for recreational trail projects authorized by the Trails Fund Act.

How can the money be used?

The Statement Of Intent in the Trails Fund Act states that the money should be used for trails and trail related projects which have been planned and developed under existing laws, policies, and administrative procedures within each State. The projects should further a specific goal of a trail plan included or referenced in the Statewide Comprehensive Outdoor Recreation Plan (SCORP) required by the Land & Water Conservation Fund Act.

1. Up to 7% can be used for administration.
2. Up to 5% can be used for environmental protection and safety education.
3. Development of urban trails near homes and workplaces.
4. Maintaining existing trails. Including snow trail grooming and maintenance.
5. Restoration of areas damaged by trail use and other types of back country terrain use (applies to all users).
6. Development of trail side and trail head facilities that meets the goals set by the National Recreational Trails Advisory Committee (they probably wouldn't approve of fancy toilets built next to gravel pits).
7. Providing handicapped access.
8. Acquiring easements or corridors for trails as identified in a State trails plan.
9. Acquiring property from a willing seller when access cannot be accomplished any other way.
10. Construction of new trails on State, municipal, county, or private lands where a need is shown.
11. Where necessary as required by SCORP, construction of new trails crossing federal land. Such construction must first comply with existing land management plans (and the federal laws governing those plans) and go through the National Environmental Policy Act (NEPA) process.

Are there any uses that are not permitted?

Yes. They are:

1. Condemnation of property.
2. Construction of new trails for motorized use on National Forest or BLM land that the respective agency has recommended for Wilderness designation.
3. Upgrading for motorized use trails that have been predominantly non-motorized and on which motorized use has not occurred or has been prohibited.

Are there any special provisions for existing trails that cross private property?

Yes. Trail Fund Act money can be spent maintaining and improving trails that cross private property. However, the State must obtain written assurances that the owner of the property will cooperate with the State. It also must be accompanied by an easement or legally binding agreement that ensures the public will have access to the funded trail improvements.

Who is represented on the National Recreational Trails Advisory Committee and how are they chosen?

There are 8 members appointed by the Secretary of Transportation from nominations submitted by trail recreational organizations:

1. Hiking
2. Cross-country skiing
3. Off-highway motorcycling
4. Snowmobiling
5. Horseback riding
6. All terrain vehicle riding
7. Bicycling
8. Four wheel driving

Any action, recommendation, or policy must be supported by at least 6 of the above members. There are two additional members appointed by the Secretary from nominations submitted by representative organizations.

1. Hunting & fishing
2. Water trails

There is an "appropriate official of government with a background in science or natural resources management", appointed by the Secretary. State, local government, or Federal officials are eligible. This official serves as the Chair and is non-voting.

How often do they meet? What are their terms?

They are required by law to meet at least twice annually. They can meet more often if necessary.

Three years. In order to stagger the terms, five of the eleven positions serve initially for two years, with subsequent appointments to those positions extending for terms of three years.

What are their duties?

1. Review how the States use their funds to assure it conforms to the purposes of the Trail Fund Act.
2. Establish and review criteria for trail side and trail head facilities that qualify for funding.
3. Recommend changes in Federal policy to the Secretary that will advance the purposes of the Trail Fund Act.
4. Present the Secretary with an annual report of activities.
5. Within four years, present Congress with a report that summarizes the annual reports, describes funded projects, and recommends changes in Federal policy.

To whom can the States grant money?

Private individuals, organizations, city and county governments, and other government agencies as approved by the State.

Any State issuing grants must assure that the recipients comply with the specified conditions for uses specified by the Trail Fund Act.

What are the conditions for use?

30% of Trail Fund Act funds received annually by a State must be spent for motorized recreation.

30% of Trail Fund Act funds received annually by a State must be spent for non-motorized recreation.

States must give preference to project proposals that:

1. Provide for the greatest number of compatible recreational purposes.
2. Provide for innovative corridor sharing that accommodates both motorized and non-motorized use.

States must spend 40% of their Trail Fund Act funds in the above manner.

When and how will applications to the National Advisory Board be solicited?

There will likely be a public announcement from the Secretary of Transportation that applications will be accepted shortly after the first of the year in 1992.

Applications should take the form of a letter from a nominating organization stating the credentials of the organization and the qualifications of the nominee. Copies of this nominating letter should be sent to Senator Symms.

When can the States start applying for the money?

Sometime in the spring of 1992, after the National Advisory Board is in place.

SCR

33

FISCAL NOTE

No. 1

STATE OF ALASKA
1992 LEGISLATIVE SESSION

Bill Version: SCR 33

(S) Publish Date: 3-6-92

Revision Date: March 5, 1992 Department Affected: None

Title: Relating to funding for continuous

Lighting on Glenn Hwy. Component: _____

Sponsor: Senator Sam Cotten

Requestor: Senator Curt Menard COMPONENT SERIAL NO.

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EXPENDITURES/REVENUES: (Thousands of Dollars)

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

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

FUNDING: (Thousands of Dollars)

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

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year impact: _____

ANALYSIS: (Attach a separate page if necessary.)

Prepared By: Senator Curt Menard/ IMM Phone: 465-2679

Division: Senate Transportation Committee Date: March 5, 1992

Approved by ~~COMMISSIONER~~: Senator Curt Menard, Chairman

Agency: _____ Date: 3/11/92



*Department of Transportation
and Public Facilities*

POSITION PAPER

BILL NO: SCR 33

APPROVED:

[Handwritten Signature] FT

TITLE: Lighting for Glenn Highway

DATE: February 24, 1992

The Department of Transportation and Public Facilities supports this resolution to extend the continuous lighting on the Glenn Highway from the Hiland Interchange to the Artillery Road Interchange.

The estimate for design and construction of continuous lighting for this location is \$400,000. If federal aid highway funds are used, the federal share of the project is 90%; the state share is 10%.

The annual maintenance cost for the additional luminaries would be about \$30,000, based on a monthly charge of between \$30 to \$40 for each light.

ANALYSIS (cont. from page 1):

Assumption:

Assume that the project would be funded in FY 93 with federal highway funds.

Program Summary:

1. Positions : No new positions required.
2. Other expenditures: The costs in this fiscal note reflect \$450,000 for design and construction and \$40.3 for annual maintenance.
3. Funding : Federal Highway Funds (90/10 Match).
4. Section Cost Analysis: Not applicable

Computations: Not Applicable.

Economic Impact: None

Impact on Local Government: None

Other Information:

We are looking at the possibility of including this work with the Hiland Interchange Rehabilitation project scheduled for construction in 1993.

SJR

440

FISCAL NOTE

No. 1

STATE OF ALASKA
1992 LEGISLATIVE SESSION

Bill Version: SJR 40

(S) Publish Date: 3-11-92

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

Title: Relating to Energy Transmission BRO: _____

and Surface Transp. in Southeast AK Component: _____

Sponsor: Sen. Lloyd Jones

Requestor: Sen. Curt Menard COMPONENT SERIAL NO.

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EXPENDITURES/REVENUES: (Thousands of Dollars)

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

CAPITAL	0	0	0	0	0	0
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REVENUE FUND SOURCE:	0	0	0	0	0	0
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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.)	Changes in <u>SSJR 40 (RES)</u> have no fiscal impact. This fiscal note is appropriate. date <u>3-25-92</u> Comte Aide (initial) <u>[Signature]</u>
--	--

Prepared By: Johanna Munson, Sen. Transp. Comm Phone: 465-2679

Division: _____ Date: 3/10/92

Approved by Chairman _____

Agency: _____ Date: 3/10/92

Distribution (by preparer): Leg. Fin., Legislative Sponsor, Requestor, OMB/DBR, Gov. Legis. Ofc., & impacted Agency(ies).

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

P.O. Box V
Juneau, AK 99811
907 465-3743
Fax: 907 465-3922

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

MEMORANDUM

To: Representative Richard Foster, Chair
House Transportation Committee

From: Senator Lloyd Jones 

Subject: CS for SJR 40, relating to identified hydroelectric sites and energy transmission and surface transportation requirements in Southeast Alaska

Date: March 31, 1992

I would appreciate it very much if you would schedule a hearing on CS for SJR 40, relating to identified hydroelectric sites and energy transmission and surface transportation requirements in Southeast Alaska. I have attached the backup material for packets.

This resolution would inform both the United States Congress and the U.S. Forest Service that the Alaska Legislature does not want any further restrictive land use designations on identified hydroelectric sites, energy and transportation corridors in the Tongass National Forest. Southeast Alaska, like the rest of Alaska, needs the opportunity for economic expansion in order to prosper.

The U.S. Forest Service has been mandated by Congress to nominate rivers and watersheds in the Tongass National Forest to the National Wild and Scenic River System. Many of the corridors and identified hydroelectric sites may be nominated for inclusion in this national system. The legislature needs to make a statement that further restrictive designations are not wanted in the areas identified by Southeast Alaska Transportation and Utility Corridor (SETUC) planning group and the Alaska Energy Authority.

I would appreciate a hearing on this resolution as soon as is possible. Thank you.

attachments

ALASKA STATE LEGISLATURE

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



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

Senator Lloyd Jones

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

SPONSOR STATEMENT

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

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

TOURISM OPPORTUNITY

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

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

SHARED ENERGY POTENTIAL

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

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

HYDROELECTRIC POTENTIAL

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

HISTORICAL PERSPECTIVE

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

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

It was originally intended this plan would not be an official endorsement of any group but rather a model to be used by the various agencies. It seemed appropriate at the time, but now the Tongass Timber Reform Act has passed and the Tongass Land Management Revision is being considered. There will 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 .

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

SOUTHEAST ALASKA ENERGY

A Regional Solution

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

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

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

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

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

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

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

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

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

Lonnie Anderson, Mayor
Kake, Alaska

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.

DOT/PF, USFS, DNR

07 KLAWOCK TO THORNE BAY

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

Transportation between communities.
Timber harvest.
Recreational opportunities.
State Lands.

USFS, DOT/PF, DNR

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

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



*Department of Transportation
and Public Facilities*

POSITION PAPER

BILL NO: SJR 40

APPROVED: *[Signature]*

TITLE: Energy Trans and Surface trans. in SE Alaska

DATE: 2-10-92

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

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

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

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

For Further Information contact Katy McHugh at 465-3900.

White

State of Alaska
Walter J. Hickel, Governor



Alaska Energy Authority
A Public Corporation

July 3, 1991

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

Subject: Tongass Land Use Management Plan

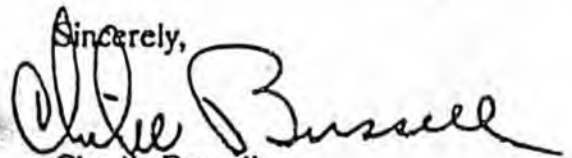
Dear Mr. Brink:

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

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

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

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

Sincerely,

Charlie Bussell
Executive Director

TJA:CB:tlj

☐ PO. Box AM Juneau, Alaska 99811 (907) 465-3575
✉ PO. Box 190809 701 East Tudor Road Anchorage, Alaska 99519-0869 (907) 561-7877

TJ1092(1)

United States
Department of
Agriculture

Forest
Service

Alaska Region

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

Reply to: 1920-2 (B)

Date: July 18, 1991

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

RECEIVED

JUL 22 1991

ALASKA ENERGY AUTHORITY

Dear Mr. Bussell:

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

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

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

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

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

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

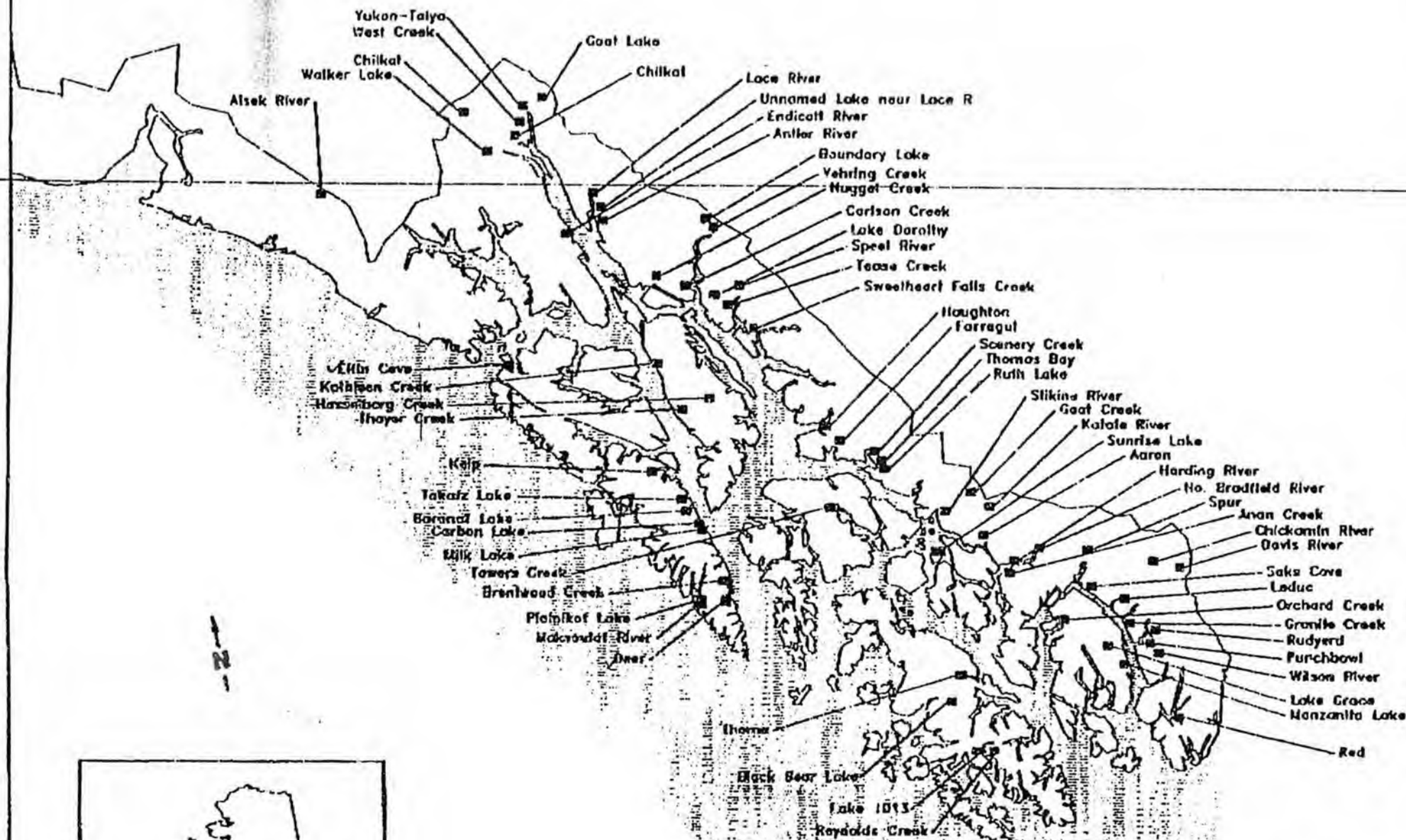
Steven A Brink

STEVEN A. BRINK
Tongass Plan Revision Team Leader

Enclosure

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

POTENTIAL HYDROELECTRIC SITES





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

152 Front St.
Ketchikan, Alaska 99901

Dear Senator Jones:

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

The resolution resolves:

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

Sincerely,

Patricia Curtiss
City Clerk

Resolution No. 1270-R

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

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

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

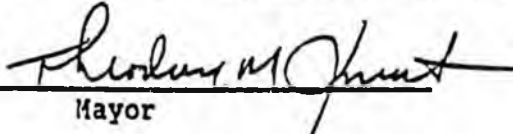
Whereas, historically there is a well founded concern that such a designation, if applied, would be too restrictive and would heighten the impression that the area is more valuable in its present state, adding mitigating factors which translate into increased costs for the overall transmission line between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

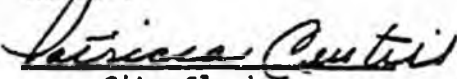
1. That the City of Petersburg supports the continued federal power site designations at Cascade Creek and Scenery Creek in Thomas Bay and urges the Forest Service to maintain these designations.
2. That the City of Petersburg supports the utility corridors which the State of Alaska and related federal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

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.

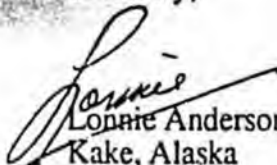
An example of the need for this resolution is my community of Kake located on Kupreanof Island, some 100 miles from Juneau. Kake has been anticipating for some time both an energy transmission line and road extending from near Petersburg to Kake. Kake lies some 60 air miles due west of Petersburg. The 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-Salichuck River designated a Wild River under the Wild and Scenic River System. This river may be recommendation by the Forest Service for inclusion in the Wild and Scenic River System. The road was nearly built, except for these objections. Because of these small group's objections the Forest Service abandoned the project for now.

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

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

Sincerely,


Lonnie Anderson, Mayor
Kake, Alaska

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 the route connecting Southeast Alaska to a possible power grid in British Columbia likely will be needed. Commissioner Glenn Olds, Department of Commerce and Economic Development said late in 1991 that it might be possible in the future to bring 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 areas 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 will have less impact. Possibly laser cutters?

If federal and state governments designate land use with consideration of those two needs, we could run into roadblocks 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 and

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House Transportation Committee

DATE: 4/18/92

PLACE: Room 17

SUBJECT OF MEETING:
 SJR 40
 SCR 32
 HB 439

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?	WHAT SUBJECT/ WHICH BILL?
Steve Brink	Forest Service	POB 32215 Juneau	99803	463-5059	586-8703	Y (N)	
Pete Panavese	Alaska State Parks	P.O. Box 107001 Anchorage, AK. 99510-7001		674-3775	762-2603	(Y) N	SCR 32
DW "Bill" Stoffe	Sen. Cottler	Capitol Bm. 11				(Y) N	SCR 32
Terry O'Hara	Sen. Jones	Cap Rm 30				(Y) N	SJR 40
Paul Dick	Revenue			465-2320		Y (N)	If questions
						Y N	
						Y N	
						Y N	
						Y N	
						Y N	
						Y N	

SJR

44

FISCAL NOTE

STATE OF ALASKA
1992 LEGISLATIVE SESSION

BILL NO. HCS CS SJR 44 (ITT)

Revision Date: 24-Apr-92 Department Affected: Natural Resources
 Title: Support Kantishna Area BRU: Land Management
Tourism Development Components: Land Management
 Sponsor: Senator Craft
 Requestor: House International Trade & Tourism COMPONENT SERIAL NO. 431

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	0.0	0.0

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
Funding Source:	N/A					

FUNDING: (Thousands of Dollars)

GENERAL FUND	**					
FEDERAL FUNDS						
OTHER						
Funding Source:						
TOTAL	**	0.0	0.0	0.0	0.0	0.0

POSITIONS:

FULL-TIME	0.0					
PART-TIME	0.0					
TEMPORARY	0.0					

Estimate of Current year impact:

ANALYSIS: (Attach a separate page if necessary)

** The costs for DNR associated with developing new access to Kantishna depend on the methods used to obtain access routes. Possibilities include an RS 2477 assertion; a right-of-way under Title II of ANILCA; land trades or purchases; some combination of methods.

Prepared by: Ron Swanson Phone: 762-2692
 Division: Land Management Date: 24-Apr-92

Approved by Commissioner: Harold C. Heinze Date: 24-Apr-92
 Agency: Department of Natural Resources

Distribution (by preparer) : Legislative Finance, legislative Sponsor, Requestor, OMB,
& Impacted Agency(ies).

FISCAL NOTE

STATE OF ALASKA
1992 LEGISLATIVE SESSION

BILL NO. HCS CS SJR 44 (TT)

Revision Date: 04/24/92

Title: "Supporting increased access...area at Kantishna"

Sponsor: Senators Craft, Shultz, Halford, etc.

Requestor: _____

Department Affected: Office of the Governor

BRU: Executive Operations

Component: Executive Office

COMPONENT SERIAL NO.

0	0	0	6
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Expenditures/Revenues: (Thousands of Dollars)

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

CAPITAL	0	0	0	0	0	0
---------	---	---	---	---	---	---

REVENUE FUND SOURCE:	n/a	n/a	n/a	n/a	n/a	n/a
----------------------	-----	-----	-----	-----	-----	-----

FUNDING: (Thousands of Dollars)

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

POSITIONS:

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

Estimate of current year impact: none

ANALYSIS: (Attach a separate page if necessary.)

No fiscal impact

Prepared by: Michael A. Nizich, Director *MAN*

Division: Division of Administrative Services

Phone: 465-3616

Date: 4/24/92

Approved by Commissioner: D. Max Hodel, Chief of Staff *DH*

Agency: Office of the Governor

Date: 4/24/92 *4/24/92*

Distribution (by preparer): Leg. Fin., Legislative Sponsor, Requestor, OMB/DBR, Gov. Legis. Ofc., & Impacted Agency(ies).

ALASKA STATE LEGISLATURE

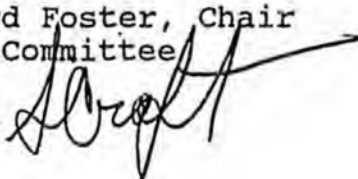
119 North Cushman, #201
Fairbanks, Alaska 99701
(907) 452-4882
Fax: 452-3254



Room 125, State Capitol
Juneau, Alaska 99801-1182
(907) 465-3834
Fax: 586-6246

Shirley Craft
Alaska State Senator

To: Representative Richard Foster, Chair
House Transportation Committee

From: Senator Shirley Craft 

Date: April 27, 1992

Re: House CS for CS Senate Joint Resolution 44; Supporting increased access near Mt. McKinley through establishment of a visitor activity area at Kantishna.

I would appreciate your prompt scheduling of SJR 44 by the House Transportation Committee.

There has been continued debate in the legislature over access into the Kantishna area for years. These discussions have continuously revolved around the use of state funds to build a road into the area. Unfortunately, in these days of declining revenues, the state is caught in a "Catch 22" situation. On the one hand, the public sector can no longer afford the costs associated with the construction and maintenance of a transportation system into Kantishna. On the other hand, with the state's growing reliance on the tourism industry, I pose the question: can we afford not to provide access? The solution to these questions, as I see it, comes from the state. Not in the building of structures, but in facilitating efforts by the private sector in attaining the necessary right of way lands from the federal government. Inherent in this action is that the state, with its' own plans, do not preclude any transportation systems that might be preferable to the private sector.

SJR 44 would ask that the Governor to use the resources he has at his disposal to address two questions:

- 1) That the administration aggressively pursue development of access into Kantishna and a Kantishna Historical Visitor Activity Area;
- 2) That the appropriate state agencies work with the National Park Service and the private sector in investigating the construction and operation of a transportation system into Kantishna.

The resolution also asks the Governor, as well as members of the Congressional Delegation and the President, to take the necessary actions in resolving any questions regarding permits and land acquisition.

The prompt consideration by your committee on this bill would be greatly appreciated. If you have any questions please contact Tom Brice of my staff at x3834.



*Department of Transportation
and Public Facilities*

POSITION PAPER

BILL NO: SJR 44

APPROVED:

[Signature] for FT

TITLE: Visitor Area at Kantishna

DATE: February 20, 1992

The department supports this resolution. System enhancement focused on economic development is one of three major initiatives in the department's new State Transportation Plan. The department has proposed seven projects for activity within the next six years of the federal highways act, and a surface transportation route from the Parks Highway to Kantishna is one of these projects. Accordingly, the proposed visitor activity area at Kantishna is consistent with the direction the department is taking in this area.

For Further Information contact Katy McHugh at 465-3900.



ALASKA VISITORS ASSOCIATION

501 West Northern Lights, Suite 201 • Anchorage, Alaska 99503

Tel: (907) 276-6663 • Fax: (907) 258-4036

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Ketchikan, Alaska*

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*Alaska Sightseeing/
CruiseWest*

Tim Worthen

Regency Cruises

Karen Cowart

Executive Director

#92-04

A RESOLUTION IN SUPPORT OF DENALI NATIONAL PARK ACCESS

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

WHEREAS, the current limits on access into Denali National Park restrict many visitors from entering the park that would like to, and

WHEREAS, these restrictions on park access limit the ability of the visitor industry to grow in an environmentally sound manner and decrease the State's dependence on the oil industry, and

WHEREAS, the National Park Service is not planning any road or right-of-way development with the South Denali Concept Plan now under development, and

WHEREAS, the National Park Service Denali Task Force report recently released did not provide for any immediate increase in capacity on the current north entrance road, and

WHEREAS, Denali National Park is a critical element to the Alaska Visitor industry throughout the State, and,

WHEREAS, the State of Alaska has the ability to acquire right-of-ways through Denali National Park, and

WHEREAS, the Senate Joint Resolution No. 44 (SJR44) instructs the Alaska Governor and the Alaska U.S. Legislators to proceed with the State land right-of-way access through Denali National Park;

NOW THEREFORE BE IT RESOLVED that the Alaska Visitors Association (AVA) Board of Directors strongly supports the State of Alaska's pursuit to acquire right-of-way lands through Denali National Park. The AVA Board also supports SJR44.

NOW THEREFORE ALSO BE IT RESOLVED that AVA supports the State of Alaska study of various ground transportation methods through this new right-of-way; be it a road, a concession railroad, or a concession road.

FURTHER BE IT RESOLVED that AVA supports the new National Park Service Alternative Transportation Mode Study that includes analysis of increasing the capacity of the current Denali National Park Road through alternative modes of transportation.

*Adopted by the Alaska Visitors Association
Board of Directors
April 30, 1992
Kodiak, Alaska*



ALASKA VISITORS ASSOCIATION

501 West Northern Lights, Suite 201 • Anchorage, Alaska 99503

Tel: (907) 276-6663 • Fax: (907) 258-4036

1991-92

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Terry Underwood

HAL-Westours Inc.

Richard West

Alaska Sightseeing/
CruiseWest

Tim Worthen

Regency Cruises

Karen Cowart

Executive Director

May 4, 1992

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

Dear Senator Craft:

On April 30, 1992, the Alaska Visitors Association (AVA) Board of Directors met and discussed SJR44 which encourages the State Administration to pursue acquisition of right-of-way through Denali National Park. The AVA Board passed a resolution in support of SJR44 which you will find attached.

The existing Denali National Park road is now at capacity and the National Park Service has no plans for increased access in the near future. AVA requests that the State become very active in helping the visitor industry establish increased access into Denali National Park. The State of Alaska acquiring a right-of-way through the Park is an excellent first step.

You may have concerns that building a road will cost the State too much money, but we believe this situation can be settled satisfactorily. Federal highway funds is one option along with the possibility of a toll road or concessioning a railroad over this right-of-way.

The AVA Board would appreciate your continuing support of SJR44.

Sincerely

Johne Binkley
Park Access Committee Co-Chair

Tim Worthen
Park Access Committee Co-Chair

USIBELLI COAL MINE, INC. .

MARKETING
122 First Avenue
Suite 302
Fairbanks, Alaska 99701
(907) 452-2625
FAX 451-6543

March 6, 1992

Senator Shirley Craft
Senate
State Capitol
Juneau, Alaska 99801-1182

Dear Senator Craft:

Usibelli Coal Mine, Inc. urges the Senate to adopt Senate Joint Resolution No. 44 which supports increased access near Mt. McKinley through establishment of a visitor activity area at Kantishna.

Improved and alternate access into Kantishna is greatly needed and especially to provide for high quality experiences on the part of tourists who flock to Alaska's prime visitor attraction.

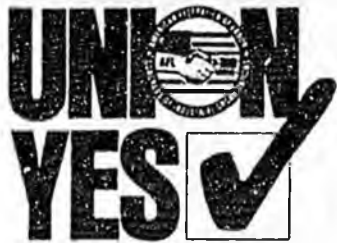
Sincerely,



John Sims

Vice President Marketing

JS/me



FAIRBANKS CENTRAL LABOR COUNCIL

AFL-CIO

315 Barnette Street
Fairbanks, Alaska 99701-4566
(907) 456-4584

JOE THOMAS
President
MIKE ANDREWS
Secretary-Treasurer

March 19, 1992

Senator Shirley Craft
Alaska State Senate
State Capitol
Juneau, Alaska 99801-1182

Dear Senator Craft:

The Fairbanks Central Labor Council encourages your support of SJR 44 regarding increased access near Mt. McKinley/Denali through establishment of a visitor activity area at Kantishna. We support this resolution following discussion with Kantishna Group Incorporated. We understand that the proposed electric railroad will increase access while minimizing environmental impact.

The Kantishna Group Incorporated has also committed to union labor in construction and maintenance of the railroad. The project will bring badly needed jobs to the Interior while developing our vital tourism industry.

With the developers committment to union labor, we encourage your support for SJR44.

Sincerely,

Richard Seward
President

Jack Jakubiec
Secretary/Treasurer

Kantishna Group Incorporated

Post Office Box 71047,
Fairbanks, Alaska 99707
Tel: 907-451-7455
FAX: 907-452-6997

Offices:
3515 Van Horn Road
Fairbanks, Alaska
99701

April 29, 1992

Representative Johnny Ellis,
P.O. Box V,
Juneau, Alaska 99811

Dear Representative Ellis:

I attended the public meeting of the House IT&T Committee on 4-23-92 (via teleconference) and thought that the questions and reservations you expressed at that time regarding CS for SJR 44 deserved a reply.

Kantishna Group Inc., is an Alaskan corporation which has proposed building an electric railroad from Lignite to Kantishna with private funds. Our preliminary estimates were done by Thomas Engineering of Fairbanks a leading transportation engineering firm in Alaska and the one quoted in the Denali Access Task Force Report. Thomas Engineering is our consulting engineer for this project and predicts economic feasibility for this undertaking.

Our interest in Denali Park access stems from our knowledge of the efforts by the National Park Service and the State of Alaska to solve the dilemma presented by the limited carrying capacity of the existing Park road and the volume of the existing tourism market there. The Park Service has been up-grading the road piecemeal but even when this is done the problem of crowding and its effect on wildlife will still exist. The State has and is planning for extension of its transportation network, including access to Kantishna in the Park.

The Park Service ("Denali Access Task Force Report", 1991) and the Alaska Environmental Lobby ("Issue Paper, 4/20/92") have expressed disfavor toward a road to Kantishna. But they found interest in the concept of a railroad. The "...Task Force Report" calls alternative forms of access "captivating". I have enclosed a copy of the "Issue Paper" and our reply to it. I have also enclosed a copy of the "Denali Access Task Force Report".

We embraced the concept of an electric railroad several years ago in anticipation of the current access problem. The concept a of State acquired right of way and the Visitor Activity Zone came to us from the obvious need for the State of Alaska, and its citizens to become more involved in the Tourist Industry as one means toward economic diversity.

Our support for the passage of SJR 44 is to urge the State of Alaska to give specific consideration to the concepts of the Railroad and the Visitor Activity Zone in the course of their planning functions, likewise to move our project forward in a responsible manner

The State could acquire a right of way to Kantishna upon which a private developer could build a railroad, producing fees, rents or tariffs etc., to the State. The State could acquire a Tourism Activity Zone at Kantishna and lease or concession development rights to private developers, retaining rights of control and deriving revenues. In these ways development could happen, the bottleneck at Denali would be broken while controls imposed by the State would eliminate the potential for a "tinsel town" to develop. This is responsible development. Of course the National Park Service could do all this but then the State would have no involvement, no control.

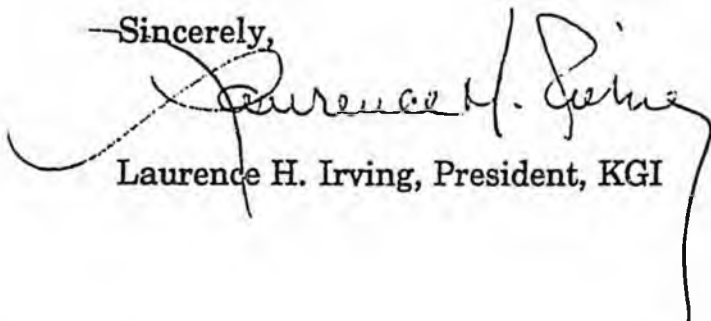
We think involvement in the tourism industry is important for Alaska. With the existence of 8 National Parks, 3 National Preserves, 13 National Wildlife Refuges and 5 National Monuments, the State of Alaska has been effectively shut out of involvement in tourist development within its own borders.

In closing we hope to make clear that we do not propose any political message but we do have an economic message. We want to stimulate and participate in the tourism economy of Alaska, to create new jobs and new capital circulation within the State.

Representative Ellis, communication is important to the success of any undertaking. If you have any questions or suggestions please feel free to call me collect (907) 456-4298, day or night, or write me at the above address.

Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Laurence H. Irving". The signature is written in dark ink and is positioned above the typed name. A long, thin vertical line extends downwards from the end of the signature.

Laurence H. Irving, President, KGI

cc:
Sen. Craft
Rep. Koponen
Rep. Moyer

LHI/jnf

Kantishna Group Incorporated

Post Office Box 71047,
Fairbanks, Alaska 99707
TEL: 907-451-7458
FAX: 907-452-6997

Offices:
3515 Van Horn Rd.
Fairbanks, Alaska
99701

Laurence H. Irving, President

April 29, 1992

ALASKA ENVIRONMENTAL LOBBY, INC.
P.O. BOX 22151
Juneau, Alaska 99802
Attn: Linda Franklin

Re: SJR 44 Kantishna Tourism Development.

Dear Ms. Franklin:

We were happy to observe your interest in Denali Park Tourism development but feel constrained to attempt correction of some apparent mis-information in your issue paper of 4/20/92.

1. Need for visitor services: The Alaska Visitors Association has stated a urgent need for improved access for Denali Park as has the Alaska State Chamber of Commerce. Improved access is needed as much for the visitor industry as for the inholders. That the existing access system is strained to the limit of its carrying capacity is apparent to most observers. But but this huge park is certainly not overcrowded. Most of its area is never trod upon by human feet.

We at Kantishna Group feel that quality of access is an important consideration. Controlled access on a quiet non-polluting electric railroad can provide that quality access. Thomas Engineering, who is the engineer for the Kantishna Group, made the preliminary estimate based on Alaska Railroad and DOT/PF cost projections. Kantishna Group Inc., a private developer, could effect considerable cost savings in such construction without sacrificing quality. Such private development carried out under careful supervision could provide the much needed access without the expenditure of public funds. There is ample precedent for this public/private cooperation in Denali Park; private tour busses operate on the public right of way of the Park road and private aircraft land on Mt. McKinley by permission of the Park Service. At no time has Kantishna Group Inc., or Thomas Engineering suggested the expenditure of public funds for the building of the railroad.

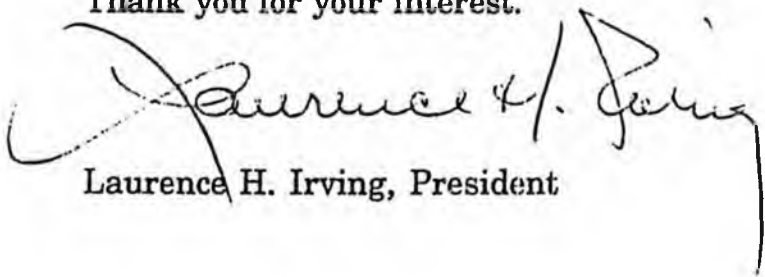
2. Spreading the wealth around: Denali is the State's premier tourist attraction in large part because it has public access. We feel that State dollars would be ill spent trying to open up more remote parks which currently lack access and therefor notoriety. Lets leave the the other 7 National Parks, 3 National Preserves and 4 National Monuments in the "pristine" bank for the future.

KGI / AEL 04-29-92 Pg2.

SJR 44 does not authorize nor propose the expenditure of funds. It supports areas of investigation for future development which have been in the past, are now or will be in the near future under study by both the State and Federal Governments. To ignore the possibility of such future development in Denali Park and Preserve is folly.

Again, Kantishna Group Inc., feels that controlled access by a clean, quiet, slow moving electric railroad, built and operated with private rather than public funds, is the modern mass transit solution to the strained carrying capacity and environmentally less desirable present access system.

Thank you for your interest.

A handwritten signature in cursive script, appearing to read "Laurence H. Irving". The signature is written in dark ink and is positioned above the typed name.

Laurence H. Irving, President

cc: Northern Environmental Center
Rep. Ellis
Sen. Craft

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, REGIONAL DIRECTOR

WALTER J. HICKEL, GOVERNOR

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

April 20, 1992

Re: Kantishna Access

Laurance Irving, President
Kantishna Group Inc.
P.O. Box 71047
Fairbanks, AK 99707

Dear Mr. Irving:

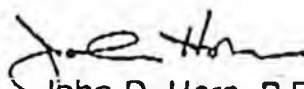
The Department of Transportation & Public Facilities (DOT&PF) recently received your application requesting a railroad right of way between the Healy and Kantishna areas. This application was forwarded to us by the Department of Natural Resources. However, we cannot process your application since the National Environmental Policy Act (NEPA) does not allow us to simply adopt mode and alignment recommendations and proceed with project development.

DOT&PF is currently initiating the required Location/Environmental Study for a Kantishna access project. The study will include a thorough evaluation of alternate transportation modes, including rail. We will incorporate information from your application, as well as future information that you may wish to provide, into our study.

The State of Alaska believes that rights of way between the Alaska Railroad/Parks Highway corridor and Kantishna exist under Revised Statute 2477. However, we expect that a modern transportation facility will require additional right of way under Title XI of the Alaska National Interest Lands Act (ANILCA). We expect to pursue such right of way if a "build" alternative is adopted.

We appreciate your interest in Kantishna access and look forward to your participation and input as our study progresses. Please contact me if you have questions.

Sincerely,



John D. Horn, P.E.
Director

Laurence Irving

- 2 -

April 20, 1992

NP/slw

cc: Frank G. Turpin, Commissioner, Headquarters
W. Keith Gerken, Deputy Commissioner, Headquarters
John D. Martin, P.E., Chief of Planning & Admin. Services
Catherine McHugh, Legislative Liaison, Headquarters
Stephen Sisk, Director, Design and Construction
Clyde Stolfus, Chief, Office of Strategic Management Planning & Policy
Harold Hienze, Commissioner, Department of Natural Resources
Frederick Smith, Regional Manager, Northern Regional Offices, DNR

To the House Transportation Committee:

Denali Citizen's Council strongly opposes SENATE JOINT RESOLUTION NO.44, a resolution on Denali National Park's Kantishna, that will be heard in House Transportation on May 5 at 8:30 AM.

Denali Citizen's Council (DCC) is a non-profit, all volunteer organization started in 1974 to act as a watchdog over Denali National Park. DCC is not connected with the National Park Service, but serves as a vocal group of citizens who detect and publicize problems concerning Denali National Park.

SJR 44 is based on erroneous information and faulty assumptions, and will HARM Denali National Park, NOT enhance the experience.

\$\$\$ The National Park Service has studied a northern Kantishna route for over a year and has recently come to the conclusion that a "new road is not justifiable for park purposes, wildlife, economics or visitor services. (See press release and Denali Access Task Force Report enclosed.) NPS has been actively buying inholdings in Kantishna, and is opposed to new commercial construction in this fragile wilderness location. An unnecessary road will damage the unique remoteness that attract tourists.

\$\$\$ NOT A ZERO FISCAL NOTE!!! SJR 44 proposes that the private sector should build a new road. Estimates from the Dept. of Transportation acknowledge the road would cost \$80-120 million! (Promoter Thomas Engineering of Fairbanks estimates \$216 million) How can private industry do this without State money?

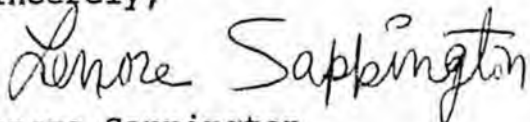
\$\$\$ The State has not done a comprehensive study on the need for another road into Kantishna. DOT is planning to spend public money this summer on preliminary engineering for this road even before the DOT 6 year plan is final! Alaska should not start a large project without public support and a proven need!

\$\$\$ Why should funds be spent on an area already developed for tourism when so many other parts of the state need facilities? Why not spread the tourist wealth throughout the state?

\$\$\$ The State of Alaska does not have right-of-way into Kantishna. The hotly contested RS 2477 assertions will certainly cost thousands of dollars and years in litigation.

SJR 44 is simplistic and has the potential to seriously damage Alaska's major tourist attraction. VOTE NO on SJR 44 !!!

Sincerely,



Lenore Sappington
Denali Citizen's Council Board





United States Department of the Interior

NATIONAL PARK SERVICE

ALASKA REGIONAL OFFICE
2525 Gambell Street, Room 107
Anchorage, Alaska 99503-2892



IN REPLY REFER TO:

L1425 (ARO-OL)

APR 23 1992

Lenore Sappington
Denali Citizens Council
3127 Tarwater #11
Anchorage, Alaska 99508

Dear Ms. Sappington:

During your visit to our office on April 22, 1992, you requested information on the National Park Service (NPS) land acquisition program in the Kantishna area of Denali National Park. The NPS is currently working to implement the August 21, 1990, Record of Decision for the Final Environmental Impact Statement, Cumulative Impacts of Mining, Denali National Park and Preserve, Alaska. This document calls for the acquisition of all mining claims within Denali National Park and Preserve. Following is a summary of the acquisition program status.

In fiscal year 1991 Congress appropriated \$6,000,000 for the purchase of mineral properties in Denali National Park. Of that amount, \$2,650,000 has been spent for the purchase of 329 acres of patented property in the Kantishna area together with approximately \$90,000 for closing, title insurance, hazardous substance survey, and relocation costs associated with that transaction. Another \$900,000 has been spent or obligated for hazardous substance surveys, appraisals, and title information required for future purchases.

In fiscal year 1992 the National Park Service received an additional \$3,060,000 to continue the acquisition program. This amount added to the \$2,360,000 remaining from the original appropriation results in a unobligated program balance of \$5,420,000.

Sincerely,

Catherine B. Sheppard

Catherine B. Sheppard
Realty Specialist

F30(330)

(Cover letter for Kantishna Resource
Management Plan 1990)

Honorable Robert C. Byrd
Chairman, Subcommittee on
Interior and Related Agencies
Committee on Appropriations
United States Senate
Washington, D.C. 20510

JUL 5 1990

Dear Mr. Chairman:

Language contained in Conference Report 101-264, Fiscal Year 1990 Appropriations for the Department of the Interior, directed the National Park Service to prepare a list of all private inholdings in Denali National Park and Preserve, Alaska; the name of each owner or owners; the statutory basis for the inholding (Mining Act, Homestead Act, etc.); the approximate acreage of the inholdings; its current, and potential, relative threat to park values; its location and number on an accompanying map; and a comprehensive resource management plan for the Kantishna region no later than May 1, 1990.

In response to the directive, the Park Service is pleased to provide the report in the enclosure to this letter. The report concludes that the National Park Service should acquire all inholdings in the Kantishna Hills under a phased acquisition plan. Acquisition could take place over four years at a total cost of \$17.2 million.

The Department of the Interior intends to utilize its usual land acquisition priority-setting process to determine whether to request funds for Kantishna Hills acquisition in the fiscal year 1992 President's Budget.

A similar letter is being sent to the Honorable Sidney R. Yates, Chairman, Subcommittee on Interior and Related Agencies, Committee on Appropriations, House of Representatives.

Sincerely,

LEOR
LOU GALLEGOS
Assistant Secretary
Policy, Management & Budget

Enclosures

cc: Honorable James A. McClure
Ranking Minority Member
Subcommittee on Interior
and Related Agencies
Committee on Appropriations
United States Senate
Washington, D.C. 20510

to the local community by the businesses adjacent to the Park entrance is estimated at \$15-18 million. Most of these businesses have been created since 1982. Their major attraction is Denali National Park itself, and they advertise their proximity to the park as providing one of the most spectacular wildlife viewing opportunities in the world.

The park co-existed from its establishment in 1917 until 1980 with mining activity and small commercial lodges just outside its boundaries in the Kantishna Hills. The park was enlarged in 1980 by the ANILCA to cover all of the Kantishna Hills including three commercial lodges and 47 patented and 375 unpatented mining claims.

Because of poor minerals management under existing regulations and lack of an aggressive land protection plan, mining and commercial facilities expanded rapidly after the Kantishna Hills were included in the Park. Today the effects of mining are visible on over 200 acres of land covering 10 drainages. Four commercial lodges operated in 1989 and a fifth is scheduled for construction during the summer of 1990.

The future of mining in the Park has been uncertain since a 1985 lawsuit halted operations. The National Park Service (NPS) is currently enjoined from considering new plans of operations for approval until it completes an environmental impact statement (EIS) on the cumulative effects of mining. The EIS is currently under review and is not expected to become final before the summer of 1990.

Because of mining uncertainty and rapidly increasing recreational demands, inholders in the Kantishna Hills are realizing the real estate value and commercial development potential of their properties within the Park. Fee simple lands (patented mining claims, homesites, and other surface ownerships) have been and are being subdivided and developed with guest houses, lodges and hotels. The less than fee lands (unpatented mining claims) are being patented for the same ultimate purpose.

The adverse impacts to park resources from past mining and current commercial development, and the potential impacts from future mining and rapidly expanding commercial activity in the Kantishna Hills are major concerns of the National Park Service (NPS).

The NPS is particularly concerned by commercial development that would cause a major shift in focus of the park experience away from a nature preserve where wildlife viewing along the Denali park road corridor is a primary resource. to a hub for access to commercial recreational facilities. The Park road would become an access corridor between two development nodes. One node at the Park entrance would be devoted to Park-related activities and the other node would be at Kantishna devoted to commercial recreation. The resulting congestion caused by increased traffic in the Park road corridor would impede the park experience and decrease the opportunity for visitors to observe wildlife. Such impacts are also inimical to the legislated purpose of parks (16 USC 1).

from Kantishna Resource Management Plan
Denali National Park 1990

VI. CONCLUSIONS AND RECOMMENDATION

The conclusions drawn from the potential for adverse environmental impacts related to current and potential commercial development in the Kantishna Hills and the Park's management directives are:

1. New commercial development on fee simple mining properties is incompatible with the purposes for which Denali was established.
2. Current commercial activity which adversely affects park resources including wildlife in the park road corridor is incompatible with the purposes for which Denali was established.
3. Properties on which incompatible use is occurring or where the potential for incompatible use exists should be acquired.
4. Patented and potentially patented claims may, in the future, be used for commercial resort development.

Recommendation. The National Park Service should acquire all inholdings in the Kantishna Hills under a phased acquisition plan.

A detailed description of the inholdings, current status, and acquisition timing and costs are given in the appendices. The inholdings are listed by tract number and name in Appendix A. The current status of activity on the inholdings is also summarized. Appendix B includes several maps. Appendix C is a detailed list of inholdings detailing each tract, its size and owner(s) by priority year of acquisition. Appendix D gives details on the appraisal methods used for this report.

NATIONAL PARK SERVICE

FOR IMMEDIATE RELEASE
February 19, 1992

CONTACT: John Quinley
Public Affairs (907) 257-2696

DENALI TASK FORCE RECOMMENDS NO NEW ROAD

A task force of high-level National Park Service officials has found that with some improvements, the existing road in Denali National Park and Preserve is adequate and that a second road to Kantishna is not justified.

The question of a second road was the most prominent issue for the task force, which was appointed last year by James Ridenour, director of the National Park Service. The recommendation is contained in the task force's report to the director, which was released this week.

The recommendations are the opinion of task force members, and have not been endorsed by Ridenour or the Department of the Interior.

The task force was directed to examine how the park has balanced the protection of natural resources with increased public demand for access to the park interior, to consider the safety and adequacy of the existing park road, and to consider alternative access to Kantishna, the major collection of private inholdings in the park's interior.

Public comment, testimony from private industry and the state of Alaska, and research into the park's mandates were used to reach the conclusions. The recommendations are aimed at protecting wildlife and other park values, improving safety, increasing visitation, and making park visits easier for people.

-- MORE --



The six recommendations are:

1. A new road into the Kantishna area of Denali National Park and Preserve is not justified in terms of its effect on the park purposes or on wildlife. Neither is it justified with regard to economics or visitor service.
2. Further study of alternative transportation technology, such as railroads or a monorail, is warranted. These have the potential advantage of being more environmentally sound than road transportation, and could provide a unique and high-quality park experience for additional visitors.
3. Portions of the existing park road should be upgraded immediately to improve safety and wildlife viewing experiences. A dust palliative should be considered.
4. Federal regulations for the control of private vehicle traffic along the Denali park road should be proposed. The park should maintain the current permit system for landowners needing to use private vehicles.
5. If cost-effective, the government should consider lease or purchase of a dedicated fleet of buses similar in size and quality to those used by the concessioner.
6. The park should consider a nationwide reservation system.

The task force found access to the first 15 miles of park road, hiking trails, major exhibits, lectures and demonstrations comparable to many parks in the Lower 48.

"Access to the park interior is not available on demand for every person who desires it. With some planning and flexibility, most people -- particularly resident Alaskans -- can travel the entire park road within two days of their arrival at Denali. With the existing Anchorage and Fairbanks in-person reservation system, even that 48-hour uncertainty is removed for many visitors," the report said.

"At some level, though, the Denali that people come to see -- the wildlife close to the road, the relative solitude, the sweeping vistas of the Alaska Range -- cannot be available for all who might wish to see it. A limit on road traffic is necessary to preserve the very viewing opportunities that make Denali unique. Tinkering with bus sizes, schedules and reservation systems is likely to squeeze several thousand more visitors into the park's 100-day season, but will not answer critics who insist upon unlimited access for all comers," the task force members said.

-- MORE --

The task force supported completion of the development plans for the south side of Denali, plans which will evaluate sites for a visitor center, trails, and other facilities. The four draft concepts for development were outlined in a workbook made public February 14. Public comment will run through April 10, 1992.

The task force also supported the Alaska Region's facility development priorities for parks other than Denali. "Investing in other areas -- with visitor centers, trails, campgrounds and the necessary administrative facilities -- would bring Alaska far greater, and surer, benefits than would expanded facilities in the Kantishna area," the report concluded.

The members of the task force were John M. Morehead, associate director for operations, Washington, D.C. (since appointed Alaska regional director); Don Castleberry, regional director, NPS Midwest Region; Paul Haertel, associate regional director, Alaska Region; Bob Barbee, superintendent, Yellowstone National Park; Russell W. Berry, Jr., superintendent, Denali National Park and Preserve; Elmer Hernandez and Jim Straughan, transportation planners, NPS Denver Service Center.

-- NPS --

I. EXECUTIVE SUMMARY

As one of the premier wildlife viewing areas in the National Park System, Denali National Park and Preserve is properly considered a major visitor destination for people around the world. More than any other attraction, the mountains and wildlife of Denali define Alaska for thousands of visitors and for scores of companies marketing the Last Frontier.

Like national parks in the Lower 48, Denali has struggled to accommodate growing visitation and respect the rights of inholders while at the same time has fulfilled its mission to protect the wild life, natural processes, and scenery of the park for generations to come.

The focus of that struggle has been the 90-mile park road, a narrow ribbon reaching deep into a wilderness valley. The balance struck for the past 20 years -- limited private vehicle access, provision of free public transportation and encouragement of inholders to minimize their use of the park's only road -- has, for the most part, worked.

This task force was charged with examining that balance, to consider the safety and adequacy of the park road, and to consider alternative access to Kantishna, the major collection of inholdings in the park's interior.

After several public meetings and meetings with state, local and business organizations, the task force recognized there existed a broad range of opinion regarding the future of Denali National Park. Further, the task force realized that any compromise which maintains the balance of the Park Service's mission will necessarily leave some interest groups less than satisfied.

The task force makes the following six primary recommendations to the Director of the National Park Service:

1. **There is no need for an additional gravel or paved road into the Kantishna area of Denali National Park and Preserve. A new road is not justifiable in terms of its effect on the park purposes or on wildlife. Neither is it justifiable with regard to economics or visitor services. The park's major concessioner, large tour companies and smaller inholder operations oppose both a northern access route and major changes to the character of the existing road.**

RECOMMENDATIONS

Regarding Alternative Access Proposals

Regarding the proposals for alternate access routes, the task force makes two recommendations. First, there is no need for a new road, and, second, there is need for further study of rail transportation into the park. A detailed discussion follows:

1. No need for new road

The task force finds no convincing argument for a new road in the park for the purposes of access for Kantishna inholders and accommodation of current and foreseeable visitation. The primary reasons for this conclusion are fourfold:

1. CURRENT CONDITIONS -- The level of business activity, new business starts, visitation and mining do not justify additional access. There are only four active businesses in the area. They are seasonal operations, and are not currently filling all existing rooms. Two of the four existing businesses oppose a new, northern access route.

No mining has taken place for six years. The policy of the Department of the Interior is to follow the 1990 environmental impact statements which recommended the public acquisition of mining claims in Kantishna. There are many willing sellers, and Congress has begun appropriating money for the purchase and reclamation of claims. The preponderance of evidence is that, in coming years, much of the private property in Kantishna will return to public ownership, and that businesses will remain small, family-run, operations, offering a high-quality, low-volume experiences.

2. PARK PURPOSES -- The northern portion of the park was added by Congress in 1980 in large part to protect the habitat of bears, moose, caribou, sheep, wolves, swans and other waterfowl. The construction of a north-side road, and subsequent use by private and government vehicles, would clearly cause new disturbances to wildlife. The extent of this disturbance is unknown. This concern would be even stronger if calls for a year-round access road are heeded. The northern route crosses large areas of wetlands -- an obstacle which 70 years ago contributed to the choice of the existing road alignment. Most winter routes from the Healy area to Kantishna were routed, in part, along frozen glacial river beds -- a problematic alignment for summer travel.

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

WALTER J. HICKEL, GOVERNOR

3132 CHANNEL DRIVE
JUNEAU, ALASKA 99801-7898
PHONE: (907) 465-3900

April 10, 1992

Mr. Jack Morehead, Director
National Park Service
1689 C Street, Suite 100
Anchorage, AK 99501-5151

Dear Jack,

As we discussed, this is a preliminary response to the Denali Access Task Force Report (NPS, November, 1991). For the lack of time and space, it does not address all of our concerns about the report. It only addresses enough of the major ones to indicate that in our opinion the report should not be used as a decision making tool.

We are disappointed the Park Service did not perform an objective study of the need for increased access to the north side of the park. Also, we are concerned by National Park Service (NPS) value judgements that misrepresent the position of the state and its tourist industry. The report goes to great length to overstate the impacts, to understate the benefits, and to misrepresent many of the relevant facts concerning the concept of new access into the north side of Denali National Park. We feel the facts and input that went into the report are designed to support a predetermined and predictable negative conclusion. We also feel that there are logical and constructive solutions to many of the "problems" the report associates with new access to the Kantishna area. Those solutions need to be identified and objectively evaluated.

The bottom line is that development of the highest quality, most reliable, practical Mt. McKinley viewing point is important to the long term health of Alaska's tourist industry. For decades the existing Park Road satisfied the demand. Since its use has been significantly restricted, it has not satisfied the demand. Alaska, with its increasing economic reliance on tourism, cannot afford to attract tourists and then deny them the greatest practical opportunity to see the state's premier scenic resource. When they are denied the opportunity to get a quality view of the mountain, it is Alaskan tourism--not the National Park Service--that suffers as visitors pass the word back to the rest of the world.

No route, inside or outside of the park, can be built to totally avoid any impact on habitat. On the other hand, a road can be built and maintained to the scenic resources of the Kantishna area without:

- 1) Increasing traffic over the existing Park Road.
- 2) Impacting the swan/waterfowl habitat concentration along the North edge of the park.
- 3) Requiring a twelve-hour shuttlebus ride over a substandard road.
- 4) Allowing uncontrolled access to adjacent lands (control is exercised along the existing road).

Viewing Mt. McKinley is non-consumptive. No matter how many people are successful in their attempts to gain a quality view, it will still be available, in its natural state, for future generations. Developing a new, efficient route to serve that viewing will not eliminate, or significantly reduce, the opportunity for wilderness type solitude around the mountain. (A one-mile wide impact corridor along fifty-five miles of road, between the Shushana River and Kantishna, would involve .6%--six tenths of one percent--of the Park/Preserve.) Note that land beyond 150 feet from the existing Park Road centerline is officially considered to be wilderness.

On a larger scale, Denali National Park is one of only two major National Park/Preserve Units, out of thirteen in Alaska, to be penetrated by the highway system. That level of access is not excessive and should not be compared to parks in the lower 48, like Yellowstone, which receive over ten times the visitation within a fraction of the area. The purported ills of the entire National Park System cannot, and should not, be resolved by placing a moratorium on significant access improvements in the Alaskan National Parks. With only two of thirteen major park units in Alaska penetrated by the road system, we see the need for some compromise on the access issue. That compromise can only be reached by objectively studying demands and solutions.

Some of our major comments on the Task Force Report are:

Executive Summary Pages 4-6

The conclusion that "there is no need for an additional gravel or paved road into the Kantishna area of Denali National Park and Preserve" appears to contradict numerous other statements made in the report. They include:

- 1) That Denali Park is a "major visitor destination for people around the world."
- 2) That "Denali has struggled to accommodate visitation."

- 3) That people come to Denali to view wildlife along the existing Park Road and to view Mt. McKinley.
- 4) That increased traffic on the existing Park Road would be detrimental to the splendid wildlife viewing along that route.
- 5) That sometimes people have to wait two days to catch a bus into the park (especially during good mountain viewing weather).
- 6) That 1,600 cars entered the park in one day during an end-of-season opening.

Those apparent contradictions should be objectively discussed. The statement (Page 6) that "Mt. McKinley viewing is superior on the south side of the Alaska Range" should be substantiated or deleted. In reality, the view from the north enjoys a continental type climate while that from the south contends with a higher incidence of cloudiness and precipitation (see precipitation contour maps in the Alaska Environmental Atlas, University of Alaska, 1969). Also, the mountain stands out better from the north side, with fewer intermediate mountains to compete with. If the view from the south was "superior," the art work and photography that has been published would not put so much emphasis on the view from the north. Also, the Park Service would have emphasized access from the south in the 1920's and 1930's when improving access to park resources was a higher priority to them.

The conclusion that "Investing in other areas...would bring Alaska far greater, and surer, benefits than would expanded facilities in Kantishna area" (page 6) should be deleted from this study. That type of value judgement should be left to the state. That conclusion ignores the state's ability to make tourist industry related decisions. In reality, reliable accessible viewing of Mt. McKinley is important to the state's tourist industry. The current inability for many tourists to see the mountain negatively impacts the industry (rather than the Park Service). Improved access would provide long-term, non-consumptive service to the tourist industry and would make improved mountain viewing available to future generations. There is probably no other current single development that could provide as much long-term benefit to Alaska's tourist industry.

Introduction Pages 7-11

The conclusion (Page 9) that since bed space in Kantishna is not filled to capacity, there must not be a great demand for access, is invalid. Lodge patronage and demand for access are not directly related. This section should note that, during one end-of-season opening, up to 1,600 cars entered on one day (Page 28) and that the concessioner's bus tours travel at virtually 100% capacity (Page 32). It should also note that, as demand increases, even more people will leave dissatisfied.

This section puts too much effort into defending the existing shuttlebus service and existing restrictions on the Park Road to be of value to an objective study of the Denali National Park access issue.

Denali Fact Sheet Page 12

If this fact sheet is going to be included in the report, it needs to present facts to support both sides of the issue. It is missing information such as:

- 1) The number of people who wish to view Mt. McKinley but are unsuccessful.
- 2) The number of people who "pile up" outside of the park entrance waiting to get in.
- 3) Projections of future demand, congestion and disappointment.
- 4) The value of quality, reliable Mt. McKinley viewing to the state's tourist industry.
- 5) Analysis of how many people could be served by additional access.

Public Comment Pages 14-16

This section does not fairly present the facts. For instance, it purports that a 175 mile bus ride into Kantishna and back is too long to be attractive to travelers. That statement assumes that such a ride would be by school bus over a substandard route (i.e., the existing Park Road). It ignores the fact that a lot of people, including elderly travelers, each put thousands of miles on buses each year on trips to Alaska. A 175 mile trip, on a quality bus, over a quality road, would be a very enjoyable experience to them. It would offer a very viable and attractive trip (one day or overnight) to get an opportunity to view Mt. McKinley.

The comparison of visitor limitations on bear concentration areas and on a walrus haul out area is invalid (page 15). The strict limitation on visitors, which is needed to avoid disturbance to bears and walruses, is not needed to protect Mt. McKinley. Unlike bears or walruses, Mt. McKinley will not relocate. The "sample of the range of other comments" on page 15 is also invalid. A member of the Alaska Department of Transportation and Public Facilities (ADOT&PF) Northern Region staff attended each of the three public meetings and heard a good deal of input that advocated improved access into the Kantishna area. His notes (copy enclosed) indicate that of 50 people that offered input at the three meetings, twenty-eight favored increased access, three sounded neutral, and nineteen opposed increased access. In any event, the three to one opposition indicated by the "sample of the range of other comments" in the report is inaccurate and misleading.

Alternate Access Proposals Pages 17-19

Rather than objectively evaluating realistic access alternatives, this section is devoted almost entirely to discrediting possible road alternatives, and to suggesting unrealistic alternatives such as a monorail.

The one-way loop (or partial one-way loop) should be addressed as a possibility. The fact that some bridges would be required is noteworthy but the indication that they would be "expensive" (Page 18) and would be required over "several major glacial rivers" is an example of overstatement to support what we believe to be a predetermined conclusion. The state has built and/or maintains many bridges over larger rivers than any of those between the Parks Highway and Kantishna. In reality, an alignment between Lignite and Kantishna could be located to cross only two glacial rivers, the Toklat and the Teklanika. Estimates for the construction of all required bridges have been included in previously prepared route development estimates.

The discussion of rail access to Kantishna (Page 18) is short but generally good. The likelihood of building a \$216 million railroad as opposed to an \$80 million road should be discussed though. On the other hand an \$800 million to \$3.2 billion monorail should not be presented as a viable alternative worthy of further study. To do so is simply misleading and counter productive. That is especially true since a monorail would probably still require a road for construction and maintenance.

Recommendations Pages 20-25

This analysis of utilization of room occupancy at Kantishna (Page 20) does not lead to a valid conclusion on the current or future need to provide access to the Kantishna area. The fact that there is no mining activity in the area (because none is allowed) also does not lead to a valid conclusion.

It is our understanding that the choice of alignments seventy years ago (Page 20) was based largely on scenery. Previous access to Kantishna, which was not constrained by land management designations, used the northern alignments almost exclusively. Also, it was important to NPS that the road be located within the park. In any event, the hydrological conditions of some of the possible alignments available along the north side of the park do not inhibit construction of a modern, high quality road. This section should not indicate that they would.

A new road would not put the wildlife viewing that occurs along the existing Park Road at risk. It could actually channel non-wildlife oriented traffic away from the existing road, thus, enhancing the wildlife viewing opportunity.

The statement that a new route "adds nothing to a visitors ability to see the mountain" (Page 20) is not true. A new road on the north side would significantly increase the quality of, and the success rate for, Mt. McKinley viewing.

The assumption that a new road would involve a "one way only" loop is premature. It would offer such an opportunity to people who would not want to ride over the existing Park Road twice. It is unlikely that a new road would be limited to one way traffic.

The fact that a Park Service survey shows that "more than 40 percent of those visiting Denali spend only one night at the park" doesn't seem relevant (Page 21). What do the other 60% do? How many of the total want to see Mt. McKinley? How many would spend more time if they could realize a quality experience, rather than waiting around the park entrance?

The assertion that "the current 55 mile trip into the Park is too long" (Page 21) seems to add credence to the need for a quality route. Instead, NPS appears to conclude from it that no significant improvements are warranted. A 175 mile round trip, over a quality road, in a quality vehicle, is comfortably within industry parameters for a day trip. NPS should not go to such lengths to discount its value.

An improved reservation system (Page 22) might help avoid the pile up that occurs around the park entrance but it will not serve to increase the ability for numbers of people to gain access to reliable, quality, Mt. McKinley viewing. It does little to solve the current capacity problems or to meet future demand.

The NPS conclusion on the basis of this report, that "there is no economic justification for state or federal construction of a second road to Kantishna" (Page 23) is unsubstantiated. The NPS conclusion that the cost of a new road could be better invested elsewhere in the National Park System (Page 23) is also unsubstantiated. It ignores the state's ability to identify need, and adds nothing constructive to the report. We recognize other needed improvements but prioritize this one as of primary importance to our tourist industry.

That some number of people can visit the park's (Page 24) interior does not necessarily satisfy the demand for reliable, quality viewing of Mt. McKinley. NPS should determine why those people want to access the park's interior, and then objectively study ways to adequately satisfy that need.

Access to Kantishna Pages 26-28

The information presented in this section (re: access rights of inholders and 1,600 vehicles in one day) seems to support the need for a new access route that would not adversely affect the wildlife viewing along the existing road.